

DEC 81

MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - DECEMBER 1981.

CLUB OFFICIALS.

EDITOR. Keith Haining,
83, Offerton Lane,
Stockport,
Cheshire. SK2 5BY.
Tel. 061-483-4437.

PRESIDENT. Ron Weale, The Post Office,
Disley.

CHAIRMAN. Vernon Leigh, The Italian Centre,
Lower Hillgate, Stockport.

SECRETARY. Barbara Charnock, 10 Ridesmere Drive, Cheadle Hulme.

TREASURER. Ken Roberts, 17 Mill Lane, Hazel Grove, Stockport.

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

SOCIAL SEC. Graham Watson, 9 Cedar Road, Marple.

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, Cheshire.

RIGHTS OF WAY OFFICER. Dennis Taylor, 7 Sundial Road, Stockport.

RAC/ACU. TRAINING SEC. Ken Howard, 25 Broadstone Hall Rd. South
Reddish, Stockport.

ORDINARY MEMBERS. Ian Bottomley, 1 Mulberry Close, Heald Green.
Ann Wood, 29 Windermere Road, Handforth.

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

CLUB NIGHT. Tuesday 8-30 pm.

DIARY OF EVENTS.

Dec. 6. Treasure Hunt. Meet at Robin Hood 9-45 am.

Dec. 13. Northern Experts Trial. Winkle.

Dec. 13. Visit to Chatterley Whitfield Colliery Museum. A.527, Just
N.E. of Tunstall. Meet at Robin Hood

Dec. 15th. Avon Tyre Companies Representative - Talk & Filmshow. 8-30pm.

Dec. 26. Boxing Day Disco. Wear Fancy Dress or 50p admittance.

Jan. 13. MCN Film Show. Macclesfield Town Hall. 7-30pm.

Jan. 16. Youth Trials Section 1981 Awards Presentation. Civic Hall,
London Road, Hazel Grove, Stockport. Tickets £1.00 from
Jim Capper, 4, Waverley Drive, Cheadle Hulme, Cheshire.
Tel. No. 061-440-9367.

Jan. 19. HONDA Film Show. "The Wager" One mans journey round Australia
on CB750. & Bol d'Or78.

FORTHCOMING EVENTS.

Feb. 5th. Annual Awards Presentation. & Buffet at the Belgrade Hotel,
Dialstone Lane, Stockport. Tickets £4.00 from Roger Richards.
Membership Secretary.

NEXT COMMITTEE MEETING DEC. 16th. Robin Hood.

Scholar

EDITORIAL.

Dear Members,

Another Annual General Meeting is over and the committee for 1982 has been elected. Later in this issue we summarise the various reports by the 1981 committee and their plans, where they have been re-elected, for the coming year. The main theme of 1982 will be 'Membership' and the need to increase our numbers. At present if the Manchester 17 was government sponsored and we were having to pay for our club room at the Robin Hood, we would be in danger of closure, and this only 12 months after we were looking for larger premises. Still never mind, as far as I am concerned if the good response to my efforts as chief scribe and part time social worker continues, I shall be very pleased. I have asked Paul Tootall to write the account of our run to the Pistyll Falls, modesty forbids that I blow my own trumpet, however as this editorial was written before I received his 'piece' I am just wondering whether it was such a good idea. I got the feeling that the riders at the back thought that I deliberately waited until they took off their helmets and poured out a cup of coffee (not from their helmets) and then said "OK off we go and promptly tore off down the road at 70. I will soon find out whether this is true or not, if my next expedition only attracts 6 instead of 16. (Not bad Eh!) This time of the year is of course the best for biking, for as Geoff Wilson of the BMW Club said some years ago, all the cars stay at home, and provided you are equipt for the cold, you can travel along the narrow lanes with less danger than you can in mid-summer.

On a political note I am organising a run to the Chatterley Whitfield Colliery Museum at Chell Nr. Stoke on Trent. on 13th. Dec. One thing that this sort of visit does as distinct from one say to Ironbridge, is to show what modern day conditions in a pit are like. At a time when the miners are asking for more money its not a bad idea to see what a miners job is really like. Cameras are not allowed down the pit for the same reason that matches and lighters are prohibited, in fact anything that can cause a spark. You don't need to bring a pick and shovel, these are provided. Members suffering from claustrophobia are recommended to volunteer for a surface job looking after the bikes. The guide down the pit is the 'Man in Black' (Oh well, Harold Dewhurst will know who I mean) See the wall poster in the club room for a picture of me as a mining engineer.

Ed.

FOOD FOR THOUGHT OR A TALE OF A DISTANT REPAST.

The committee has been giving itself indigestion over what to do about the annual dinner. Someone brought up the idea of a buffet and after much discussion this was adopted. Members might like to read what was said about this event in 1973.

Newsletter November 1973.

The Annual Presentation of Awards will be integral with a Buffet Dance next year and will take place at the Ram's Head, Disley on Saturday January 26th. 1974. The cost of a Dinner Dance was becoming rather high for many members.

Newsletter January/February 1974.

The Dinner Dance February 6th. 1974. Jodrell Arms, Whaley Bridge..... and thereby lies a tale but suffice to say that we were wrong in assuming most people would prefer the reduced cost of a Buffet Dance at the Ram's Head. Popular opinion demanded a pukka dinner and dance at the Jodrell Arms, so be it.

Ed.

THE ANNUAL GENERAL MEETING OF THE MANCHESTER 17 MCC.

by K. Haining.

The AGM took place on November 25th. at the Robin Hood, and the meeting was called to order by Vernon Leigh at 8-10 pm which is as near to the official starting time for this club that I can remember. Mind you the fact that there were more people on the platform than in the body of the hall indicated that old habits die hard. As the evening proceeded more members arrived and eventually we had forty-four members present. At least we think they were members and we didn't ask for proof of membership, we were so pleased that they had come.

The minutes of the last AGM were taken as read, and the fact that the Agenda didn't make reference to 'Matters Arising' didn't seem to bother anyone it all seemed a long time ago. After Ron Weale had given the Presidents address (Yes we did !) we launched into the reports from the various members of the 1981 committee.

Graham Watson as Club Secretary repeated the comments that he made in the October Newsletter regarding the problem in finding members who were prepared to come forward and stick with the job. He finally indicated that he was standing for Social Secretary and hoped members would support his election. The Chairman thanked Graham for the work he had done during 1981 and the report was accepted.

Ron Weale gave the Treasurers report reminding members that he had been forced to take over this job when Les Fader found that he couldn't spare the time. Frank Turner gave Ron as much help as he could but the record of monies deposited cheques paid without a proper record being kept made the job an accountants nightmare. The fact that we have a volunteer for the position in the person of Ken Roberts reminds me that there is a name for this self inflicted torture that starts with 'M' but I can't spell it. Ron reminded members that there is a proper way of recording the accounts of any event and the club has a form for the purpose. He hoped that members would use it. The Chairman paid tribute to the effort Ron had put into preparing the accounts and they were accepted.

Roger Richards presented the Membership Secretaries report and referred to the drop in membership this year, and in spite of attracting 118 new members the total was still down on a year ago. The reduction in the youth membership meant that unless the drift away could be halted things were not as healthy as he would like. In spite of this the meeting was asked to support a motion to raise the membership fee for 1982 to £2.50. The newsletter editor supported the proposition giving the cost of the newsletter in the coming year and indicating that the production of one each month would absorb the present fee of £2.00. An amendment to the proposition was put by Ian Bottomley to raise the fee to £3.00 and on a vote the amendment was carried. The youth membership fee will be £1.50 and the new committee will look at the question of a Sporting Membership. Roger reported that the sweat shirts are selling well, but the price will be going up in the new year and he will require an order totalling 10 before he can place it with the supplier. Roger was thanked for his report and it was accepted.

Graham Watson who has been wearing two hats for most of this season gave the Social Secs report, and after telling us what he had not been able to put on in the way of films during 1981 due to the shortage of material he proceeded to tell us what he will do in 1982 if elected, as if there was any doubt. It is amazing how long some people will talk if not stopped, and in spite of being shown the white card with the words 'Make it brief' on it by the Chairman some of us thought it would be 1982 before he came to the end. Paul Footall voiced the feelings of us all when he said that Graham was the best social secretary we had had for a long time. The report was accepted.

ANNUAL GENERAL MEETING Con.....

Geoff Winstanley presented the Club Captains report, and said that inspite of the poor turn out at most of the runs he had organised, the average being six members, he would be offering himself for re-election. The Chairman thanked Geoff for performing a very difficult task so enthusiastically and urged the road riders to give him every support in the new year. The report was accepted.

The Trials Secretarys report was given by Gordon Ruffley who reminded the meeting that the Manchester 17 is one of the premier clubs in the country as far as the number and quality of trials are concerned. He was particularly pleased to report that the Dave Rowland Trial this next year will be a round of the British Trials Championship. The Northern Experts is back in our hands this year after being farmed out as a joint venture last year. Gordon paid tribute to those officials from the Manchester 17 who made the trip to Cumbria to play their part in the running of last years event. Observers for the Sidecar Class were in very short supply and Gordon appealed for help in this direction. The report also referred to the latest extension of the clubs sporting activities the Enduro and it is hoped that this will be an annual event. The report was accepted.

John Garlick reported on the Cheshire Centre ACU and coupled it with the Sports Secretarys report. He indicated that our standing with the ACU had never been higher. In addition to our delegates John, Roger Richards, Jim Capper, and Ron Weale, Vernon Leigh has recently been appointed to the ACU Enduro National Committee. John referred to the part he had played in finding the land that had been used for the enduro. The report was accepted.

In what will be the final report on the Youth Trials Section Jim Capper explained the difficulties experienced in finding someone to carry on with the organisation of the youth trials. There seemed to be no one prepared to undertake the task. However the club had re-established itself in the fore-front of youth trials. Jim repeated the tribute that he paid, to those members who helped, in the November Newsletter. The meeting voiced as one, their appreciation of Jims work for the young trials riders. The report was accepted.

Ken Howard, who took over the running of the RAC/ACU Training Scheme on the death of Trevor Cowdrey, gave us a resume of how the courses were run, where they were held and when. Two courses are held one in the spring and the other in the autumn. The problem with instructors taking holidays prevented a course being run during the summer months and the condition of the roads in the winter excluded these months. More of the pupils were women than young men and age is no deterrent. The pass rate is very high, in the spring 21 took the test and 19 passed, in the autumn 23 took the test and 21 passed. Ken was asked what will be the position when the government bring in their new legislation on the testing of motorcyclists. Ken said that there had been no official arrangements made to cope with the tremendous task that the new legislation posed. April 1st was the date for the introduction of the scheme, but as far as could be seen this was going to be impossible to achieve. The Chairman hoped that as a committee member we would see more of Ken in the next 12 months, and thanked him for his report.
(The Editor hopes to include reports on the training scheme in the newsletters, this was a regular item in past editions.)

cont.....

ANNUAL GENERAL MEETING Cont.....

As Newsletter Editor I reaffirmed my intention to produce a newsletter every month, the format being the same as the one that I had been using for the Youth Trials Section Newsletter for the last 14 months. In connection with the Cover for the newsletter I told the meeting that I was offering advertising space in the form of squares to dealers connected with motorcycling in the first instance and subsequently to various business interests within the club. The qualification being that they must join the club. Paul Tootall raised the question of whether the Publicity Officer should not be a separate job. He felt that the public relations aspect of the club had been allowed to lapse in recent years and gave as an example the practice of sending Xmas Cards to the people living in the houses on either side of the Robin Hood as a gesture for the inconvenience of having cars etc, parked outside their front doors every Tuesday night. At this point the Editor thought that Paul was volunteering to take over the Publicity/Public Relations side of the job, but unfortunately this was not so. However I will take note of Paul's comment re the Xmas cards. My report was accepted.

Paul Rushton made his report as Rally Secretary commenting on the Dead Ants Rally. He thanked members for their help which made life easier for him, he thanked Roger Richards for providing the 'Grub Waggon'. Paul also mentioned the long distance rallyists in the club whose numbers continued to grow. Graham Watson I know is pleased that Paul is carrying on next year. The report was accepted.

Rights of Way matters were reported on by Dennis Taylor, and it cannot be stressed too much how important the position of Rights of Way Officer is. As Dennis said we have had some measure of success in the formation of the Countryside Bill but we must all guard against attempts to reduce the motorcyclists freedom to ride where custom has decreed. At the same time Dennis invited all interested trail riders to contact him before going off half cock into the arms of the law through some environmentalist orientated body. The report was accepted.

On a constitutional matter Jim Capper proposed that the Youth Membership Subscription shall apply to 15 years of age and under and not 16 as at present. Jim explained that at present youth membership is valid during the riders 16th year and yet the rider is eligible to ride in adult trials as soon as he is 16. By reducing the age limit he will in effect pay the going rate for the type of trial that he rides in. The meeting agreed with this proposal and it was passed.

The Chairman Vernon Leigh then addressed the meeting before handing over to the President whilst the officers of the 1982 committee were elected. He congratulated the club members who had made 1981 a very successful year, and felt sure that with the prospect of his re-election as Chairman he would be heading a team that would keep the Manchester 17 at the forefront of motorcycling.

The committee was elected without opposition and the members are on page 1. Ian Bottomley has once again joined the committee and members should note that he is also on the Cheshire Motorcycling Marshalls Association

We are very pleased to welcome two lady members to the committee. Barbara Charnock has been elected as Secretary and Ann Wood as an ordinary member.

Keith Berry and Vic Staley were elected as Auditors and the meeting closed at approximately 11-30 pm

TRAIL RIDING - OBSERVATIONS and COMMENTS. by John Ward.

1. Triumph powered outfits will not ford the river Dove at Wolfscotedale.- See Peter Potts and Jim Maple.
2. Kawasaki KIX riders should remove the inlet restrictor plate before attempting to exceed the minimum speed limit in built up areas.- See Phil Rosson.
3. XR 500 Hondas only use the front wheel for parking, whilst riding it should be waved in the air.- See Brian Starkie.
4. XL 185 Hondas should not be cruised at 60 mph for more than 30 miles continuously, as the generator voltage rises causing bulbs to blow and the frame to heat up to a cherry red glow.
See Simon Emmerson.
5. Peter Potts is horizontally opposed, instead of having a vertical one.
6. Vernon Leigh didn't win the Edinburgh Trial - probably because he didn't enter.
7. When tackling muddy ruts the T.R.F. maximum advisory speed limit (25 mph.) should be used. This gives stability which should ensure a safe passage or if instability arises will ensure that you pass clean through the dry stone walling and thus not embarrass those immediately behind you who probably can't stop anyway.
8. Full face helmets with fall shut visors ensure minimum visibility and maximum loss of direction throughout any trail run.- See Graham Watson for "More Fun on Your Run".
9. Phil Rosson reckons Jap chains are indestructable as he's never kept a bike long enough to wear out.
10. John Ward reckons Jap chains are crap as he's never had one last long enough to wear out.
11. Peter Potts has now lost interest in items 9 and 10.
12. Ken Roberts is still unable to get rid of his TY Yamaha despite leaving it against the dustbin every Tuesday.
13. John Hoxworth has gone for a single wheeler with fixed steering and a security operated back up system.
14. Tickers Triumph got bogged down on the Roman road just before Buxton - had to be pulled clear with knotted togs.

CLUB RUN to PISTYLL FALLS. by Paul Tootall.
(Devised by Keith Haining 15/11/81.)

The commitment and optimism of our new Newsletter editor paid off when he tempted 16 people on 14 bikes out for a 200 mile run last month in zero temperatures.

As usual I arrived late at the Club, but was a bit non-plussed to find absolutely NOBODY there at all! It was only 9.49 and Keith had told me on the Saturday he wanted to be off at 9-45! Luckily I knew the first planned stop and (Not noticing the spare route card pinned to the pub door) set off "at a fair lick". After a very hairy near miss on the "Poynton Mile" when a wealthy lunatic crawled out of a side road across my path I set about catching the mob.

Near Chelford I found out who had waved to me at the Rising Sun Graham Watson and Bob Wilcox purtling along gazing at route cards on their tanks now and again. I didn't recognise Graham at first, but their route seemed too much of a coincidence so I joined on behind. We went our separate ways in Holmes Chapel but met up again at the roundabout in Nantwich... I thought "This must be the Club run, but where is Keith?"

Fifteen minutes later we caught two other guys up and then emerged in Whitchurch to find bikes and bods all over the place! What a funny idea I thought - everyman for himself on this run..? All was soon revealed. Graham and Bob had hit a red light in Hazel Grove and it had taken them 44 miles to catch up! Keith presses on regardless at the front and woe betide anyone who falls behind!

Geoff Winstanley and I now 'officially' joined the party and the fourteen bike crocodile snaked off to the restaurant in Pistyll Gorge where they were expecting us at 12 noon.

It was very cold but clear and dry as we set off after lunch for Lake Vyrnwy, Bala and Llangollen. Now and again the convoy broke up as groups losing sight of the leaders would stop to consult map and routecard. We arrived in five groups from as many different directions in Bala for our fuel stop. For latecomers there was no time to chat to the fifteen guys from the Wirral MCC also parked there as Keith hurried us off again down the A5 and the last of the sun played on the autumn gold of the Dee Valley.

The last few runs I've had to Wales have been with Dave Abrahams Ernie and other friends from Chinley and Chapel. We usually cover 300 miles in seven or eight hours at breakneck speed and the sheer excess of adrenalin keeps you warm. This time the pace was more leisurely but still caught out a couple of guys as we tackled the nearest thing a road rider comes to a special test...Eglwyseg Mountain and Worlds End.

As darkness fell so did Doug Hodgkins... full length into the greasy green ford on a tight climbing left hander. Graham must come across such incidents everyday, for he was totally unmoved as he dismounted to help pick Doug's bike up, and hardly blinked when the pebble that Doug kicked in anger shot past his left ear!

Back on the move with Ian Harrison in the lead of the second group, but not for long: the rest of us followed the dipping right hander but Ian shot off into the weeds and bog at a great rate of knots. This time it was Bob Wilcox who did the honours and still mounted Ian footed his way back on to the road for a 3 to roars of laughter from behind.

It was about this time we noticed that Geoff had gone missing and learnt that he'd failed to restart in Llangollen eight miles back. (It should be mentioned at this point that Harold Dewhurst and Barry Jones from the BMW Club had waited to see everyone leave Llangollen before returning home on a different route.) We pressed on because it was now quite dark, but Geoff was not to be so easily ditched and he was waiting for us in Minera.

cont....

CLUB RUN to PISTYLL FALLS Cont...

Geoff had taken the main road route having found that he had not turned his petrol on.

As freezing rain began to fall we raced for home in the darkness. People began to peel off one by one, and Keith led the last few back through Knutsford and Wilmslow. I went on to Bowden and the M56, having some difficulty in keeping up with Ron Armsden I might add.

A great day out! Thanks Keith!

When is the next run?

To let members know who supported this run we list below their names and the bikes they rode.

Keith Haining. BMW R60/6.
Paul Tootall. Honda 400/4
Graham Watson. Honda. 750.
Ron Lyne, } BMW R100RS.
Maureen Lyne. }
Ray Spence } Honda 400 Dream
Edward Spence }
Harold Dewhurst. BMW R45.

Barry Jones. BMW R100 RT.
Doug. Hodgkins. Honda CX500
Bob Wilcox BMW R80/7.
Ian Harrison. Honda 125.
Geoff Winstanley. Cossack
Ron Armsden. 250 TS Suzuki.
Peter Potts. BMW GS80.
Alan Aldred. Yamaha 250.

TECHNICAL TIPS.

No.1. Washing Manchester 17 Sweatchirt. by Mrs. Dewhurst.

Commence by turning the shirt inside out, use hand hot soapy water. Do not rub the shirt, gently squeeze through the soap suds. Rinse well in cold water, short spin dry. Do not dry in a tumble dryer as the heat brings the transfer off. Pull into shape, then dry flat, do not hang from waist if dried outdoors, place over line and peg at arm seams. If ironed do NOT iron the transfer.

MEMBERSHIP FEES.

Members are reminded that the fee is now £3.00 for full membership and £1.50. for Youth Members. Please use the form in this newsletter. Members who have not paid their subscriptions by the end of January will not receive the February newsletter.

READERS LETTERS.

31, Horse Fair Avenue,
Chapel-en-le-Frith,
Nr. Stockport.

Dear Keith,

Firstly thank you for the GREAT Nov. issue of the club news letter, it was full of interest - keep up the good work.

Wondered what I could tell you to fill the news letter sometime, and all that I can think of that might be mildly interesting takes me back to 1967 - yes 15 years next May since the event that will stay with me forever, of course the S.S.D.T.

Michael (Bonkey) Bowers who worked for BSA delivered to me on the Friday a works tuned 175 Bantam Bushman, which as older riders may remember was an experimental trials bike, some of you may laugh, but at the time and with more development this bike could have sold well and possibly saved B.S.A. from its later downfall. -To resume -

An evening and half a day to strip and rebuild one trials bike, yes this was what we works riders did, because the factory only replaced parts and just to make sure that we finished in a trial and make personal adjustments etc. we felt the task was worth the effort. My brother Roy did what we could on the Friday night but what 'bugged' me most was the seat that had been fitted. It must have been at least 4"/5" deep and looked like a definite afterthought.

Determined to do something about this seat Roy and I decided to fit a smaller one on the Saturday even if we should have been travelling to Edinburgh. (In those days there were no Motorways, so of course it took much longer to get anywhere.) So it was first stop at Webbs, now the M/c Centre, and buy a nice slim single seat, then on th Eric Castle's to fit it, with Eric doing the brazing and his mum providing an unending supply of pint mugs of piping hot tea.

With this job done as well as a few others, it was full speed to Edinburgh in my A55 pick-up, and even with Roy's Cl5 on board, for he was riding as well, we made good time and had an uneventful journey.

Sunday as usual was weigh-in day, so down to the cattle market we go to do the usual things and watch some other riders putting their bikes together. Chat up Vic Doyle for a few free Renold Chain bits and pieces, and meet others that one only sees at this unique trial. Roy's Cl5 had 'Caught' a horrible misfire which we, Reg May and several other knowledgeable 'bods' could not solve. This model had an upright distributor, and Roy found that if he left the clamp screw loose and fiddled with the setting, retard when cold and gradually advance as it warmed up was the only solution. In spite of this problem Roy won a first class award and Don Smith said at the end, "Well done, I never thought that you would finish. One last memory of that weigh-in was of Sammy Miller and Jim Sandiford calling me the 'thing' rider and laughing - well I inwardly boiled and said to myself "Right, I'll show you two".

cont..... page

Dave's Letter Continues:-

B.S.A. had booked the whole team in at the Highland Hotel, Mick Andrews was also staying there. His Ossa had broken its rear sprocket on the Tuesday, and on Wednesday morning at breakfast we were discussing his misfortune and consequent retirement when he said "How are you doing?" me: "O.K. I'm second but I don't know if I can keep it up". Mick: "Of course you can, just don't think about it". For those words of encouragement at the right time Mick, thank you. For talking your way into beating me in the following year's Bemrose - Raspberries, but that's another story.

On Saturday morning Miller was leading with only 13 marks lost, I was second on 33 and Dennis Jones 3rd. on 35. Pipeline was the only formidable section that day, and the night before Dennis had said "I'll have you tomorrow, your Bantie won't get up there". This of course was a spur to me to show that it would. Flat out in the lowest of the four gears the Bantie sailed up for one of the few cleans that day. Miller and Jones had 'fives', and I had a silly 'one' on the last section of the trial at Tyndrum. So the final positions were - Miller 1st. losing 18, me 2nd with 34, Jones 3rd. with 40, Bill Wilkinson 4th. with 41, Gordon Farley 5th. with 42, Don Smith 6th. with 50, and Jim Sandiford 7th. with 50. So my inner vow to beat SM had not worked, but 2nd. was not too bad, certainly very satisfying. This super little B.S.A. one off special is now owned by the owner of the Creag Dhu Hotel at Onich, which is very near to Fort William and the scene of its week of glory, and no matter how much I try he will not sell it back to me - pity.

This year of 1981 is the first year since 1963 that I have not attended the S.S.D.T. and wow did I miss it! , little do we know what lies ahead of us.

Yours sincerely,

Dave Rowland.

Dave's letter got me thinking about Ron Weale's suggestion that we should have a stand at the next Classic Bike Show, wherever it is held. What a coup it would be if we could persuade the owner of the Bushman to lend it to us for our stand.

Ed.

READERS LETTERS Cont.....

47, Town Lane,
Charlesworth,

Dear Keith,

Thanks for the November Newsletter, Re. the formation of the '17'.

In 1934 when we first started motorcycling, there was a small group of us who met in the evenings (Summer and Winter) on Mauldeth Road opposite the Princess Hotel. The group included Herbert Stanbury, Vin Foster, Geoff Machin, Bert Lacey, Myself, Cliff Somers.

There were no organised runs for Sundays, we would make loose arrangements to meet and go where the mood and the weather indicated, Southport, the Caves at Castleton, Derbyshire etc.

There was also another small group in Chorlton doing just the same thing. This group included Roy and Reg Hallam, "Squib Cave", the Hines Bros., and Cliff Somers. It was Cliff who told our group that they were thinking of forming a club, and how about our crowd at Mauldeth Road joining with them. We did of course, a night was appointed to meet, and an upstairs room was booked in "Lanes Cafe" on Barlow Moor Road. A small advert was inserted in a local free paper, The Chorlton & Wilbrampton News, inviting other interested motorcyclists.

When the meeting agreed that a club should be formed and suggestions for a name invited, we had a little difficulty. We didn't want a name that sounded restrictive to an area. e.g. Chorlton and District M.C.Club or the South Manchester M.C.Club etc.

I think it was Eric Winter who finally had the idea. Take a count of the intended members and call it by that number.

We did, there were 17 and The Manchester 17 it became.

All the best,

D.Anyon.

This letter I am sure will stimulating someone into coming forward with the names of the other four members.

Ed.

SUBSCRIPTIONS.

PLEASE RENEW YOUR MEMBERSHIP USING THE CARD ENCLOSED WITH THIS NEWSLETTER

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 haggling at £650.00. Part Ex. considered. SOLD
Tel. Chas Gardiner on Disley 3728.

FOR SALE. MONTESA 248. Mk.2. Very latest model. Only 9 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. RV.125. SUZUKI. (Fat tired fun bike.) 10 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. £450.00
1978. HONDA. 750 Fl. Yellow 11000 mls. £695.00
Tel. Glen Telford on Chapel en le Frith 2121.

FOR SALE. BMW. R90/6. PMC.922.R. Comaco Top Fairing and Krauser
Panniers. 11 monts 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 just had complete engine/
gearbox overhaul. Rebores, 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
(Pannier Brackets) Excellent condition £20. No. offers.
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. SOLD.
10 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.

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 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 parafin heater (Large type)
overhaul your bike this winter in comfort.

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

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

FOR SALE. HONDA 250 R.S. 'V' Reg. June. Mileage 2100. £600.00. O.N.O.
Contact Norman Eyre on Tuesday Night or Tel. Buxton 4928.

MUTUAL AID Cont.....

FOR SALE. Stacks of BSA Spares for Bantam. £40 the lot
 Buyer collects. No time wasters please.
 AVON Fibreglass Fairing and Legshields for BSA Bantam
 £25.00.
 Melton Screen complete with fiyttings. As New. £15.00
 Tel. 061-480-7536.

FOR SALE. 1978 SUZUKI SP370 Very Good Condition. £350 O.N.O.

Plastic Coated REAR CARRIER for Guzzi V50. £10.00.
 LEATHER PANNIERS & FRAMES for Guzzi V50. £45.00.
 Tel. Peter Potts on 061-336-4484.

FOR SALE. BARBER JACKET as new. Waxed cotton 38" Chest. £25. O.N.O.,
 JOHNSON one piece, Quilted waterproof suit. 38" Chest.
 £35. O.N.O.
 Tel. Peter Kershaw on Bollington 73107. after 6-0 pm.
 or week ends.

FOR SALE. 1978 'S' Reg. HONDA 750-4. K7. 6700 Mls. Only used in dry.
 Imac. condition. £795.00. or exchange W.H.U.
 Tel. 061-440-9916.

WANTED. Good Home for MOTO-GUZZI 850 T3. One owner - Excellent
 condition. 'V' Reg. (1979) Silver Blue.
 Complete with Tri-Point Screen, Custom Seat, Gaiters,
 New Rear K181. Lovely sounding silencers. (British).
 Rack, Panniers, Konis (High Rate) £1500. 00.
 Tel. Carl Taylor on 061-437-1028.

FOR SALE. BARGAIN - NOT RUBBISH - A GOOD BIKE.
 'R' Reg CB.200 HONDA. 10,000 miles only. £225.00.
 Front crash bars, Rear carrier, Gibie headlight. O.V.N.O.
 Reason for sale - passed test, bought bigger bike.
 Tel. 061-430-4564. 12 Valley Road, Arden Park, Bredbury
 Stockport.

The Editor apologises for the introduction of page 11 out of
 sequence. This was due to problems in the machine room. We hope it
 will not spoil your enjoyment of the magazine, and that you will---

RENEW YOUR MEMBERSHIP PROMPTLY AND ON THE FORM PROVIDED.