

MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - OCTOBER 1981.

CLUB OFFICIALS.

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PRESIDENT. Ron Weale, The Post Office,
DISLEY.

CHAIRMAN. Vernon Leigh, The Italian M/c Centre.
Lower Hillgate, Stockport.

SECRETARY. Graham Watson, 9, Cedar Road, Marple.

TREASURER. Ron Weale, The Post Office, DISLEY.

MEMBERSHIP SEC. Roger Richards, 49, Woodsmoor Lane, Stockport.

SOCIAL SEC. Vacant.

TRIALS SEC. Gordon Ruffley, 38, Charlcote Road, Poynton.

YOUTH TRIALS SEC. Jim Capper, 4, Waverley Drive, Cheadle Hulme.

RALLY SEC. Paul Rushton, 23, Chinley Close, Heaton Moor, Stockport.

SPORTS SEC. John Garlick, - - - - -
14, Oak Bank Road, Newtown, New Mills.

CLUB CAPTAIN. Geoff. Winstanley, 3, Dean Street, Northwich.

RIGHTS of WAY OFFICER. Dennis Taylor, 6 Dial Road, Great Moor.

RAC/ACU. TRAINING SEC.

ORDINARY MEMBERS. Andy Gregory, 18 Highlea Rd. New Mills.
Ian Cottam,

CLUB ROOM. The Robin Hood Hotel, Buxton Road, High Lane.

DIARY OF EVENTS.

Oct. 3 -4. Classic Bike Show. Belle Vue, Manchester.

Oct. 4. Youth Trial. Renthall Series 4th. Round/Club Championship
4th. Round. Booth Farm, High Edge, Buxton. 11 am.

Oct. 4.3 Club Run to the Nottingham Goose Fair. 130 mile round trip.
Meet ~~Robin Hood~~ at 10-15 am. ~~Rising Sun~~

Oct. 14. Committee Meeting, Robin Hood.

Oct. 16-18. Dead Ants Rally, Site Nr. Cat & Fiddle Pub on Buxton to
Macclesfield Road. See Rally Secretary's notes.

Oct. 20. Film Show in Club Room.

Oct. 21. Youth Trials Section Social Evening. 8 pm. Club Room.

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DIARY of EVENTS cont....

Oct. 25th. Fisher Trophy Trial. Harrat Grange. Nr. Peak Forest.
 Oct. 27th. Rocket Trial. Robin Hood 8-0 pm.
 Nov. 18. Youth Social Evening. Robin Hood. 8-0 pm.
 Nov. 25. Manchester 17 AGM. Robin Hood.
 Nov. 29. Northern Experts. Peak. (Pending ACU Approval)

EDITORIAL

Dear Members,

As well as belonging to the Manchester 17 I am a member of the BMW Club, and one of the most eagerly awaited times is the beginning of the month when the club magazine drops through the letter box. It contains information and news, letters and articles plus a mutual aid column. It tells you who runs the club and most important of all it tells you what is happening over the next two months.

On the other hand the 17's newsletter has been irregular and invariably 'old hat' by the time it gets into print. A survey I carried out at the beginning of September showed that even the old hands didn't know who 50% of the clubs officers were. I have maintained for a long time that continuity of officials is one of the most important factors in running a successful club. It is essential that officers hold office for as long as they can, and only then will they attract the following and support that their efforts deserve. It is no use a secretary spending a year learning to do a job and then saying that he or she has had enough. The job after all becomes easier when you have learnt the ropes and found out who you can call upon for help.

During the last twelve months I have been helping Jim Gapper with the Youth Trials Section and we have published a newsletter nearly every month giving reports on trials, publishing technical tips and advertising items for sale or wanted. In an effort to keep the membership informed and to get feed back from the club as a whole I have volunteered to take over as Newsletter Editor. This is the first issue from my pen the second issue will come out on the first Tuesday in December by which time we will have had our AGM and the list of officers will have been elected. In the new year providing my position has been confirmed we will publish once a month. This means that articles and letters must be in my hands by the middle of the month prior to publication. Decembers edition will contain an account of the AGM which I hope all members will attend and play a part.

Having now the whole membership to participate and a full range of bikes we should be able to publish a lot of technical tips. We can cope with drawings provided they are kept simple. This is not because I can't read a drawing but I am learning to do it on a stencil. If you want help with a problem write to us and we will see if we can find a correspondent to help you, and at the same time helping umpteen other people.

Where someone leads a run, organises a trial or any other event I should like to hear about it.

Keith Haining.

THE CLUB SECRETARY --- Graham Watson.

Once again the Annual General Meeting is almost upon us - the date for this years AGM by the way is November 25th, so make a note in your diary.

The AGM is of course the traditional time when club members congratulate the Committee on doing a superb job, ask no questions and in return the Committee treats the ordinary member like a mushroom - feeds him on bulls--- and keeps him in the dark.

On a more serious note, this years committee has been beset with problems from the outset, namely members willing or should I say unwilling to come forward voluntarily and join the Committee. This then leads to pressure being put on people who are reluctant to take a position but eventually succumb.

I personally feel that somebody who joins any Committee, under duress never performs as well as he or she should and I do not wish to denigrate anyone, but Paul Tootal and Les Fader were such examples. They were both subjected to pressure to join the Committee and both found after a short space of time that they were unable to continue. Paul as Newsletter Editor and Les as Treasurer because of pressure of work. Neither of these positions have been filled.

The position of Social Secretary was left unfilled - three vacant positions. In April came the resignation of Ian Bottomley as Secretary, due I feel to a clash of personalities. (No I'm not suggesting that he is schizophrenic.) I think I could understand that word if Ken had spelt it. Ed.) now four vacant positions.

The sudden death of Trevor Cowdrey meant that there was little representation on the committee for our Raining Scheme - five vacancies.

This situation then meant that some Committee members had to do two jobs; President Ron Weale also took the position as Treasurer; I took over as Secretary and also agreed to help out on the social scene. Keith Haing was recently voted on to the committee as Newsletter Editor.

All in all, not a particularly ideal situation but I do know that all committee members have responded admirably.

One thing I have noticed over the last three or four years is that there is a different Rally Secretary on the committee every year. No sooner has one person found out about the running of the committee, he is changed and a new face is seen. Therefore I personally hope that at this years AGM there will be no change of Rally Secretary as I think Paul Rushton will be a much better committee member next year - In that I am not suggesting that he was a bad one this year.

Finally, I hope that you will all turn up at the AGM and voice your opinions as to how YOUR committee has or has'nt performed this year.

It is important that nominations for office and matters for discussion at the AGM should be forwarded to the secretary at least two weeks before the event.

SOCIAL SCENARIO. by Graham Watson

Compared with last year the frequency of Social events on Tuesday nights has certainly declined and I think that this in turn has led to a definite reduction in the numbers in the clubroom.

For some reason or other films have been harder to obtain and I've also noticed that some film companies are now charging for the hire of their films when last year they did not.

For example I wrote to the company that handles Yamaha films and they replied that Yamaha now charged a hire fee of about £14. and the earliest date was 1982 August. !! but I am of course hopeful of obtaining films rather sooner than this.

I do have sufficient questions to organise a quiz for the coming winter and have also invited an Avon tyre representative to come and pay us a visit. He has accepted my invitation and also said that he would bring a production race film along with him.

I also hope to run a Treasure Hunt in the near future on a Sunday as the route and the questions have been finalised

MEMBERSHIP MATTERS by Roger Richards.

This years membership is not as good as during the last few years. A lot of people have not paid who should have done so, and I feel that they are letting the club down.

On a brighter note we are now selling club sweat shirts in either yellow or black for £6.00 each. If orders cannot be met from existing stock I will order them for you. Orders take between 6 and 8 weeks to fill. I have it on good authority that if they are washed correctly they will not shrink.

RALLY ROUND. by Paul Rushton.

Now the summer is almost over and your packing away your camping gear and bike gear - forget it and take up winter rallying. Join the ranks of the true motorcyclists (Even if rumour has it that some come to the club in cars) and brave the rain and sleet at home and abroad.

Seriously though, if you do want to take up rallying now is a good time to start as the club's own "Dead Ants Rally " is coming up. It is to be held on October 16 - 18 near the Cat & Fiddle pub on the Buxton to Macclesfield road. Help will be needed from as many as can make it. Work needing to be done includes erecting tents, digging cess-pits, helping with good and general marshalling both on the site and up at the pub. A skeleton crew (Bones jangling in the biting wind) will be needed on a rota basis during the night and it would be of great help if some people could make it by Friday lunchtime to help with the preparatory work.

It may sound a yawn, but we are looking for enthusiastic help and not people to boost the bar takings. Though all marshals will have time to go for liquid refreshment.

I will make an announcement in the near future regarding the press ganging of marshals.

NIGEL WOOD MEMORIAL ROAD TRIAL 24th.MAY.81. by Dave Duckett.

Roger Richards rang on Saturday to say that there would be a road trial on Sunday and that Graham Wato was running it. That was all I needed, a good excuse to put down the paint brushes and 'Blow the decorating'. Next dust off the maps and dig out and sharpen a pencil, find a ruler, its only 3" long but would do. Altogether with a clipboard and into a plastic bag.

Now to the all important bit, the bike, upon which I was to tackle this demanding road trial. Well don't laugh but my Honda C90 is 40cc bigger than the C50 I used to have. Having done the pre-trial checks, that is to check the petrol level, the C90 was ready for anything.(and felt it needed something)

Sunday morning came after a night at work, and left me just enough time to nip home for my poser's gloves (Barry Sheene replicas) Anything to reduce unsprung weight or so the book says. The Robin Hood on the A6 was the official starting point. You couldn't miss it really because of all the competitors, groupies, marshalls, pressmen, spectators and team support vehicles. Forcing my way through to the starters desk and signing on, helmet in hand I received the instructions for the day.

After some 30minutes, deliberating, measuring and spying at the map I was reasonably sure I knew where Wato wanted me to go. I don't think Roger Richards knew who to follow or which way was 'up', and he's in the army! Toots said well I'm off and as following is not allowed of he went, cigar at the ready. I was astride my machine and away only to be burned off by a CX500 before I had got past the garage across the road. Don't worry I thought I'll soon catch you up, as my C90 coughed in the cold mid-morning air.

As with all road trials you pass and are repassed only to pass again as each competitor looks in hedges and under ledges, up poles and down holes, reading this and dismissing that, trying to look self confident when boiling with anger and frustration. Then when you have got the answer, taking on a couldn't care less attitude and riding off in the opposite direction to fool any followers, only to stop round the corner, fill in your answer and reappear to take up the hunt.

We looked at Neptunes post code, the size of Tespa, found a doctor, made an appointment, graded an incline, found 20 E.T.s and filled in the missing letter 'R'. We also know how far you can go for £4.80p, Felix lived for about 30 years and we know the fare from here to there, well some of us do.

So if you feel that you have missed something and indeed you did (What with all the start money and appearance money as well as cheques down to 10th. place) then look out for the next road trial. The size of bike is immaterial, age, well I wasn't the oldest.

Thanks Graham D.D.

To the committee of 1981 and 17 members may I say thank you for the presentation on the 26th.May 81.

D.D.

(Now we know how many members entered. Ed)

ANOTHER BORING TRAIL RUN. by John Ward. 24/5/81.

With the summer weather now here? It seemed time for a trip into Yorkshire to test the depth of some 'Reet Gradely Bog! An early start at 8 am. saw the four of us in Slaiburn by 9-30. To ride over Salter Fell, the old road towards Lancaster. The weather was looking good until we started along the road and from then on it was decidedly damp. The most interesting part of Salter Fell is the boggy bit halfway across and apart from being passed by two cyclists we made fair progress. A spot of road work brought us to Ingleton and a not previously ridden lane just before King's Dale, which apart from a surfeit of hikers ended up with a nice ford and climb at the end. Onward along Kingsdale and on to the Dent coal road, with still more rain and an increasing lack of grip. However Dent was reached without too many horizontal holds and we next headed for Braida Garth, which as Graham Starkie would confirm, grabs Hondas and sucks them down. The initial climb saw Simon Emmerson and John Hoxworth struggling for grip and when we reached the final ditch crossing much debate went on as to the best way of crossing the morass. Well someone has to be first, so I decided to jump the Honda across. (That's what leaders are for. Ed) However due to lack of speed, skill, grip and courage, not necessarily in that order. (Ken will tell you John.) I only managed to get the front wheel on the far bank, the back wheel being completely submerged and with the exhaust blowing bubbles. However, willing hands? soon had me squelching on to dry land to empty my wellies. The rest of the bikes were manhandled through the rushes without sinking too deeply. A brief respite in the warm sun was pleasant before continuing to Widdale (Sounds as if you had'nt got rid of all the water John.) which initially had a nice grassy surface until the downhill section became very muddy without too much directional control. This caused Phill Rosson to take a very close look at his front wheel. On regaining the road we found that time had moved on and we motored down Ribblesdale into Settle for 6pm. All that remained was the drag through the built up areas from Burnley to home. A round trip of 200 miles. John Hoxworth must be the upside down Honda specialist of the year, and John Ward never got his feet wet last time he crossed Braida Garth on the MZ.

CLUB ACTIVITIES OF 44 YEARS AGO.

MANCHESTER 17 MC. Sec. T.A.Dugdale.

On August 22nd. a cruise by steamer from Liverpool will be the object of the run. The return fare on the steamer is 4/-.

A rally will be held at the clubroom on August 24th. at 8 pm. prizes will be awarded for the most original and amusing dress, and also for the best display of trick riding, afterwards a short run to Jacksons Boat will be held.

The Following article contains a Government Educational Warning - Young Trials Riders should have it read to them by a responsible person.

EXSCRUTINEERING.

by Ken Roberts.

There are several definitions of the term "Fit for use in competition" as I found out the other day when the job of machine examiner was thrust upon me at our John Simister Trial.

John Ward's traditional "I'll compare it with me Honda" (The M.Z. is dead.) method I'd been subjected to on numerous occasions. Of course comparing the mighty YAM 175 with his tired old MZ always resulted in its being passed with honors. Not wishing to dwell upon John's return to sanity in his choice of machine I will continue.

Gordon Ruffley's - "If it was an Enduro" method, probably strictly correct as always but a little harsh would decimate the entry more effectively than a neutron bomb. "If its not right they don't start" is one of Gordon's straight to the point, hit em where it hurts comments. (I was going to say kick em in the b-lls, but I knew that Keith wouldnt print it) Out of 64 entrys only about 10 would have passed!!

Henry Superbars simple - "If its got two wheels and held together with Renthal stickers" - don't ask questions system works well for Henry, but what do you expect from someone who makes a living from selling people the idea that because everyone says his gear is the best you should buy it. His system is simple and you make lots of friends.

John Easts - What the eye does'nt see the ACU Steward can't frown upon. This is perhaps the most sophisticated, image building tactick employed in machine examining. Requiring subtle motions of hand, eye and paperwork giving an air of authoraty and skill while doing nothing more than passing the time of day with the prospective competitor.

Looking at the machines being grudgingly draged/pushed or cary'ed to the official lafingly know as the machine examiner by the trials types shows why they all seem nervous, tence and ready to meet their maker.

SPEEDO A simple analogue device dividing distance by time - hardly that simple hence the question. "Nice speedo where's the cable?" "O'h its wind driven" was one comics reply.

The same question was asked of the next tally ho trialer with a slightly used Moto-Gori. "You see I bought the bike off Vernon" an understandable oversight !

One of the most popular con tricks is to run a cable from the speedo under the engine and say that its gearbox driven. It looks good. The award for the best one of the day was made to another of the great unwashed who answered the "Where's the speedo?" by pulling a battered lump of rusty metal from his bum bag with the words "It fell off as I was taking the bike off the trailer!" The only thing he forgot to say was that that was in 1968.

HORN. - Not the offensive wepon that your politically minded 'Rambling Association' member complains that farmers arm there cow's with to intemidate them from using footpaths, but the good old fashioned audible warning device. Its long been accepted that an "Ayyy-up, get out 'o road or some other shout does not qualify to your country hick 'Mr.Plod as an ideal audible means of warning.

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HORN cont... Who else but a trials type could nick juniors bicycle honker and find so many ways of rendering it unfit for the purpose for which it was stolen? Like !!

Honker gone (Bulb missing)

All bubble and no squeek (Reed broken)

Mangled and mud filled trumpet etc.

Not to mention the contortions usually required by the rider to operate the thing when sitting on the bike (If the thing did work) One bloke had actually fitted his on one fork leg.

ROAD TAX. - That multipul & disc of paper showing various details machine, dates etc. I thought my experience of 'Hunt the Thimble' as a kid would have stood me in good sted for the battle of witts of finding where the disc had been hidden. These are some of my successes.

Behind the riding number holder (Front Plate.)

Inside the left brest pocket of riding jacket (Pity it was'nt a lady)

Stuck with glue to the wheelside of rear silencer box.

Inside plastic bag held on to clutch cable where it disapears under engine by an old split link.

Some of my failures.-

Selotapped to the outside of a size 14 left welly.

Under tank, providing extra waterproofing for coil.

Stuck with Wrigleys on back of helmit. (It was a polycarbonate helmit so he could'nt use glue.)

The Inginiouse doges I spotted.

The "I've seen that registration number before" doge.

A brand new Majesty with the same registration number as the owners last 'R' registered Ford Granada and an unreadable disc thanks to a bit of mud stratigically rubbed in.

A 156 Fantic registered for goods paying £246 p.a. Tax with the inevitable un-de-cyceferable reg. number.

A new model 240 Fantic 'V' registered! "Well if I register it in January I can sell it as a 1982 bike". The number was off his brothers 250 Yam road bike.

The re-appearing numberplate method. If you fail a bike for wrong or none existant tax, within 5 minutes it re-appears with a new numberplate and a valid tax disc. "Magic that Swansea Computer" was the most imagenitive answer after one particular number had appeared for the third time.

A permutation on the above is the Yo-Yo bike routine. This one must have been thought up by a police type, its much to clever and devious for your average no no trials drain brain. What you do is wait for your mate to get his bike past the scruteneer and start. Then borrow his bike, not forgetting to remove the scruteneers mark usually insulation tape, and use that to get past the examination and start. Thought yer'd outsmarted me er Dave?

NUMBER PLATES. - Suppose to be flat with standard size black numbers on a reflective yellow background, mounted vertically. The average could only be read by using a fish eye lense photograph taken from 6 foot behind and 20 foot above the machine in conjunction with a powerfull magnifying glass.

BREAKS - All the machines were fitted with the now universal anti-lock breaks. They just don't work.

Bon't miss the next installment which should include -

WHEELS - The advantages of using three sided wheels.

COMPETITION BEARINGS. - Special low friction wheel and swinging arm self aligning (Known to the road riders as knackered) bearings.

MUTUAL AID.

The advertising of any item in the newsletter does not imply that the committee of the Manchester 17 Club attaches any degree of approval to that item. Members should negotiate directly with the advertiser and not through the editor. Advertisers should notify the editor if they sell the article or wish to cancel the advert.

- FOR SALE. Pre 65 DOT Trials. £260.
Spare Frame, wheels, barrels, crankcases, clutches,
gearboxes etc. Tel. 061-440-9367.
- FOR SALE. 175 MAJESTY (April 1980. Registered.
Gas Girlings, Renthals, Special weighted flywheels
New chain and sprockets. £595.00. O.N.O.
Tel. Tony Wyatt at New Mills 44166.
- FOR SALE. YAMAHA MAJESTY 240. 'W' Reg. £750.00. O.N.O.
Tel. Neil Proctor on 0782-3404.
- FOR SALE. 1980 FANTIC 100. (Only Tried Twice.) Start arguing
at £550.00.
Tel. Dave Griffiths. 051-677-3374.
- FOR SALE. 1980 FANTIC 200. Ridden by 'B' Class rider only.
Immaculate condition £850.00.
Tel E. Woodruff at Chester 383.152.
- FOR SALE. '70' V Reg COTA. 348. Very low mileage, New Rear Tyre
Start Hagglng at £650. Part Exchange considered.
Tel. Chas. Gardiner at Disley 3728.
- FOR SALE. MONTESA. 248 MK.2. Very Latest Model. Only 7 months old.
Some works mods done making bike better than new.
£400 under list price-a bargain at only £875.00.
Ring Chesterfield 863933 for details.
- FOR SALE. MONTESA. COTA 248. 6 Months old. Works Mods, Renthals.
Offers please to Scott Rowland. on 029-881-4338.
- FOR SALE. RV.125 SUZUKI. (Fat tyred fun bike.) 12 Months MOT.
Very low mileage. Good clean condition. £300. O.N.O.
BEAMISH SUZUKI TRIALS BIKE. 250. 1978.
Genuine 400 mls. from new. Like new condition. £500. O.N.O.
Tel. Frank on 061-491-2639.
- FOR SALE. RICKMAN $\frac{3}{4}$ Sports Fairing to fit GS.1000. Black/Gold with
tinted screen. Hardly used.
Tel. Macclesfield 610621. Evenings.
- FOR SALE. 1980. SUZUKI TS.250. ERT Trail Bike. 3000 mls. £450.
1978. HONDA. 750. Fl. Yellow 11000 mls £695.
Tel. Glen Telford at Chapel en le Frith. 2121.
- FOR SALE. BMW. R90/6. PNC.922.R. Comaco Top Fairing and Krauser
Paniers. £1200. O.N.O.
'N' Reg. Mini 1000. 39500 mls. £500. O.N.O.
Tel. Rick & Sue Stewart on Poynton 874421.

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MUTUAL AID. cont...

FOR SALE. BRIGGS Lightweight Sports SIDECAR with fittings for MZ.250. See Club Captain Geof Winstanley for details or tel. Northwich 44563.

FOR SALE. HONDA. SS50. 5 Speed 'H' Reg.
Has had complete engine/Gearbox overhaul.
Rebored, just run in. New chain and sprockets & rear tyre.
Taxed and tested to April 1982.
Make a reasonable offer.
BARGAIN ! Euro-design RC3 Carrier and PB2 Drop Brackets (Pannier Brackets.) Excellent condition. £20. No Offers.
FREE ! Rear Trials Tyre. Part worn.
Tel. Keith Williams on 061-430-4564 after 6 pm.

FOR SALE. KH.250. B3. 'T' Reg. K&N's. Rickman $\frac{3}{4}$ Fairing.
12 Months Tax. £530.00. O.N.O.
Tel. Poynton 873529.

FOR SALE. 'N' Reg 75. GT.380. SUZUKI.
Completely rebuilt, Engine rebored, New pistons, rings Gudgeon pins etc. Frame sandblasted and stove enamelled
Everything on this bike is either new or refurbished.
Must be seen, looks almost new. Suit enthusiast.
£750.00. O.N.O.
Tel. Mr. Jones on 061-434-4550 or 061-486-0947.

FOR SALE. TYRES. (New & USed.)
3.60 x 19 Dunlop. TT100. (3 Off). regrades New Front. £11 ea.
3.25 x 17 Dunlop. Gold Seal K70. New (1 Off) Rear. £11 ea.
2.50 x 18 Dunlop. Gold Seal K70. New Rear (1 Off) £10
3.25 x 18 Avon Speedmaster Mk.II (Used front OK) £5.
3.00 x 18 Bridgestone (Used) Front. £5.
3.00 x 17 Taiwan made new front ribbed. Offers.

IZUMI CHAIN.

ES.525. Suitable for Kawasaki KH250 & Suzuki GT250. £10.50.
ES.428. Suitable for Kawasaki KM80, KH100, KH125, KE175 and Honda CB50J.
ES.420. Suitable for Honda C50, C70, and Suzuki AP50, GT50 £6.00.
Te. Graham Watson on 061-427-4958.

FREE from Graham a Valor parafin heater (Large Type) overhaul your bike this winter in comfort.

FOR SALE. Stacks of BSA Bantam Spares. £40. the lot.
Buyer collects. No time wasters please.
Tel. 061-480-7536.

FOR SALE. HONDA BENLY BITS. (CB92) 2 Engines & some cycle parts including tank.
Tel. Colin on 061-442-6740.

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MUTUAL AID Cont...

WANTED. SPEEDOMETER for BSA Bantam or Bushman.
Tel. Chip on 061-477-1918.

WANTED. Good Second Hand Trials Boots. Mens size 11.
Tel. Mrs. Mayfield on Bakewell 2986.

FOR SALE. FANTIC 125. 1980. Very Good Condition £525 O.N.O.
Tel. Roy Potts Poynton 874556.

MANCHESTER 17 MCC. YOUTH TRIALS SECTION.

We trust that the youth trials members will not have despaired of seeing their event in print again, but we always save the best to the last. We hope that you will enjoy what has gone into this the first of what the Editor hopes will become a regular monthly edition. You will have appreciated that Jim and I are slowly running out of ideas for a purely youth newsletter and attendance at the monthly youth night reached an all time low with only eight members present last month.

RENTHAL & CLUB CHAMPIONSHIP FOURTH ROUNDS.

This combined trial is the last of the season, and the last that our secretary Jim will be organising. The Annual General Meeting in November will see him retiring from the position that he has held for the last two years. In fact since the youth section was formed, and what a great two years it has been for all the riders and their parents who started at the same time as Tim and his Dad.

Throughout the two years the only consistant thing has been the standard of the trials, they have been great, and whilst the venues changed, the riders and their machines varied, the sections were always laid out on the Saturday and the events on the Sunday and the results were ready by the Sunday night. No mean feat, and whilst Jim will be the first to acknowledge the help given by John Cantrell and Ron Hulme in particular, the hard slog of organising all the youth trials was done by one person 'JIM CAPPER'

Ed.

YOUTH SECTION REPORT.

3rd. Round Club Championship - August 23rd. 1981.

Bad planning resulting in a clash of dates between the Adult and Youth sections of the club robbed us of many prominent riders unfortunately at a time when Youth entries seem to be on the low rather than high side. (Why! I've no idea.)

Alderley Edge Quarry which then belonged to Mr. Jack Callaghan who has generously allowed us the use of the land for the Club Championship Series was again to be the venue for round three.

After a visit earlier in the week to see what needed to be done to our horror the Quarry was found to be like the Amazon Basin, completely overgrown, all the previous sections had disappeared from sight. For Tim and I the trial started early Friday morning. Armed with scythes and saws we spent the whole day beating some sense into the undergrowth. Saturday back at it again this time in the pouring rain to mark out. Help in the shape of the ever willing (bet he'll underline that) Keith and Bernard....? made the job easier.

cont.

YOUTH TRIALS SECTION Cont...

Fifty competitors arrived on the Sunday to contest the four classes. The evenly balanced sections, non causing any great problems to the more experienced riders seemed to be enjoyed by all the competitors, the novelty of the sandstone and grass banks a welcome change from the limestone we generally use.

<u>Results.</u>	<u>A. Class.</u>	(5 laps - 10 Sections).			
Premier.	Dale Swain.	250	Holden Ossa.	2	14 points.
1st. Class.	Paul Turner.	250	JES Majesty.	7	12 "
1st. Class.	Philip Repton.	250	D/Dale Montesalo	10	16 "
4th.	Peter Foulkes	250	Bultaco.	10	8 "
5th.	Derek Wright.	200	Majesty.	11	7 "
6th.	Mark Woodruff.	200	Fantic,	16	6 "
7th.	Tim Capper.	200	Leigh Fantic.	18	5 "
8th.	Stuart Ashmore.	200	Fantic.	21	4 "
9th.	Antony Povey.	250	Ossa.	25.	3 "
10th.	Jeremy Davis.	175	Yamaha.	27	2 "
11th.	Paul Atkinson.	250	Majesty.	29	1 "

	<u>B. Class.</u>	(4 Laps-10 Sections)			
Premier.	Ian Jones.	125	Fantic.	13	12 Points.
1st. Class.	Michael Boam.	200	Majesty.	14	10 "
3rd.	John Wright.	200	Majesty.	37	8 "
4th.	Steven Davis.	175	Yamaha.	42	7 "
5th.	Peter Ashmore.	200	Yamaha.	45	6 "
6th.	Nicholas Brookes.	125	Fantic.	54	5 "
7th.	Robert Vaughan.	175	Yamaha.	62	4 "
8th.	Darren Greatbanks.	175	Yamaha.	108	3 "
9th.	Colin Gawthorpe.	156	Fantic.	109.	2 "
10th.	Alan Kirk.	175	Yamaha.	181.	1 "

	<u>C Class.</u>	(4 Laps - 8 Sections).			
Premier.	Peter Wright.	Dugdale	Whitehawk.	24	10 "
1st. Class.	John Shirt.	100	Majesty.	42	8 "
3rd.	Michael Blundell	80	Yamaha.	65	7 "
4th.	Mathew Barber.	80	Whitehawk.	68	6 "
5th.	Neil Jeffries.	80	Yamaha.	68	5 "
6th.	Neil Dilworth.	80	Yamaha.	72	4 "
7th.	William White.	80	Yamaha.	75	3 "
8th.	Gary Farnell,	100	Fantic.	98	2 "
9th.	Mathew Greatbanks.	80	Yamaha	117	1 "

	<u>D Class.</u>				
<u>Premier.</u>	David Ashmore.	80	Yamaha.	102	10 Points.
2nd.	S mon Povey.	80	Yamaha.	111	8 "
3rd.	Paul Carney.	80	Yamaha.	170	7 "

Jim.

SPECIAL NOTICE. Manchester 17 Youth Section Trials Awards
Presentation and Party on Saturday the 16th.
January 1982. at the Civic Hall, Hazel Grove.

The following letter appeared in the Motor Cycle on the 12th. Aug. 1937. It was written by a Lord Tollemache and I thought club members might like to read what this sage had to say and how far manufacturers have gone along his predicted path.

THAT IDEAL MACHINE.

Lord Tollemache Describes the Perfect Four.

Several letters and articles in The Motor Cycle have tempted me to join in the discussion on the 'Perfect Motor Cycle'. The following specification contains parts that are already in existence and I have ridden roughshod over patent rights and things like that.

FRAME.- This is to be a cross between the ABC of some years ago and the latest Coventry Eagle. i.e. pressed steel construction right past the back wheel, joined at the rear end. Half elliptic spring with shackles, and a torque rod with needle bearing end like the ABC. Both wheels interchangeable. Hollow axles, which will allow the withdrawal of the wheel by removing one nut and bolt.

SHOCK ABSORBERS. to be Andre' hydraulic on both wheels: adjustable when travelling.

BRAKES. to be operated on both wheels at once hydraulically by the Lockheed system. Brakes to be operated by either hand or foot and a means provided for using back brake only.

One single supply tank to supply fluid for operating brakes, shock absorbers and the gears of the de Normanville gear box.

HANDLEBARS. to be one straight tube across the machine and then flexible pointing to the back like the flexible spokes of a car's steering wheel. Soft rubber grips at the end. This would practically eliminate all vibration and is a new idea of my own.

THE SADDLE. should be large, mounted on quarter-elliptic springs and have a thick, soft, sorbo rubber top, also sorbo rubber knee pads. A pillion rider seat should be similarly fitted. Pannier saddle bags should be provided each side of the back wheel for luggage.

All this should be standard equipment and not extras, and last but not least, a long-distance 9 in. P100 Lucas headlamp and Bosch fog lamp - 12 Volt please not six. I know all the arguments, etc. but they leave me cold. Twelve volt starting, lighting and horn. I should like two petrol tanks giving a range of 250 miles. These should be arranged pannier fashion and as low as possible.

A STAND. worked by a gear lever handle to be fitted just in front of the rear wheel and another on the front wheel forks for wheel changing. The handle used for the rear stand could also be made to work a small reflex tyre pump permanently attached to some back stay. Footboards would be fitted and would also be footwarmers at will, as the engine would be watercooled.

THE ENGINE. is to be simply a replica in miniature of the Ford V8; cylinders of 50 x 60 mm giving about 1000 cc.

The entire engine to be of aluminium alloy with wet liners of Nitralloy steel. Watercooled with separate radiator for each half forming a vee with the point forward each side of the frame down member. Single plate clutch with rubber insertions ensuring a 'soft' take up of the drive.

The gearbox to be bolted on to the engine and to have all in the same casting, a gear giving a drive by shaft to the back axle, which should be worm driven by a splined shaft. A torque rod with a needle bearing end to take the thrust. The two universal joints of the power shaft also to have needle bearings. If possible the Humber de Normanville gear to be used. Two speeds would be enough although perhaps three would be better. All gear wheels of what ever kind to be synchromesh throughout.

MANCHESTER 17's FIRST ENDURO. - Report by Ken Roberts.

BRINK FARM provided a perfect venue for the clubs first ever Enduro on September the 6th. The club went to a lot of trouble to find suitable space for a full-blooded 10 mile lap course. Clerk of the course, well known Enduro expert Brian Green and assistant Paul Reynolds used their experience to good effect, laying out a route to make the best use of the difficult Peak District moorland, including flat out rocky roads, steep hills and bottomless bogs to test the ability of the entry.

Experts schedule was nine laps with a time allowance of 41 minutes for the first lap, dropping each lap to 25 minutes for the final circuit. Clubmen were expected to complete eight laps of the same course circulating initially in 45 minutes, reducing to 30 minutes by the eighth lap.

With an entry of 16 four strokes, followed by 60 clubmen and 15 experts the first lap saw one of the deep mud sections award numerous penalties. This quarter-mile stretch of mud filled valley, only a mile from the start, proved more difficult than had been expected with only the best Clubmen and Experts maintaining forward motion. Fortunately the Clerk of the Course was on hand to reroute the entry on subsequent visits.

The sunshine together with the demanding course tested the stamina of rider and machine to the full, with only four experts and a quarter of the clubmen completing the course within the time allowed plus one hour. The only lady entrant Jill Tootall put most of the entry to shame by squeezing in at the end of eight gruelling laps 59 minutes late.

The efforts made by the club and in particular Phil Minne the Secretary of the meeting, Gordon Ruffley and Vernon Leigh and the route marking team were rewarded on the day with some excellent paced riding. With Duncan Humphrey-Expert, Bob Myers and Steve Hubbard - Clubmen, circulating on standard time accompanied by Mick Andrews, more used to Championship schedules. All seemingly effortlessly keeping out of trouble in some of the deeply rutted bogs.

The final result depended upon their second lap special test. A cross country timed affair over some of the most difficult going. As expected Mick Andrews took best time on his 465 Yamaha with 237 penalty points, closely followed by Stewart Hutchins slightly out on schedule but only six points adrift on test time. This gave him third spot with 503 penalty points. Second man being Duncan Humphrey with 471.

Best Clubman was Bob Myers with 495 penalty points.

Club members should take note of this extension to the club activities and give these events their whole hearted support. We hope the Diary of Events will keep you informed.

Finally an appeal from the Editor for Articles, Accounts of Race Meetings etc. Technical Tips and encouraging suggestions for the committee to follow up. Don't forget to come along on Tuesdays and ride with skill and consideration at all times.

Ed.