

MAR 80

THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



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

SUPPORT LOCAL DEALERS

MOTOR CYCLE CENTRE (061-480 3346)
2 CARRINGTON ROAD, STOCKPORT
Also 261 Buxton Rd. Gt. Moor, Stockport. (061-456 5202)

Town & Country
Motorcycles

227-229 STOCKPORT RD
Ashton u Lyne
061-339 3918

**Trail Trial
&
Enduro Centre**
80, Lower Hillgate,
Stockport.
061-477 2002

H.D. CARTWRIGHT (Motor Cycles) LTD.
74 Buxton Rd. Heaviley, STOCKPORT. 061-480 5180

PAUL LUDLAM MOTORCYCLES
57-59 Broadstone Rd. Reddish, Stockport. 061-432 1743

ARMSDENS
147 Ashley Rd. HALE, Cheshire.
061-928 2104

SUPERDEALER

**INFLATABLE
OBSERVERS**

Be an Observer
for a week for
40 hour sleep

MOTEX SEX OBJECT

WINDYBUSH CATERING

NEWS

COMING
TO THE
SCREEN
THIS
WEEK

In my capacity as a Foreman I was recently called to attend a road traffic accident.

As I drove, out into the night, I realised the weather was worse than I thought, heavy rain, poor visibility and the possibility of slippery roads, I was glad I was on four wheels, definitely not motorcycling weather.

The task to be done was to remove a motorcyclist from under a car, who had sustained a broken hip and a crushed ankle, his partner was already in the ambulance with a broken collar bone.

Its occasions like this that make me more aware of the vulnerability of the motorcyclist and that after all the precautions of dipped head-lights, multi-coloured Day Glow Jackets, Arm Bands, Diagonal Shoulder Belts, etc. along with riding at the correct speed for the road and conditions, we are still exceedingly vulnerable, particularly if we or someone is just not concentrating for a split second. We should realise that a driver enclosed as he is behind rain splattered windows and armed only with an inefficient windscreen clearing device cannot really be on our side, and to spot a motorcycle hidden behind a door pillar in the dark and rain, needs a little more time and a little more effort.

The motorcyclist needs to know that the driver has seen him before he can proceed another foot, to proceed without this knowledge even though you have the right of way is absolute suicide. They used to say don't shoot until you see the whites of their eyes, now they say don't go until you have seen the white of his face, at least once.

In connection with safe riding Dave Searle is organising a Competition which is open to all motorcyclists irrespective of age or machine. If you don't want to compete you might like to help - see the full page spread in this newsletter.

March 16th was a very busy day for the club, first the Trials Youth Section got under-way with their first 'PURE' trial, thanks to Jim Capper and his many helpers, a full report and result is in this newsletter.

March 16th also saw a Pig Washing by John Ward and his band of merry men, more of that later. If you ever thought that trial or trail bikes were unsuitable for roads ask Jim Maple if his BMW and chair are suitable for Dirt Low Rake? Sat astride his BMW sporting blue jacket, square sunglasses and long peak cap in matching blue demonstrating the noise of his two into one exhaust, he looks more like a yankee truck driver.

If you lads want to wash your bikes after Sundays mud try the steam wash at the garage on Osborne Street, Nr. Bredbury Hall, ask Bob McKinlay he has tried it! (Take some WD40 along).

John Hoxworth would like to thank Ron Weale for introducing him into the job of Subscription Secretary and asks if you have all paid for 1980. He also has the B.M.F. cards that some of you asked for.

Unfortunately the report and notes from Alan Toft, the Rally Secretary, have been accidentally burnt by his Mother, must try harder next time Alan!

ED

Closing date for JUNE Edition of your newsletter, will be MAY 13TH (Tuesday)

Dave Duckett (Newsletter Editor)
24 Stoneyland Drive,
New Mills
Via Stockport, SK12 6DL
Telephone: 0663 44855

CHAIRMANS CHATTER

Another Newsletter and some chat and thoughts. (My god the chairman thinks! where will it all end).

Things seem to be moving reasonably smoothly into the new year in both road and off road events. One of our most recent achievements has been in the formation of a Youth Trials Section, this came about after a youth forum night, after which with the help of some volunteers and Jim Capper as new Youth Secretary (thanks Jim), the new section was off to a good start, looked after for the first 12 months by Ron Weale who engineered the whole thing and who deserves a pat on the back for his efforts.

The road side seems to have no problems in filling the clubroom lounge area and we seem to have a nice balance between the two types of riders. The road riders led by Dave Searle put on a super stand at the Belle Vue Show this year and I hope no one will feel offended when I say it was the best to date. Thanks should go to other members for their help in the event and to Kenny Roberts for the portable display stands of which the club is now proud owner. Many thanks should also go to Paul Hibbert for the magnificent posters.

Thanks! should the Belle Vue Show be called the Northern Dirt Show next year? Certainly the emphasis is on off road machines and it seems to offer less each year for the Road/Tourist rider. Certainly my information has it that Sports Motorbikes will not be there next year and if one considers Jefferies with the BMW's and Knott Mill taking the same approach then certainly it leaves nothing at all for the road rider.

Communication! well by now most of you die-hards on Tuesday night have possibly (or had no alternative) in hearing our new amplifier system kindly donated in various forms by members of the club. Hope you all think it is worthwhile and that it solves a very old problem of everybody in the club knowing what is going on in the future on a Tues.night. Again one hopes that it will only help to bring road and off road together more.

Talking about Road and off road, what about our recent 'Pig Washing Run'? Certainly John Ward and Pete Potts (The Two Ronnies) turned the whole thing into a great day out, plenty of fun, some good laughs and some even funnier answers to John's inevitable questions. Everyone who turned up seemed to enjoy themselves inc. yours truly if only for the accident on Dirt Low Rake, the B.M. will never be the same, but may I for one say yet again a big thanks to John and Peter. A great day lads.

Peak Road Trial (one now starts to shudder at the mention of the name) once again we have hit red tape with the R.A.C. in that it clashes route-wise with a Car club event. Just when Dave had got the press release out early this year the R.A.C. (God bless them) turned down the date. Problem is somewhat of a juggling act in trying to satisfy the R.A.C. on dates and the police for routes and not forgetting the A.C.U. plus trying to arrange for the use of Darley Moor Circuit for the same date, then, when you have all that right, making sure it does not clash too much with any other main motorcycling event. So I trust that the members not aware of problems of the organisers will sympathise with their headaches.

In the meantime there is a Road Safety Event coming up run by the club in conjunction with Stockport Tech. College and I hope that all members will support and help in every way possible on the day. As we are the leading club in the area it would be nice to show the Stockport area our expertise and enthusiasm for motorcycling.

Well you must be all sick of reading this chatter by now (doesn't he go on!) but it's nice to sit back and take an all round look at the club and bring to all members notice the achievements and problems of the other side, so to speak.

One last thought (not another one) what about the trials side organising a fun trial for the road lads to compete in? That's if they would not mind lending a few bikes for the day. Just a few easy sections and strictly for laughs and for bona fide Road Riders with no trials experience. How about it then and let them see the other side of the fence.

(He had better not have any more thoughts like this! Trials committee?)

SAFE AND ENJOYABLE RIDING
JIM

SECRETARY'S ZIT

A lot has happened since the last newsletter - the most important thing for me personally being my wedding (many thanks to the club for the telegram). I thoroughly enjoyed what I can remember of the stag night. Many thanks to Mike Smith for the loan of his taxi-cab (the best man has left the country to evade the taxi-fare).

The club is running a road safety event, called 'SAFERIDER 80' on APRIL 27th on the top of Merseyway multi-storey car park. It is a charity event in aid of Age Concern-Stockport. Help will be needed on the day and please spread the word, let's have a big entry and make the event a success - it will give the club a lot of good publicity, and make some money for a worthwhile charity. For further details see Dave Searle.

Those who marshalled at last year's Dead Ants Rally are probably wondering what has happened to their badges. Well, the badge company finally sent the remainder of the badges a few weeks ago. Unfortunately, not only were there a few dozen missing, but also about 20% of the badges sent had crazed enamel or the pin missing. So we had to send the good badges to those who came from other clubs, and Dave Searle has sent back the duff badges and after a lot of haggling they have agreed to send the rest within the next few weeks.

A few weeks ago, about 25 of us visited the Crewe Roadriders Club. I travelled at the back of the convoy, and it really was quite an impressive sight as we threaded our way through Macclesfield, Congleton and Sandbach. It certainly turned a few heads, including some belonging to policemen!

The Crewe lads had advance warning of our arrival - one of their members, working in a petrol station, saw us on route and 'phoned ahead and warned them that their club-room was about to be invaded!

We all had a good natter and then a quiz with four members from each club taking part (plus much heckling from the back row!). It was a close run thing, but Dave Searle, Simon Godby, Anne Wood and Rick Allen managed to fend off the opposition and we won by a few points.

Suitably replenished with assorted butties, we split into small groups to make our way home by various routes.

A very enjoyable evening, with a good turnout. Many thanks to Crewe Roadriders for putting on a good do.

Dragon Rally 1980

I arrived at Roscoe's about 5 minutes late on the Saturday morning to moans about me being late again (what do you mean, again?). Jim Maple had turned up on his Blackpool rock BMW, which has now sprouted a one-wheeled midget-submarine. Alan Toft had decided to take the easy way out and had hitched a ride in this strange device. Also, raring to go were Tony Noble and the intrepid duo, Neil and Andy. Now Andy's CB200 didn't want to go to Wales, (in fact it never wants to go anywhere!) and in the first mile it broke down twice. He eventually discovered that his left carb float had gone out on strike, and the right one came out in sympathy. After delicate adjustment with a Manchester spanner, they re-negotiated terms and we were once again on our way.

Now I always thought that Bee-Emm's meant long distances without stops, but before we reached the other end of the M56, Jim and Alan were gesturing that they were ready for a drink. However, the trusty Yam kept going all the way to Bettws-y-Coed.

After replenishing our stomachs, we had a splendid ride over the mountains to the rally checkpoint. The weather was fine, but there had been heavy rain for the previous week so that rivers and lakes were swollen and waterfalls everywhere around us.

As we were standing talking at the checkpoint, some of the other club members arrived: Mike Corteen, running in a new Guzzi T3; Paul Rushton, Ian Mackenzie, and Mike Edmonds on a gleaming day old CBX.

We set off to the rally site and the road ran along a valley with a number of lakes lapping at the edge of the road. About 50 yards from the site I came round a bend to find the road under about 2 feet of water! I kept the engine revving to stop the water going into the submerged exhausts, and lifted my feet into the air to keep them out of the water (who needs a trials bike!). As I emerged on the other side, Jim came round the corner behind me and ploughed into the water with Alan in the chair shouting "slow down!") as a great wave of water went over the screen, soaking Alan and filling the sidecar with six inches of water! Jim turned into the site and Alan jumped out, shouting "I'm.....soaked!" with water running off him and steam coming out of his helmet!

We left the bikes at the entrance and trudged round the site to try to find a spot that wasn't a foot deep in mud. When we found the best pitch on the site it was occupied by a Jawa 350 with what looked like a fibreglass coffin attached to the side. Closer inspection of the smell of good cooking coming from the accompanying tent revealed that it was occupied by our own Trevor Cowdrey and his good lady. Now Trevor being a seasoned campaigner of many Dragon Rallies had picked the only dry spot on the site, sheltered by bushes from the wind that was howling round the rest of the field and in a little hollow where it was nice and quiet.

Trevor had apparently borrowed this outfit from a friend, but in view of its carrying capacity (judging from all the stuff that Trevor had piled into the sidecar) it would seem to me to be an excellent outfit for rallying (although certain club members would argue that the bike should be an MZ!).

No sooner had we got our tents up than the wind increased to a gale and the rain came pelting down, ripping my flysheet from the peg rubbers. I was saved from drowning by Keith Williams, who came up with some plastic eyelets to hold the flysheet down, many thanks to Keith and to several club members who offered me tent space if all else failed.

It rained all evening, so instead of the usual sing-song round the bonfire, we all sheltered in a barn and drank cans of beer, as the pub was two miles away.

Pete Lawton turned up from London around tea-time on his 140 mph steamroller to join the merry throng of drowned rats.

My umbrella hat attracted a lot of attention (it has to be seen, to be believed!), mostly from envious eyes. If I had taken a few hundred with me I could have done a roaring trade.

After an early night, when we woke up on Sunday morning the rain had stopped, although the clouds were still threatening. The new club flag was wet through after its first outing, but has now dried out to its original condition. Many thanks to Mrs. Hoxworth for making the splendid flag. It is available for use at any club event - please see me.

We set off for the return journey in several groups. The rest of my group consisted of combos and small bikes, so I decided to go on ahead and then stop and wait for them to catch up.

I stopped at Cerrig-y-Drudion and ate a big chunk of fruit cake that I had with me. As I stood there, 4 or 5 of our club members came past at speed, and when Jim and Co. arrived a few minutes later I decided to try and catch them up. I caught up with them at Ruthin, just pulling into a pub. Seemed like a good idea, so I went in as well. One by one, nearly all our lot came in and filled the pub with helmets and oversuits. After a quick drink I decided to make my way home as I could hear my Sunday Lunch calling me!

It was a great ride to the rally and back, but the rally itself was disappointing, as it has been for the past few years now. The Dragon not only lives by its reputation, but also rests very heavily on its laurels. The Conway and District club are not rallyists, and they seem to have lost the essential ingredients for a good rally - the most important being a good pub near the site!

Cheers,

IAN BOTTOMLEY - Yamaha XZ750 - 10 minute original

CLUB SHOP

I can offer the following to the club all are at full trade discount at a minimum of 20% off, some up to 50%.

Leather Jackets from	£41
Gloves from	£ 7.50
Boots from	£20.00
Waterproof oversuits (orange or green)	£11.50

We guarantee these suits.

Day-glow Jackets from	£1.25
Kawasaki Master Cylinder	
brake levers complete	£15.00
6 piece spanner set	£ 4.25
Ferodo Brake Pads most makes, order 2 <u>weeks</u>	30% off.
Gunk	£2.50 per gallon

I can supply car parts and most bike parts at around 20% off.

Motorcycle batteries at 25% off

Tyres to order only	Avon
	Dunlop
	Conti

MZ tyres on special offer at around 40% Some other tyres as well

SEE CHRIS MITCHELL OR PHONE 0253 886016 between 6.0 - 7.0 P.M.

FRIDAY, SATURDAY OR SUNDAY.

Social Secretarys Spot

To the Newsletter Editor

As you know by now you have a new Anti-social Social Secretary. (Of course you know HIM!.) Him with the Trusty Triumph. Him, who snaps films just when Sheene and Roberts are 100 yards from the finish line whilst engaged in an epic dual. Him with the curly teeth and straight hair (I'm sorry that should have been the other way round). Him who doesn't mind driving his bike in the rain when all the Jap bike owners cry wolf saying they don't want to get it dirty.

Yes, it is I!! Graham Watson. Now to the more serious side of the business.

I would like to reassure Messrs. Maple and Bottomley that my arm is well on the road to recovery after being badly twisted up my back whilst kindly begging me to take the job on.

Seriously, I took the job because I felt that more could be done to keep people entertained and to have a sense of belonging to the club and a reason why they want to come to the club on Tuesdays and I hope that I shall ultimately achieve this, if not, it will not be through the lack of trying.

At times I get rather frustrated, for instance, in January I put up 2 notices; one for a trip to C.C.M. and the other was for a small competition - "Know your Bike?" and I was amazed that entries for the Competition was full, whilst entries for the C.C.M. trip was only half full.

I felt rather pleased with myself, but I was rather deflated a week or two later when, after quite a lot of work, I found that the would-be competitors had mistakenly put their names on the wrong list!

Fortunately, my partner in crime Rick Allan and I, put together another competition which I hope you enjoyed.

I wish that more people would come forward to enter these competitions - nobody is trying to make a fool out of anybody else, I also feel that people don't give themselves credit for what they know; and of course the prizes! You could win some Chain Lube (witness Dave Searle) or some fork oil for your girder forked Vincent (where the Hell's the filler cap?)

Obviously, if people are content to come to the Club on Tuesdays to have a chat and watch films they have seen twice before then so be it, I shall show films; but I would then feel that I have been a failure in my position as Social Sec.

So please, in any future competitions don't be afraid to put your name forward - nobody is trying to make you look a chump, but the Lord help anyone who says that they are bored with Club nights!

FUTURE DATES

APRIL 8TH	<u>Film Show</u> - Moto-Cross Grand Prix
	1978 "Hailwoods Return to the T.T."
	1979 "Honda Racing Film"
Date to be decided	- <u>"Visit Your Local Nick"</u>

If you would like to see how the Police perform their duties on their bikes, train their men and just generally have a chat.

This should be of particular interest to Fathers and sons.

MAY ? Film Show
 1975 or 1976 "John Player Transatlantic Trophy"
 and/or "Flaton the Tank", "Bravo Barry"

MAY ? Film Show
 "Bol D'or or Viva"
 and/or "Ordeal by Dust" or "Meeting Fiat"

HAPPY RIDING
GRAHAM WATSON (SOC.SEC.)

P.S. If anybody has any ideas what they would like to see or do on a Club night, then please come and see me; I shall try and oblige.

Graham

CLUB CAPTAINS SPOT

Plans for 1980

So far I have decided on venues for race meetings for this year. As with last season I think if we try to follow a complete race series, again I have chosen the M.C.N./ SUPERBIKE SERIES. The majority of rounds (if not all) are held on international dates and therefore there are a host of big name riders (World Series permitting) on view. If the series follows the same course as next year we should witness some good riding.

Silverstone for the British G.P. is again on the list and for those new to the scene this is where Manchester '17' members go mad and splash out for a weekend in a hotel with all the trimmings. The hardest part in organising this is getting bookings at a hotel (not 'cos we're bikers but 'cos of the demand for rooms at that time). Last year I left it rather late and we had to stay in caravans. That wasn't too bad really but it is supposed to be a luxury weekend. With this in mind I would like names for this date by the middle of April/May for the hotel booking.

I want to fill the inbetween dates with visits to places of interest but more of that at a later date.

Before I list the meetings I have a moan I must get off my chest. During last season (my first as club captain) the turnout for meetings was pathetic. It averaged out to seven club members, including myself and Jan, and that from a large club. If this doesn't improve this time I will feel as though I am wasting my time and I can find other things to do. So come on, lets make this season a good one, it's a great way of getting to know others.

Two day meeting usually means camping.

SAFE RIDING IN 1980
FRANK PICKARD, CLUB CAPT.

<u>DATE</u>	<u>MEETING</u>	<u>VENUE</u>
4.4.80	Transatlantic Trophy	Brands Hatch
6.4.80	" "	Mallory Park
7.4.80	" "	Oulton Park
12.4.80	International (MCN/S.BIKES)	Donington Park
13.4.80	" "	" "
5.5.80	Cathedral Races	Cadwell Park
18.5.80	World Series Racing	Donington Park
25.5.80	King of Brands	Brands Hatch
8.6.80	Post T.T.	Mallory Park
29.6.80	Vintage Race of the Year	Mallory Park
13.7.80	International	Donington Park
19.7.80)	Formula 1 Championships	Snetterton
20.7.80)	International	
9.8.80)	British Grand Prix	Silverstone
10.8.80)		
20.9.80)	International	Mallory Park
21.9.80)		
25.10.80)	Gauloises Ponerbike	Brands Hatch
26.10.80)	International	

PUBLICITY OFFICERS SPOT

Its The Hairy Monster Show

Good to see that at long last some club members are beginning to help with, and take part in, some of the activities that are organised.

Having said that its a pity there are not more of them.

The road run to Crewe shows what the club is capable of. Now lets see some more turnouts like that.

If you want to do something different, whatever it is, come and have a chat with one of the committee. If no one else has time I usually have. The same goes for anyone who just wants to help with whatever we are already doing.

Its good to see the youth section off the ground with one meeting and a very successful trial under its belt.

Congratulations to Ron Weale and the others involved.

Having put a public address in the clubroom it would be most gratifying if people would listen to it. Not a lot to ask for just a few minutes, and don't forget you might benefit.

Finally, if you read something in the paper, local national or otherwise, that is bad for the club or motorcycling in general then tell me. I can't write to people about their articles if I never hear about them. If you can't get up to the club then give me a ring at home, and if you are asked for information on something you know about please let me have it straight away. If I'm not at home leave a message and I'll get back to you.

DAVE SEARLE (061 439 1739)

TRIALS SECRETARYS SPOT

Trials News

No.1 1980

New Points System

The Len Eyre Trophy - Club Trials Championship will have the following simplified and fairer system of points. For full members only in the club championship series.

Best Member	9 points
2nd "	7 points
3rd "	5 points
4th "	2 points
5th "	1 point

This is the same as the youth A class points system. So the total championship points system now looks like this:

PLACE	CLUB TRIALS CHAMPIONSHIP LEN EYRE TROPHY	CLUB YOUTH TRIALS CHAMPIONSHIP JOHN CANTRELL TROPHY		
		A	B	C
Best	9 points	9	7	5
2nd	7	7	5	3
3rd	5	5	3	2
4th	2	2	2	1
5th	1	1	1	-

See dates list in this newsletter for details of which events count for championship.

FINAL POSITIONSLEN EYRE TROPHY

Winner: John Hulme 59 points
 Runner up: Steve P. Thomas 47 points

Norman S. Eyre	35,	Scott Rowland	26
John E. Shirt	26	Dave Porritt	25
Henry Rosenthal	24	Chris Clarke	20
Mick Andrews	19	Alan Hulme	17
Harvey Lloyd	14	Andy Needham	13
Stephen Brownlee	10	Mike King	8
G. Wilkinson	8	C.P.G. Watkin	5
Duncan McDonald	5	Norman Jeeves	4
Alan Harris	4	D. Hickson	4
John Cantrell	3	Peter Fleming	3
Ken Eyre	3	S. Smith	3
Nigel Dutton	2	M. Booth	2
Rick Ashby	1	R. Phil Turner	1
D. Butterworth	1		

WELL DONE JOHN, another great year. I wish you continued success in 1980 with your new Majesty.

WHO WON WHAT IN '79

John Harre Memorial Trophy	Chris Clarke
John Simister Memorial Trophy	Chris Clarke
Strugglers Sprocket	John Cantrell
The Punchbowl Trophy	John Hulme
Duron Trophy	John Hulme
Guy Allott Trophy	Scott Rowland
*Dave Rowland Trophy	Malcom Rathmell
*The Manchester '17' Punchbowl	P. Cartwright
The Town & Country Trophy	Adrian Clarke/Mick Bailey
Fisher Trophy	A.D.Y. Morrison
Northern Experts Solo	Rob. Shepherd
Northern Experts Sidecar	Mike Ellis
Warburton Trials Trophy	John Hulme
Shell Trophy(Best passenger in Northern Experts)	Alan Guest
Len Eyre Trophy	John Hulme
John Cantrell Trophy	Mick Edwards
Observer of Year	Len Eyre
Stanbury Trophy	John Hulme

CLUB CHAMPIONSHIP (LEN EYRE TROPHY) 1980

Position after 1st round John Harre Memorial Trial 13th Jan. '80.

Chris Clarke	9 points
Steve P. Thomas	7 points
A. Wright	5 points
John Hulme	2 points
Andy Needham	1 point

YOUTH CHAMPIONSHIP (JOHN CANTRELL TROPHY) 1980

Position after 1st round trial 21.1.80 Arbor Low

A		B		C	
Graham Hatton	9	Phil Retton	7	D. Lloyd	5
D. Vaughan	7	J.H.Wright	5	R. Vaughan	3
Andrew Cantrell	5	N. Carman	3	P. Wright	2
Jerry Hawker	2	K. Moss	2	B. Green	1
Carl Heath	1				

KEN ROBERTS

The club are organising a charity motorcycle road safety competition on Sunday 27th April between 10.0 a.m. and 5.0 p.m. at MERSEYWAY PRECINCT CAR PARK in STOCKPORT.

All proceeds are to go to AGE CONCERN (STOCKPORT) as a contribution towards their £60,000 POP-IN centre on UNDERBANK in STOCKPORT.

We need marshalls to help us run the event at anytime between 8.0 a.m. and 7.0 p.m. on the 27th, but particularly for the first and last two hours for setting up and clearing away. There is a good variety of jobs to do and even half an hour's help will be useful.

Even if you don't want to help, please come down anyway, you might learn something or you might decide to have a go next year.

FURTHER information from, and offers of help to :

DAVE SEARLE

061-439-1739

or

IAN BOTTOMLEY

LETTERS TO EDITOR

DOES ANYBODY KNOW?

What happened to all the drawings for the BSA, AJS, Velocette, Ariel, Francis Barnett etc. ?

What happened to all the patterns, forging dies, jigs, fixtures, tools etc. ?

I ask these questions for the benefit of anyone who might wish to build a replica, for without this part of the exercise I feel that the problems are unsurmountable.

Prints of drawings for most machine tools can still be obtained from firms that acquired the assets of Craven Bros. Richards and Archdales. I wonder if the same applies to AMC and NVT. Recently two notices appeared in the MCN, one about a firm that proposed building Manx Nortons, the other to build a Rudge using a Weslake Engine. Like the Silk that has just been discontinued I fear that these are non-starters.

Few of our motorcycles I suspect were ever built using transfer machines, most were machined on universal type millers, drills and lathes, so that any small machine shop could produce individual components.

I suggest therefore that to perpetuate the last British made motorcycle arrangements are made to keep intact all drawings and tooling. These should then become the property of the NEB who could encourage small firms to make a contribution by supplying parts, a batch of say twenty five wouldn't strain anyone's resources. I stress the small firm aspect of this project because no co-operative has succeeded when it inherits the huge overheads of the original plant. After all William Morris didn't start with Cowley, he started in a garage in Cowley.

The final need is of course for assembly and marketing and this could be done on the scale of the current NVT production of the Rambler, but the great thing is that the bike would be British. Remember there is nothing wrong with a push rod twin that a good kick wouldn't start.

KEITH

Dear Ken R,

I am still at a loss to understand how you justify some of your comments :

"The best bikes are like a woman, temperamental, damned expensive to run..", as you ride a 175 Yamaha I can understand some of your experiences, but let us not compare an M.Z. in this mediocre way.

"Get a temperamental highly strung projectile", well I can see your temperamental problems are becoming manifest, but where a 175 Yamaha ever starts to become a highly strung projectile I think would stretch anyone's imagination.

"It will make Roych Clough look like a motorway", Roych Clough looks rather like an Anglo Saxon Motorway to me, have you ever tried the Yamaha on it? guide and petrol dumps could be provided, please advise.

I think at this point fellow club members may be able to establish for themselves a clearer picture if they study the following points :

1. Any rider of a 175 Yamaha must have a machine with the individuality of a paper clip.
2. To start name dropping of famous roads, you have probably visited but once, is no claim to a 175 Yamaha's endurance

3. As discussed briefly with you at the dinner, the fact that you have not blown your Yamaha up yet, can only mean:
- a) The evil day is not far off
 - b) Your right wrist is weak
 - c) The throttle cables broken and you haven't noticed yet

however, help is at hand, I can arrange for you to have treatment at ZS CHOPAU and maybe one day you will be in a fit state of mind to own an M.Z. and realise what motorcycling is all about. gone will be the weekly trauma of performing pirouettes in window boxes on Japanese paper clips!

JOHN WARD

MZ 7 DAY ORIGINAL

P.S. Yes I did arrive in my Marks & Sparks waxed cotton office garb. , because sometimes even the best articles require maintenance to enable their superbly designed qualities to continue - I rewaxed my belstaff suit!

MZ THE ORIGINAL AND BEST

TIPS, TECHNIQUES AND TACTICS FOR THE SUCCESSFUL OBSERVER

The following few paragraphs will, it is hoped, be a reference work for all observers faced with the prospect of hours of exposure to cruel weather, wild animals and half crazed motorcyclists.

Dealing with the weather

The Vernon Leigh Technique.

This is the first thing the reluctant will have on their minds. It is also the easy way to deal with a la Vernon - first requirement is a half bottle of whisky, a full bottle being a little hard on the back of the head, as it comes into contact with the usual rockery found in this area of the section, as one reaches the instant state of complete realisation known as alcoholic collapse.

This internal warmth method can be supplemented with the more conventional external protection items available such as a combination of: size 14 armourplated wellies, flat caps, surgical stockings, fur lined trusses, hot water bottles, long johns, the wife's fur coat (see also chapter "Bluffey a Brown Bear in Mating Season"), various items of Government surplus foundation wear and of course the experienced observers (and striking picket) old favourite the brazier. (No, No, you mucky minded rally types, not that item of female attire which is the bore of all amorous fumblers).

The use of day-glow items is not recommended since riders often complain of being dazzled by them and this colour tends to attract randy sheep who have heard the rumours about certain sea fairing types with wellies!

Finding your section

The Scott Jones Technique

Armed with your observer card in plastic bag gripped firmly between the teeth, resembling a Michelin man in weight training carrying booty bag, assorted flasks, coke for the brazier and surplus Siberian Army arctic survival kit you are ready to face the foe, when the section is discovered. "Its just over there" the Clerk of the Course will say gesticulating with his arm sweeping gracefully through 180 degrees. You waddle off occasionally tripping over the ten feet of string the pencil is fastened to the observer board with.

At this stage the true follower of the Scott Jones Technique quickly finds the next section to the one he is to officiate over, then immediately makes off in the exact opposite direction to that in which his section lies. This should be followed by a walk around the course studying each section until the first competitors are encountered. They should be questioned closely as to their opinion on where they would expect to find your section, followed by a leading question carefully worded to instil the feeling of your being totally lost:- Suggested question would be "I don't know if you know where we are because I think I'm not quite sure I'm lost. Can you direct me to the start?"

On arriving back at the start a guaranteed method of achieving panic in the Clerk of the Course is to ask him where he has hidden your section, as he is informed of an observer missing on your section. Although this method of finding the section is somewhat exhausting it ensures you:

- a) keep fit
- b) don't freeze to death awaiting the arrival of the competitors
- c) arrive at the section to the delight, relief and sometimes cheers of the feet up fraternity
- d) don't have to get stroppy with the riders who move offending obstacles from their proposed path because they have already modified the section to their satisfaction, before you arrive!

Deciding upon the Penalty

The Edgar Rosenthal Technique

Certain modifications to the scoring used by observers is allowed providing the same rule applies to all. This negates the need to explain footing in detail and providing the individual observer marks everyone in the same way it is of course fair.

The Edgar (Father of Superbars) Rosenthal Technique takes this principle to a simple and entirely logical conclusion marking thus:

- 5 marks - Competitor using no Renthall products
- 3 marks - Competitor using Renthall bars only
- 2 marks - Competitor using Renthall bars and grips only
- 1 mark - Competitor using Renthall bars, grips and cross brace only
- 0 marks - Competitor using Renthall bars, grips, cross brace and end plugs
- 1(minus one) - As 0 marks but with two Renthall stickers

Encouraging the Weak

The Joyce Hulme Technique

With all systems the simplest is usually the best and this is a classic and is fully explained in one sentence. "THE WORSE THE ATTEMPT THE BETTER THE PRAISE AND ENCOURAGEMENT"

Recommended words and phrases in order of incompetence:

Absolute and dismal failure at section ending up in bike/rider combination heap just inside BEGINS cards:

SUPERB ATTEMPT. ETC.

Making like a windmill with the size 14 wellies producing smoking soles, falling rocks and a minor earthquake:

FINE ATTEMPT ETC.

Casting the odd dab with fair control

LUCKY THAT ETC.

Brilliant ride with total control, feet up all the way

FIVE!

Don't miss Part 2 which may include headings like:

Constructive Construction Criticism
(John Wards MZ comparative Technique)

Applications for the Whip and Shot Gun
(Gordon Ruffleys ultimate answer to queue jumping)

How to bore the competitors into making their attempt
(The civilised way developed by Keith Haining)

Seriously though, those named here in fun and in the following parts are all owed PRAISE and thanks from all trials riders and organisers. They regularly spend half their Sundays in uncomfortable surroundings doing a fantastic job for us all.

Thanks, not just for doing the job, but doing it with good humour and patience.

KEN ROBERTS

THE PHLYING PHILLIP

Six bikes started from Marple Bridge and headed upwards to Brook Bottom from Strines, the muddy, rocky surface causing little problem. Next followed the quarry roads and fords over Shedyard and after crossing the A6 we were on the unsurfaced road above Combs Reservoir, with good views over the surrounding countryside, Carol Maple 185 Honda tackled the largest puddle at, I was told, a high rate of knots, before with decks awash, beaching on the far shore. Onwards along the snowy and icy Roman road towards Buxton and then turning off onto the country road past Shirtys Rocks, this being in prime condition for leg waving with plenty of wet ice and a good? audience of hikers. A short climb then brought us to the A54, but the surface was not conducive to forward motion and much energy was expended trying, Phlying Phillip Rosson on his 175 Yamaha Chain Saw kept impressing us how easy it was on knobbles as he buzzed up and down. All that remained now was Three Shire Heads and The Travellers Rest loomed out of the mist for a dinner stop.

The first lane after this was at Morridge Top where about two feet of snow stopped all but Phlying Phil and David Clarkson KLX250, as a respite from carrying bikes bodily through snow, we tried Shining Ford a narrow muddy gully which required some leg waving and caused a few rosy faces, Brian Starkies matching the XR Honda tank colour. Finally we tackled Tenterhill and Wash Gates to Booth Farm, the MZ 7 day original suffering loss of vertical hold for the first time this year and Peter Potts SP370 with son Glen on board grunted its way up the climb and flung rocks with gay abandon behind it.

With rain and mist setting in we made for home via Long Hill - the old road loop gateway being blocked by snow and unable to be opened, pity, its further by the metaled road.

JOHN WARD

MZ 7 DAY ORIGINAL

RELIABILITY FROM THE SEVENTIES TO THE EIGHTIES

Letters to Editor (continued)

A FUTURISTIC VIEW OF THE TRIALS WORLD FROM AN OLD TIMER

Date 4th February 2003

Once upon a time there was a Sport among Motorcyclists called "TRIALS RIDING" and most Trials were held on Sundays throughout the year.

The last time '17' ran a trial was about 18 years ago and at that time quite a few '17' members including myself were very involved with the trials side of the club and we even had a TRIALS COMMITTEE!

There was quite a few lessons why TRIALS disappeared altogether, but the main reason was the loss of suitable ground to hold the events on.

It wasn't the actual organised TRIALS that caused trouble with the Farmers and Landowners (indeed most of them were friends of the Trials Riders) but the dis-organised practicing that took place at many known TRIALS SECTIONS. Some of the riders themselves were guilty, but there was others involved, YOBOS on TRAIL BIKES who would have done better to have gone out with the '17' TRAIL RIDERS on a Sunday led by a bloke called VERNON. I forget his other name now! There was also a few culprits on Scramble Bikes who used to ride across the moors at a place called "Shirty's Rocks", they all helped to bring about the end of TRIALS.

One of the places I have just mentioned, Shirty's was a superb place for TRIALS but unfortunately it was easily seen from the main road and cars used to stop and the occupants would watch the "Show Off's" ride up and down the grass banks, this of course caused an obstruction, the "Show Off's" couldn't ride the proper sections they were too tough for them.

As one can imagine the Farmers got fed up with all the aggro involved with TRIALS and stopped us all riding. The '17' Committee did try to stop this over-use of the land by putting up notices, but they were all ignored.

Another lesson for the end of TRIALS was the GREEDY clubs who crammed over 120 riders onto a small piece of ground, at £2 per rider plus Clubs subs, it was good revenue, but it wore the precious ground away.

Anyway these are some of the reasons how the sport of Trials Riding came to an end, its a pity, some of you "Young Uns" would have enjoyed riding in TRIALS, the thrill of cleaning our OBS SECTION or seeing the TOP RIDERS in action, they actually got paid for riding, but most of them did bugger all to preserve the sport.

I'm 70 now but I still miss the TRIALS SCENE, the smell of mud on a hot engine a REET GOOD AUTUMN TRIAL. Pity a few spoiled it for so many.

RON HULME

TOURING THE MUD SPOTS OF CHESHIRE 27.1.80

A trail run from Spanns Garage near Oakmere on a foggy and frosty January morning didn't seem to keep the blood circulating for more than 5 minutes at a time. However RP17 near Morley, a short grassy track between trees, helped the situation. Here, along the banks of the ditch the illegal trial practicers wheel grooves were much in evidence around the trees and into the adjoining field. Onwards to R.P.20 at Holly Bush Farm, somewhat overgrown and narrow, as Peter Potts and son Glen found out with their SP 370 outfit, after having pushed carried and nearly ridden the outfit through, all helpers seemed to have warmed up. A few miles of road work took us to Bradley where a mile and a half Rupp leads to Frodsham via a washed away bridge crossing, Brian Capper having ridden down the steep bank into the stream found his M.S. fast, both his exit from the opposite bank and his return whence he'd came, were well nigh impossible - yes he was rescued! this left the M.Z. 7 day original to

find a suitable crossing down-stream and we continued into Helsby to the Robin Hood Pub for lunch.

On restarting we made our way to Hockenhull Platts a series of 3 pack bridges along a narrow road where a group of cyclists were also making their way - this can be easily used by road bikes in summer - good stone surface. Into Willington, a muddy lane had the feet down and the 7 day MZ ceased forward motion with a wheel in each of two different ruts some 3 feet apart, some minor discourse was entered into with pedestrians who considered they had sole rights to the road - will they ever learn that way marking is only help and not gospel - they will get the M6 downgraded if we're not careful! Rups 9 and 10 near Tarporley finished the day on a muddy note with Brian Starkie showing that XR Hondas blast through most going easily - doesn't it take the fun out of it Brian? or does the poor starting add that extra uncertainty?

JOHN WARD
MZ 7 DAY ORIGINAL

P.S. Before Brian accuses me of bias the MZ did cook a plug but renewal restored the usual perpetual motion.

MANCHESTER '17' AND THE TRAIL RIDERS FEDERATION

Group Run 9.12.1979

A group of 15 riders turned up at Marple Bridge car park at the appointed time of 10.0 a.m. Due to the expected large numbers it had been previously decided to split into 3 groups, these being ably led by Phil Rosson DT175MX, John Ward MZ250 1 Day Wonder (he thinks so anyway), John Boothroyd 500 Triumph.

The idea was for all 3 groups to meet at Stoney Middleton for lunch. I took my group of 4 over Mellor Golf Course and then up the 'short but sweet' Donkey Passage where the first victim of the slippery conditions was claimed. Rob Burnham's excuse for not reaching the top was that it was his first outing for nearly 12 months. We then proceeded over past Mellor Cross then down into Hayfield, where it was discovered that Rob's KE175 did not like the heights of Roych Clough and decided to stop with a lack of sparks $2\frac{1}{2}$ miles from the nearest tarmac road. Much scratching of heads and the manufacture of a temporary plug cap by Nick Morgan still did not produce any life. Suddenly in a flash of inspiration John Hutchinson XL250S (confirmed 2-stroke hater) suggested cutting the wires to the kill-button and hey presto life was restored. Lack of time forced us to give Chapelgate a miss (sighs of relief from John Hutchinson) and we proceeded over Eldon Hill along the Portway into Little Hucklow and then onto Burs Mount at Great Hucklow. The group then slithered sideways down Highcliffe into Eyam and the lunch stop in Stoney Middleton. We were beaten to the pub by John Boothroyds group who seemed to be downing their fifth pint already. The landlady seemed perturbed by all these muddy motorcyclists but immediately became very friendly at the sight of Brian Gough going to the bar with his trousers round his knees (overtrousers that is). She remarked that never had so many men dropped their trousers for her all at once.

For the afternoon session Dave Eaton PE175 joined my group and soon wished he hadn't as he tried to go up Excelsior on his back - something to do with the Pollards Real Ale I believe. Doubling back through Stoney Middleton we then headed through Birchill Bank Wood to Pilsley with Dave Eaton having more trouble with his vertical hold (anyone knowing of a mod for PE175's to lower the seat height, or leg stretching exercises contact Dave Eaton). As it was getting darker by the minute we made our way through Edensor, Monsal Dale, Brushfield, and Sough Top

to Chelmorton where it was decided it would be safer to ride back by road with the ailing Kawasaki. Dave Eaton continued for a further 20 miles of green lanes in pitch darkness - brave lad.

A most enjoyable day despite the weather - rained all day again - and many thanks to Nick Morgan, DT175MX, who came all the way from Teeside to ride with us, thoroughly enjoying himself, and threatening to bring more Geordies with him next time!!

PHIL ROSSON

DT175MX (9th Wonder of the World).

The 15 who started out consisted of Phil Rosson - DT175MX, John Ward - Works MZ250, John Boothroyd - 500 Triumph, Peter Potts - SP370, Don Smalley - XL250, Mary Oliver - DT175, Bob "Doc Martins" Findlow - DT175MX, Brian Gough - XL250, John Hutchinson - XL250, Dave Eaton - PE175, Rob Burnham - KE175, Nick Morgan - MT175MX, P. Waterfield - MT500, T. Clark - ML250.

THE EXETER TRIAL 11 and 12th Jan

A ride to the event, in the event and ride back, promised a round 700 mile trip and the weather would be anyone's guess. A group of four, Peter Potts SP370 Suzuki, Brian Starkie 500XR Honda, Walter Boothroyd 500 Triumph Adventurer and last but not least the 250 MZ 7 Day Original, set off for our starting point at Cirencester. A good run down in bright frosty weather soon saw off the first 150 miles and after bed and breakfast, on the following day, the frost was scraped off the bikes before having a ride to Bourton on the Water to a Motor Museum - unfortunately closed, however it must be a very attractive spot in Summer. We wiled away the day until our starting time of 10.30 p.m. and then set off towards Warminster in freezing fog for the first 40 miles, after this the fog cleared although it remained very frosty, making anything above 50 m.p.h. very uncomfortable. We made steady progress through Crewkerne and arrived at the first check at Cricket St. Thomas some 98 miles from Cirencester. The first observed section tackled at 3.10 a.m. was relatively easy even with headlights casting shadows, but it cost me a failure for footing when the road tyres somewhat lost direction, anyway, onwards 20 miles of night navigation to Stafford an observed hill combined with a stop and go test, which as well as being observed for footing, it was also necessary to stop astride a line "A" and at a flag signal restart and clear a line "B" in not more than 6 seconds for trials tyres or 8 seconds for road tyres and then continue out to the section ends. A final section at Greenslinch, a muddy uphill climb, was cleared by the four of us and thankfully the section finished before final exit from Lane became a rutted quagmire, with the MZ sliding from bank to bank, effectively preventing Brian Starkie from overtaking. Now for some breakfast at the Mercury Motel, Kennford just 15 miles away. Arriving at 5.30 a.m., the bikes were refueled before handing in to the control and a welcome breakfast and a warm were enjoyed before being restarted at 7.0 a.m. into the frosty dark again and onwards some 16 miles of icy backroads to reach Tillerton, the fourth observed section just as dawn was breaking. A frozen surface didn't help the start but once under the trees the angled rock slabs of the gully were liberally coated with mud and whilst Peter, Brian and Walter didn't appear to have any problems on trials tyres, I all but carried the MZ up, but kept going, another fine failure. At this point it is worth explaining that the marking and methods in M.C.C. sections are somewhat different from a normal one day trial, in that machines start from standstill at the section begins line (no run in) and footing once or more is deemed a failure, this together with a no inspection rule (you cannot leave your bike) tends sometimes to make simple stuff rather difficult, but stops rock kickers treading the section into a main road. A thin watery sun was beginning to creep over the hills as we approached Fingle Bridge along the rutted icy forest roads, two sections together gave a satisfying climb over rocky outcrop with switchback bends and let the MZ show what

bottom end power is all about with an enjoyable clean. Passing onwards through Simms - Clean again - to the special test at Old Town Wood. A down hill dash which saw Brian struggling to start the gassed up Honda. Time was now overtaking us and a fast run along the M5 Motorway at not less than the legal limit, then branching off on the main road to Sidford, soon pulled us back onto schedule, or somewhat in front after 40 fast miles to the final four groups of sections at Bovey, Clinton and Gatcombe where very steep frozen climbs were the recipe for wheelspin for the throttle happy.

The fourth and last section Waterloo - for some - was a winding muddy climb between hedges where grip was difficult to keep. This caught Walter on the Triumph for a stop-failure, Peter's Suzuki ran out of grip, gassed up and refused to start, finally requiring manual assistance upwards by three stalwart volunteers. The MZ made it clean in fine style after riding over old brambles, observers lunch bags and anything else providing grip, Brian also cleaned it with the Honda in a more controlled display.

Well, that was it, now we'd done our best and the final ten miles to the finish at Sidmouth was leisurely, so as not to arrive more than the allowed 10 minutes early. We were signed in at 12.30 p.m. at the control and leaving the bikes in the car park, strolled along the seafront to sign off at the Riviera Hotel some 14 hours and 250 miles after starting.

All that remained the following day was a cold but bright 260 mile run back home over slimy, part salted roads and apart from getting all but run off the road by an overtaking Volvo Estate before Buxton, whose driver appeared to consider motorcycles expendable, it was a good trip. Roll on the Lands End in early April - who's coming - don't all rush.

The MZ did 700 miles for the round trip on 9 gallons of petrol, blew a 6 year old rear bulb, steered well with a pneumatic front tyre and looks like running on into the 1980's or until Honda becomes a co-operative as a subsidiary of Meriden which ever be the sooner.

JOHN WARD

The undefeatable MZ 7 Day Original
"Perpetual Motion is M.Z. Powered"

YOUTH 'NON-WINNERS' TRIAL, MARPLE, SUNDAY 16TH MARCH

At long last after all the planning persuading, blackmailing and borrowing the great day arrived. We were to hold our first 'pure' Youth Trial. A perfect day, no rain and a cold crisp morning, 36 entries and a big worry about the parking facilities at the newly acquired venue at the Coalmine, Marple.

Competitors soon started to arrive and mercifully none of the parents complained about the 'section' they had to negotiate in order to be herded together across the adjoining field. First problem over.

11.30 scrutineer Vernon Leigh lets out a bellow and 36 trembling lads assemble in the designated area. After a thorough inspection the first batch are away.

The sections "designed" (I use the word loosely) by clerk of the course, Kenny Roberts, aimed at a balance between fairly easy and fairly difficult, where it would seem about right, as many beginners gained the first 'cleans' of their short competitive career while many of the more experienced riders got caught out on what looked easy until you rode it. Four laps of ten sections seem to rush by so an extra lap was added to increase the fun.

General opinion of most people present was an enjoyable day for spectators and riders.

The final results of the lads efforts were:

A Class	Andrew Cantrell
B Class	John Wright
C Class	Peter Wright
D Class	Neil Eccles

Could I finally take the opportunity to thank on behalf of the Youth Section, Ron Weale, Vernon Leigh, Ken Roberts and Brian Green for their invaluable advice and assistance. We look forward to our next effort on May 18th.

JIM CAPPER

PIG WASHING, MARCH 16TH

A good entry gathered at Marple Bridge car park for the start and freewheeling test, this was relatively uneventful for the majority, but Glyn Clitheroe lost vertical hold on his P.E. Suzuki. The 20+ riders set off for the second test located on the Roman Road just before Buxton and just to add to the pleasure, it began to snow, all bar three riders passed through the check from a Northerly direction, thus ensuring minimum marks lost. Jim Maple and Geof Winstanley on their combos were apparently not unhappy to tackle the rocky surface just prior to the check. Onwards now to the Cheshire Cheese Inn at Hope where refreshments were available and everyone thawed out, a couple of simple questions were asked of the riders and some surprising answers were given. Mike Corteen suggested a plug required such a phenomenal number of volts to create the spark as to make the average power station shudder, whilst Trevor Cowdrey agreeing he was a feet and inches man found some difficulty in expressing the MZs capacity in cubic inches - not that he was at all alone in this problem.

The first test of the afternoon was a timed sprint - on two feet - and this seemed reasonably popular, with Steve Burns setting standard time after a flying leap over the back of the bike and onto the saddle to record 10 seconds. Then followed a minimum mileage test to Shed Yard Cross Roads and some muddy covered bikes were already waiting when myself and Peter Potts arrived. We were delayed by the MZ demolishing Peters Suzuki as we climbed Pindale, this resulted no clutch lever on the Suzuki and the only way for a restart was, with the engine running in neutral, to lift the rear wheel whilst Peter put it into gear and then shot away. Jim Maple aided by Walter Boothroyd had attempted Dirtlow Rake on the BMW and judging by scorch marks on the grass, had some trouble with his right hand, but after a re-run succeeded. Dave Lawson's CX was resplendent for the first time with some honest dirt. How Rick Stewart and Sue went on as they tackled the unmade road, I'm not sure, maybe the intercom aids stability. Richard Innocent thought it was a long climb from Chinley to Shedyard Cross Roads mainly in bottom gear on his Honda 70.

Most riders when checked at the finish carried spares, those relying on medals for immunity are probably of a different religion and as for asking for official sunset time, some were heard to say that "what ain't risen can't set", although Dennis Taylor seemed to have a good sense of timing.

Well I hope all the participants enjoyed it and that the 18 armchair hopefulls felt they had missed something. The MZ 7 Day Original enjoyed the gallop and proved it was again A.1. after suffering a fried ignition coil the previous weekend.

JOHN WARD

ALMOST A DISASTER

Belle Vue Show nearly didn't happen for Manchester '17' M.C.C.

Despite early requests for information we didn't actually know that we had a stand until just a few days before the show opened.

But, with a supreme effort and a load of co-operation (which the club is rapidly becoming famous for) between the various groups in the club, the stand was organised and erected just on time.

For those who didn't make it, the stand showed a sample of each of the activities that members take part in, along with 3 bikes and a display of B.M.F. literature. The stand was staffed with something that our resident boffin has since classified as a previously undiscovered branch of the family "Motorcyclist Prehistoric". Suffice it to say that they have all been well pickled since then to preserve them for the next show.

Thanks are due to Sports motorcycles for the loan of a MOTO-GUZZI and a Honda, and also to my personal guardian angel, Gordon Ruffley of Town and Country Motorcycles, for laying on a Yamaha trials bike.

Heroic Deed of the show award goes to Tony Brooks, who, with complete disregard for personal safety piloted our only means of transport through a foot or so of snow in order that the show could go on.

My personal thanks also go out to RICK ALLAN, PAUL HIBBERT, KEN ROBERTS, AL TOFT, JOHN (PIGWASHER) WARD, PARSLEY, and all the nameless millions without whom etc.

DAVE SEARLE

VISIT TO CREWE ROADRIDER M.C.C.

At 9.0 p.m. on Tuesday the 4th March a report was passed from Sandbach early warning station to the H.Q. of Crewe Roadriders M.C.C. containing details of an evening raid by about 30 solo motorcycles.

The event was the visit of Manchester '17' M.C.C.s road riders to Crewe for a chat, a quiz, and a grand buttie scoffing.

Despite the number and variety of bikes on the run, everything went very smoothly; no mean feat with that many bikes; and nobody got lost or left behind. What a beautiful sight a convoy of bikes $\frac{1}{2}$ mile long is at night. Most impressive!

A good time was had by all except those poor unfortunates who were subjected to the ordeal of trial by motorcycling quiz. Still, we came away with a victory, thanks to the debatably incredible intellect possessed by the various team members. and a great deal of barracking of the opposition from the back of the room by Ian (Rent a crowd) Bottomley.

Many thanks to John Hancock, the Crewe chairman, for the excellent welcome and entertainment that he and his members laid on, and well done to all the 17 members who made the effort to come along.

It was very good to see everyone supporting the club and I for one was proud to be a '17' member that night.

WELL DONE KEEP IT UP !!!!!!!

DAVE SEARLE

SECOND AND FINAL INSTALMENT OF RICK STEWARTS TRIP TO THE CONTINENT OF EUROPE

Summer in the South of France (or going OUTTOGRASSE)

On the Thursday, having fully recovered, we went over to Frejus and San Rafael via the local reservoirs. This was the first time we had seen windsurfers in action and my immediate reaction was to join them. The water was that crystal blue, that on picture postcards looks so false, and was also absolutely flat, so with there being only a light wind I thought that this was my chance to try a sport that is relatively rare in England. Then a certain person reminded me that we had to send the postcards or they'd never get back before us. Isn't it amazing how quickly you can go off someone when they spoil your fun? Still, we'd only become engaged a couple of nights before and there were rumours about certain beaches that had to be confirmed. As it happened, we didn't see the beaches that day and, when we passed through St. Trop on the way home a few days later we didn't want to leave the bike unguarded in the car park and everyone close was facing the other way. There's always next year!

Friday was the day we went up to Gourdon. This is a small village about 750 metres up in the mountains and is to the local perfume industry what Grass is to the world. Having become used to the main roads we thought that, as there was only a minor road marked on the map as the way up, it was going to be a bad one. Not so, as it turned out (the French have obviously got their tourist priorities sorted out) and we reached the village with only a couple of 'nasties' on the way up, when the road turned sharply after blind bends. We had the impression that we had come up fast till, sitting in the first bar we found, we watched the progress of the tourist coaches climbing up the road. Now I know how the top drivers practice for the Monte Carlo Rally - but it's a wonder there are any tourists left who'll travel back down the same way!

On Sunday, eventually everything was loaded up, strapped on and plugged in and we wobbled off up the hill and out of the site, back towards Grasse.

Beyond Grasse our route lay along the D562 towards Draguignan (surrounded by forest fires at the time of writing) to San Trop where we planned to have lunch. Following the correct signs this time we reached San Tropez at about 1.30 p.m. Similarly to Gourdon, the only real difference between here and any other Cote d'Azur resort that we came across was that the cafe owners felt that the name allowed them to charge grossly extortionate prices instead of plain extortionate ones.

Sunday lunch consisted of an omlette each - we found very early on that omlette and sandwiches were the only two words we understood on a French menu - and on finishing these returned to the bike to leave the car park. When coming into the park the lad on the ticket machine had had problems with the machine and the reason for his meterings became clear when we tried to leave the park. It seems that the Council had forgotten that although they weren't charging bikes for parking, they needed a ticket to "escape" from the park. We ended up squeezing our way through the fence posts with an inch on each side of the pots - a problem not shared by many bikes.

The target for that night had originally been Le Puy or Cleremont Ferand but, with the heavier traffic around Marseille, we were lucky to make Avignon by evening. We had also noticed that the wind was considerably higher now that we were back in the Rhone Valley. This (he said knowledgeably) is the result of high pressure areas around Lyons releasing down the natural wind tunnel of the valley as the high wind known as the Mistral.

The site we used that night was run by the Touring Club de France (distinguished amongst other things by the sign "No Walkers" - bet the Ramblers Association don't know about that one) and as we pulled up inside the gate the first words we heard were "better find some shelter - it's very windy here". The man was right too! The next morning we woke up to find sand

INSIDE the tent - blown through both the fly sheet and inner tent.

From Chatelgyon we returned to Tours by a route just to the South of the one we used on the outward journey. The roads in this region are a complete contrast to those of the South. Coming round a corner, the road stretches on in front for miles, maybe going over the occasional small hill. I lost count of the number of 5 mile straights we passed along and one was almost 12 miles long. Great for getting the miles covered, but a little boring and petrol consumption really drops.

Tuesday night was again spent on a municipal site, this time a more pleasant one in a Pinewood near Eccomoy, South of Le Mans. These municipal sites seem to vary in quality, depending whether the area is of any interest to tourists or not. Eccomoy was an exception to this as, whilst not having the luxury facilities of the bigger sites, it did have the basics such as showers, washrooms etc. and these were at least clean (not always so on large sites). The site was also in more pleasant surroundings than was usually the case.

Eccomoy is only about 125 miles from Le Havre and with having to be there by 10.0 p.m. Wednesday night, we knew that we had plenty of time to spare and planned to rise late, take our time packing, visit the local chateau and check in at the ferry terminal around 8.30/9.0 p.m.

Eaching Le Havre at 5.0 p.m. we then had 5 hours to spare - we could have left Eccomoy then and still arrived with 2 hours in hand. So we parked the bike and went off in search of a meal on which to spend our last few Francs.

Having done steak and chips justice, at 8.30 p.m. we took the BM over to the terminal, where the queue had already started to form. Passing through the ticket barrier, we pulled up next to a bike, noticing that it bore a CYMRU plate instead of GB one. He was a fairly short, older guy, probably in his mid-sixties and the total opposite of the kind of person you'd expect to ride a Motor Guzzi especially take one like that across to Europe. As we came to a stop (and we still had our helmets and riding gear on) he looked over to us then came across and said in a beautiful Welsh accent "Here, you do trials don't you? if someone had said that to me around here then I'd more than likely have been surprised, but when it was said on the dock in Le Havre, when I was still wearing my full-face helmet, then surprise isn't the word.

It turned out that he was David Davies (no, not that one!) from Prthmadog, a member of the ERYRI club and two of his sons also ride in trials. We must have been riding in the same event when David was spectating. By further coincidence, his eldest son had taken the Guzzi up to this years Scottish Six Days Trial. We had gone up to Fort William as well, using the trip as a practice run for the French holiday.

He had come across 3 weeks ago and had covered over 4,000 miles, travelling through France, Spain, Italy, Belgium, Germany, Austria and Switzerland. In Germany, David had met an Australian rider who, whilst trying to put his bike on the mainstand had had the thing fall on him, almost crushing his foot and making walking nearly impossible. Even after seeing a Doctor, his foot was still giving pain and David, not wanting to leave him in case of an accident rode with him to see a specialist in Zurich, a journey that took 2 days.

The only accident that David (or "Dai the Bike" - "If you're in Porthmadog, come and see me. Ask for me by name but if that doesn't help ask for Dai the Bike and if that doesn't help, tell them you're looking for the little, grey haired old man with the big, black bike") had suffered happened on the outward ferry trip when he wasn't even riding. On boarding the ship a deckhand had told him that he would tie the bike up. But, on returning to disembark in the morning, David found the Guzzi on its side, stuck under the safety fence. Unable to move it himself, he had to wait till the ship was empty for the crew to help him get it onto the dockside. On surveying the damage he found the fairing screen cracked and the crosspiece of the mainstand so bent as not to allow it to retract fully without catching on the rear tyre.

As the ship didn't have the necessary equipment for heating the metal in order to rebend it, they gave him the address of a garage, half a mile across town. Having pushed the fully loaded machine there, they also claimed not to have the gear and gave him the address of the local Guzzi dealer, a mile away! Arriving here, they also said they didn't have the right equipment nor did they stock replacement stands. David eventually fixed the stand himself on their forecourt, doing the job cold and taking 4 hours to do so. Whilst in Spain a few days later, he wrote to the ferry owners, complaining, but, as they have a 'no responsibility' clause in the booking form, he is not hopeful of any recompense for the damage. Take heed all potential Channel crossers.

Overall, the BM had performed well, the only problems being worn head bearings (which I should have fixed before going anyway) which meant a wobble at low speeds, especially if negotiating a climbing turn, and a leaky carb. This second problem didn't affect the running at all but was undoubtedly the cause of the poor fuel consumption returned - approx. 45 m.p.g. for the whole trip. We first noticed the leak when I happened to glance down at my left foot, on the run down to Southampton, and saw that it was wet. Thinking it was water splashed up from a puddle, I didn't worry and noticed later that it had dried up. This occurred several times throughout the holiday, always at speeds over 50 m.p.h. but whenever I checked the carb. for a leak there was no sign of one. Since returning home the problem has not re-occurred and I can only assume that maybe the diaphragm had dislodged and later returned to its correct position.

FACTS AND FIGURES:

Overall mileage	approx. 2250 miles (Manchester to Grasse, via So'ton, Le Havre, Tours, Bourges, St. Etienne and Valence plus return trip)**
Overall consumption	approx. 45 m.p.g.
Total 'petrol money'	approx. £70
Ferry fare	approx. £70 (So'ton/Le Havre, 2 people + 1 bike, return, cabin on return trip. Night sailing both ways).
Extra Insurance	approx. £35 (Green Card plus AA 'Five Star' Insurance)

** The Dover/Calais ferry crossing works out cheaper but would have involved extra motorway work and also passing through both London and Paris, neither of which I wanted to do.

RICK STEWART

Thanks Rick, sounds like you had a good trip. It takes me back to when I had an old beetle and made a round trip to Italy, but thats another story.

ED