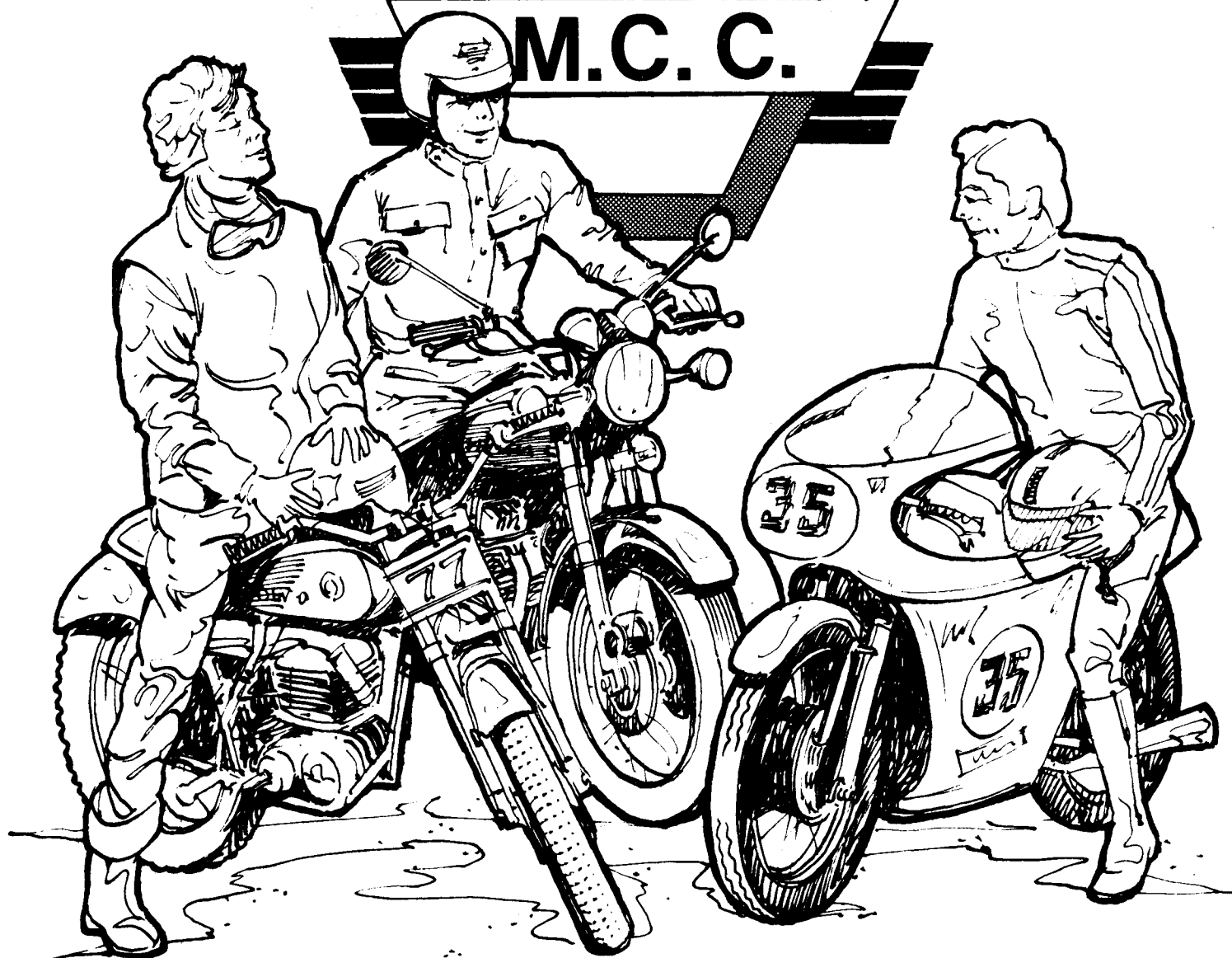


THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



Meetings: Tuesdays, 8.30pm. Robin Hood Hotel, High Lane. (A6)

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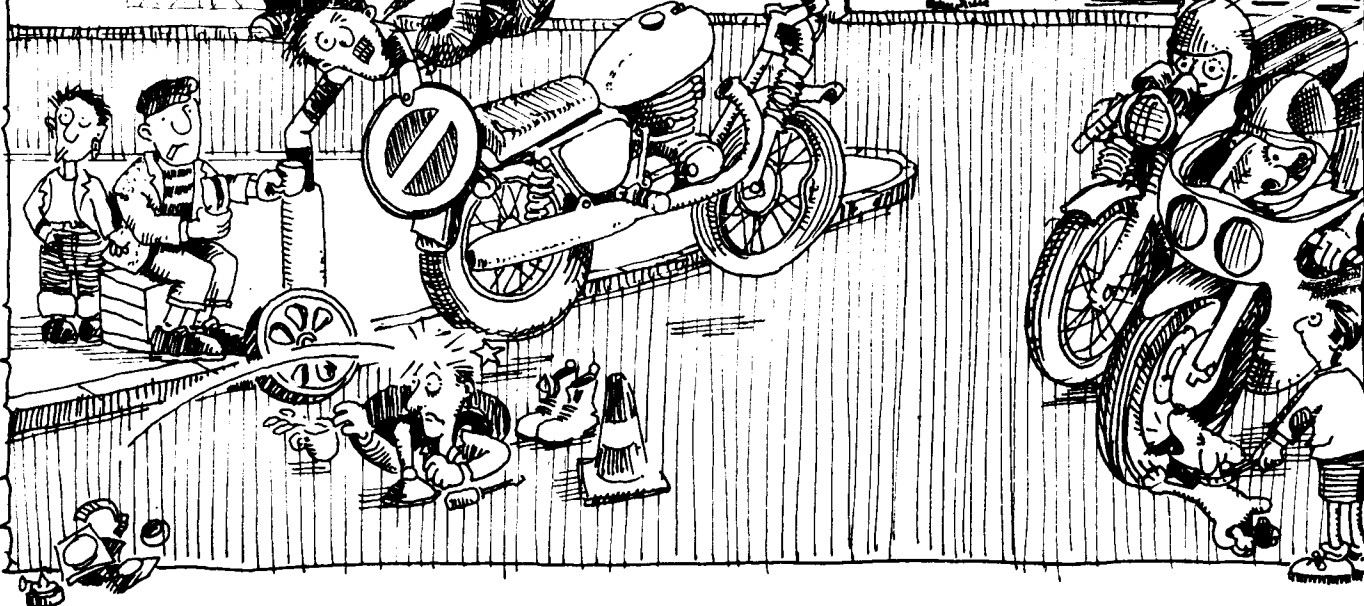
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MANCHESTER '17' MOTOR CYCLE CLUB
NEWSLETTER - MARCH 1978

Editor:- Dave Tattersall
61 Sandown Road
Hazel Grove
Tel: 061-456-4163

I hate blank pieces of paper, especially when I have to fill them in. Perhaps if I go for a ride, it might inspire me, but then I end up in the pub, when I get home it's time for bed, and I think I'll write this tomorrow which never comes.

Today that day arrived, which is a shame, for I have lost the excuse to ride for no reason at all. There will be another newsletter and light summer nights to ride through, which neatly leads me into what all this drivel is about.

For 78 we have a full road and trials calendar. (See detachable list at the back of the newsletter). Every weekend till the end of the year there is somewhere to go. I hope it's no going to fall on the regulars to organise everything this year.

All those who sit and moan, should get off their fat butts and make things happen. It's everyone's club and you will only get out of it what you put in.

Happy Redlining

Dave.

.....

Bar-B-Que

It was a cold and windy night, as we entered the Marquee. The folk group called Fair Fax were setting up their gear. When everything got going it was really great, not the flop many had said it would be.

There was a raffle. A guy called Colin won a talc set, Pete Steckles won a box of chocolates which he shared out, Russel Leigh won a what ever it was. By mistake I disappeared with the raffle money which caused a fuss.

Halfway through the evening, Dave Nurse went to relieve himself in the field, he came back covered in mud, with the story he had fallen in a big hole. Thanks must go to Tim Clarke for the use of his field and the organisers. The same event held in spring or summer would have gone down really well, any volunteers!

.....

Report:- Club Novice, Over 40 and Youth Trial at Marple Dale - 4th December 1977

A '17' club trial with hardly a rock to be found! Hard to believe, this course, from comments raised by competitors, was more like Southern Centre going than our usual "mountain goat on a survival test" venues. What a great place with interesting safe and varying sections so near by. Thanks to Tim Clarke for arranging with his uncle the use of the land. Feet up forever mate!

The section marking team had done a fine job in setting out the course in a circle giving everyone enjoyment without much queuing. With a mixture of deep, clinging mud. Slippery climbs, tree roots and nadgery proved that our good riders are good on all types of terrain.

A strong biting wind made a bright day very uncomfortable for our dedicated observers. The lady who did section one must receive the applause of us all for real staying power where brass monkeys weren't to be found. Who saw December 8th issue of the Stockport "Advertiser"? great pictures, a full page of em. I think their lady photographer was immediately struck by Rick Stewarts "talent" with two full frontal shots published. Fame at last EH!

To sum it up - a good time was had by all, and the results:-

Best Youth 'A'	N Jeeves	6 and best overall
Best Youth 'B'	S Rowland	12
Best Youth 'C'	T Scarlett	12
Best Novice	M Keiling	23
Best Over 40	A Edwards	32 inc. H/cap.

1st Class Awards:-

Youth 'A'	G Jones	26	A Needham	27
Youth 'B'	M A Edwards	28		
Novice	T Brookes	25	R Ashby	27
			Ken Roberts.	

.....

The Northern Experts Trial - 18.12.77

This year at the start of the trial I thought we'd beaten the fog that has plagued the event for the last two years.

But as the entry started the first groups of sections at Clough House, Plantation and Cumberland Corner, the weather became much worse and visibility was drastically reduced.

I then moved on to Hawks Nest only to find that visibility was worse there than at Cumberland Corner, so the decision was made to reverse the route at Hawks Nest and to repeat all sections again. Our main problem now was to relay all sections that had been taken up behind the entry, this was done and the hold up only lasted about 10 minutes, thanks to Dave Murray and Pete Steckles quick action in covering the solo class and Gordon Ruffley and Ron Hulme the sidecars.

So much for the organisation, now for the trial, Nigel Birkett won the Premier solo award with the loss of 28 marks, 6 marks in front of Best Manchester '17' rider Chris Clarke. Then 10 marks adrift joint third place man Rob Shepherd on the works Honda and Mick Andrews riding his works Yamaha.

Congratulations must also go to John Hulme who had the best ride of the regular Tuesday nighters, but the hard luck story of the event must be that of Dave Porritt who put water in his petrol tank 6 sections from the end of the event, never mind Dave at least you've proved one thing, its going to be hard to bankrupt the Arabs!

The sidecar class was won by B Watson/R Sutthill from Yorkshire on their Suzuki outfit with Walt Bulloch/B Pearce as runners up.

Sorry I can't give any real descriptions of the sections used, but the fog brought great demands on everyone, and as Clerk of the Course would like to take this opportunity of thanking everyone involved in making the trial a success once more. Apologies also to any observers who were left standing at sections which couldn't be used, for too long a time.

John Garlick

.....

Fancy Dress Party - 26th December

"Shouldn't have had all that wine with the turkey sarnies!" - that's probably what was going through your head if you'd been a customer at the Robin Hood on Boxing Night. After all you couldn't have seen a burnt-out match stroll through the bar with a Christmas tree and that big bloke with the green face and the bolts through his neck didn't really just order a pint.

Unfortunately you did and he had; the Manchester '17' Fancy Dress Party was under way and once again the imaginative streak of the everyday motorcyclist had come up trumps. Apart from the afore mentioned characters we were treated to the night of tea bags, arabs, Tom Sawyer, Wee Willie Winkie, punks, tramps, cats, flashers, assorted school kids, The Rochdale Cowboy (whose huge hound thankfully behaved itself and sat quietly in the corner with a stiff britvic all night), various ladies of ill-repute (worth ten bob of anyone's money) and full supporting cast, all equally entertaining.

The disco itself was lively despite its late start, which caused early arrivals embarrassing moments, sitting in the main bar. Although the turnout could have been better and probably due to foul weather a good time was had by all present, the last revellers not lumbering off into the downpour till gone midnight - suitably fortified against the elements!

Special thanks to Ian Bottomley and Alan for their excellent demonstration of the three-man-lift (nice one lads) and to the staff of the Robin Hood.

Dick Turpin was noticeable by his absence. One last word, if you can't remember how silly you looked, photographic proof will be on the notice board soon! All in all an event to be repeated.

Pete Lawton

This event was a great success and will definately be run again next year, so get busy with those costumes. ED.

.....

Trail Run - 29th January 1978

Started from Marple Bridge on what appeared a wet, cold unpromising day. The party consisted of Ron Armsden 250 Suzuki, Peter Potts 250 Suzuki, Malcolm Morton 250 Suzuki prospective new member Chris Barton 125 Yamaha and John Ward 25 MZ 7 day original.

We went via the Roman Lakes, Linnet Clough and over Mellor Cross on Cobden Edge which with a covering of snow on top of the mud underneath gave a good climb. On from there with some road work to Eldon Hill where Malcolm's Suzuki decided to run out of sparks, at this point we were in 9" of snow with a strong wind blowing, imagine trying to dry out the ignition in those conditions, it was obvious shelter would have to be found and a reconcoiter by Ron produced a derelict building. To cut a long time short at least 1 hour later the ignition came to life and we were away into the snow drifts again, this proved somewhat of a struggle especially where the drifts were level with the walls and progress towards Millons Dale was incredibly slow, including driving round bogged down landrovers and Rally cars. The conditions were worsening and it was decided to cut short the run and return towards Peak Forest, as we passed through a ford the MZ began running less than its usual perfection and on inspection the carburettor was turning into a block of ice. We returned towards Roych Clough and tried the initial 100 yards but the gully had about 3 or 4 feet of snow in it and a unanimous verdict was taken to withdraw (shame). The day had taken a fair toll of men and machinery with the wet and cold and a welcome sight of Marple Bridge made it feel almost tropical when compared with high hills.

John Ward
25 MZ 7 Day Original

.....

Northern Motorcycle Show - Belle Vue - 23 - 26 January 1978

Probably the most interesting stand at the Northern Motorcycle show was that of the Vintage MCC, with a great selection of old machines, some dating back so far that even Frank Pickard's A7 Beeza would have felt at home.

Unfortunately this speaks volumes about the show in general, Belle Vue may attract the enthusiasts and the paying public; who turned out in their thousands; but it doesn't seem to interest the large manufacturers. Most startling example of this was the total absence of any Honda dealers, the only two new 500 Vee-twins being displayed on Kawasaki stands! There was a noticeable dearth of Yamaha reps too.

However those who did bother to turn up gave us a wide selection of things to look at. New machines on show included the MZ 150 cc Eagle and the 1015 cc Kawasaki; ZIR (not as bad as it looks in pictures, but still a bit angular). The new Honda Vee-twin came in for a lot of comment, not all of it favourable - nice engine, but an odd-looking beast. The show probably gave better value to the off road enthusiast, among the exhibits here were the new Kawasaki's and the 1978 CCM British-built 400 four-stroke.

The annual award for the biggest number of bikes crammed onto one stand went once again to Sports Motorcycles with no less than thirty five machines (but still no trident!) Could you tell where one bike started and one finished?

Dolly of the Show was a close-run thing between the lass on the Auto 66 stand and the M.C.M. girl. The latter just won (rumour has it those white leather hot pants had to be surgically removed!)

Liquid refreshment at the show was once more provided by the Gnat's Brewery Limited, the only brew that makes Wilson's look good!

Back to the Vintage Club stand though. Easily the best in the smaller of the two halls with some beautiful bikes, especially the Douglas and the Sunbeam outfit. Also on show was the Net-A-Car, an amazing machine, reputedly impossible to fall off. (Could club funds run to one for Dave Searle and Dave Tattersall)? Next best stand was a toss up between Auto 66 (somebody offered £2,500 plus for their '54 Works Norton on the Wednesday!) and the Manchester "17". Modesty prevents us from saying who won, but it wasn't Auto 66!

For the Club things went very well - once we'd got set up! For a start we had the only Honda 750 F2 in the show and our lads talked for three days solid about it to all and sundry. Even the other exhibitors were crawling all over it to see if their bits and pieces would fit!

The stand showed all aspects of the Club's activities, its centre-piece being Mick Capper's Yamaha. Members on duty had questions on trials, road-riding and training thrown at them by the public and we reckon we've got some good new members.

If nothing else the effort in putting up and manning the stand was worth it for the friends and contacts that were made (some of which should be quite useful in the future). Just as important though - everyone involved had a good time.

Many thanks to Sports Motorcycles, Cartwrights of Stockport, Mick Capper, Rick Stewart, the Training Scheme and Pete Kershaw for lending us the bikes (trusting lot!) The same goes for all involved and a special thanks to Kenny Roberts' missus for the tea and biscuits provided. A bit more time next year and it should be even better.

P.S. If anyone bought any of the - "You only need to clean your bike three times a year" wax from the display stand, could you please let us know if it works?!

Pete Lawton

.....

Manchester "17" Annual Dinner Dance - Friday 27th January

Always a highlight in the Club's social calendar the Dinner Dance at the Belgrade Hotel, Bollington came up trumps again.

This year the dance was a sell-out in record time and the Belgrade made sure everyone that turned up had a good time. The food was as good as ever, you only needed to look at the size of the Belgrade's manager to know that, and there was plenty of wine to wash it down with. All of which put everyone in a good mood to listen to the speeches and watch the presentation.

Guest speaker Nick Jeffries got a warm welcome and for a first time attempt gave a great speech as well as supplying his lovely lady to present the various cups and plaques for the past years competitions.

The dancing took a new format this year with a disco instead of the usual band. Very successful it was too, with the DJ supplying a nice blend of music to suit all tastes, (even if he did have to explain what a Paul Jones was!) By the end of the night a lot of folk were looking just a bit dishevelled after their exertions on the dance floor!, so they must have enjoyed it.

Smooth, suave and sophisticated compere Paul Tootall breezed happily through the raffle prize givings. More prizes than usual were there for the winning and this seemed to go down quite well too - especially with the young lady who won most of them - explain yourself Tootall!!

Anyway a good time was had by all, only problem being that we'll probably need somewhere bigger for next year.

Pete Lawton

.....

Newspaper Articles Concerning Motorcyclists/Motorcycling

One of the jobs of the "17"'s press officer is to keep an eye on the local and national press and reply to any articles of concern to the club or its members.

However, as he doesn't get home from work till five-thirty and the pubs open at six this restricts the time he has for reading all the papers. In consequence he can't know about everything that goes into print about

motorcycling issues.

This is where you can help; if you spot anything of interest in the press please cut it out and let the press officer have a look at it. He's at the club most Tuesday's and will be glad to chat to anyone who buys him a pint. Failing this the address to get hold of him is:-

Pete Lawton, Press Officer M/C "17",
33 Cashmere Road
Edgeley
Stockport
Tel: 061- 477 4932

Thanks a lot.

.....

RAC/ACU Training School Run to Dale Farm Trial, Marple - Sunday 22nd January

I don't know whose idea it was to take the Training Scheme pupils to have a look at a trial involving club members, but it was a good one, as everybody had a great time.

The plan was to cut the Sunday training scheme short and ferry the pupils from Reddish to Dale Farm en masse - a daunting prospect in itself. Still all went well and setting out in groups so as not to completely block the roads everyone turned up without getting lost on the way - not even Dave Effer (no mean feat in itself!)

However any joy at getting everyone there in one piece was soon dispelled as the column descended to the site. The lower we got the muddier it got and once off the bikes at the farm we realised the stories we'd heard of blokes riding bikes through gallons of mud for sport were true - it remained to be seen whether or not they enjoyed it.

They do, and so did we! We watched from all the sections in turn and were immediately impressed with the sheer lunacy of it all. It was amazing the way the lads got round, over or through the obstacles - and even more amazing when they didn't quite make it. The trials lads probably heard us chortling at some of their antics, but to be honest most of us were wishing we'd got the nerve to have a bash.

One problem we had was working out where sections began or ended, and we apologise to any rider who came hurtling round a thicket to be confronted by a mass of wide-eyed, orange-jacketed bikers trudging towards him!

Going back to the mud though, and there was enough of that to put even the paddock area at Mallory Park to shame. We had bother walking in the stuff but the riders seemed to make it all look easy. The fact that it wasn't that simple was beautifully illustrated by Dave Searle. This gentleman gave an impromptu display of how to lose control of a trial bike; kindly loaned to him by Ken Roberts, who; to his eternal credit, didn't bat an eyelid as he saw his pride and joy hurtle skywards with the intrepid Searle hanging onto the bars trying not to look too worried by it all - great fun.

Most of us hadn't seen a trial before, but from what we saw we'd love to go again. Many thanks to the trials lads for putting up with us asking stupid questions and generally getting in the way.

To reciprocate any trials people fancy acting pillion on a club run or rally?

.....

Various Trail Runs

This is a somewhat potted mixture of the brightlights from various runs over the last few months.

Fairly frequent runs over Roych Clough a superb rocky climb are beginning to rub some of the edges off the mill-stone grit, but nevertheless now the route through from Hayfield to Rushup Edge is complete its well worth an hours perspiration. Peter Potts and myself met Vernon Leigh and company on Chapel Gate, Vernon intent on getting some photos to record the state of the road, as we proceeded downwards towards Edale it is necessary to negotiate a morass in the final two hundred yards of road and this proved a somewhat bottomless problem for the MZ (250 7 Day Original) but it fairly easily overcame this with a little outside assistance (2 pulling and 2 pushing).

In the afternoon we went over Hope Cross a rather fine track with a square granite monument at the top each face inscribed with the direction it faced - SHEFFIELD - EDALE - HOPE - HAYFIELD.

There are vehicular rights from here in all four directions and after a few photos it was decided to proceed downhill towards the Snake Road (A57), well proceed downwards we did, as with a surface of pine needles wet grass and clay stopping was a non event apart from horizontally. The one day bikes didn't have too many problems on going like this but tend to get frightened at the sight of more than one hundred yards of continuous tarmac.

A circular tour round Hogg Farm was pursued and back to the cross again to finally proceed on the Roman Road towards Hope.

.....

Ron Armsden, Ticker, Peter and myself went to ride the lanes around Peak Forest and Millars Dale, these lanes abound in limestone rocks which when wet are akin to riding on ball bearings. The run was quite uneventful (pity) apart from the phenomenal speed of Tickers BSA which occasionally (very) revved in excess of 40 MPH on the road. In the afternoon we proceeded via Yorkshire Bridge towards the Snake Road to go over Hope Cross and onto the Edale road however the climb over Hope Cross was very strenuous (ask Peter what his engine smelled like just before the cylinder fins drooped), nevertheless the summit was reached and turning left took the Roman Road towards Edale together with several large parties of ramblers. The return towards Hayfield was via Roych Clough downhill (did it on a 3) and as a finale just to make sure the bikes looked to have had a worthwhile day came down past Apenshaw Hall and judging by the continuous depth of the mud, a whole cavalry of horses had desecrated the surface prior to our arrival.

A run to investigate the old road sections along Woodhead was quite useful finding two good lanes and a cinderroad, however our activities attracted the ever present Peak park warden but after passing a few pleasantries we pressed on to go round the reservoir roads near Holmfirth, good going but quite rocky. On returning the road led through the moorland and just prior to the exit gate stood an unsociable very large brown bull and for whatever reason no-one seemed willing to proceed. The problem was resolved by driving round it and there was a certain amount of relief when everyone was through and the gate secured.

John Ward
MZ 7 Day Original

.....

British Motor Racing Marshals Club

When the B.M.R.M.C. came to visit us last year they said they'd like to start up a motorcycling section and get the standards of motorcycle racing marshalling raised.

True to their word they've made inroads into the motorcycling scene.

They now have permission to marshal at Mallory Park and at all East Midlands and Midlands A.C.U. meetings at Cadwell and other circuits. This is in addition to their normal duties at Donnington and Silverstone bike meetings.

Their next aim is to provide a high standard of bike marshals, via extensive training and practice sessions. Of special use are their fire-fighting practices, something bike marshals definately need.

What the B.M.R.M.C. now needs is the backing of bike clubs like ourselves, who supply marshals. They are writing to Motorcycle Clubs for comments on training and any other help they can give. Pathfinders M.C.C. have already got in on the act and the Midland Motor Cycle Club have made a pilot training film.

The "17" may not have the resources some of these clubs have but we can still give a hand; after all, it was the visit to the club that set the ball rolling. If you've got some experience of marshalling why not sign up with the B.M.R.M.C. and get along to some of their training sessions. It isn't cheap to join about £4.00 all told, but this does give you extensive insurance coverage and the opportunity to marshal at a great number of meetings - for cars as well as bikes, it also of course covers the training

costs. Membership forms available from Pete Lawton, Manchester "17" Press Officer; he'll also forward any ideas you've got on to the B.M.R.M.C.

Pete Lawton.

.....

What about Newton's Law of Gravity?

Well, I suppose that with all this white fluffy stuff covering the roads and hiding the motor-cyclists' number one enemy, some of us were bound to become exceptionally artistic in our methods of dismounting- subsequently returning to the Clubroom with such heroic phrases as "I threw it up the road" or "I laid it down when I realised I had no other choice" or even "I dropped it!" For those riders who were simply asleep at the time its a case of "I don't know what happened, but my bum's numb!!!"

In my own case I remember only too well I was descending a short steep hill at less than one mile per hour and knew I had to stop at the bottom, as you ought to know - brakes and locked wheels are not very good on ice; I had stopped and was just putting my feet down when well there I was sitting in the road!!! Luckily there was no traffic about and the bike didn't slide and get scratched. The first problem to solve was how to make a charge for the comedy act to the gawping pedestrians on the kerbside, and then the even greater problem of actually getting up - that was nowhere near being as easy as it should have been - my right foot was through the forks in the unity of the headlamp!!

Back on two feet eventually, I managed to pick up my bike (Thinks "must remember to enrol for a course on weight-lifting!") check all levers, lamps, chromework etc. and set off again.

1/4 mile later the engine coughed, spluttered, and inevitably - stopped! "Oh hell, what now?" I thought as I envisaged pound notes flashing past my eyes, "please God, don't let it be anything serious". After ten minutes fiddling and checking I discovered that the choke was full on, I must have caught it with my foot en route to the 'Near the headlamp' position! Switch off choke; restart engine; set off for third attempt at getting to work (must be made to make all that effort!!)

MORAL OF STORY: - ICE AND SNOW? MIND HOW YOU GO!

Dave Duckett

.....

The green over-suit you all saw demonstrated a couple of weeks ago is available in small, medium or large sizes, with or without elasticated cuffs. It is made of P.V.C. reinforced with nylon, and is designed for industrial use so it must be O.M. for biking. I'm very satisfied with mine, and Dave Tattersall has one with cuffs - elasticated. They are now available from Brook Industrial Supply Co. Ltd., St George's Road, New Mills. Telephone New Mills 44188 (or through me), and the company will investigate any complaints of leaks, given fair wear and tear allowance.

They also sell Rockguard rubber boots suitable for off-road and trials wear; also very large tins of very cheap Swarfega.

Looking for replacement wheel bearings I found a firm that was very helpful and prepared to match any ballbearing race on my bike! They are made of British steel and available with one, two or no grease seals. I dived in and got a 25% reduction for cash into the bargain! In contacting the firm take if possible the bearing for comparison, or quote the imprinted number, or measure it very accurately, also mention the M/C 17 and you will receive efficient and friendly service.

Bearing Service Limited, Bankfield Trading Estate,
Coronation Street, Off Sandy Lane,
Stockport. (Top of Lancashire Hill).
Telephone: 061-480-0591

Dave Duckett

If you didn't know our club now has a set of vacuum guages. See Dave Duckett in the club room or phone him at home, New Mills 44855. He will require £6 returnable deposit plus £1 hire charge.

Please also note if you have a new bike, and you do your own servicing you will probably invalidate your warranty so be careful.

.....

Clyn Mellor won a North West Road Safety Competition for Motorcycles, held on December 2nd 1977 in Eccles, and Julie Nixon won the provisional licence section.

Also a mystery pupil from our RAC/ACU training scheme won a Kawasaki 200 in a competition held in the Manchester Evening News.

.....

Wife Bashing in Wigtownshire

On Friday 17th February we were yet again on our way to Stranraer on the South West coast of Scotland for the Rhins two day enduro. The four and a half hour trip saw us arriving in Stranraer at about 9.45pm. We soon found the George Hotel and wasted no time checking in and getting to the bar for a most welcome pint. The second car load arrived an hour later after some mechanical trouble. (P.S. Does anybody want a cheap Dolomite Sprint).

That evening was spent chatting with John Knight and Bonkey Bowers who were also staying there. Bonkey was being very watchful over his new works SWM jacket which cost £45 and was one of only two in the country, but by the time he went to bed he had forgotten all about it and Paul took it upstairs with him. Bonkey came back down, after a few minutes, looking for it, but had to wait until Saturday night before we gave it back to him.

As we had an early morning call booked for 7 am so that we could get the bikes scrutineered before breakfast, was looking forward to a good nights sleep, but the local drunks had other ideas. Right beneath our bedroom window was an old toilet with several stone arches at the front. This turned out to be the Scottish equivalent of Madison Square Gardens. At about 1.45 am, still not having got to sleep due to traffic noise, all hell was let loose on the street outside, and I was entertained by two couples having a fight, during which both men and women could be heard using well known swear words which were more English than Gaelic. After about ten minutes they wandered off, only for one couple to return at 2 am. The somewhat exhilarated Scotsman then proceeded to knock the hell out of his (or somebodys) wife for about another ten minutes before dragging her off down the street to bash her head against some corrugated iron sheeting.

By the time I eventually got to sleep, we had the early morning call on the telephone. To say that I still felt knackered was an understatement. Outside, the sun was just coming up in a cloudless sky but the wind was making the seasonal brass-monkeys very uncomfortable. We took the bikes to the disused airfield, got them through scrutineering, and headed back to the hotel for a much needed breakfast. On the way back we passed Bonkey Bowers going the other way. He looked a bit cold without his jacket.

After filling up with a good nosh and endless cups of tea we went back to the start just in time for Paul and Nick to get to their bikes in the parc ferme' in time to be called up. Both of them set off without any trouble and looked forward to a good day ahead.

We first went to watch at a river crossing near the village of New Luce and heard that Paul had been through, making good time. We just saw Nick as he leapt his bike across the broad and disappeared up an ice covered track on to the moors. The stream crossing was deep and the water cold with ice along the banks. We watched several riders struggle through and one poor chap even take an early bath as he dropped his Husqvarna under the water.

When we arrived at checkpoint two, which was our first fuel check, Paul arrived one minute early to report having a good ride over hard fast going. His brand new 175 SWM was going like a rocket in its first event. He set off again towards the special test with hopes of doing well over the weekend but these hopes were soon to be dashed. Meanwhile we were left waiting for Nick on his 125 BETA, also in its first event, and his first event since breaking his ankle in last years ISCA enduro. The minutes ticked by as we realised that something must be

wrong. We heard from another rider that he had a rear wheel puncture and was stopped just up the road. He eventually freewheeled into the checkpoint with a split rear tyre and puncture. After weighing up the damage he started to try and repair it, with only 45 minutes of his allowed one hour penalty time left.

As Nick worked on his bike, we heard that Paul had returned to the checkpoint after having an accident, and found him being attended to by the first-aid squad. He told us that he had arrived at the special test section first, after overtaking the slower earlier riders, and within about 150 yards of setting off at full speed down narrow rocky track he hit some sheet ice. Even his riding skill could not avoid the inevitable and he dropped the bike at about 40 mph and slid along on the ice and jagged rocks for several yards before coming to a rest in a gateway. The bike was damaged mainly at the front end, but Paul's injuries meant an early halt to yet another probable class win.

He had been brought back by a woman with a pick up and it was decided to get him to hospital in Stranraer as soon as possible. This meant a ten mile drive with me in the back of the pick up. Paul was losing quite a lot of blood from his arm and some from his leg wounds, and on arriving at the hospital, proceeded to leave a trail of blood along the corridor and into the casualty room. This attracted the attention of a somewhat amused doctor who proceeded to make matters worse by trying to lift up what was obviously a broken arm. Five minutes later another rider who had come off at the same place, was brought in with a broken ankle.

After being X-rayed, Paul was told he had a fractured elbow and had to wait about 2½ hours before being driven by ambulance to Dumfries Royal Infirmary, some 70 miles away, to have it pinned up.

Meanwhile, Nick had retired and both bikes were picked up on the trailer. We then all went back to the Hotel where we sat drinking tea and coffee for three hours before going to the Chinese restaurant for a meal. Later on in the hotel, we had a few drinks and chatted with Bonkey who was now wearing his SWM jacket.

When I eventually went to bed, I was determined to have a good night's sleep, and even took a small rock up to the bedroom to hurl at any drunk who might disturb me again. After the local youngsters had tried to kick in the doors of the toilets across the street and had had a quick scuffle, the night seemed peaceful until somebody started knocking on a bedroom door just down the corridor at 1 am. This went on for about ten minutes until he must have got the manager to let him in with his key. Luckily I managed to get a bit of sleep before the not so early morning call went off at 8.30 am. After another good breakfast we settled up the bills which didn't do much good to our pockets (P.S. they never did find out who had the coffee for four and the two lots of butties).

After watching the start of the second day, we went up to the special test where Paul came off and found that although it started from the same place as on Saturday, they had put a marshal with a yellow flag, on the corner where the ice was. The first man through panicked a bit and came off at only 5 mph, only to numb his backside on the rock hard ground. It was unfortunate that Paul had been the first man through on Saturday when no effort was made to ensure the safety of the riders.

We then made our way to the local pub for a drink and a pie, but I am still not sure whether or not it was officially open or not. The small tap room was packed with people who were watching the event, or were retired riders, one of whom was Ralph Bryans the Irish ex-works Honda road racer of the sixties.

In the afternoon we watched the tail enders negotiate the river crossing again and marvelled at young Alan Brick the sixteen year old rider on the works 50 cc Fantic enduro racer, who was still on time on the experts schedule on the Saturday.

After watching the finish, we set off for home, stopping off at Dumfries hospital to see Paul. He should have had the arm pinned on the Sunday morning but due to infection they had to wait for a few days and so we had to leave him and come home. Hopefully, by the time this newsletter is out, he will be convalescing at home and I am sure that all the club wish him a speedy recovery.

This was a bit of an unfortunate start to the season, and I am sure that Paul will not want to ride as number thirteen again, but that's all part of this sport of ours and the word endurance sums it all up.

By the way, I never got round to telling you about the dead body in the hospital at Stranraer ----- but that is another story.

Andy, John, Bomber, Paul, Helen, Nick, Malcolm.

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Notes to Observers

First of all our Club would like to thank you for your help, despite various attempts there is still no substitute for a good observer on every section.

You will appreciate that no amount of rules can provide for every situation that arises in our sport, and that your discretion is necessary, but we offer the following list of penalty points in an attempt to overcome the doubts that exist in the minds of both rider and observer.

Please do not enter into an argument with a rider, should any rider behave in an unreasonable manner, report the matter to the organisers, and the rider concerned will find him/herself most unwelcome at future events, unless an immediate apology is forthcoming.

Finally, if you are in any doubt as to the penalty incurred in a section, give the rider the benefit of it. Thank you.

Marks lost

Reason

- | | |
|---|--|
| 0 | A clean ride. Rider completing section feet up and without incurring penalties listed below. |
| 1 | Touching once only with any part of the body ground, wall, tree, etc. to gain assistance. e.g. LEANING on tree, wall. |
| 2 | Touching twice only with any part of the body. Details as above. |
| 3 | Touching three times or more with any part of the body, but maintaining forward travel. Details as above. |
| 5 | a) Failing to maintain forward travel in relation to the section.
b) Passing outside, over, or dislodging any section marker.
(accidental touching or dislodging of markers by the riders or by vibration should not be penalised).
c) Rider dismounting.
d) Rider receiving outside assistance.
e) Rider crossing over his own wheel-tracks. |

Sidecar outfit marking should be as above (0,1,2,3,5) for the DRIVER, with an additional clause that the passenger must not dismount or touch the ground, wall, tree etc. in such a manner as to gain assistance for which the penalty is 5 marks. (Accidental touching of obstructions by the passenger or driver should not be penalised.) Therefore observing should ideally be done on the right hand side of the section.

A machine is deemed to be in a section when the front wheel spindle passes the 'Begins' card and out when the same spindle passes the 'Ends' card.

A letter received from the Federation of British Police Motor Clubs.
After their two day trial.

Dear Sir,

On behalf of my members may I congratulate you for the manner in which all your riders conducted themselves throughout our trial last Saturday and Sunday.

In an age, where people are quick to criticise and slow to applaud, I hope you will pass on to all your riders our congratulations and appreciation. Every rider was a great credit to your club and your committee.

Our special congratulations to John Hulme and the other top riders for a great display of 'feet - up' riding.

Wishing you a successful and above all happy 1978 season.

Yours faithfully

Brian D Rigby.

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TRIALS SCHOOL

It is proposed to run a Trials School covering all aspects of the feet up game.

This would be of interest to all classes of riders. It would commence sometime in mid-summer and there would only be a minimal charge. In order to further our plans would all interested riders please contact Norman, Steve or Harvey on club nights or phone Town and Country Motorcycles, 061 - 339-3918 leaving name and address.

Norman Eyre