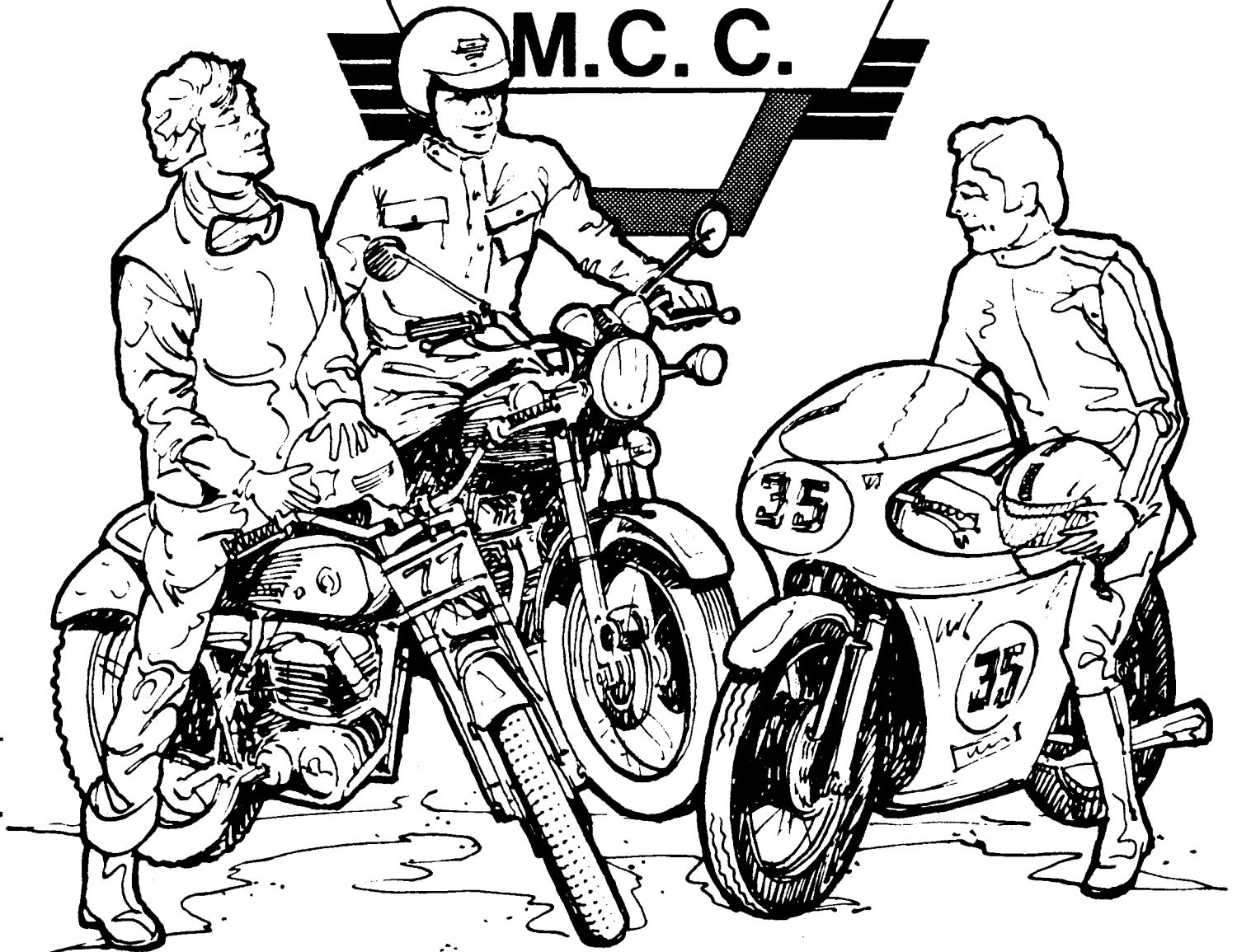


THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



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MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - JANUARY 1982.

CLUB OFFICIALS.

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

PRESIDENT. Ron Weale, 18, Jacksons Edge Road,
Disley, Stockport, Cheshire.

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

SECRETARY. Barbara Charnock, 10 Redesmere 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, Cheshire.

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.

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

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

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

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

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

CLUB NIGHT. Tuesday 8-30 pm.

DIARY OF EVENTS.

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

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. 061-440-9367.

Jan. 19. Honda Film Show. in the Club Room. "The Wager", One mans
journey around Australia on a CB.750. also Bol d'Or 78.

Jan. 20. Committee Meeting. Robin Hood 8.pm.

Jan. 24. First Round Cheshire Youth Championship. Mycocks Rocks,
High Edge, Buxton. 11-0 am.

Feb. 5. Annual Awards Presentation and Buffet. The Belgrade Hotel,
Dialstone Lane, Stockport. Tickets from Roger Richards.
Membership Secretary. £4.00. Tel. 061-456-4941.

Club President's New Year Message.

Seasons Greetings to all Manchester 17 Club Members, I look forward in 1982 to presiding over a club that will cater for all branches of motorcycling. I particularly look forward to seeing the road riders expand their activities and once again run the Peak Road Trial. I hope that the Presidents Cup will be awarded to the rider who gains the premier position over a number of road competitions. With a number of Dead Ants Rallies successfully under their belts, I feel that Paul Rushton and his team can be of great assistance to the Club Captain Geoff Winstanley in organising these events. In the end of course it is all down to the road riders, who are not renowned for their participating qualities, but who are about to prove me wrong.

The Trials Section is of course all set to achieve its greatest success "The Dave Rowland Trial as a round of the British Trials Championship". This after only three times as a national trial. I feel sure that although Jim Capper our new Trials Secretary feels that he is having to tackle the job in a different way to the Youth Trials Section, his energy and enthusiasm will soon influence the organisation he has taken over.

On the social side we have Graham Watson concentrating on making the Club Night events both entertaining and educational. So once again I say, "Help him to help you to help us all enjoy our Tuesday nights."

HAPPY NEW YEAR,

Ron Weale. President.

-----oooooooo-----

HAPPY NEW YEAR.

As the newly elected secretary of the Club Trials Section I feel prompted to write something in the first newsletter of 1982.

The problem is that as yet I have nothing whatever to write about. As most of you will know I have just completed two years of 'Throwing my weight' about on behalf of the Youth Section with complete confidence, but this adult scene appears to be 'Something Else'.

The last few weeks have been spent struggling to take in all the do's and don'ts and be carefulls that seem to make up this job. I'm sure that I'll grow to enjoy it!(I will won't I?) In the meantime I need all the help I can get, so to any of you time served ex-secretaries and long serving trials experts please don't hesitate to offer any advice you may feel I could use, and may I wish everyone a happy new trials year.(Especially me).

Jim Capper.
Trials Secretary.

EDITORIAL.

Dear Members,

I may have forgotten to wish you all a Happy Christmas in the December Newsletter, I hope that in spite of this you all enjoyed it. I will wish you a Happy New Year and I am sure that it is going to be a great one for the Manchester 17. Most of the committee are staying on for a second term in one capacity or another and that is good. The Tuesday evenings are showing signs of an upturn in attendance, particularly in the Club Room. I had to ask the landlady to switch on the extractor fans the other night as the atmosphere was making my eyes smart. Correspondance is starting to come in, and in addition to Wilf Earlams letter there is one from Ron Armsden. I paid a visit to the home of another of the clubs Honoury members Mr. Wilson the other week, to deliver the October, November, and December copies of the Newsletter. A youthfull 73 with a Maico scrambler in his garage, which incidentally he still rides. He told me that as his main interest is scrambling which of course the 17 stopped running some years ago, he had been forced to join the Nantwich Club who still run this type of event. Another record that^{he} established is! "He started scrambling when he was 60 years of age". I spent a very enjoyable afternoon talking to Mr. Wilson, but when I asked him to write a letter or an article for the Newsletter his answer was not very encouraging. Therefore what we must do in the coming year is to take up Wilf Earlams suggestion and have a get together for all the long serving and honoury members of the club. So, names please and addresses.

I shall be giving an account of the committee meetings throughout the year, this will maintain my policy of keeping members informed about what is going on. I have still not managed to get my hands on the original minutes books, but Barbara has located the one for 1936 and has promised to let me have it.

Amongst this months articles is one that was written for the BMW Club Magazine. Ron is a Colonel in the American Air Force stationed in Cumbria and he is a very keen motorcyclist. His article was written in response to a query about an article that appeared in an American Motorcycle Magazine. I hope you enjoy reading it, but be carefull how you try to prove it in practice.

Ed.

ADVERTISING and PUBLICITY.

I have had a great response from the dealers who were invited to take up the fifteen spaces inside the front cover. Not one refusal, and I think that the layout has been attractively produced by F. Williams Duplicating Co. Members will recall that in the December newsletter they were invited to take up spaces in the back cover to advertise their own business activities. At the time of going to press I have had two entries, one from Brian Green and the other from Harold Dewhurst whose firm was prepared to take a space although they are purely wholesale. Obviously my approach to this page is going to have to be done by having a stencil cut professionally and then reproduced on our duplicator. In order to make this effort viable I must have enough advertisers to cover the cost of the stencils and the paper. As the year progresses the income derived from new advertisers will fall by £1. per month and yet a new stencil will need cutting with the new material. So members if you want to advertise please contact the Newsletter Editor.

cont.....

ADVERTISING and PUBLICITY Cont...

I referred to the Classic Bike Show at the end of Dave Rowland's letter last month, and I am pleased to tell you that it will be held at Belle Vue in October. I have written to Alan Whitehead of Classic Bike Magazine who runs this event and asked for a stand for the Manchester 17 M.C.C.

An article in the Stockport Express/Advertiser two weeks ago reported that the Greater Manchester Council were committed to providing a number of "Trail Parks" in the next two or three years. I have written to the chairman offering our assistance in the vetting of suitable ground. Some years ago the Editor, together with Paul Tootal, Vernon Leigh and Ken Roberts had a meeting with the Stockport Recreational and Cultural Division representatives to discuss the same subject. I am sure members will agree that it does no harm to keep in touch with anything that helps motorcycling.

Looking through the newsletters that Paul Tootal kindly lent me I noticed that the Manchester 17 always had a float in the Stockport Carnival. Can I suggest that we might consider participating in this event again, after all we make a significant contribution to the Taxi Drivers Outing for Children. "Think about it".

Ed.

ANNOUNCEMENT.

Will members please note, that in order to stop the Mutual Aid section growing too big, adverts will only appear for two months without revised instructions from the advertiser. Some of the bikes have been in both the Youth Newsletter and the current ones for so long that I am having to increase the age and reduce the number of months that an MOT has to run. I cannot verify the mileage or the value, so fresh instructions please for the February newsletter.

Ed.

It is unfortunate when two events are arranged for the same date, this happened on Decemner 13th. I had already typed the "Events Calendar", my Editorial and made my poster for the Coalmine Visit before being told that the Northern Experts Trial had been rescheduled for the same day. As it turned out, the weather took a hand in the arrangements and both were cancelled. It gives us an opportunity to get things right with the NE for 1981 ~~cancelled~~ **Moving the Coalmine to the Spring.** In the meantime can I have dates well in advance please.

Ed.

Against certain dealers advertisements inside the front cover you will see an asterisk that indicates a discount to club members. To take advantage of this discount members must produce their current membership card at the time of the purchase. Do not tell the dealer that you are a Manchester 17 member after he has rung up the sale on the till and do not expect discount on special offer items.

Ed.

COMMITTEE MEETING 16th. DEC.1981.

Members attending were as follows:- Ron Weale, President; Vernon Leigh, Chairman; Barbara Charnock, Secretary; Ken Roberts, Treasurer; Roger Richards, Membership Sec; Graham Watson, Social Sec; John Garlick, Sports Sec; Geoff Winstanley, Club Captain; Ken Howard, RAC/ACU Training Sec; Ian Bottomley and Ann Wood. Keith Haining, Ed.

The meeting opened with a film!!

Brought along by Ian Bottomley it was a management educational film outlining the correct way to hold a meeting. The Chairman in the film was John Cleese and in effect showed us first of all how not to carry on and then the correct procedure. It was very good and even if we found it difficult to mend our ways immediately at least the rather poor sound from our rather ancient projection equipment gave added weight to Graham Watsons proposal that we obtain quotes for more up to date equipment. The point was that despite having thirty odd minutes chopped off our meeting time we still got away before 11-30 pm.

The Chairman opened the meeting by welcoming the new members particularly Barbara and Ann. Another face that we were pleased to see was the Training Scheme Secretary Ken Howard. Previous minutes and matters arising from same were quickly dealt with and then our new Treasurer, Ken Roberts launched into a request that separate accounts such as the Rally Account be closed and future drawings etc., be made through the one current account. This he explained, would enable him to know exactly what our balance was at any given time without asking various members for this information. Ian Bottomley said that he was not in favour of closing the Rally account that he had opened in Holmes Chapel, near to where he worked, as it was convenient for drawing monies at short notice for rally expenses. The treasurer said that as he was readily available he could not envisage a situation that was so desperate that he could not be contacted. Keith Haining pointed out that all officials that undertake the various tasks do so at times that suit them and the fact that to pay a visit to Ken's house to get a cheque or any other assistance meant making a special journey by car which took time. After some debate it was decided that the separate accounts would hold £1000.00 and be floated with sufficient funds in the form of a known amount that the treasurer would be able to enter in the accounts at the time of the event. The treasurer indicated that applying the same rule to the Trials Account would be more difficult in view of the fact that trials were held throughout the year and not just on one day.

Membership matters concerned the appointment of ACU Centre Board Delegates and BMF Delegates. Four delegates were named for the ACU Ron Weale, Vernon Leigh, John Garlick and Jim Capper. Three delegates for the BMF were Geoff Winstanley, Barbara Charnock and Keith Haining. Training Scheme matters were dealt with by Ken Howard and these are covered in a separate article in this newsletter. Concern was expressed over the fact that the training for Part 1 of the bike test relies on private funding despite being government legislation. It was proposed that a letter be composed by Keith Haining and Ken Howard for forwarding to the Minister of Transport, Local MP's etc. The Club was represented at the Centre Board Meeting by the Chairman who reported on a complaint by the Crewe M.C.C. that the Northern Experts Trial clashed with their club trial. No comment.

cont.....

COMMITTEE MEETING Cont....

The meeting was informed of the death of Harold Simms on the 16th. Dec at the age of 70. Harold was a tireless worker for the ACU and will be sorely missed. A letter of condolence and a donation to the ACU Benevolent Fund has been sent on behalf of the Manchester 17.

In the absence of the Trials Secretary, John Garlick told the meeting how the Northern Experts had had to be cancelled and that a new date had been fixed for Jan. 31st. 1982.

The Club Captain Geoff Winstanley also reported on the cancellation of the coal mine visit when only the Editor and he turned up.

The Social Secretary Graham Watson made a plea for a new/secondhand projector to improve the presentation of the films he has booked for the new year. A subcommittee was formed to handle the engraving of awards for the forthcoming buffet evening etc. They are Ron, Graham, Roger and Jim Capper.

The Newsletter Editors report is covered in other sections of the newsletter.

Any Other Business concerned itself with three matters - Graham asked for technical experiences to be communicated to the membership via the Newsletter.

Ron requested the Trials and Enduro organisers to tidy up the storage facilities he has afforded them at the Post Office. It is causing him considerable inconvenience because of the way it has been just dumped.

Ann Wood making her maiden speech asked if the 'Diary' could be reintroduced on the notice board so that members could refer to it for events in the next twelve months. The committee agreed to this proposal.

The meeting closed at approximately 11-30 pm.

Ed.

BMF. MAGAZINE.

The Manchester 17 is affiliated both to the ACU and the BMF. The British Motorcyclists Federation sends to the club forty copies of the bi-monthly magazine which we try to sell to those members who have not taken out individual membership. In which case they receive their copy direct from the BMF. Individual membership is of far greater value to the BMF than an indeterminate number of motorcyclists that belong to affiliated clubs. In persuading the government that they speak for motorcyclists it is important that the claim is backed up by actual numbers. However I digress from the purpose of this article which is --CLOTHING---. Last months BMF Magazine contained information on this most important aspect of two-wheeling, what to wear and how to keep dry. So if you would like to be in possession of this knowledge supplied by experienced riders see the Newsletter Editor. The price is 35p but well worth it.

Ed.

SUBSCRIPTIONS.

Members are reminded that their subs. for 1982 are now due and only those who have paid before January 29th. will receive the February Newsletter. Please use the application form provided in the December issue and please fill it in clearly. The Editor is having to spend a considerable time checking addresses in the telephone directory, the Manchester A-Z and Ordnance Survey Maps to identify some of the addresses. One word that looked like 'Bridge' turned out to be the post code.

READERS LETTERS.

29, Oak Cottages,
Styal,
Wilmslow, Cheshire.

Dear Keith,

Thanks to a request at the "17" RAC/ACW Training Scheme Test last Sunday, the October and November Newsletters were delivered the same night-----Thanks a lot Roger!

I was delighted to read the letter from Derek Anyon and he says more or less what I said a few years ago, get out the first "Minute Book" and you will find a lot of interesting things and not a few ideas.

As I joined the club in 1945! I thought I was the oldest member, closely followed by Denis Rourke -- Derek has beaten us both by ten years.

He forgot to mention that he gave tremendous help as one of the original seventeen members who founded the club and served on the committee for a lot longer than the three years he mentions.

He was a member of the committee - Treasurer in fact, when I first joined along with names like Tom Dugdale, Harry Neild, Alan Ashworth, etc. etc. who all did sterling work in getting the Club going - and keeping it going -- No Derek it was'nt me who didn't pay his subs, but we both know who it was!

Can we hear from some more old members? - Alas a lot of the original 17 are no longer with us - but it would be great to hear from their successors.

Many moons ago in the late 1950's I think, (when I was secretary) we invited all surviving original 17 members to the Annual Dinner as our guests - Food for thought?

Yours,

Wilf Earlam.

(Mem. No.35.)

-----00000000-----

147, Ashley Road,
Hale, Cheshire.

Dear Keith,

Please find enclosed my amended advert as promised. I read with great interest your latest newsletter in particular the readers letter from D.Anyon. Bert Lacey has a car accessory shop opposite Southern Cemetery on Barlow Moor Road, West Didsbury, and I have a friend who knows Cliff Somers and is forwarding my copy of the newsletter to him; hopefully stimulating another letter from a founder member for inclusion in a later edition. Meanwhile keep up the good work, it makes great reading.

Ron Armsden.

P.S. Why pick the same day as the Northern Experts for the trip to the Colliery Museum. I Can't go to both but would like to.

TURN LEFT TO GO RIGHT

Ron Marcum promulgates an interesting theory that has long been the cause of bar-room brawls, and could well be the cause of a dramatic rise in cycle and motorcycle accident statistics if Cycling Proficiency or National Motorcycle Training Scheme instructors get the gist of it.

During a recent BMW get-together, I was asked by one of the younger members to explain an American cycle magazine article that said 'motorcycle turns are made by steering in the opposite direction of the turn'. In other words, if you want to make a right turn, you should turn your handlebar to the left. The rather lively discussion that ensued indicated that confusion concerning the above statement does exist. To maintain the credibility of my country's magazines, please let me attempt an explanation of this seemingly contradictory statement. I realise that this explanation will be a bit too basic for a lot of you, but hopefully some of our younger and or inexperienced riders may benefit from it.

As we all know, motorcycles, unlike our 3 to 18 wheeler roadsharers, must be leaned over during a turn to maintain stability-- the sharper you turn, the more you must lean (for a given speed). Two things must be done to establish a proper lean angle for turning. First you must cause the bike to start falling over (shudder!) in the direction of the turn. Then you must stop the fall when reaching the desired lean angle.

There are two ways to cause the bike to start falling over. One is to simply shift your body weight in the direction of the turn and not move the handlebars. This method is effective during very slow speed manoeuvring but loses its effectiveness rapidly as speed increases due to the requirement to overcome the inertia and gyroscopic forces. Inertia is that property of an object moving in one direction that resists attempts to change its direction. The faster that object moves, the more force is required to change its direction. Gyroscopic effect is that property of a spinning object that resists attempts to change its direction of spin. Our bikes have three large spinning objects (front, back, and flywheels) that resist direction changes. The faster they spin, the more force is required to change their direction. Shifting body weight with no handlebar movement can be used at any speed to cause the bike to lean over, but the time required to reach your desired lean angle will increase as your speed increases. This is because the amount of weight you can shift remains constant while the forces that resist the lean are increasing. This lack of control over how fast we can reach desired lean angle is of course unacceptable on today's roads at today's speeds. So we must use the other method of causing our bike to lean.

This other method is to turn the handlebar opposite to the direction of the turn. In fact, what we do is to use those two stabilising forces, inertia and gyroscopic, to both start our lean and then control how fast we lean. Recall that your bikes forward inertia resists attempts to change its direction. Accordingly, if are streaking along in a straight line at 70 mph and you turn the handlebars to the left, the front wheel will start moving to the left and try to turn the bike in the same direction. The bike's inertia will resist this attempt to change its direction and it will try to remain on its original course. Since the wheel is moving left and its forward movement is slowing down due to its increasing friction with the road surface, the bikes inertia will cause you to start falling to the right, much as if someone had kicked your front tyre out from under you. Your falling speed is controlled by how fast and how much you turn your handlebars to the left.

Use of the front wheel's gyroscopic force to help make the bike lean is a bit more difficult to understand without a basic knowledge of gyroscopic principles. I won't attempt to explain how gyroscopes work (mainly because I don't really know) but will just describe what happens when you turn the front wheel. Simply speaking, when you try to change a gyroscope's direction, it will respond by trying to twist in a different direction (differs from inertia because it tries to return to its original direction). Fortunately for us the front wheel's gyroscopic effect works to help us start leaning sideways. When the wheel is turned to the left, its gyroscopic effect is to cause it to lean to the right. Conversely, when the wheel is turned to the right, it will try to lean to the left.

Steering opposite to the direction of the turn is by far the most effective method of establishing proper lean angles during normal driving conditions since it lets us control how fast we lean over. In practice, we use a combination of both methods but weight shifting is only appreciable during slow speed manoeuvring.

So far, we have only discussed starting into a fall and controlling how fast we reach the desired lean angle. As stated earlier, you must also be able to stop your fall at the proper angle. At normal speeds, this is done by using inertia and gyroscopic forces in reverse. As you approach the desired lean angle, move the handlebars in the direction of the turn. The gyroscopic effect while turning the wheel will help reduce your falling speed. If you stopped moving the handlebars when the front wheel was centered, the bike would continue to fall, which would ruin your whole day. This is due to another force that we have not yet reckoned with, gravity. Gravity is always pulling on you but as long as your wheels are directly beneath you, you don't notice it. When you are leaned over, however, Mr. Gravity will try very hard to promote a closer relationship between you and the road. Your only salvation is that old friend inertia. To use it, continue turning the wheel until encountering enough friction so that your inertia will cause the bike to stop its fall. Your front wheel will be sliding sideways at this point (don't panic! The sliding is so minute you won't notice it, unless you lean too far.) and will in fact continue to slide through your turn. At slow speeds, you will not have sufficient inertia to stop your fall so you must use your throttle to provide the additional inertia required.

Now that we have discussed how to establish a proper lean angle for turning, it is important to realise that we have not yet begun our turn. We have spent all of this time just getting ready for it! The turn actually starts when the front wheel is starting to slide. This last statement is the key to understanding the 'turn left to turn right concept'. What we are really saying is "turn left to put the bike at the proper lean angle, then turn right". A bike will not turn until the front wheel is pointed in the direction of the turn. (Exception is when doing slides in the dirt)

So, rest easy folks. We Yanks have not discovered a new way to ride motorcycles. We have just described in detail what all of us have been doing all along. Just remember, when turning right, you should push the right handgrip ah pull the left handgrip ah - pull the right handgrip-ah-push the left handgrip-ah keep the handgrips steady-ah-heck, lets go for a pint! (Next article discusses how to turn left)

These are certainly points for thought, perhaps someone would care to comment on them.

Ed.

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FINAL ROUND of DURON SERIES. ARBOR LOW. Nov. 29. by Ken Roberts.

In the last round of the closed to club Duron Series Trial, an entry of 85 fought over four major trophies for the best overall performance in each class during the four round series.

The series had been carefully chosen to ensure that the lesser experienced riders found it difficult to wreck their bikes while using testing turns and short steep climbs to retain the experts attention.

Frost gave the earlier starters an advantage since at this time of the year Arbor Low was due to show its muddy character. As the ground thawed, early grip disappeared turning the course into a rut and rock affair.

John Hulme, who's already sewn up the Club Championship for the fourth consecutive year, put on his usual display of consistant riding to finish on exactly half the score of runner up Sam Townley, both still helping Shirty develop his 'Majesty'.

John together with Mike King were the only two to avoid maximum all day, but it was John's consistency that proved devastating.

Section five was typical, using a steep drop which became rutted into a rock filled pool with a series of tight turns over and among jagged rocks. Sam and Dave Brownlee, Carl Baker, Steve Monk and Jeremy Hawker all cleaned on each visit with John Hulme needing a steadying prod on the last lap.

The surprise of the day was section one. A gully with a tight turn right up the side would normally have given the pivot turn brigade plenty of grip to climb out. Spinning wheels of the rest of the entry removed the surface when the frost thawed taking with it most of the grip. All the award winners cleaned the first lap, but only Brownlee who got away quickly cleaned on the second visit. Alan Hulme twoed, brother John pushed out for three as Andrew Cantrell stopped. Subsequent attempts were made at much higher speeds footing to make the turn.

The ten sections had all been put in the old quarry to give the observers shelter. Two were completely new, using recent earth workings to take advantage of deep heavy clinging mud.

RESULTS.

BEST PERFORMANCE. John Hulme. (250 JES Majesty) 11.

FIRST CLASS EXPERTS. Sam Brownlee. (350 JES Majesty) 22.

Alan Hulme. (349 T&C Montesa) 23.

BEST INTERMEDIATE. Andrew Cantrell (320 Majesty) 39.

FIRST CLASS- INTERMEDIATE. Peter Scottney. (250 Majesty) 49.

BEST NOVICE. Simon Parr. (310 Armstrong CCM.) 50.

FIRST CLASS. Paul Turner. (250 Majesty) 51.

Mark Hallows. (250 Majesty) 54.

Carl Machin. (175 Majesty) 65.

Tim Capper. (200 Montesa) 66.

Grant Beech. (250 Majesty) 70.

BEST OVER 40. Dave Murray. (250 Yamaha) 57.

FIRST CLASS. John Cantrell. (325 Suzuki) 74.

CLUB CHAMPIONSHIP AFTER 7th. AND FINAL TRIAL.

TRIAL.	John Hartle.	Duron 1.	Duron 2	Duron 3	John Simister	Fisher	Duron 4	
Date.	11-1-81	24-5-81	14-6-81	23-8-81	20-9-81	25-10-81	29-11-81	
Riders Name.	Points.							Total
John Hulme.	1	2	9	2	7	9	9	39
Glen Scoley.	9	-	-	-	9	-	-	18
Alan Hulme.	-	7	1	-	1	7	5	21
Mark Holland.	-	9	7	-	-	-	-	16
Chris Clarke.	7	-	-	-	5	-	-	12
Steve Brownlee.	-	-	5	7	-	-	7	19
Kevin Boddy.	-	-	-	9	-	-	-	9
Tony Calvert.	5	-	-	-	-	-	-	5
P Coles.	-	-	-	-	-	5	-	5
Dave Porritt.	-	5	-	-	-	-	-	5
Mike Extance.	-	-	-	5	-	-	-	5
Steve Thomas.	2	-	-	-	-	1	-	3
Willy Wood.	-	-	-	-	-	2	-	2
Adrian Clarke.	-	-	-	-	2	-	-	2
Ken Eyre.	-	1	-	2	-	-	-	1
Norman Eyre.	-	-	-	1	-	-	-	1
Carl Baker.	-	-	1	-	-	-	-	1
Tim Carter	-	-	1	-	-	-	-	1
Steve Monk.	-	-	-	-	-	-	2	2
Dave Brownlee.	-	-	-	-	-	-	1	1

Club Champion. John Hulme. with 39 points.

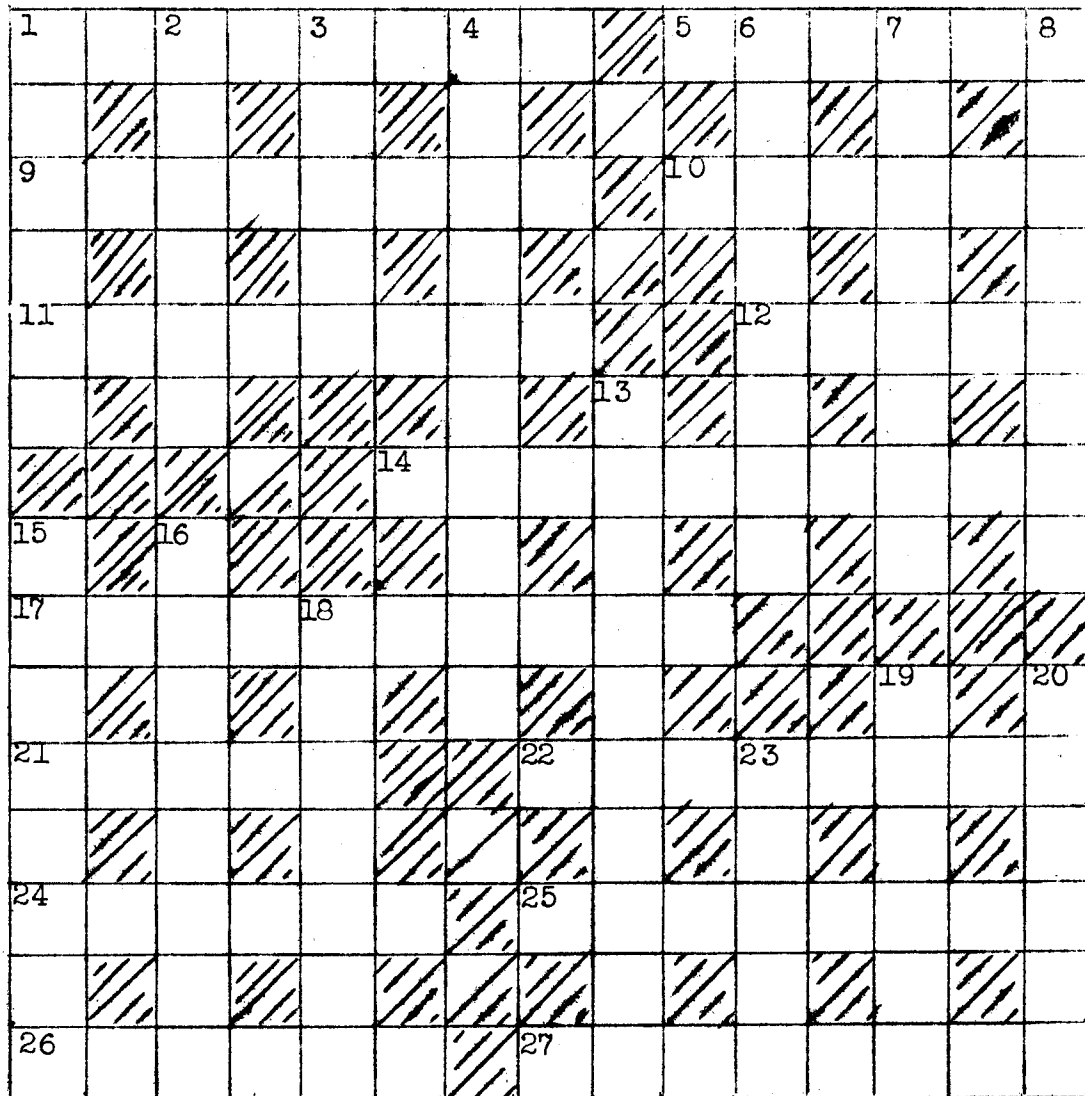
RAC/ACU M/C. TRAINING SCHEME. by Ken Howard.

A meeting of the schemes instructors was held 25, Broadstone Hall Road on the 15th. December, 12 instructors attended. We discussed the last scheme and any problems arising from it, also new ideas for increasing the number of trainees that we could cope with.

It was felt that this could be achieved if we could shorten the training cycle to 7 weeks and run 2 courses in $3\frac{1}{2}$ months instead of 1 course in 3 months. The saving would be made by having a mid week evening instruction period.

I approached the ROAD SAFETY OFFICE to see if this could be arranged and I have had a favourable reply. We hope to start the first course on Wednesday the 24th. February 1982. and the second one on Wednesday the 28th. April. 1982. The instructors feel that we should be able to take 40 trainees at each session.

We will try this idea out for the Spring scheme and if it is successfull we will continue with this system in the future.

KOMPETITION KORNER.ACROSS.

1. Special Police get a reprimand resulting in rear-wheel drive.(8).
5. No lout gets mixed up at this racing circuit.(6).
9. Such a nut is usually difficult to get at.(8).
10. Descriptive of 1,3,5 or 7 years old.(3,3).
11. Confused lad in forest shows one form of foot power.(8).
12. A backward leper does, no doubt.(5).
14. What every organiser hopes to attract.(4,6)
17. Rural version of speedway.(5,5).
21. Route changed-certainly not the inner tube! (5)
22. Royal Artillery shortly after confused strife at the beginning of time.
24. Vintage name for a three wheeler.(6). (5,3)
25. Last revolution that should produce a winner. (5,3).
26. Essential for preventing dropped valves.(6).
27. Hardly suitable equipment for measuring lap speeds.(3,5).

DOWN.

1. Is this a suitable bike for sporting fairies? (6)
- 2.No mod, this, in the valve gear. (6)
3. Most primary chains are.(5)
4. Is this simply and explanation of electric fires? (10)
6. An untruth committed below, maybe.(8).
7. How a great many grapes finish up! (8).
8. Is this a description of a fuel injection carburettor? (8).
13. Strangely, trials do not allow this.(10)

cont. on next page.

Crossword Clue.DOWN.

- 15. The unbeliever resulting from mixed gas tonic. (8)
- 16. Court case for four-wheelers? (3,5)
- 18. To make small grooves. (8)
- 19. Blamed confusion ends in utter confusion. (6).
- 20. A striking railway employee. (6).
- 23. Second lieutenant initially preceeds a busy worker - ends up on a slope.(5).

Entries for this competition should be sent to the Newsletter Editor by the 20th. January. A prize of £1.00 will be sent to the first correct entry opened on that day. HAVE YOU RENEWED YOUR MEMBERSHIP.

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. See the limitation rule on page 3.

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. MONTESA 248. Mk.2. Very latest model only 10 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 tyred fun bike.) 9 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.

MUTUAL AID Cont.....

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
 10 months MOT. £1000. O.N.O.
 SUZUKI PE.175. 'V' Reg. £450.
 Tel. Rick Stewart on Poynton 874421.

FOR SALE. BRIGGS lightweight Sports Sidecar with fittings for MZ250.

FOR SALE. HONDA.SS50. 5 Speed 'H' Reg. Has just had complete engine/
 gearbox overhaul. Rebored, just run in, New Chain, Sprockets
 and new 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.
 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.
 9 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 stoveenamelled. Everything on this bike is either new
 or refurbished. Must be seen, looks like new. Suit enthusiast.
 £750. 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 (1off.) Rear. £11. ea.
 2.50 x 18 Dunlop. Gold Seal K70.New rear (1 Off). £10.
 3.25 x 18 Avon Speedmaster Mk.2. (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.

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. 'S' 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.

MUTUAL AID Cont.....

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

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 fittings. 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 and Frames for Guzzi V50. £45.00.
Te. Peter Potts on 061-336-4484.

FOR SALE. Barbour 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.pm or WEnds.

FOR SALE. 1978. 'S' Reg HONDA. 750-4. K7. 6700 mls. Only used in drt.
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.

BOXING DAY DISCO by Graham Watson. Social Secretary.

Although Fancy Dress was the order of the day (if you wanted to save yourself 50p.) a lot of people decided that they would come as 'normal' human beings. My excuse for not coming in 'drag' was that I'd been ill. I suppose thats a poorly excuse, but as I always leave it to the last minute, I didn't feel up to it.

Even so, there were some really good costumes about. Kenny Roberts came as the Phantom Flan Flinger and he was certainly flinging the flan - once or twice too often, without going into detail! Brian Linton was in a very smart Pussy Cats outfit that he swore was home made, and I'll swear that it wasn't.

One sight I do enjoy to watch - but not I hasten to add - participate in - was Geoff Winstanley, Mike Edmunds, Sue and Tony Noble, Brian Linton, Ken and Linda Roberts, Anne Wood, 'Beckie' Reed and others gyrating violently to Status Quo music. One of these days they'll really put the cap on it by being sick all over the floor.

Anyway I'm sure that everyone enjoyed themselves, and the prize winners were:- Best gentleman - Geoff Winstanley as a Bunny Girl.

Best lady - Linda Roberts in a Space Suit.

Best Overall - Roger Richards looking resplendant as
a Roman Soldier.

In search of Treasure or the Wanderers who didn't return.

Graham Watson writes an account of the TREASURE HUNT on Dec. 6th. 81.

For this event I enlisted the help of my daughters schools, Parents, Teachers Association, who ran the same event in May of this year. My wife entered it accompanied by our two children aged 3 and 5, and taking into account the fact that she had never entered an event of this type before, I thought that she did very well.

So I thought to myself, if my wife can do it, then so can the members of the '17'. I advertised it in the clubroom and said that it should take about 4 hours. The word 'about' should be taken very loosely! I asked all would be competitors to assemble at the Robin Hood at 9-45 am. They did- but the organiser arrived late - to find Keith Haining, Ray and Edward Spence, Harold Dewhurst and Ian Harrison waiting impatiently.

After receiving the question forms, the competitors left at intervals of a few minutes. I waited because Geoff Winstanley and Paul Tootall said that they would be taking part. After a while Geoff arrived and I sent him on his way. Looking at the small entry I realised how unfortunate it was that the date that I had chosen clashed with the St. Nicholas Rally in Belgium, otherwise these ardent rallyists would have entered my event.

Allowing an interval of 15 minutes to elapse after Geoff left I followed and after a few miles came across most of the competitors brewing up in a lay by, complaining how difficult it was. (The Editor would like to point out at this stage, was trying to explain to Ray, Edward, Harold and Ian what to look for, and considering his own lack of success was not convincing enough to prevent the foursome deserting at Bollington.)

Whilst refreshing myself (Graham) at the Fourways Diner at Winale I saw Keith riding up and down the road wondering which way to go, and he appeared very frustrated. When I left the diner to speak to him he appeared to be on the point of calling it a day. His subsequent retirement was not unexpected. You may at this point be forgiven for wondering what had happened to our last competitor Geoff Winstanley. After making a promising start Geoff too arrived at the Fourways Diner and shortly after came to a demoralised stop after tooting and frowning between Buxton and the Diner.

The idea of a Treasure Hunt is quite easy- just look for answers to simple clues without in this case the aid of a map. The treasure consists of articles found on route and returned to the organiser.

Geoff Winstanley proved to be the winner getting 32 questions right out of a possible 60.

Taking everything into account I didn't think this event was very successful, primarily because of the weather. It should have been held in the summer. Still we all learn from our mistakes and I shall run a similar event, in the summer.

-----ooooooooo-----

In retrospect all treasure hunts are easy, and you kick yourself for not spotting the obvious. However there are a number of rules to follow and I have asked Paul Tootall who as one of our more experienced road trialists if he would write an article to help beginners. Finding one clue in five encourages a competitor to keep going.

Ed.