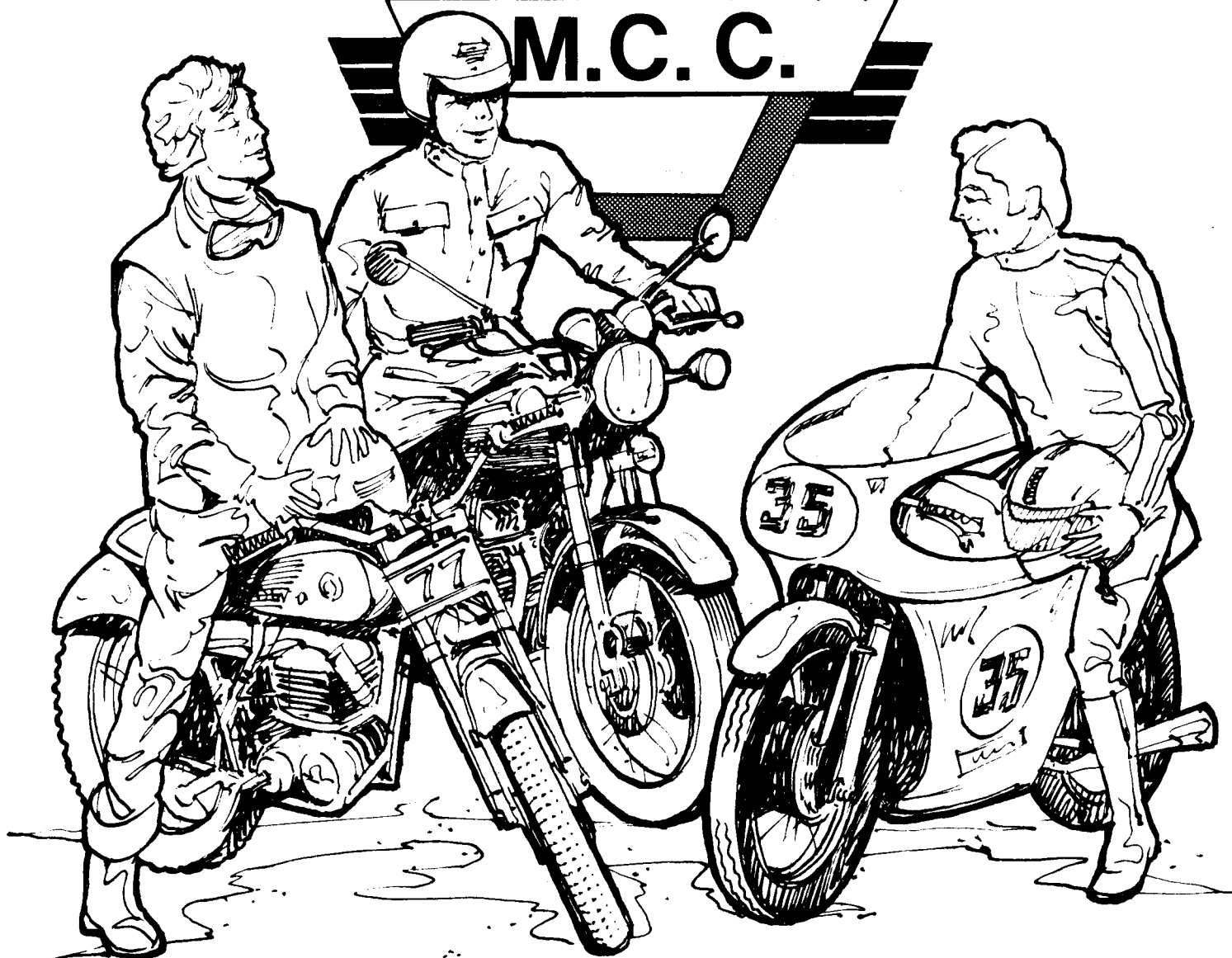


JAN 79

THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



Meetings: Tuesdays, 8-30pm. Robin Hood Hotel, High Lane. (A6)

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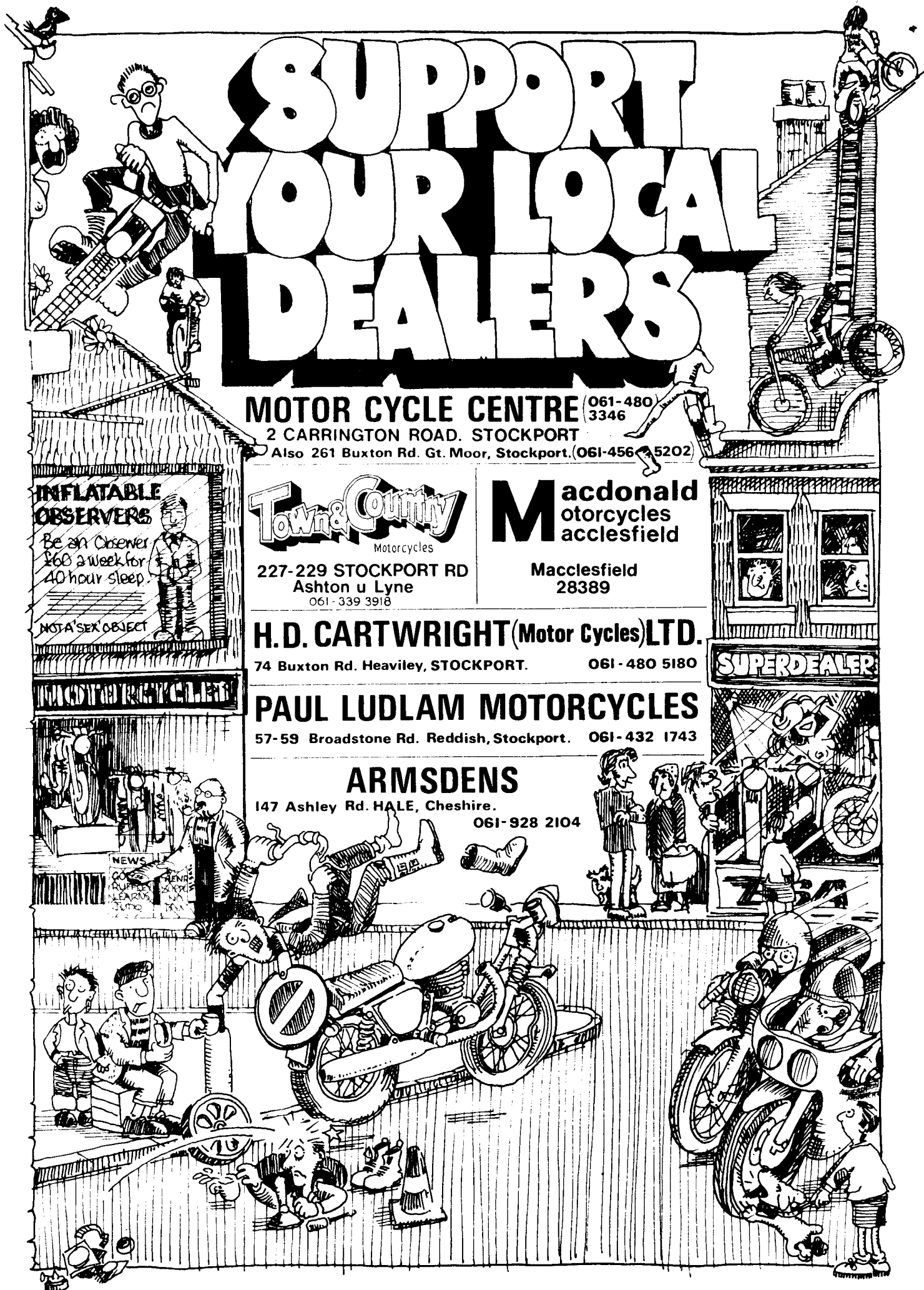
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MANCHESTER '17' MOTORCYCLE CLUB

NEWSLETTER - JANUARY 1979.

Editor: Roger Richards
45 Woodsmead Lane
Stockport.

Tel: 061 456 4441.

Well, here it is at long last - my first Newsletter since being elected as Newsletter Editor. If all members were as keen on writing as Ken Roberts and John Ward, I would have enough blumph to do a Newsletter every other week!!! (Then my wife would complain about the work!!) So, please let me hear from more members, anything topical will be accepted.

Any members who didn't come to the Fancy Dress on Boxing Day, missed seeing Pete 'Bunny Girl' Lawton, District Nurse Mike Cartoon, Baby 'Parsley' Bettendley, not to mention a Sheikh, Biggles, a Blackbird, a Fireman, a Chief, a Lacrosse player and a Roman Centurion on crutches, you don't know what you missed!

Congratulations to Carole and Steve Thomas on the birth of your son,

and a Happy New Year to you all.

Roger.

CHAIRMAN'S CHATTER.

Since I gave up the Editor's job two years ago, I have not contributed to the Newsletter. I seem to have been lethargic about this task which I find hard to understand having begged for contributions in my eight years as Editor. Let's hope Roger can persuade me to appear in print more often.

Meanwhile, may I thank the 1978 Committee for all their hard work and the members as a whole who supported our Social Events and General Meetings. Particular appreciation is due to Tony McConville and Glynn Meller for their public spirited devotion to training nearly 200 Novices a year at the RAC/ACU Schenons.

I also want to congratulate Carole and Steve Thomas on the birth of their son and thank Carole for her reliable book-keeping in the last few years.

Finally, a big pat on the back to all members who have won awards and honours in the various sports.

Happy New Year to you all.

Paul

MEMBERSHIP SUBSCRIPTIONS.

Subscription Fees for 1979 now due.

Full Membership £1.50

Sporting £0.75

Junior/Youth Division £0.50.

Following the decision of the A.C.U. General Council that licence application forms for the 1979 season shall be available only from A.C.U. Clubs.

No licence can be issued to any applicant unless the application form is countersigned by his/her club membership secretary certifying his/her current membership.

These application forms are available on club nights, also they will be sent to fully paid up members by post if stamped addressed envelope (min. size 9" x 4") enclosed with application. Also to members wishing to pay 79 subscription by post the same applies.

For postal application apply to:-

R. J. Weale.

Old Brow.

18 Jacksons Edge Road.

Disley.

Stockport. SK12 2JE.

Any member wanting to become a marshall at Oulton Park during 1979 contact IAN BOTTOMLEY Manchester 17 Club Secretary, as soon as possible, with name and address.

COMPETITION.

A competition is being run to choose a new letter heading layout using the existing emblem and using upto two colours. Entries in to me by Tuesday 13th February - a prize will be awarded for the chosen design.

Roger.

PUNCH BOWL CARAVAN SOCIAL CLUB. Jeff. Turner has invited any member of the Club for a social evening of darts, dominoes, snooker etc. - date to be arranged - Contact A. Gregory.

For anyone who wishes, a coach is coming from Buxton to the Acton Court for the DINNER DANCE. Any enquiries please contact Jeff Turner or Andy Gregory. A small charge will be made.

The weather was not too bad although the great snow of Christmas commenced at Spenns Garage, Northwich on the first frosty Sunday of the winter. Brian Capper had planned the route and the group of 7 set off towards LARPOURLEY for the first two short lanes and then on towards HEWTON where a deep ford was promised. This turned out to be in full flood and when Brian's M.Z. drowned everyone else seemed somewhat reluctant to try so routes were retraced to head for BECKFORTH GAP, a gentle sandstone climb (that is, if you ignore the 18" steps). The only successful attempt noted were Brian on the M.Z., PETER HARRISON Suzuki, TICKER Suzuki, all the rest had their moments. At this stage dinner was declared and the first pub on the main road declined to serve motorcyclists although the landlord nearly changed his mind when he saw the calibre of his potential customers, however the DUNHAM HEIFER just down the A534 was quite happy to oblige together with a well endowed barmaid. After slight route problems a further two lanes near WALPAS were located and these proved decidedly moist, the first lane saw much heaving and pulling of the bikes from the hub deep clag and left TICKER somewhat out of sorts, even the 7 day Original didn't steam on quite as relentlessly. The second lane proved easier but wetter and Brian's MZ once more found a carbox full of water incombustible, having restarted life again the worst of the mud was wiped from the number plates and lights and we pointed homewards on the icy backroads past CULTON PARK and into Northwich.

JOHN WARD.
MZ 7 DAX ORIGINAL.

YOUR CLUB NEEDS YOU !!!!!!!!!

THE CLUB IS INTENDING (WE HOPE) TO RUN A STAND AT
THE BELLE VUE BIKE SHOW. HELPERS WILL BE
REQUIRED DURING DAYS AND EVENINGS.

OFFERS OF HELP TO: DAVE SEARLE.
061 439 1739 (Evenings).

M.B. This is no joy ride. Workers only need apply.

RIGHTS OF WAY FUND.

Thanks for £150 voluntary Trade Contributions from:-

H.D. Cartwright. Motor Cycle Centre.
Town & Country Motorcycles. Paul Ludlam.
and Aradsons.

The trail section started somewhat earlier than the road runners but the aim was the same - to arrive at the Black Lion by noon for a meal and a pint together. Due to a prior commitment to bring my son I started later again on a different route, arriving at Buxton in time to see the road runners parked up by the pavillion with the Club Captain dispensing tea, coffee, maps and sympathy - they were presumably lost, however, I pressed on towards Earlssterndale along a muddy lane with huge tractor ruts and into Longuer. The time was now approaching noon so I headed along the 9053 towards Warsley where the M2 was overtaken by the endure section of the trail riders followed some minutes later by Vernon Leigh on an incandescent Assa, however, the fast section soon slow off when they don't know the way and whilst deciding whether to take the Elton Manor Road or the direct Dutton turn, Vernon explained his party had been slowed by a puncture. After descending a very slippery Pilsbury Ford, Ron Arsdon, Jean and Peter Potts had continued on to rejoin Vernon at Hartington - in theory. However this arrangement died and Ron, Jean and Peter arrived some half hour later than the rest at the Black Lion. The turnout of trail machinery was very encouraging, 15 bikes in all and after the meal and a discussion on the afternoon route with Tony Devonport we rode the country road at Eton Manor and into Hartington for fuel. Here the rain really started and Dirty Lane lived up to its name of instant quagmire followed by several broad lanes around Minninglow and Pikehall, here the group split up with Vernon and the fast section going to tackle Pilsbury Ford as an ascent whilst myself and Peter Potts took a more leisurely route to Menyash and Chelmorton, the weather which had looked non too promising after the earlier rain deteriorated badly and we headed by road for home diverting out to ride the Old Long Hill loop where we met Andy Gregory on his YAH from here on it was just wind and rain - nuff said, You may wonder what pig washing had to do with run, well, the weather was a pig (as last year) and everyone got a washing (as last year) better luck next year Keith!

JOHN WARD MZ 7 DAY ORIGINAL.

Not the fastest trail machine but
certainly the most relentless.

JOHN - CRAZY.

A Cheshire trail run starting from Steams Garage near NORTHWICH on Sunday 24th September with 6 riders and after initial repairs to the 7 day MZ (pulled a front cable whilst braking from a ton on the Northwich Bypass) the first lane was reached near CROFTON. Brian Capner attempted to lead the way through an impenetrable jungle of 7 foot high rhubarb followed by Peter Potts, whilst the others acted as beaters trying to clear a way through, it proved a hopeless case and we retreated to base camp after about 100 yards of progress. The other side of the same lane was tried opposite HOLLY BUSH FARM but the same problem was once entered, the only incident being Brian dropping the MZ (5 speed 8 day) into a 3 foot deep ditch. With dinner time approaching, we weaved our way to the WEAVAR near FRODSHAM where a pleasant sunny hour was spent on refreshments and mending Suzukis. Moving on then into FRODSHAM via a superb Green lane with a stream crossing which saw Alan Green's Montrose run out of steam or courage on the exit. Onwards then to DUTMAN ON THE HILL to do RAKE LANE, quite pleasant but uneventful and finally to PICTON GORSE where the fun started with plenty of mud, these lanes were originally used in the PICTON TRIALS of the 50's and 60's and they certainly sorted out the modern trail machines with the riders fighting for grip and vertical hold. TICKER lost the Suzuki just before the end of the first lane and I followed shortly afterwards by dropping the MZ twice within 100 yards due to a jammed front wheel, the second lane WOOD LANE to WERVIN was, I believe equally good judging by sweaty faces and muddy bikes that emerged at the other end. Forward now to STROKE to ride HEATH LANE and a following RUPP which were equally muddy and we finally arrived at the main road near RACKWOOD HILL - CHESTER. A swift run back home finished the day and allowed the smoking volleys to cool off and a few Suzukis just smoked in the distance like damp squibs.

This run was probably harder than many Dorsetshire ones in terms of energy expended, particularly in the latter stages.

JOHN WARD MZ 7 day Original.

PAKE A SICKLE TO THE THISTLES.

The 7 day MZ looked in need of a holiday, you know the symptoms, dull alloys, weak spark, nervous rattle - like JAP bikes sound normally. So a run to the Isle of Bute on the West Coast of Scotland was prescribed for some new bugs, salt spray and just a dash of beach charming.

To make the journey interesting, it was proposed to follow the A6 from Stockport town hall to Carlisle, which is signposted 118 miles and check the mileage, this turned out to read 171 miles which is either speedo error or excessive wheel spin due to torrential rain from Preston to Shap. The journey from here on was relatively dry and the two year old Bolstaff rented cotton suit had survived the soaking previously with only a slight damp backsides to show (fuel) for it. At Irvine just before Ardrossan, 2 Gallons of petrol were required before continuing along the coast road through Largs to the ferry at Wons Bay. The time of arrival at the ferry was of the usual precision - just missed it - and had to wait 1 1/2 hours for the next one to Rothsay. On the island apart from some greenlaning (no hikers) very little was done until the return journey.

Take a Sickle to the Thistles... continued.....

A fine bright day promised a good run home and apart from a decking problem with the ferry the mainland was regained and 2½ hours later Dumfries was passed through, nice town, with pleasant riverside car park, and onwards to the border and Carlisle where 3 gallons of petrol were purchased. A stop was dictated for Shep summit to view some Green lanes and after trying several and finally nearly getting bogged down, I decided a full tank of fuel and a kitbag on the carrier were not ideal companions for greenlaning with. A final run down the deserted A6 to Kendal and then A67 towards Settle and Gisburn rounded off the journey nicely before getting lost just before Hyde. Cruising at 50 - 60 mph the 500 miles were covered on 6½ gallons of petrol, averaging approx 94 mpg - who needs 7 cylinders and an overhead crankshaft?

JOHN WARD MZ 7 DAY ORIGINAL.

PROSPECTS OF A NEW YEAR.

At this years A.G.M., I managed to secure the position of Club Captain, after 2 years as Secretary, I would like to take this opportunity to thank those that voted for me.

At that time Jim Maple was after the post as well and he has kindly offered his services to help in organising runs with me - cheers Jim. What I hope to do when the race season re-opens next year is to organise some runs to places like Maller Park, Brands Hatch, Darley Moor, Snodderton, Cadre Park and nearer home Longridge and Aintree. The reason Culton Park is missing is because I am a marshall at that circuit but I will post notices around the club room of the meetings there.

I am to start the season by following the Transatlantic Trophy Races at Easter but one of that when the time comes.

At present I have written to Chris Mitchell of the Blackpool Club with the view of sharing a coach for a visit to the Racing and Sporting Show in January and when I receive a reply I'll let you know what is happening.

Back to the future, Jim and I will be getting our heads together to organise trips out to places of interest and possibly visits to other motorcycle clubs as well.

If anyone has any ideas of what they would like to do for something different let me know and I'll try to get something together.

We now have a new post on the committee, that of Rally Secretary. Pete Lorton has the job to do and if anyone has never attended a rally I can well recommend it, so give Pete some support.

FRANK PICKARD. Club Captain.

As you may, or may not have heard, the "171st" now sport a rally section. Information about rallies is posted on the Rally Board in the clubroom or can be found by asking the rally Sec. - Pete Lawton. So for this year, the club has won a couple of awards, visited some fort, relics and will be presenting a trophy for 'Rallyist of the Year' at the dinner dance.

The hard individual that represents the average rallyist is a cosmopolitan fellow. He has the roadriders love of putting mile after mile under his wheels at weekend. Like the clubman who turns up on a Tuesday night for a few ales and a chat, he enjoys a social life with hundreds of other bikers and soon boasts friends from all corners of the country and abroad. He also shares the trial riders determination to get out there and enjoy his chosen sport no matter what the conditions. In fact, as the old saying goes - "the worse the weather the better the rally".

To put it in a few words, he has all the potential of a five-star lion. A penniless lion at that, for a year's rallying is a pocket sniping experience.

What is a Rally? - Lets look at a typical weekend.

Everyone's due to meet at Roseco's Roundabout for 9.00. By 10.30 Len Bottelle's finally arrived and we're ready to go. The run down varies but generally consists of a lot of waiting for stragglers to catch up after passing through a large town (this also applies after hammering down twist roads for a few miles if Glyn Moller's leading). An obligatory stop at some alchouse, at least one minor breakdown and of course two hours added to estimated journey time because once you get more than two "17" lads together you'r bound to get lost at least once.

Finally, you reach the rally. Signing in is completed and while you're putting up the tents you learn the fact that yet again there's no badge on site (After being assured it will be sent to you within the month the aforementioned badge usually pops through the letter box six months later).

Upbeat, twisted tent pegs later, the tents are up and you're ready. Next thing to happen is that we get knocked out of the tug-of-war in the first round (all 16 stone plus rallyists sign up now!), so we cheat like mad in the next field event, be it rally throwing, piston-putting or a silly bike race (there's our trophy Hollar?). Field events over, you then get some food down yourself and prepare mentally for the night ahead.

Here you have a choice, you either go to the disco or sound a quieter (but not much) night sniping in the local. Either way, the atmosphere is unforgettable and usually - "contains more calories per lungful than a pint of draught guiness" (Bike - May '78). In no time you get to know an amazing number of folk and there's never a dull moment.

Sunday morning is also unforgettable - for totally different reasons. If you wake up there's breakfast (that sorts the men from the boys), prize giving - club turnout, farthest travelled biker, concourse for best bike and concourse-de-grat for the heap of the rally (it's about now Dave Soarle gets annoyed - his Guzzi has once again narrowly missed the concourse de grat award - and he didn't even enter for it!!). Tents down and the arrival process is reversed - once Peter Lawton has finally loaded his Honda and got half the rally site to get it off its mainstand.

RALLY REPORT Continued.....

That just about wraps it up for a weekend. Mind you throughout these events the rain has probably been pouring down. If nothing else, rallying is the best way of disproving the 100% waterproof tag on your oversuit known to men.

The trouble is all those who went find the following week a bit of an anticlimax and usually find themselves at Roscoe's the weekend after - there must be something in it.

What you need for a rally.

1. Tent (or floor space in someone elses);
2. sleeping bag;
3. cooking gear (or chip in with somebody - contrary to rumours, rallyists do not starve and steak is usually the order of the day);
4. Money - about £1.50 for rally, £2.00 food, beer and petrol money;
5. A woman (useful optional extra - but somewhat expensive on a return for outlay basis);
6. Tankard and finally a small box in your bedroom at home to put your sanity in for safe keeping til you get back on Sunday.

ST. NICHOLAS RALLY. December 1st - 3rd 1978 - Ostend.

2.30 Friday afternoon saw us leave Cheedle Hulme bound for Dover and the 8.30 ferry to Zeebrugge.

A somewhat chilly trip down the M6 to Carlet Services saw the numbers completed by the arrival of Steve as the happy group stomped frozen feet and stuffed blue hands into the one serviceable hand dryer in the gents. At least it hadn't rained. Do you realise that the entire population of Britain converges on the North Circular at about six o'clock on a Friday night? That's what it seemed like anyway. Eventually, the capital sat us out at the other end sporting various specks of Ford Motor Company paint on fairings, panniers and bar-end mirrors as we loped off into the dark towards Dover. Only one thing of note on this part of the journey was Pete Lawton's sudden urge to become the mascot on the bonnet of a car that shot past at over the ton on the M2. (could've sworn it was Carl flashing me to pull out).

Needless to say we missed the 8.30 sailing so after getting our tickets we passed the time as guests of Dover 65 M.C.C., making our way back to the docks for the 11.30 sailing. Next thing we knew it was 4.30a.m. and there was Zeebrugge. It didn't take long to become accustomed to driving on the wrong side of the road although as we went down the dual carriageways we noticed a few folk still hadn't sorted out which side you should overtake on !!

We rode into Ostend suffering from shock - the first 'pub' we'd seen in Belgium had been a Whitbread house! We still managed to find the site and tents were up by 6.30. By 10.00 we were awake again, signing on and sipping the free beer included with the ticket. Apart from the huge variety of machines outside the clubhouse the main feature of the day was the procession through Ostend, setting off from the 'Sidercar' club-room. A very impressive Santa joined us on the quayside after arriving by boat. We continued to the town hall and a civic reception via a stop for soup, this was followed by a visit to a local restaurant-cum-pub for "St. Nicholas Cake" and coffee. We arrived back on site full of free soup, free cake, free sweets and free Martini - good value those continental rallies. And it still hadn't rained.

Needless to say, the night went down well - inspired no doubt by the large quantities of Newcastle Brown the party brought across. It's amazing how patriotic you become once across the water and an impromptu burst of "God Save the Queen" and "Rule Britannia" swelled British cheeks - it also annoyed one or two German gents (the "we won the war" chants didn't help!) "Singing Low Street Chariot" also went down well and left the locals agog at the vocal talent of the English contingent. For our part, we were converted to the local lager and received a warm welcome to the campsite.

Sunday was hectic and unforgettable. In early and a quick trip across the border into Holland to visit the beautiful, picturesque village of Sluis. This serene little place boasts a central village pond, painted windmills, buildings of rustic charm and were lucky book shops far more than Soho. The latter are truly amazing - just like supermarkets - baskets and all - you'd never believe what the little toy week did when you pressed it's hood!!

Returning to the bikes two things happened - we realised the boat sailed in half an hour and Messrs Lorton and Taylor succumbed to the desires of the flesh. Both tried off nervilly to one of the aforementioned emporiums and returned clutching small brown paper bags. It was not that Mr. Keller took over. Off down the road he went hotly pursued by the rest. The gates were up at the Dutch border and all the guard saw of us from his little box, was four 90 plus blurs - he'd seen our passports on the way in anyhow!

We reached Zeebrugge with ten minutes to spare when tragedy struck. The swing bridge across the road had sprung - stranded! Glynn now used his command of Flemish to find another way across "Grosse wateren" - mucho bridge - where? he believed at a luckless motorist who pointed some fifty yards to our left. A quick U turn and over we went - past queuing cars and red lights - just that bridge was swinging too! There were a dozen or so bikes on the quey when we arrived, a man with a peaked hat and a walkie-talkie muttered something about "only room for five more on this boat" and that's the last he saw of the lot of us. Howeverd bound at last - and it still hadn't rained.

The return crossing was long and tedious. So we filled in the time sipping coffee, demolishing plates of egg and chips and doing some duty-free shopping (bonds up who kept to the allowance?). Oddly enough during the voyage Carl and Peter's little brown packages became very popular with one and all. We reached Dover about 11.00am. Very disembarked and then to prove we were home - it rained. My, did it rain - all 300 miles home. Funnly what water does to a bikes electrics. We must have pushed Glynn's packet further up the M1 then he rode it, finally to be abandoned in Lymington. Peter's 750 FZ did the lot on two pots - resulting in a new coil this week and everyone got soaked. B. Wotford God the most cheerful bod was a Banneville rider wearing Glo-Gloves - they didn't keep the water out, but they did keep it warm. We finally got home at varying times, between 2.30 and 6.30 Monday morning to be exact. Electric but fun, the St. Nick is a must on next year's calendar.

RALLY DATES JANUARY - FEBRUARY 1979.

JANUARY 1-7 Brass Menke Rally - Winchester £1.00.
12-14 Rallymen's Rally - North Yorkshire. £1.50
26-28 Third Sprocket Rally - Nibley, Gloucestershire.
Second Welsh Coast Rally - Bridgend
White Cliffs Rally - Dover £1.75.

FEBRUARY 16-18 Shevaan Rally - Bishopbridge, Lincolnshire
23-25 Peck Rally - Burton
Randering Hands Rally - Kent £2.00.

For further details see Rally Board and remember all Rallies count

TRIALS NEWS.

RE GO NATIONAL.

We always knew that we ran great trials. Hey presto, at our first attempt we get a National, a glowing article in the press, 3 pages with pictures and a first class report to the A.C.U.

A lot of work by everyone which came together on the day to give the perfect impression to all. Oh so who said it doesn't get foggy in mid summer?

Thanks to all, especially Henry (Superbars) Rosenthal and Senia for doing all the graft and to Dave Rowland for the advice, experience and confidence.

We've got to look forward to July 22nd for our first National and the opportunity of proving what we already know - our club is the best around!

New Awards

As well as the John Cantrell, we have another 3 awards this year. The Town & Country Trophy donated by Gordon Ruffley for the sidecar boys. The Duren Trophy for our STOPPER (tough) club expert trials series - donated by Duren via Norman Eyre. The Gai Allot Trophy from the sporting Dunton dealer off the same name for the best novice in the Duren series.

I was thinking of offering an award for the best rider of a Yam 175 who wears a yellow and black lid and gets his picture in T & MX News falling off. I won a raffle once, or know !!!

Ken Roberts.

It's all Rick Stewart's fault - I was just sitting there contemplating writing off to get two pieces of paper from a chap who, if I read one piece and fill in the other and send in some money will, after someone makes sure I'm riding a legal or nearly legal projectile, may allow me the honour of riding as much fettled bike.

He said (Rick that is) "Just think of it, wet or dry - hot or cold - light or dark, being able to step outside, don a compulsory hair style squasher and nip down the road aboard your pride and joy". At this point I awake "Sounds interesting" I said. "Whats 104 positions then?" expecting to be shown a dog-eared copy of Roadhouse or some other such intellectual mag. I READ MOTORCYCLE SPORT, RE KNOW!!

In that over long, political, uninspired sentence, he had explained why Road Riders are APATHETIC. On the spur of the moment they can do what we all like best - Ride) where, when, how long, how fast they like with no forethought or planning. Rick how I wish I could afford to join you and the otherfortunates with a road bike.

P.S. What the hell is an MZ 75 Day Original? May be a dirty old pair of Jeans looking for a quiet place to pass out its last few years?

Ken Roberts.

CLUB TRILLS CHAMPIONSHIP.

THE TEN FIVE TROPHY.

This year's championship included the now closed to club Saturday Evening Expert type event the "Duron Trophy" as well as the traditional Open events: John Hartle Memorial, John Simister, Heworth and Fisher Trills.

With six rounds and points awarded only to full club members consistent riding by John Hulme, Norman Ware, Henry (Thorpe's four Renthall sticker, Rosenthall and Steve Thomas, and it anybody's trophy right up to the final round on Sunday 25th October, the Fisher Trophy - Our round of the Cheshire Centre Championship.

So - nicely John - hard lines Norman - Henry, I told you Shirty's Rocks weren't those parts of John's anatomy which make him talk like that and Steve, what were you doing the night before the John Hartle ?????

POINTS.

Name:	John Hartle	John Simister	Duron Trophy 1st Rd.	2nd Rd.	Heworth Trophy	Fisher Trophy	TOTAL:
John Hulme:	4	7	8	10	9	7	45
Norman Ware:	6	6	10	7	6	8	43
H. Rosenthall:	7	10	3	5	8	4	37
Steve Thomas:	1	4	9	5	7	6	36
Merk Corney:	9	9	-	-	-	10	28
Andy Newham:	-	8	4	8	-	2	22
Chris Clark:	10	-	-	-	10	-	20
Harvey Lloyd:	8	5	2	-	-	5	20
John Shirt:	-	-	7	6	5	-	15
Dave Perrott:	5	-	6	-	-	-	11
Rick Ashby:	2	-	-	3	-	3	8

Next year's Championship Rounds John Hartle, John Simister, Duron 3 rounds and Fisher Trophy. Heworth (National) will not count since a National Licence is required by riders.

Ken Roberts.

YOUTH TRIALS CHAMPIONSHIP.

John Centrell has generously offered to provide the club with an award which will be given to the most successful youth rider in our youth trials series. The trophy will be presented each year to the youth rider with the most points from all our Youth trials.

The final details of how the points will be awarded is yet to be finalised. When this is agreed, it will be given in the News letter. For this year, it will work out like this: 5 = MLX.

POINTS. YOUTH A.

Name:	Feb.26th:	April 9th:	June 24th:	Sept.24th:	TOTAL:
Scott Rowland	5	3	5	5	18
G.D. Jones	3	1	3	3	10
Norman Jeeves	4	4	-	-	8
P. Davil	-	5	-	-	5
M. Beech	-	-	4	-	4
Mich Edwards	2	2	-	-	4
D. Butteryworth	1	-	-	-	1

POINTS. YOUTH B

Joreau Hawker	-	5	4	5	14
G. Hutton	-	-	5	-	5
P. Repton	-	4	-	-	4
I. Davill	-	3	-	-	3

Thanks John - - - Well done Scott.

SOME MUTTERINGS ABOUT A CLUB TRIAL.

It was five past ten when I phoned John Garlie - with my 100% record for being late for everything, I was going to tell him I'd be late getting to Dale Farm to set out some sections. John said that he couldn't come - his mum was admitted to hospital during the early hours and he'd had no sleep. (Hope she's well now mate!).

A quick call to Andy Gregory stopped him from setting off and prevented me from getting yet another ear bending from him about my time-keeping - glad he's not my boss! Anyway, he nipped round to help me load up the stocks and stuff and to stop me from going back to bed in pursuit of a, other hobby - no not that - sleeping, of course.

With the snow lying on deep frozen ground, Ron Hulme - Chief Section Maker and diplomat - Keith Haining - and silly hat - and, looking like a daffodil in bright yellow goggles and even sillier hat and yours truly in six layers, looking incredibly smart, smooth, handsome good-looking etc. in new velvies, dirty orange leggings and ripped paint splashed navy anorak.

As we looked at a stream and bank, the scene was set for the rest of the day, we trying to find the easiest route, Andy the hardest (he wasn't riding of course) and Ron selecting great sections, tough enough but not too much so. Now that's hard on a day when the ground

is hard and no one has ridden thru - 24 hours and 77 bikes through 4 times each, make things very different so you can't beat experience when setting 'em out.

So after 5 hours we had twelve sections, varying from streams with deep and exits, slippery climbs to tight turns and steep tree root slopes. All speed well in a large circle to reduce queuing for the large entry of 77.

Sunday morning saw the end of the only perfect record I have ever had - I was early. It was the thought of Scott Jones (Observer Extraordinary, and Roy Ronton both shouting abuse at 5.30 a.m. on a Sunday morning that was too much and overcame my natural ability to sleep through all, including some of the more elaborate techniques at little old Mike (rat bag) has developed. Like putting his freezing feet on my warm belly or his favourite of trying to wedge my eyelids open while shouting "UCK DADDY".

After giving out the numbers and taking surprisingly few 50p fines for not having 100 licences, Dennis Taylor (a real worker but wears dirt hats) took over giving the Morons their riding nos. Morons ?? I hear you ask, yes, not only do a good proportion of the riders wear silly hats but half of em walk around with their eyes closed, hearing aids switched off, asking trees, gate posts, dog, dead rats, and each other "How many sections?" "How many laps?" etc.

I left Ged (a mate of mine with a peculiar habit of wearing entirely sensible flat caps) checking bikes and questioning one rider on his anti-lock brakes - he didn't have em. !! Section 1 - a two! Sure that section looked easy yesterday. Section 2, a single up hill turn - a one, Number 3, a zig zag over a broken wall - also over tit - a five. No point in saying more, I did have some high points but dropped a miserable 102.

Whilst I was doing my thing, Scott Rorland was really demonstrating his. Five high spots come easily to mind; on Section 5 some tight turns followed by a sharp climb over lots of tree roots, he just paddled around the turns, looked up, twitched his right wrist and was through the ends clean: Section 11 - dead ocs, early on but the last lap you couldn't even stand up on it, after I came to a halt not half way up, I had a chat with Dave Barrett who had just seen Scott get up clean without even a bit of wheel spin. "How?" "Dun know" Dave said "he just turned, got it straightened up and that was that" (its funny Dave had no hat).

With good opposition, Dave Mahoney won at the previous Rorworth Trial, Quentin Bardeley and Norman Jeeves are no fools - Scott's 6 to the next best of 42 is incredible. Good on for Scott - keep it up.

It's nice to see Colin Mother in the awards, he's getting Good and Alan Harris, relieving us of yet another award, no have some almost certain Internodicates for next year.

Class B is getting a little contentious with Graham Eotton winning yet again. (His legs are too short so its not fair - he can't foot over if he wants to!!!)

The visit of the training school completed a weekend of funny hats with half of em wearing surplus bank robbers belocleaves. They had a good laugh at mine and others, failure to see. uaright for more than 20% of the time. Come again, on made things even more fun by adding atmosphere and good looking females.

Thanks again everyone, a great trial, especially good was the land, for which we should all thank Jim Clark and his uncle.

RESULTS.

Best Novice:	Quentin Eardley	42.	Best A:	Scott Rowland	6.
1st Class "	Norman Jeeves	43.	1st Class A:	Mike King.	71.
" "	Colin Mather	42	" "	"	76.
" "	Alan Harris	56	Best B:	Graham Hutton	45.
" "	Pony Brookes	78	1st Class B:	Philip Repton	87.

Best Over 40:	Raj Sweetmore	53	-	27 clean	-	5 fives.
1st Class "	John Cantrell	13	-	27 clean	-	7 fives.

Ken Roberts.

PUBLICITY:

H E L P !!!!!

Life as a member of the "17's" committee, (all be it a non voting one), isn't as a lot of people may think just a matter of standing around the Robin Hood sponging drinks off and feel who'll buy you one. There is quite a fair amount of work to be done, and as a decidedly non-affluent member of the motorcycling community, it has to be fitted in with a working life, which seems determined to extract as much as possible from me, and give me the smallest possible amount of buttons in return.

What all this prattle is leading up to is that:- a) I don't have enough time to keep my eye on the press and the media and b) even if I did, everybody knows that the two essentials of life i.e. beer and petrol, are so expensive that I can't possibly afford to buy all the papers and pay my TV Licence (shhhh !) so would everybody please please please please please please please please please help me by letting me know if they hear, see or read anything of relevance to the motorcycling community.

Also, if anybody wants any publicity for an event, I would be pleased to try and do anything that is inhumanly possible.

In return for those small favours, I will be glad to liberate large amounts of money in the form of liquid refreshment from anybody whenever they see me or by prior arrangement at the Robin Hood on any Tuesday night.

Dave Searle.

P.S.

If anybody should want to contact me: 061 439 1739 evening 16.00 - 23.00.

or at 1 Benja Fold, Bramhall, Stockport. SK7 2BX.

NORTHERN EXPERTS TRIAL

If the "17" trials committee have their way, the 32nd Northern Experts trial held last December 17th will be the last the club run for a while. The idea is that we remain custodians of the permit, thus retaining a hold on the organisations the course and where it is to be held, but we do all the hard work and present the trophies, in fact, adopt the system used so successfully by the Sandown MCC for the Southern Experts.

Just to show us it was possible, the weather on Saturday and trial day was bright and clear which made a nice change from the previous three years. After the usual trials committee meetings and the planning and hard work done by the 'Gang' it certainly was very pleasing that at last we had events running our way. The solo course for our big event was shorter than usual starting with the Clough House Group round Hawks Nest, Checks, Danabever back down the Clough House Group finishing at super natural Egertons. The sidecars did a variation of the solo route but started at Egertons onto Worsley's Tash, Murray's Worries then followed the solo, finishing at Danabever. Both systems worked very well with the only trouble seeming to be at the "Crag Inn" where an irate landlord unsuccessfully mixed words with Gordon. Not wanting to upset anyone by not mentioning them - a big THANK YOU to all persons who helped in any way to make the last Northern Experts a super event which ran as smoothly as any trial I have ever been involved in.

Dave Rowland

Dave Rowland.

The National trial we are to hold on July 22nd 1979, is to be called the "Dave Rowland Trophy" trial and the trials committee will be channeling most of its efforts towards making it a super event. May we succeed. If any person is keen to help in this venture, please contact any of the committee or phone Chapel 4358.

Northern Experts Results

Northern Expert Trophy (Solo)		
1st Class Award	John Reynolds	320 SWM
"	Chris Griffin	325 Suzuki
"	Mick Andrews	310 Ossa
"	Peter Cortwright	325 Bulbaco
"	Chris Milner	321 Bulbaco
"	Dave Thomas	321 Bulbaco
"	Steve Robson	310 Montesa
Northern Expert Trophy (Sidecar)		
1st Class Awards	Adrian Clarke	Mick Bailey 310 Montesa.14
"	Dave Pallas	Paul Crooke 250 Suzuki. 31
"	John Gaskell	Harry Wood 250 Suzuki. 33
"	Mick Wilkinson	Kevin Lockwood.310 Ossa.34
Castrol Award to best Club Member:- Chris Clarke 325 Bulbaco 63.		

Club Officials Names, Addresses and phone numbers for your information

Ion Bottomley - Club Secretary.
43 Davies Avenue,
Heald Green.

437 9819.

Frank Pickard - Club Captain.
5 Gurdens Walk.
Northenden. M/cr.

998 7895

Roger Richards - Newsletter Ed.
49 Woodsmoor Lane
Stockport

456 4941.

Dave Searle - Publicity
1 Benja Field
Brighthelm.

439 1739

Pete Lawton - Rail. Sec.
33 Cashmore Road,
Edgeley.
Stockport.

477 4932.

Vernon Leigh - Rights of Way.
2 Marton Green.
Bridgchall.
Stockport.

Bus: 480 4755

Dave Duckett
'Roxana'
Stonycotland Drive,
New Mills.

66. 44855

Tony McConville - RLC/ACU Scheme
23 Vernon Avenue.
Offerton.
Stockport.

Glyn Meller - RLC/ACU Scheme
32 Waltham Drive,
Cheddle Hulme.

440 6285

Paul Tootell - Chairmen.
26 Annable Road.
Bredbury.
Stockport.

450 6604.

TRIALS : DATES TO MARCH 1980.

Date:	Notes:	Status:	Event:	Venue	See, of Meeting:
14. 1.79	1	Res. to Centre.	John Harbilo Hornetel. Solo only.	Harriet Grange Peak Forest.	Mrs C. Thomas 5 Mount Drive Urnston. M/cr.
28. 1.79	2	Closed to Club	Novice Youth over 40.	Dale Farm Harbilo.	Mrs A. Gregory 18 High Lee Rd. New Mills.
18. 2.79	3	Res. to Centre	Youth Inter Club Team Trial	Shirtj's Rocks Buxton.	Mrs.A.B.Stewart 25 Highfield Parkway, Breanhill
11. 3.79	4	Res. to Centre	John Smister Solo only.	4 Way Diner Winclio.	Mrs.H.Rosenthal 11 Bournebrook Rd Macclesfield.
6. 4.79	2	Closed to Club	Novice Youth Over 40.	Rewerth Mr.New Mills	Mrs.T.Brookes The White H use Rewerth.
22. 4.79		Res.to Centre	Down & Country Hriel Sidecar Pro 65.4stroke	Shirtj's Rocks Buxton.	Mr.G.Ruffley 38 Charlecat Rd Poynton.
Evening 26. 5.79	1	Closed to Club	Duren Trophy 1st Round Expert Inter Novice.	Shirtj's Rocks	Mrs.M.S. Eyre 44 White Knowle Road. Buxton.
Evening. 16. 6.79	1	Closed to Club	Duren Trophy 2nd Round Expert Inter Novice.	Shirtj's Rocks	Mrs.J.E.Shirt 92 Macclesfield old Road. Burbege. Buxton.
24. 6.79	5	Res. to Centre	Youth. Novice Over 40.	T.B.A.	Mr.V.Loigh 2 Marton Green Adswood. Stockport.
Evening 30. 6.79	1	Closed to Club	Duren Trophy Last Round	T.B.A.	Mr.H.Lloyd 62 Buxton Rd. Dove Holes. Buxton.
22. 7.79	6	National	Dove Rowland Trophy Solo & Sidecar	4 Way Diner Winclio.	Mr.D.Rowland 71 Horselair Avenue. Chapel-en-le- Frith. Stockp
23. 9.79	2	Closed to Club.	Novice Youth Over 40.	Hawks Nest Buxton/Lock Rd	Mrs.C.Mather 23 Beech Lane. Rouilej. Stockport.

TRIALS DATES Continued.....

28.10.79	1	Res. to Centre	Fisher Trophy Sale only.	Harriet Grange Peak Forest.	Mrs. S. Rosenthal 11 Bollinbrook Rd Macclesfield.
Saturday 10.11.79	2	Closed to Club	Novice Youth Over 40	Reverth Mr. New Mills.	Mrs. T. Brookes The White House. Reverth. Stockport.
2.12.79	2	Closed to Club	Expert Inter Novice.	Dale Farm Marple.	Mrs. N. Stett Old Manor Farm Dale Bank. Marple.
16.12.79	7	Special Restrict Northern Experts	4 wks Diner Winclo.		Mr. K. Roberts 17 Mill Lane Hazel Grove.
13. 1.80	1	Res. to Centre	John Hartle Memorial.	Harriet Grange Peak Forest	Mrs. A. B. Stewart 21 Highfield Parkway. Bradhall.
27. 1.80	2	Closed to Club	Novice Youth Over 40	Dale Farm Marple.	Mr. J. Garlic New Mills. Stockport.
24. 2.80	3	Res. to Centre	Inter Club Youth Team Trial	Shirt's Rocks	Mr. I. Gregory 18 High Leo Rd. New Mills. Stockport.

DON'T DESTROY THIS LIST - KEEP IT FOR REFERENCE.

NOTES.

1. Round of Club Championship (Len Eric Trophy)
2. Round of Club Youth Championship (John Centrell Trophy)
3. To be confirmed as Youth Team Trial. Youths need not enter in a Team since individual entries will be accepted. If not a Youth Team Trial, it will be a Novice, Youth, Over 40 Event.
4. Round of Centre Championship and see Note 1.
5. Round of Centre Youth Championship and see Note 2.
6. National Licences are required.
7. Special eligibility, e.g. Finished 1st - 3rd in Centre Trial

How to use this list:

If you cannot get to the Club Meetings to collect Regs. Write to the Sec. of Meeting for particular event with S.A.E. asking for Regs. about 3 weeks before Trial.