

MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - NOVEMBER 1981.

CLUB OFFICIALS.

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PRESIDENT. Ron Weale, The Post Office,
Disley.

CHAIRMAN. Vernon Leigh, The Italian Centre.
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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 Charlote 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, Stockport.

RAC/ACU. TRAINING SEC. Ken Howard.

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

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

DIARY OF EVENTS.

- Nov. 15. Road Run to the Pistyll Falls at Llanrhaeadr-ym-Mochnant - :
Nov. 18. Youth Social Evening. Robin Hood 8-0 pm. :
Nov. 25. AGM Manchester 17. at Robin Hood. Starts prompt at 8 pm :
Nov. 29. Northern Experts Trial. Peak. (Pending ACU Approval) :
Road run on Nov. 15th. Starts from Robin Hood at 9-30 am. :
Route via Whitchurch, Ellesmere, Oswestry, Bala, Corwen :
Chester. approximately 160 mls. No motorways sensible speeds :
bring sandwiches just in case. Leader Keith Haining.

(2).

EDITORIAL

Dear Members,

It was my intention to publish the second newsletter on the first of December, by which time the Annual General Meeting would be over and the selection and election of the committee will have taken place. However I felt that in order to maintain an up to the minute account of club supported events I must have a November issue. I want this newsletter to have a positive theme that will make members feel that they are missing something when they don't attend the meetings.

In this issue I have published a letter from one of the founder members of the Manchester 17, Mr. D. Anyon who was Club Treasurer for the first three years. I was particularly pleased that our first correspondent should be one of the original members. Perhaps Mr. Anyon would be kind enough to confirm my understanding that the Manchester 17 was founded by 17 motorcycling enthusiasts in '35'

One item that will be discussed at the AGM will be a proposal to increase the membership fee from £2.00 to £2.50. Speaking in favour of this increase will be the Newsletter Editor (me). One of the reasons for the proposed increase is the cost of producing the Newsletter each month and posting it to those members who do not come to the Tuesday Club night. Based on the current prices of paper, envelopes, stencils etc. plus the postal charges that come into force next year. 12 copies of the newsletter costs an average of £1.81. The cost, if all the copies had to be posted would be £2.57 but this only applies to 180 of the 326 members. If the cost of paper etc. increases then the existing £2.00 fee would be swallowed up completely.

Another matter that will be raised concerns advertisements that appear on the reverse side of the Newsletter Cover. The six dealers that have taken this space in the past have paid for the advertisement on a once only basis. Our stock of covers is now exhausted and it was my intention to approach the dealers and ask them to make a payment based on the guarantee that twelve monthly issues will be published. However it has been suggested that this sheet be divided into squares, dispensing with the cartoons and that these spaces be offered to club members who are in business. A fee of say £1.00 per issue paid for the year in advance would not be unrealistic.

It is a long time since the club produced a badge suitable for mounting on a bike or car. It would be interesting to know what members think of this type of regalia. Having just bought a BMW Club badge for my bike I would like to balance the display but of course it is necessary to purchase at least 200 badges before the makers will entertain our order. So there's another thought for members to think about before the AGM. The date - NOVEMBER 25th. - at the ROBIN HOOD - High Lane. Please come along and make your views known.

Keith Haining.

The weather had begun to cool, the rain had hardly stopped for a week, the leaves were turning yellow, as were a few of the posers who fondly imagined that they might have ridden. Anyway five stalwarts set off to ride to the Coventry start some 95 miles away. We arrived by 2 am in good time for weighing up the multi-various collection of machines that each competitor believes is the ultimate long distance trials machine. These range from belt driven Triumphs to GS.80 BMW's, with a sprinkling of chairs and I seem to remember a lone Ariel solo.

Having been scrutineered, including a test of the fork stanchions - didn't think stanchions were obligatory anyway, we signed on and finally start time of 3-46 am arrived for Walter Boothroyd on the trusty Triumph Adventurer followed one minute later by John Ward 250 XL Honda and Brian Starkie bringing up the rear on his 500 XR Horizontal Honda. At this point we left Peter Potts Halo outfit crewed by Ron Armsden as their starting time was 4-30am.

Proceeding through the night to Burton on Trent was uneventful if rather cold and a 'Full Monty' at Atkins Findern cafe was more than welcome in helping to cover the final few of the 75 miles from Coventry to Darley Dale.

The trial being one hour later this year, it was pleasant to see the D.F.S. car park at Darley in the cool light of 7 am. Petrol was checked, tyres adjusted and numbers fixed, ready for the first section at Clough Wood. A "Flash" notice ensured that if you went home with nowt else, at least a photo would be available as a memento. The section and stop and Go test was straight forward enough not to give an instant loss of a first class award and the muddy lane following helped to bring the brain back into off road gear. Onward to Putwell 1 & 2 with the greasy limestone surface waiting to claim the throttle happy. Litton Slack was next and the long steep climb appeared in a wet condition particularly towards the summit. Being on trials tyres for the first time this year I had to stop in the six box before completing the second half of the section and one look at the surface indicated second gear was necessary if the 'Ends' card was to be reached feet up. This proved to be the right choice and shortly after Brian bemoaned his loss of a first class award by failing on the hill through staying in first gear.

The narrow rocky climb of Highcliffe near Eyam proved the final undoing of my clean sheet with a couple of prods towards the section end. We all now settled down to really enjoy the rest of the sections now that the serious business of maintaining a clean sheet had gone. Millstone Edge was in good grippy sandstone condition and Colin Missens belt drive Triumph revved freely away from the section begins card at what sounded like 500rpm. The special test was good for a bit of wrist twisting, but a careful eye was needed to ensure that the direction arrows were followed accurately. Nineteen point six seconds said the marshall, then bad news when Brian's Honda reduced it to nineteen. Walter toured round not wishing to get the Triumph excited lest it should fail to stop at the "Finishing B Line" as it had in previous years.

Bamford Clough, always a favourite for a good belt in second gear was as enjoyable as ever. John Hodges 350 AJS jibbed due to a too high bottom gear. Restarting with some assistance his rear wheel flung rocks downhill with gay abandon. On returning to the road at the Marquis of Granby we met Pater and Ron on the Halo heading towards Bamford. With a quick chat to say "Watch the loose rocks on the climb" we proceeded to Haydale. Just prior to this Haag Farms hairpin bends and gradient together with the stop & go and stop and restart test kept the mind alert. This year Haydale made better use of the slippery limestone outcrop on its surface by having a double restart in a suitable rocky area and I imagine it would be tricky for the sidecars and cars later.

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EDINBURGH TRIAL cont...

With the time just gone noon and the sun out it was Taxal next. A good gallery of spectators is always worth playing too on this climb from the river bank up to the lay-by and again a double restart this year made it more interesting for the solos. On completing the climb successfully a glance at the watch showed that we were due at the Rake End time control in seven minutes. Nine minutes later we were signed in and away to the final special test on old Long Hill. Here a rutted road with a stop and restart in between the start and finish was timed and that damned 500 Honda of Brians beat my 250 again.

All that remained now was to proceed to Buxton, get the control card signed - but not too early, mustn't lose that possible second class award. Sign off, have a cup of tea, resolving to try harder next year for the elusive first class award.

Note. We ride em there, ride em in it & ride em back. No pansying round with cars and trailers for us. JW.

CLASSIC BIKE SHOW - BELLE VUE 3rd-4th OCT.81.

Nostalgia is what this show is all about and its strictly for the Dads. Yousters of thirty five and under may accompany fathers but under no circumstances must they agitate to move on before the appreciative eye has been passed lovingly over every nut and bolt. After all these are motorcycles - engineered as only the British can do. Development taking years rather than weeks and the emphasis being on reliability rather than speed. This was the transport of the working man, it had to get him to work day in and day out and if suitable it must be possible to ride to a trial, compete and ride home again and be ready for the journey to work on Monday morning.

They were all there the great names that greeted you at Earles Court after the 2nd World War. AJS, BSA, TRIUMPH, MATCHLESS, VELOCETTE, NORTON, ENFIELD, SCOTT, SUNBEAM, ARIEL, VINCENT, DOUGLAS and EXCELSIOR. Models that looked as if they had just been delivered from the factory. One in actual fact had, it was the 750 Executive Triumph.

My son Nicholas has a book called Classic Bikes by Vic Willoughby and illustrated in it are the Brough Superior Dream and the Velocette Roarer, what a thrill to see these at the show. The ultimate was of course the AJS Porcupines, Sammy Millers in the original configuration, doesn't it make you wonder if one day you might be sheltering in an old barn in the country and pulling back some old sacking discover a vee four Matchless Silver Hawk, and to make your day the farmer who knows nothing about motorcycles lets you have it for nothing. This is of course a fairy story.

Ed.

NOTTINGHAM GOOSE FAIR.

The Editor apologises to the organisers of the trip to this event for the incorrect date and starting point in the calendar of events. It is hoped that the poor turn out was not due to this unfortunate error. This year I missed the run as I was at the Classic Bike Show however next year I will be there and have looked up the following facts to set the scene for the report that follows.

Nottingham - A city and county town stands on the river Trent and is a place with a very lengthy history. The Market Place, covering almost six acres of land, is said to be the largest in England and is the scene of the well-known annual Goose Fair, which takes place on the first Thursday in October and continues until midnight on Saturday. The origin of the fair is not known, but it is believed to derive from medieval times when geese were sold in Nottingham market.

Ed.

MANCHESTER 17 & STOCKPORT & DISTRICT M.C. CLUB RUN TO THE
NOTTINGHAM GOOSE FAIR. by Jim Oliver.

The thermals came out for the Goose Fair run, and although it was a bit nippy everyone enjoyed it. However it disappoints me to report that only two members of the Manchester 17 club turned up. The Stockport and District with a membership of only 25-30 got a better turn out than a club with 250 members.

The seven bikes that did turn up varied from a 250 Dream owned by Steve and his lady, a 350 LC. owned by Kelvin Ingleson, yours truly on a CX500, Bob Finlow also on a CX500, Keith Williams and Vicki his 4 year old step-daughter on a XS750, Bill McEr on his 800 BMW and Mel and Fiona on an XS1100. We arranged before the start that anyone wanting a blast could do so as long as they waited down the road. Riders were given route maps by Keith just in case we got split up.

So we set off with Keith leading to the first pre-arranged stop - The Little Chef, just outside Derby. We piled in and generally made the place cold and untidy for a while. After everybody had eaten their tea and toast we began to get ready. At this point Kelvin did a sly disappearing trick, to fill up after only 50 miles. Setting off through Derby we kept together and once through Derby we raised our speed to between 60 & 70 and headed for the Goose Fair Rally site. The lane that led to the site was about 250 yards long and full of mud. Well have you ever seen an XS1100 two up greenlaning, good dirty fun. Thinking about it I may enter my CX in the next club endure. After about half an hour looking around we went back up the track (sideways) and on to the Goose Fair.

Although a little stretched out we all got through Nottingham and into the fair. It was pretty crowded when we arrived and we were surprised how vast it was. It must have covered the square area of 4 to 5 football pitches. We parked up and arranged to meet back at the bikes at about 4-30 which gave us 3½ hours to look around. Whilst walking round we noticed lots of the stalls sold nothing but 'peas'. Second only to the pea stalls were the number of stalls selling monkeys. (Not real ones, they wore helmets.) There were wrap around monkeys, monkeys on a stick, monkeys on a string and even brassed off monkeys. There were sideshows like Hairy Mary and her Snakes from India. The Largest and Smallest Men in Britain. A Boxing Booth, the Wall of Death and many more. In 3½ hours we saw most of the stalls, but we certainly didn't see them all.

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GOOSE FAIR cont...

We made our way back to the bikes, rested our feet and compared notes on the fair. Verdict 'A great show' Then Kelvin came striding up with a ten gallon hat fitting his ten gallon head nicely. We were mounted and ready by the time the LC fired up and nearly killed us all with two-stroke fumes. If anyone escaped them, you got them on the road, to avoid them we ended up with a string of bikes then a gap of twenty yards behind the LC.

On the open road out of Nottingham we again raised our speed to between 60 & 70 along the A52 back to Derby. From Derby to Ashbourne again calling at the Little Chef for a bite to eat and then off to Stockport arriving at the Rising Sun at 7-0 pm.

'A GREAT DAY'

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THE 1981 DEAD ANTS RALLY. by Paul Rushton.

It seems to be falling into place now, and although this was my first year as rally secretary, the staging of the Dead Ants Rally has certainly become easier with the years. The past experience of the other members of the rally sub-committee ensured that it went smoother than I would have thought possible.

The rally was held on the 16-18 October near to the Cat & Fiddle Pub on the Macclesfield to Buxton road, and despite the time of year we were blessed with unusually fine weather. Excellent visibility and no rain. In fact some of the rallyists were positively disappointed by the conditions. This weather enabled the equipment to be set up and dismantled with ease and a special thank you goes to Ken Roberts and Keith Haining for their help on the Friday afternoon. Keith was such a dab hand at digging the cesspit that I think that he must be a part time grave digger.

The arrival of the equipment went very smoothly, the only hassle being the arrangements for the provision of drinking water. After many telephone conversations with the water board I finally secured the loan of a large plastic water container which Ian Cottam and Ian Bottomley went to pick up by van from Glossop. They returned to find a water bowser sitting in the field grinning at them. It had been delivered by the water board.

As darkness fell the generator was started and two 1000 watt quartz halogen lamps illuminated the site with incredible light. This was immediately doused by a multitude of cold hands having a warm. (I'm getting one fitted to my bike soon) The only facility we seemed to be short of on the Friday night was a brew tent and the people who had travelled that day were a bit disappointed but soon made their way to the Cat & Fiddle for the evening which passed without incident. Everybody being well behaved albeit noisy.

Roger Richards provided the catering facilities on the Saturday with his infamous chippy van which rumour has it is a James Bond cast off. He arrived with such a smoke screen that cars following thought that low cloud had suddenly engulfed the 'Cat' road.

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DEAD ANTS RALLY cont...

A scenic ^{run} had been planned by Tony Noble and myself for Saturday, but on the day visibility temporarily dropped to about 50 yards and was as they say 'Self Cancelling'. During the afternoon Graham Watson plus helpers staged the now world famous Dead Ants Stomping and other silly games. One staggering drunk demolished one of the stands just before the games were due to commence, but Graham in his typically unflappable manner, chunning one syllable words soon had it sorted out.

Sunday saw a clear blue sky and a lot of early risers waiting to claim prizes won in the raffle run so professionally by Barbara Charnock and Ann Wood, the proceeds from which go to charity. Unlike Friday afternoon when there were barely enough folk to set up the site, Sunday morning saw a seething mass who quickly broke camp and the site was vacated by noon.

A final count revealed that out of the 300 people who pre-booked only 256 turned up, surprising considering the nice weather. The books have not yet been balanced but we have certainly made a profit. This will not be as great as last year due to the reduced numbers (there were 400 last year) and inflation (we kept the entry fee the same as last year) but we have every reason to feel satisfied. I would like to thank all those who helped with the organisation and the marshalling over the week end.

One sad note - We were sorry to learn of the death of a member of the "Mob in the Corner MCC" from Essex who was killed en route in the Bedfordshire area on Friday afternoon, many of his party of thirty three turned back. The twelve who carried on to the rally took the 'Club Turnout'. A collection was made on Saturday night and the proceeds forwarded to his family, to whom we extend our sympathy.

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SOCIAL SCENE.

Well we finally got round to showing "On Any Sunday" and it was very well received. My poster prior to the occasion was slightly misleading, I thought the film had Steve McQueen as the star but the catalogue said "Featuring Steve McQueen". I think it must rate as the best motorcycle film that I have seen since George Formby. I'm afraid that our projection equipment is getting a bit long in the tooth after all it was made by BTH and it did spoil the music that accompanied the film. I was offered a new projector for about £100 which is a bargain, I think we might consider it.

READERS LETTERS.Encouraging Correspondance.

I have just received the Oct. "Newsletter" and as a "Founder Member" may I say how much I look forward to and enjoy it.

Reading it takes me back to the "Old times" and causes me some amusement when I come across comments on the shortcomings and participations of various members. (lack of help etc.)

Don't worry ! its nothing new. I think it must have been even harder for us to organise these with our much smaller membership.

I clearly remember the difficulty in getting the Trials and Scrambles off the ground. The complaint was that the same old few did the work whilst the competitors turned up only to ride and having ridden vanished silently into the night. I could hazard a guess that it will always be the same.

I notice you mention "Old Hat" with regards to the Newsletter. I take it this means a cry for something new etc. If so may I suggest that you take our very first "Minutes Book" and give in full the comments of our activities etc. I'm sure they would sound amusing today, and if you took just one week per month would provide years of material.

I think you will find an interesting one regarding "Women Members", whether they should be allowed or not. I seem to remember that the bad language used now and again would cause them distress, and so we voted against their admission.

It is possible that some of the wartime recordings would make interesting reading for todays members. Members failing to pay their "Subs" also rang a bell. As the Clubs first Treasurer (for the first 3 years) I too had problems. Even though the subs were only 7/6 (35¹/₂p) per year I had great trouble in getting them. I had to accept (in several cases) payment spread over the year at 2/6 (12¹/₂p) per quarter.

I rather think that the early "Minutes" record where one member had to be sent an official letter pointing out his arrears and threatening him with expulsion unless --etc. He turned out to be a very active trials rider and even rode dirt track.

D. Anyon,
47, Town Lane,
Charlesworth,
Via Hyde.

LOST & FOUND.

LOST. at the Fisher trial. 1 Majesty side cover.

FOUND. at the Fisher trial 2 Inner tubes in a bag.

Contact - Steve Thomas. 3, Mount Drive, Urmston. Manchester.

MANCHESTER 17 YOUTH TRIALS SECTION 1981.

Well it's all over. Two years of building a Youth Section to be proud of, Trials, Club Nights, Newsletters, Trials School, Awards Nights, millions of meetings all to establish a part of the Club envied by most other Centre Clubs.

It seems due to the lack of someone to take over the work of running the Youth, that for the time being at least we shall be forced to call a halt to our activities.

Obviously, I am personally very disappointed, but feel that if we cannot continue, we are at least ending with a good name" and have certainly re-established the 17's reputation on the Youth Front.

There are many people I wish to thank, who during the past two years have made the whole thing work. Starting with Ron Weale's encouragement to get the thing 'Off the ground'. John Cantrell's invaluable enthusiasm and indispensable ability marking out month after month, ably assisted by Ron Hulme and Andrew Cantrell. Tim Capper who gave up many a Saturday Trial to set up sections for the Sundays, to my wife Wendy for the many hours spent working out results and all the administration on Trial Days and not least for putting up with the never ending phone calls, typing etc. Last but certainly not least Keith Haining who has stuck by me when others have drifted away, organising the Club nights and Newsletters, always on hand on Trial days. (Even giving up playing with the BMW Club to attend our events.) To ever willing Keith my sincerest thanks.

Jim Capper.
Youth Secretary.(Retired.)

RENTHAL & CLUB CHAMPIONSHIP - FOURTH & FINAL ROUND. 4/10/81.

Before presenting the results of this the last of our youth trials I felt that I must state quite catagorically that this was without a doubt the most enjoyable and satisfying trial that we have held. A new piece of ground at Booth Farm that had everything from deep mud, slimestone (The riders know what I mean.) and grassy banks with adverse camber turns to make. I was Clerk of the Course, I always am, Jim says it saves him a lot of trouble if he puts me down as a matter of course, I hope you get the pun. Unfortunately I didn't help mark out on the Saturday and was late on the Sunday so that I didn't know where the sections were. John Cantrell waved his arms in the air pointing to the various points of the compass and with regards to section 7 he said " Tell the observer to go by road and as he approaches the High Edge Raceway he will see the only tree in the fields on his left! This is where section 7 is sited". So as I handed the board to one of my everwilling helpers I repeated these directions. Imagine my disray when looking for section 8 I found that there were at least five trees in the field. When one of my other helpers couldn't find the section I had pressed on him I took the board and set off across country in true orienteering style. Having made a line search of the moor by myself, which incidentaly is very difficult I found section 8.

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LAST YOUTH TRIAL cont....

Having found section 8 I stayed there for the rest of the afternoon. I could have done without the noise that passes for music from the raceway, and the model aircraft buzzing overhead. Both seemed to have a noise level far greater than the humble trials bike. Jim brought out my 'snap' (I've been around you know.) because I left it in the car and the scene was set for the first rider. It was young Philip Repton on the Montesa, no sweat straight through clean. At this stage I started to feel like a shepherd trying to guide the flock in the right direction towards section 7. Whistling and waving my arms to indicate that the section after 6 was 7 and not 8. I must admit that our direction arrows were not the best, being only 6" high in 8" grass.

The prize for effort and with the highest score of the day must go to No.6. who in only his third trial found the going very tough. Having tried to restyle his petrol tank on the first two laps he broke his clutch lever on the third and flooded his motor on the fourth. Still undaunted he came round for the fifth time and guess what he was still smiling.

And the sun shone too on fifty three lads having having a great time. I hope that we will see them all at the Awards Presentation Evening on the 16th. January 1982 at the Civic Hall Hazel Grove, Stockport.

Ed.

RESULTS.RENTHAL CHAMPIONSHIP FINAL ROUND.

<u>A. Class.</u>	<u>10 Sections.</u>	<u>5 Laps.</u>			
Premier.	Gary Burdett.	Greenwood Ossa.250.	26	9	pts.Award.
Runner Up.	Andrew Cantrell.	Majesty 250.	32	7	" "
3rd.	Philip Repton.	Montesa 200.	50	5	" "
4th.	Stephen Duffy.	Montesa 200.	61	3	" "
5th.	Ian Speed.	Montesa 247.	70	2	" "
6th.	Paul Turner.	Majesty 250.	74	1	" "

<u>B Class.</u>	<u>10 Sections.</u>	<u>5 Laps.</u>			
Premier.	Jeremy Cragg.	PEMS Fantic 200.	47	9	pts.Award.
Runner Up.	Martin Arden.	BKR Fantic.200.	50	7	" "
3rd.	Michael Boam.	Majesty 200.	70	5	" "
4th.	Lance Ingham.	Montesa 200.	74	3	" "
5th.	John Duffy.	Montesa 200.	106.	2	" "
6th.	John Wright.	Majesty 200.	109	1	" "

CLUB CHAMPIONSHIP FINAL ROUND.

<u>A. Class.</u>	<u>10 Sections.</u>	<u>5 Laps.</u>			
Premier.	Dale Swain.	Holden Ossa 250.	47	14	Pts.Award.
Runner Up.	Philip Repton.	Denby Dale Mont.200.	50	12	" "
3rd.	Paul Turner.	JES. Majesty 250.	74	10	" "
4th.	Tim Capper.	Leigh Fantic 156.	79	8	" "
5th.	Carl Heath.	Holdcroft Ossa 250.	88	7	" "
6th.	Stuart Ashmore.	Fantic 200.	103	6	" "
7th.	Peter Nicholson.	Suzuki 250.	135	5	" "
8th.	Robert Longden.	Yamaha 175.	140.	4	" "
9th.	Paul Atkinson.	Majesty 250.	158	3	" "
10th.	Andrew Arnold.	Montesa 123.	174	2	" "
11th.	Ian Howell.	Montesa 200.	184	1	" "

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YOUTH TRIALS RESULTS Cont....CLUB CHAMPIONSHIP FINAL ROUND.

<u>B. Class.</u>	<u>10 Sections.</u>	<u>5 Laps.</u>			
Premier.	Michael Beam. Majesty 200.	70	12	Pts.	Award.
Runner Up.	John Wright. Majesty 200.	109	10	"	"
3rd.	Ian Jones. Fantic 133.	133	8	"	"
4th.	Robert Vaughan. Yamaha 175.	158	7	"	"
5th.	Nicholas Brookes. Fantic 125.	183	6	"	"

<u>C. Class.</u>	<u>8 Sections.</u>	<u>5 Laps.</u>			
Premier.	Peter Wright. Dugdale W/Hawk. 80	25	10	Ptd.	Award.
Runner Up.	John Shirt. Majesty 100.	46	8	"	"
3rd.	Mathew Barber. Whitehawk 80.	70	7	"	"
4th.	Michael Blundell. Yamaha 80.	82.	6	"	"
5th.	Gary Farnell. Fantic 100.	106	5	"	"
6th.	Neil Dilworth. Yamaha 80.	112.	4	"	"
7th.	Mathew Greatbanks. Yamaha 80	165.	3	"	"

<u>D. Class.</u>	<u>8 Sections.</u>	<u>5 Laps.</u>			
Premier.	James Bentley. W/Hawk 80.	42	10	Pts.	Award.
Runner Up.	Paul Carney. Yamaha 8P.	121	8	"	"
3rd.	David Ashmore. Yamaha 80.	139	7	"	"
4th.	Simon Povey. Yamaha 80.	165	6	"	"

GUEST RIDERS. Julian Ingham. - B Class. Mark Jackson - C Class.
Lee Barnes - D Class. Karl Duffy - D Class.

James Bentley rode for the award but not championship points (due to having ridden in C Class in the previous round.)

RENTHAL POINTS AFTER FINAL ROUND.

<u>A. Class.</u>		<u>B. Class.</u>	
1. G. Burdett.	34 Points.	1. M. Arden.	30 Points.
2. A. Cantrell.	15 "	2. M Beam.	24 "
3. P. Turner.	12 " }	3. J. Cragg.	18 "
3. D. Walmsley.	12 " }	4. J. Wright.	12 "
5. S. Dunn.	8 "	5. I. Jones.	10 "
6. P. Repton.	5 " }	6. S. Davies.	4 "
6. C. Machin.	5 " }	7. L. Ingham.	3 " }
8. A.J. Smith.	4 " }	7. P. Ashmore.	3 " }
9. I. Speed.	3 " }	9. J. Duffy.	2 "
9. S. Duffy.	3 " }	10. R. Vaughan.	1 "
9. I Bevill.	3 " }		
12. I Strickland.	2 " }		
12. S. Holland.	2 " }		

RENTHAL CHAMPION A CLASS. G. Burdett. B CLASS. M. Arden.

CLUB CHAMPIONSHIP POINTS AFTER FINAL ROUND.

<u>A. Class.</u>		<u>A. Class.</u>	
1. D. Swain.	50 Points.	12. J. Hawker.	8 Points.
2. P. Turner.	44 "	13. C. Heath.	7 "
3. P. Foulkes.	36 "	14. J. Williamson.	6 " }
4. P. Repton.	30 "	14. P. Atkinson.	6 " }
5. T. Capper.	17 "	16. R. Longden.	4 " }
6. M. Woodruff.	13 " }	16. C. Storr.	4 " }
6. D. Wright.	13 " }	18. R. Atkinson.	3 "
8. J. Davies.	11 " }	19. A. Arnolds.	2 "
8. S. Ashmore.	11 " }	20. I. Howell.	1 " }
10. A. Povey.	10 " }	20. M. Smith.	1 " }
10. P. Nicholson.	10 " }		

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YOUTH TRIALS RESULTS Cont.....

AFTER.

CLUB CHAMPIONSHIP FINAL ROUND.

<u>B. Class.</u>			<u>C. Class.</u>		
1.	J. Wright.	38 Points.	1.	P. Wright.	40 Points.
2.	I. Jones.	36 "	2.	N. Dilworth.	22 "
3.	M. Boam.	34 "	3.	M. Barber.	21 "
4.	R. Vaughan.	25 "	4.	M. Blundell.	19 "
5.	N. Brookes.	21 "	5.	J. Shirt.	16 "
6.	S. Davies.	18 "	6.	G. Farnell.	12 "
7.	P. Ashmore.	13 "	7.	G. Mayfield.	8 "
8.	D. Greatbanks.	11. "	8.	W. Livesley.	7 "
9.	I. Harris.	3 " }	9.	J. Longshaw.	6 " }
10.	A. Kirk.	3 " }	9.	D. Gilman.	6 " }
11.	C. Gawthorpe.	2 " }	9.	L. Sixsmith.	6 " }
			12.	M. Jones.	5 " }
			12.	N. Jeffries.	5 " }
			14.	M. Greatbanks.	4 "
<u>D. Class.</u>			15.	W. White.	3 "
1.	S. Povey.	33 Points.	16.	D. Armstrong.	1 "
2.	D. Ashmore.	28 "			
3.	P. Carney.	23 "			
4.	P. Dawson.	8 "			
5.	N. Banfield.	7 "			

CLUB CHAMPIONS.

A. Class Champion. DALE SWAIN. B. Class Champion. JOHN WRIGHT.

C. Class Champion. PETER WRIGHT. D. Class Champion. SIMON POVEY.

Please note the December 20th. Trial has been cancelled.

FISHER TROPHY TRIAL 25-10-81. Report by Steve Thomas.

This open to centre event was held around the Peak Forest area and consisted of 2 laps of 18 sections which were divided into 4 groups.

For the time of year the weather was good, but a little too cold for observing, so we say a big thank you to the officials and observers who helped run this event.

Several riders in the fifty strong entry thought it necessary to be first round, as is usual with this event, anticipating a rapid deterioration in the predominantly mud and rocky going. However this was not to be the case and Gautries quickly dried out in the cold wind actually improving on the second lap.

The trial was won by Paul Bennett on the 250 Holdcroft Ossa who rode round at the back of the entry and had a very good consistent ride. It was a close finish with Paul on 19, Dave Thorpe and John Hulme on 20 but with Dave getting it on the greater number of cleans: despite a result that included three fives. Mike Leddy dropped 22 and Alan Hulme 23. The best intermediate rider was Alan Harris who lost 68 marks and the best novice was Chris Slack on 69.

This was a good event, enjoyed by the riders.

RESULTS.

Fisher Trophy. P. Bennett. 19.

1st. Class Awards. D. Thorpe. 20 (29 cleans) J. Hulme. 20 (24 cleans)
M. Leddy. 22. A. Hulme. 23. A. Jackman. 33.

Best Intermediate. A. Harris. 68. 2nd. A. Hipwell. 81.

Best Novice. C. Slack. 69. 2nd. S. Brooks. 100.

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. 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 trialed twice) Start arguing at
£550. 00.
Tel. Dave Griffiths on 051-677-3374.
- FOR SALE. 1980. FANTIC 200. Ridden by B Class rider only.
Immaculate condition. £850. 00.
Tel. E. Woodruff on Chester 383.152.
- FOR SALE. '70' V Reg. COTA 348. Very low mileage. New rear tyre.
Start jaggling at £650. Part Ex. considered.
Tel. Chas. Gardiner on Disley 3728.
- FOR SALE. MONTESA 248. Mk.2. Very Latest Model. Only 8 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. 7 Months old. Works mods, Renthals.
Offers please to Scott Rowland on 029-881-4338.
- FOR SALE. RV.125. SUZUKI. (Fat tired fun bike.) 11 months MOT.
Very low mileage, Good clean condition. £300.00. O.N.O.
BEAMISH SUZUKI TRIALS BIKE. 250. 1978. Genuine 400 mls.
from new. Like new condition £500.00. 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 on Chapel en le Frith 2121.
- FOR SALE. BMW. R90/6. PMC.922.R. Comaco Top Fairing and Krauser
Paniers. 12 Months MOT. £1000. O.N.O.
'N' Reg. Mini 1000. 39500 mls. £375.
SUZUKI. PE.175. 'V' Reg. £450.
Tel. Rick & Sue Stewart on Poynton 874421.
- FOR SALE. BRIGGS Lightweight Sports SIDECAR with fittings for MZ250.
See Geoff. Winstanley for details or tel. Northwich 44563.

Cont.....

MUTUAL AID Cont.....

FOR SALE. HONDA. SS50. 5 Speed 'H' Reg. Has had complete engine/
gearbox overhaul. Reboared, just run in. New chain,
sprockets and new rear tyre. Taxed and tested to April 82.
Make a reasonable offer.
BARGAIN ! Euro-design RC3 Carrier and PB2 Drop Brackets
(Panier 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 $\frac{3}{4}$ Haring.
11 Months Tax. £530.00. O.N.O.
Tel. Poynton. 873529.

FOR SALE. 'N' Reg.75. SUZUKI GT.380. 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 like new. Suit enthusiast. £750.00. O.N.O.
Tel Mr. Jones on 061-434-4550 or 061-486-0947.

<u>FOR SALE.</u>	<u>TYRES.</u>	(New & used.)	
3.60 x 19	Dunlop. TT100.	(3 Off) Regrades New Front.	£11 ea.
3.25 x 17	Dunlop. Gold Seal K70.	New (10off) Rear.	£11 ea.
2.50.x 18	Dunlop. Gold Seal K70.	New Rear. (1 Off)	£10
3.25 x 18	Avon Speedmaster Mk2	(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.
& Honda CB50J.
ES.420. Suitable for Honda C50, C70 and Suzuki AP50 & GT50
£6.00.
Tel Graham Watson on 061-427-4958.

FREE from Graham a Valor paraffin 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 and some cycle parts including tank.
Tel Colin on 061-442-6740.

FOR SALE. FANTIC 125. 1980. Very good condition. £525. O.N.O.
Tel. Roy Potts on Poynton 874556.

FOR SALE. HONDA CB.400/4. 'S' Reg. 15,500 mls. Many extras, Pirahna electronic ignition. A real eye catcher, in excellent condition. (Photo on noticeboard.) £585. Tel. G. Baxter on 061-480-7094.

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

WANTED. Good second hand trials boots. Mens size 11.
Tel. Mrs. Mayfield on Bakewell 2986.