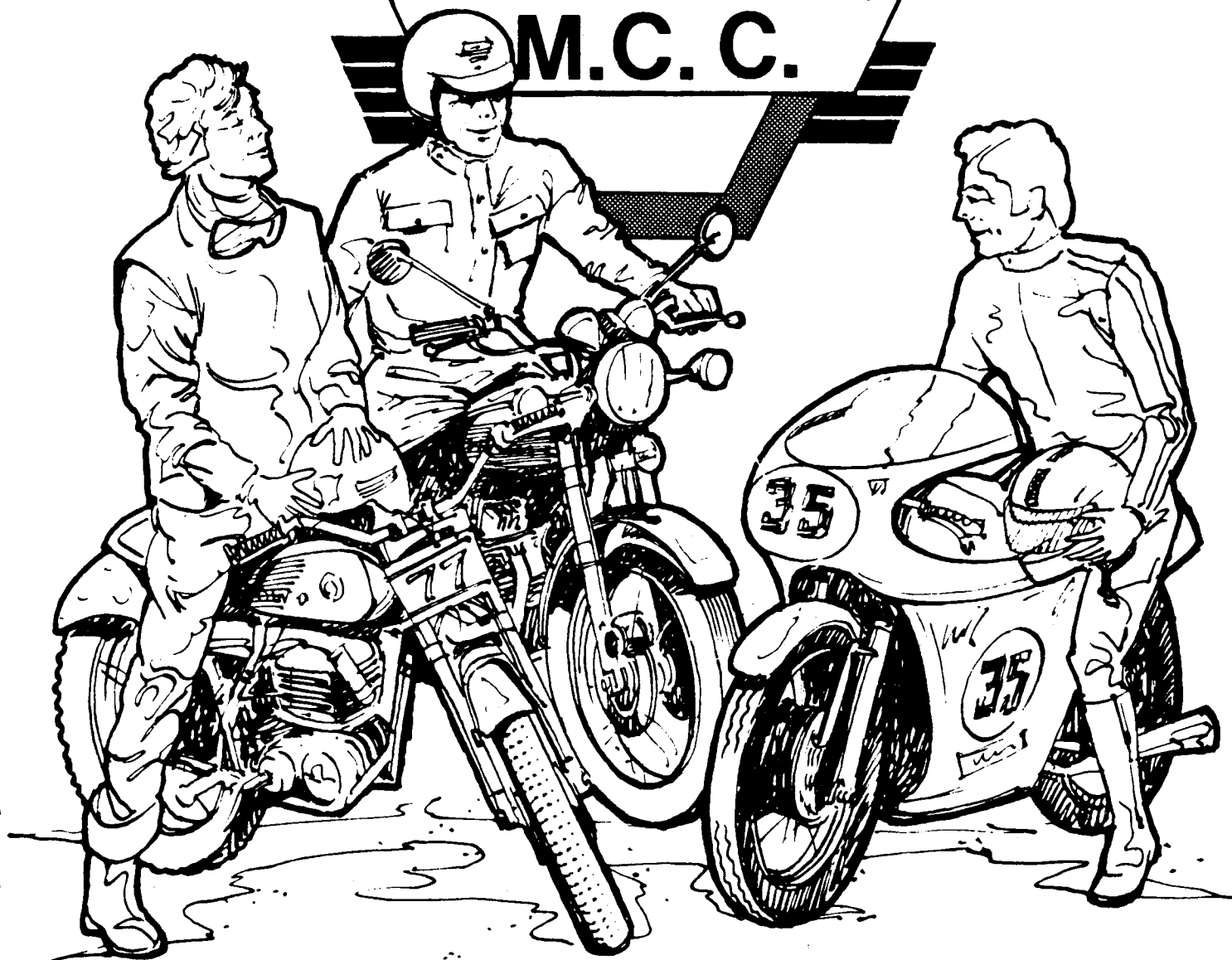


APR 82

THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



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

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*** DISCOUNTS TO CLUB MEMBERS**

MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - APRIL 1982.

CLUB OFFICIALS.

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

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Disley, Stockport, Cheshire.

CHAIRMAN. Vernon Leigh, 2 Marton Green,
Bridgehall, Stockport.

SECRETARY. Barbara Charnock, ~~10 Redesmore Drive, Cheadle Hulme.~~
2, Chorlton Green, Chorlton. Manchester. Tel. 061-881-8128.

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 Gree.
Anne Wood, 29 Windermere Road, Handforth, Cheshire.

CLUB ROOM & NIGHT. - See cover.

DIARY OF EVENTS.

APRIL 4. Club run to Cosford Aircraft Museum. See inside for details.

APRIL 6. Film Show in Clubroom 8-45pm.

APRIL 13. Film Show in Clubroom 8-45 pm.

April 18. Club run to the International Motorcycle Show at N.E.C.
Birmingham. Start from Robin Hood at 9-00 am. prompt.

APRIL 21. COMMITTEE MEETING. 8-30 pm. Robin Hood.

APRIL 25. John Simister Trial. High Edge, Buxton.

APRIL 17-18. Police Trial.

MAY. 15-16. BMF. Rally, Peterborough. Camping on the Saturday night
and a spectacular show on Sunday. Day runs will be organ-
ised on either or both days if enough interest is shown.
More information can be found in the March/April issue of
Motorcycle Rider.

EDITORIAL.

Dear Members,

In last months editorial I told you that I was delving into the Club's past to find out where the various awards came from that we present each year at the Annual Dinner. I have come to the conclusion that you have to be very methodical to be an historical archivist. Searching through the minutes book from 1946 and Paul Footalls newsletters, I locate the reference to an award and then forget where I put it. I asked Dave Rowland about E. Bowers at least three times before I got that story straight in my mind. So here it is in the order that they appeared on the last Annual Dinner and Awards Presentation programme.

THE DAVE ROWLAND TROPHY

Our premier trial for the last three years and our full 'National' event, this trial is named after the Club President at that time, who presented the club with a unique trophy. The trophy is made from a BSA Trials Bantam piston, the model that Dave rode as a works rider before the marque disappeared. This trophy is the premier solo award.

THE ROSE BOWL. Runner up in Dave Rowland Trial.

This trophy was presented to the club by its current Treasurer Ken Roberts, whose involvement with the trials side of the clubs activities is well known.

THE HEPWORTH MEMORIAL TROPHY.

Originally presented for the best performance in the 'Boxing Day Trial' but now to third place in the Dave Rowland Trial, this trophy was presented to the club by the Hepworth Iron and Coal Company of Penistone at the suggestion of a Mr. Jack Bailey a motorcycle dealer of the same area. It was Jack Bailey who provided John Hartle with his first mount - A Norton.

TOWN & COUNTRY TROPHY. Premier Sidecar in Dave Rowland Trial.

Of the two partners in the dealership of Town & Country Motorcycles, Ashton-U-Lyne, Gordon Ruffley is well known for his leaning towards the sidecar class in trials. He was chairman to Jack Mathews during his period of successful participation in centre events. It is appropriate that this class should be recognised with the T & C Trophy.

M. WILKINSON TROPHY. Runner Up Sidecar Class - Dave Rowland Trial.

A keen exponent of the art of sidecar trialing, M. Wilkinson presented the club with a trophy that must have had many wondering which bike it came from. Like the Premier Solo Award it is a piston mounted on a base. The answer is that it came from a Rolls Royce Diesel Engine.

JOHN SIMISTER TROPHIES.

John Simister joined the Manchester 17 in March 1946, and by January 1948 had been elected to the position of Sports Secretary and the following year became the club delegate to the ACU Cheshire Centre Board. A keen road racer he came second in the 1949 Junior Clubmans TT. and the following year did well in both Senior and Junior TT,s.

John Simister was tragically killed during the 1951 TT races, and in his memory a cup was purchased by the club members and presented to the Cheshire Centre Board. The first recipient of this trophy was J. Bottomley who came fifth in the 1952 Senior Clubmans TT.

The second trophy was the John Simister Memorial Trophy and it was presented to the Club by Miss Marjorie Sheldon to be awarded for the best road racing performance by a club member. A lovely work of art it depicts a rider on a racing machine. The first winner of this trophy was Leo Starr in 1951.

The John Simister Trials Trophy was first awarded in 1951 as the premier award in the trial named after him. We believe that the Simister family presented the trophy in his memory.

THE PUNCH BOWL TROPHY. Best under 18 in John Simister Trial.

Presented by Geoff Turner who owns the Punch Bowl Caraven Park in Buxton. (Hence the name.) the award is made to the young trialist who turns in the best performance in the John Simister Trial. Geoff's brother is of course Bill Turner whose son Paul is doing so well on his Majesty.

THE JOHN HARTLE MEMORIAL TROPHY.

John Hartle who died in 1968 had been a member of the Manchester 17 from the start of his career in 1953. His record as a works rider for Norton, MV. and Gilera put him amongst the greatest riders of his day. A serious accident at Imola in 1964 brought about his retirement, but in 1966 he decided to make a come back. His death in a relatively unimportant meeting at Oliver's Mount brought his fine career to a tragic close.

THE DURON TROPHY.

The Duron Brake Lining Company whose premises at Buxton have been the starting point for the Dave Rowland Trial for the last three years. This is where Norman Eyre works, and it was through Normans good offices that the Duron Company presented the club with a trophy to be awarded for the best performance in a series of trials.

THE WARBURTON TROPHY.

Derek Warburton and his brother Reg's motorcycle and car business has been established in Hazel Grove since 1946. The earliest reference I can find is Derek's position

in the 1950 Sports Trophy results, but I'm sure he joined the club before this. Keen scramblers they presented the Warburton Scrambles Trophy in 1952 and at the same time a TRIALS TROPHY which was awarded this year to the Best Intermediate class rider in the Duron Series.

THE STRUGGLERS SPROCKET. Best over 40 in Duron Series.

This trophy is made from the rear sprocket from a Dot machine and was presented by Pev Attwood in 1970. First reference to Pev is 1951 and in 1954 he was elected Social Secretary. His subsequent involvement in the scrambles scene soon gained him the Scrambles Secretary's job in 1969 and President of the club in 1972.

EDITORIAL - CLUB AWARDS CONTINUED.THE PRESIDENTS SPORTING CUP.THE PRESIDENTS SOCIAL CUP.

Tom Dugdale - founder member and 'Life' member of the Manchester 17 Motor Cycle Club presented these two trophies to the club in January 1949. Tom was the club secretary from 1935 until he was elected president in December 1947 and he held this position until he moved to Malpas in 1952 where he took up farming. A brilliant organiser he stamped his mark and enthusiasm from day one. In each case the cups were awarded for the best overall performance throughout the year.

One of the last contacts he had with the club was a visit to Oulton Park in August 1972 arranged by Wilf Earlam. Tom died in the Leonard Cheshire Home at Sandbach in 1974.

NIGEL WOOD MEMORIAL TROPHY.

At the Annual Awards Presentation Paul Tootall recalled his memories of this young man, how his cheeky smile and youthfull exhuberance was the main ingrediant in making club runs something to look back upon. When the numbers at club runs were low Nigel would always be among the regulars. Killed in a road accident his parents gave this cup to perpetuate his memory.

COMMITTEE AWARD.

This is a comparitively new award presented by the members of the committee to the person that they feel has made a major contribution to the running of the club.

CLUBMAN OF THE YEAR.

This award which takes the form of a very handsome pewter tankard is presented each year by Town & Country Motorcycles to the club member who in their opinion has been outstanding as a clubman.

THE STANBURY MEMORIAL TROPHY.

Herbert Stanbury was one of the early members of the Manchester 17 and as members read the extracts from the 1936 log book that I will be publishing during the next year or two his name will crop up. During the months before the 1939-45 war several of the club members decided to join H.M.Forces, and Herbert was one of these. He joined the RAF and subsequently flew as a navigator in a Mosquito Bomber. He failed to return from a raid on occupied Norway in the latter stages of the war and this cup is in his memory.

TO BE CONCLUDED NEXT MONTH. The Editor hopes that if this version is not strictly correct anyone with an alternative story will pass it on to the Editor.

COMMITTEE MEETING 10th. MARCH.1982.

Members attending were as follows:- Ron Weale, President; Vernon Leigh, Chairman; Barbara Charnock, Secretary; Ken Roberts, Treasurer; Roger Richards, Membership Sec; Geoff Winstanley, Club Captain. Dennis Taylor, Rights of Way Officer; Jim Capper, Trials Sec; Ken Howard, Training Sec; John Garlick, Sports Sec. Paul Rushton, Rally Sec Ian Bottomley; Keith Haining, Newsletter Editor.

In connection with 'Matters Arising' Dennis Taylor who also made the first report asked if the donation had been made to the Byeways and Bridleways Group, he was satisfied with the reply.

The membership secretary informed the committee that the membership had now topped the 200 mark. Roger went on to report on the Buffet and Awards Night which made a loss of £97. . It was explained that some expense had not been covered in the original calculations, Keith felt that the late decision taken by the committee as to what sort of function and where to hold it had left the banquet sub-committee very little time to go into the financial detail. He further proposed that a much earlier start should be made on the organisation for the 1982 awards night, Some criticism was made of the type and cost of the raffle prizes, this too made a loss. However everyone approved of the buffet and Jim Capper read out a letter that he had received from the Farmers expressing their appreciation and enjoyment for the evening. Roger was given a vote of thanks by the committee.

The Newsletter Editor had little to report, but in answer to a question from Ken Roberts about the last page being left blank, he explained that where there was a competition, it was arranged so that other material wouldn't be destroyed when detaching the entry form. Where there was a lack of material this too resulted in a blank page. Recently the material was not all available until the very last minute and whilst every effort was made to use all the pages this could not always be guaranteed. The Editor went to some lengths to explain the timetable that he worked to in order that all members received their newsletter by the week end following the first tuesday in the month. The silence that followed this 'spiel' did not require further comment.

The Cheshire Centre Board report was presented jointly by Ron Weale and John Garlick. The main point concerned the ruling on marking at trials with regard to the 'Balancing or stopping technique' that is practiced on the continent. The central committee is recommending that we fall into line but Ron felt that the Cheshire Centre might throw it out.

Ken Howard explained at some length the problems associated with the new test, this is covered elsewhere in this issue. The Chairman Vernon Leigh felt that the STEP Scheme was more likely to survive as the official training organisation, but hoped that any hiccup that might occur in the RAC/ACU Scheme would only prove to be temporary.

Club Captain Geoff Winstanley reported that the response by Manchester 17 Club members to the organised trip to the Chatterley Whitfield Colliery Museum had been very good. He announced that the BMF were holding a regional meeting next Saturday the 13th. March and asked if anyone from the club would like to accompany him. We have three delegates to the BMF, unfortunately prior engagements prevented the others going. Ron Weale asked about the Safe Rider Competition and the Peak Road Trial and in response Geoff said that he would get a sub-committee together to see what could be done.

The Treasurer, Ken Roberts reported on the financial state of the club which stood at approx £394 in the current account and £587 in the deposit account. This was inspite of heavy outgoings of £1400 in the last month. The expenses of the awards and the new projector are included in these figures.

In the absense of Graham Watson the Social Secretary a report was read out by the Chairman.

cont....

COMMITTEE MEETING REPORT Cont...Social Sec. Report.

In the letter Graham announced that he had purchased the projector together with an extension speaker, spare bulbs etc. He announced the programme of filmshows that he has in the pipeline and left it to the Newsletter Editor to expound further on the merits of the projector. Keith did this with enthusiasm born out of the frustration of putting on the last few shows. The new projector is so easy to use that we might get one of the other club members to help. The new equipment has cost us approx £280 and it is hoped to either sell or lend the old equipment to one of the other clubs in the area.

The Rally Secretary Paul Rushton handed over to Ian Bottomley who reported on the balance sheet prepared for the 1981 Dead Ants Rally. This showed a profit of £275.88 which is very satisfactory in view of the reduced numbers who booked compared with 1980. Ian was asked about two items still held as stock, namely food which amounts to £113. and T-Shirts at £82.50. It was explained that the purchase of food had been estimated in proportion to the quantity sold in 1980 and these had not been sustained at the 1981 event. The food was in a deep freeze and could be used at other events such as trials etc.

Ian then announced that he would not act as Treasurer for the Rally Section this year, and expressed disappointment at the decision by the committee to support the Club Treasurer Ken Roberts in his request to close the separate accounts. He felt that the provision of a float in cash would be an embarrassment to the person that undertook the financial arrangements of the next rally. It was not a good idea to have large sums in cash, much better to have a cheque book. However Ken was adamant that he would be available to make payments as and when they were needed and the committee agreed.

Trials Secretary Jim Capper was pleased to report that at last the trials season had got underway. He did warn the committee that they needed more equipment such as plastic markers for the sections. On the Youth side, whilst this is finished, he requested monies to purchase the awards for the first round of the Cheshire Youth Championship which he intended to present now rather than wait till the end of the year. The committee agreed.

In any other business the Editor informed the committee that he had received an invoice from the BMF for the 'Motor Cycle Rider'. The amount covered the two years 1981 and 1982. it was for £168.00. The Editor told the committee that the BMF had not invoiced during 1981 due to an oversight which only seemed to have come to light since he requested that the magazines be sent to 83 Offerton Lane instead of Paul Tootalls. Keith reported that he had been responsible for selling the last four issues of the BMF magazine and with the exception of the last issue he had had great difficulty in selling them. We had 40 copies sent to us of which a committee member got one free and the remainder were for selling to club members. In each case approximately 10 copies were left on our hands. The committee decided to give up their free copy and to reduce the number ordered to 20. Keith was requested to write to the BMF asking for a revised invoice in view of the fact that we pay in advance for the magazines.

The last item in any other business was raised by the Chairman Vernon Leigh. He explained to the committee that the only way to get a ride in the International Six Days Enduro was in a team entered by a club and supported by the ACU. It meant that the deposit, if the application was accepted would have to be paid by the sponsoring club. Vernon said that the '17' with its very active enduro section wanted the club to apply to the ACU, he assured the club that in the event of an entry being granted the riders chosen would repay their deposit to the club and cover their own expenses in Czechoslovakia where this years event takes place.

cont.....

COMMITTEE MEETING REPORT Concluded.

The committee promised to approach the ACU about an entry. One of the possible spin-offs from an application this year, even if it is turned down is the better chance of an entry in 1983 when the venue is Wales.

The meeting closed at 11-30 pm.

Keith Haining.

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CLUB CAPTAINS REPORT. by Geoff Winstanley.VISIT TO MOULDSWORTH MOTOR MUSEUM. 14th. March.82.

Its quite disappointing when no one turns up for a road run. After twenty minutes Harold Dewhurst came along in his van to say that he couldn't come and neither could Ray Spence and the Lines, so I set off to see if anyone had gone straight to the museum. The thought that I might not have given the latecomers enough time made me turn round and go back to the Robin Hood. Good job I did for there was Graham Watson with his two children.

At 10 am. we set off at a brisk pace (Thats one thing you couldn't do with more than two.Ed.) for Mouldsworth. The MZ. had just been liberated from its sidecar and was running well, I had almost forgotten the fun of chucking a lightweight solo around twisty lanes. I left Graham behind in the traffic just after Wilmslow but waited for him at Knutsford. From Knutsford we joined the Chester road and Graham was able to keep up with my sidecar-gearred MZ. We turned off the Chester road at Delamere to take a picturesque road through the forrest.

We arrived at the museum just after 11 am. but still there were no more club members. Having made arrangements in advance with the curator the museum had been opened early for our benefit, and it was only the presence of some other visitors that lessened my embarrassment. Inside Graham went all nostalgic, " I used to have one of those" he said pointing to one of the cars. "Your showing your age Graham " I said. As we were walking round Carl Kellar and his son Andrew came in, they had travelled on Carls new Suzuki, I think they only came to swank, but I was pleased to see them. Later still in came Alan Aldredon his Yamaha making the number up to seven.

After looking round the museum we went to the Goshawk Inn for dinner. The roast beef was good, but the occasion was spoilt by our being asked to move our bikes round the back out of sight. (Having seen the state of your bikes Geoff its a wonder they didn't ask you to cover it as well.Ed). We decided on a short run through rural cheshire on the way home, but after leaving Graham at the inn, Carl and Andrew felt the cold and made their own way back. This left Alan and I to head for Holt& Farndon and then the heavens opened. The MZ got fed up with the rain and stopped for a rest.(Too much liberation) I bent the plug spanner trying to get the plug out, but after a rest it cooled down and it started again, and with an occasional hick up to remind me whose boss it got me home to Northwich where I waved goodbye to Alan.

ANNOUNCEMENTS.THE INTERNATIONAL MOTORCYCLE SHOW.

This is the big one that moved last year from Earls Court to the National Exhibition Centre, Birmingham. Manufacturers and importers will be showing off their latest models including some not yet in the showrooms. There are many small exhibitors with 'goodies' for you and your bike as well as outdoor events.

A Club run to the show starts from the Robin Hood at 9-00 am on Sunday the 18th. April. The route will be via good 'A' Class roads, (No motorways)

The entrance charge on the day is £2.00 but if you book in advance it will cost only £1-50. Contact me (Geoff Winstanley Club Captain) tonight in the clubroom (30th. March.) if you would like me to get tickets for you or you can write to :-

The Motor Cycle Association of G.B. Ltd.,
Starley House,
Eaton Road,
Coventry CV1 2FH.

This offer closes on 2nd. April.

THE BMF. RALLY. MAY.16th.82.

This is not a conventional bike rally, but a huge outdoor motorcycle show with exhibitors under canvas and an afternoon of entertainment in a large arena. There is a normal camping bike rally on Saturday 15th. for BMF Members only. This promises to include a bit more than most rallies this year.

I will organise a run on either Saturday or early Sunday, or both if enough interest is shown so please let me know which you are interested in. (Geoff Winstanley) The rally is at Peterborough about 130 miles away. Entrance on Sunday is £2.00. and for Saturday and Sunday it is £4.00.

SIMMER DIM RALLY.

Is anyone interested in going to a rally in the Shetland Isles on midsummers day week end? (18 - 20 June) its light at midnight.

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CLUB RUN TO COSFORD AIRCRAFT MUSEUM. 4th. APRIL.82.

This museum is adjacent to the flying field at RAF Cosford, it comprises two large hangers containing the smaller aircraft like the Catalina and Shackleton while the larger ones like the Vulcan, Victor, Comet, Belfast, Hastings, VC.10, 707, Etc are outside. The cost is £2.00 for adults and £1.00 for children. It opens at 10 am. and closes at 4.00pm. The bike run will start at 10 am. from the Robin Hood and get to Cosford at 12. Noon. Cosford is on the A41. Newport to Wolverhampton road between Tong and Albrighton. Cars are welcome to meet us there.

RAC/ACU. TRAINING SCHEME.

Those of you who read this newsletter avidly from cover to cover will see in the list of officials the name of Ken Howard. Ken is the present organiser of a training scheme for young motorcyclists that was started in 1947. In the very early days it was members like Wilf Earlam and the late Trevor Cowdrey who made a practical contribution to the training of young people who would otherwise have taken to the roads completely unprepared. Hundreds of learners have passed through the hands of a dedicated group of club members who give up their Sundays regularly to help with this vital work.

I say vital because with the introduction of the new two part test on the 29th. March 1982. the Ministry of Transport itself, advises applicants for part 1 of the test, to take a course of instruction that will prepare them for it. To come along ignorant of what you will be asked to do, is to almost guarantee failure. That is not to say that the test is very difficult, it isn't, but to take in the instructions and to carry them out without faulting is like taking the 'O'Levels without first doing the 'Mocks'.

Last weeks copy of the Motorcycle News (W/E 6/3/82) the rules concerning the size of bike and the taking of Part 1 of the test was clearly explained, and the only thing that was missing was to explain what Part 2 consists of. Part 2 of course is the ordinary motorcycle test that learners have taken in the past.

So who carries out the Part 1 examination?. You might well ask, because this is where the crunch comes. Bearing in mind that this law comes into force at the end of this month (March 82) no one has at present been appointed. You will appreciate that this test is done in the same environment as our own training scheme i.e. in a school playground. You will recall that recently the Manchester 17 wrote to the Minister of Transport Dennis Howell, condemning the way in which he was bringing the new legislation, completely ignoring the facility for testing that our RAC/ACU scheme offered. To make sure that all members appreciate how serious the problem is we reproduce below a letter that Ken Howard received from the RAC in answer to his plea for guidance.

RAC Motoring Services.
Croydon.
2nd. March. 1982.

Dear Mr. Howard,

I can understand the frustration and disappointment expressed in your letter of the 21st. February 82. The situation is far from satisfactory and there is no doubt that the Scheme is falling apart about our feet. The problem is not of our making. We are the victims of circumstances and the new Legislation passed by Parliament.

The situation is that the new legislation demands a Training Scheme that must be run on an entirely different basis which is going to cost a considerable sum of money in Training Scheme terms to establish. So far no one has been willing to provide such funds and consequently we can neither plan nor estimate the future of the Scheme at this time.

Strenuous efforts are being made to see that the Scheme does not die and it seems incredible that the nation can afford to let so much voluntary effort go to waste, but this would appear to be what they are planning to do. The Government will not grant sufficient money to allow the reconstruction of the Scheme and has indicated that it intends to stop all Grants after the 1982/3 financial year.

cont.....

TRAINING SCHEME Cont...

It is certain that we will not be able to conduct the Part 1 testing from 29th. March from Headquarters. Many areas and training centres are obtaining authorisation in their own right, and these will of course be able to undertake part one testing as soon as they receive their authorisation. Headquarters has sent representatives to Cardington for training and we could proceed with testing as soon as money becomes available, and the necessary authorisation can be established. I regret that this could take some months and a conclusion of the negotiations doesn't seem imminent as yet. As soon as we have any definite news, it will be circulated, and all interested parties will be advised of progress. However, the scheme is dissolving away as a going concern, and I appreciate that the scheme is dissolving away as a going concern, but there is nothing that can be done, which is the necessary money.

.....dnoc

Yours sincerely,

S.P.Turner. for RAC.

In the meantime, Ken and his willing band of helpers are carrying on with the current courses of instruction and the Editor went down on Sunday the 7th. March to see them in operation. We have described in previous newsletters the form that the instruction now takes i.e. practical riding instruction on Sundays and theory and maintenance on Wednesday evenings. The venue for instruction is the Moseley School on Turves Road.

The present course has 19 pupils and the pupil to instructor ratio is very good. Most of the learners receive the instruction on their own bikes, and the bikes are checked over and adjustments made before the lesson starts. When control of the machine has been mastered the learners are taken out for instruction on the ordinary roads, after all its no use learning to ride around a playground and then being let loose on the open road, unaccompanied.

The course ends with a test and successful applicants receive a certificate of profici ency. This test has for many years be more thorough than the existing ministry test.

K. Haining.

.....No trials this month, but preparation is going ahead for the Castrol John Simister Memorial Trial to be held on Sunday 25th. April 1982. We are in desperate need of OBSERVERS for this event, anyone caring to volunteer please let me know.

Last week end saw the clubs first cyclo-trial held at Harrat Grange. Unfortunately the weather and the ground conditions were far from sympathetic to this type of two wheeled sport. All credit must be given to Gordon Ruffley and Henry Rosenthal for all their efforts on a long cold wet day.

POLICE TRIAL 17th-18th. April.

Selected club members will have received their regs and entry forms for this grand two day event. Please note that should you decide that you won't be riding please return the regs etc to me so that someone else can get a ride.

Jim Capper. Trials Secretary.

HAVE BIKE WILL TRAVEL Proposed by Geoff Winstanley.

You will see from the account of the committee meeting that in his report the Club Captain asked if anyone would like to go with him to the regional BMF meeting to be held on Saturday the 13th. March. At the time the Editor didn't think that he would be able to attend, but decided on the day that it would be worth the effort, after all its only a one hour ride.

In the BMF magazine the announcement said that Chris Anthony and Geoff Wilson would hold the meeting, in the event Geoff was absent but so too was the other intrepid traveller Geoff Winstanley. Oh well I thought "Whats in a name", as I joined 50 other BMF members who crowded into the pub lounge.

Chris Anthony started the meeting with a resume of the BMF's involvement with the past, present and future legislation that has is and will be loaded on to the motorcyclists of this country unless we can find a way to make our influence felt with the powers in parliament. The first item that was discussed at length was the new noise levels that will come into force later this year. It was agreed that the culprits who have been responsible for this legislation are the accessory manufacturers who market replacement silencers that give a marginal improvement in performance whilst increasing the noise level to a deafening degree. I have met this problem at first hand with the son of my next door neighbour. He bought a bike, stripped off the standard pipes and fitted specials. He then proceeded to attract a group of idiots who like himself seemed hell bent on committing suicide. The noise was terrible and when I asked him to be more considerate I was told that the pipes were "Street Legal". All these lads now have cars and are not interested in bikes any longer. However they did more damage to the interests of genuine motorcyclists than anything else.

We then discussed the new test laws, and here too it appears as if the battle is lost, but Chris pointed out that although in the past the BMF do not appear to have had much success in getting their views across the tide is gradually turning. In the early days we tried to put our point of view across after the measures had been introduced in parliament, and we did it by writing to the Minister. This of course did no good, the next tack was to lobby members of parliament who were sympathetic to our point of view, here again we had little success, but we were making our presence felt and our knowledge of the subject is undeniable. The BMF is currently getting involved at the committee stage in future legislation and this of course is where we can start to influence the officials who think up all these ways of getting us down.

The Chairman of the Royal Enfield Owners Club raised the issue of the number of delegates to the BMF Annual General Meeting that the 'individual' members of the BMF have compared with the number that affiliated clubs are entitled too. He queried the term 'Associate Member' that has crept into the individual membership cards and felt that as the individual members make a greater financial contribution to the 'firm' it should have more votes. It was pointed out to him that although the organisation is called 'The British Motorcyclists Federation', which implies individual motorcyclists, in actual fact it was the affiliated clubs that created the BMF. Individual membership was introduced to increase the revenue and this it did.

The final topic that I stayed for was 'Discrimination' against motorcyclists in pubs and camping sites. Many suggestions were put forward, but in the same way as with noise, it is the minority that spoil it for the majority.

A good meeting that made one point abundantly clear, to make our views appreciated at local level we must lobby our councillors and ask them what they know about biking matters, and when they profess ignorance - educate them.

READERS LETTERS.

38, Linden Avenue,
Altrincham.

Dear Keith,

Yes, at last I am writing to thank you for sending the Newsletter to me through Ron Armsden. I have been very busy making the last eight feet of my garage into a covered workshop. I have a lathe, a four speed bench drill and a grinding attachment for use on the lathe, and trying to keep the damp out of that lot is impossible without its covered in. I am disappointed that Cliff Sommers didn't write to you, I thought he would jump at the chance to talk of his early motorcycling days. My introduction into the "17" was through Cliff. I was then a member of the Stretford Motor Club and Cliff mentioned "How about joining a motor cycle club for a change". What year that was I do not know, but Harry Nield was secretary and I remember a Warwick Wood, George Wood, Stan Berrans and Eric Adcock.

I started motorcycling on a 250 cc. Triumph bought for £5. After a while this was changed for a new 250cc. Triumph and later replaced by a new 350cc 3T Triumph. I then started to be chair passenger in trials for a Peter Black of the Stretford Club. I suppose this whetted my interest for trials. In those days for a few pounds one could make a lightweight trials mount out of a 123cc. BSA Bantam. Then I went to something slightly bigger, a 197cc James which became my everyday hack, touring machine, and trials mount. We even took it to Venice, and then later to Rome. Two up and two small cases- this was in 1958 and 1960. It also went round Scotland many times.

I finished motorcycling two years ago on a 185cc. GT Suzuki Twin, on doctors orders after a thrombosis, though my interest in motor cycling stays alive through Ron. Congratulations on your very interesting Newsletters.

Yours sincerely,

Bob Clare.

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47 Town Lane,
Charlesworth.

Dear Keith,

How good to see the account of the first Annual Dinner. I recall the event very clearly, it certainly was a very snowy period that January.

The bike I was riding was a 1928. 350 OHV Flat Tank AJS. (Index TU.9453.)

The van referred to was the "Sausage Van" driven by John Scholefield. His family had a meat and sausage business and the van was one of the two they had for local deliveries. -- Hence the name. -- It was always referred to as the "Sausage Van" and John often brought it out on runs when either his own bike was under repair or on occasions such as that Sunday when he obviously had offered to get the toboggans to the "Poached Egg Shop" (which in itself is another story if interested) The van was a small 8 hp 5 cwt. Ford.

We had a splendid day in the snow, the ground sloped down from the farm and getting up a "Fair rate of knots" was no problem.

cont....

Letters Cont..

Unfortunately - that wasn't the same when we came to depart as you can gather from Tom's wording, "We finally got all the bikes going" Not one single bike would start. The strong winds had blown ^{snow} over them and the plugs, H.T. leads and the magnetos were wet.

Attempts at kick starting were hopeless, (no electric starters in those days) we all ended up "running and bumping", even then it was far from easy as you can gather from Tom's wording - (Quote) "8-30 pm. we decided to go home" and (Quote) "Started for home 9-15 pm.". Just under an hour to get all the bikes started.

The run home was far from easy 2 hours from Maccs to M/cr!! From Hazel Grove onwards it was in those days all tramlines and setts - very unpleasant in snow.

However it was a great day, I'm glad I didn't miss it.

All the best,

D. Anyon.

It is not possible for all the club members to borrow the records from which the accounts of runs are taken, so that when reference is made to places like the "Poached Egg Shop" etc. which the original 'Gang' visited time after time, it is great to have members personal recollections of the places.

Ed.

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OVER HILL AND DUGDALE.

Reprints from 1936 Log Book.

Sunday Feb. 2nd. 1936.

RUN TO DOVEDALE.

Present. Messrs. Scholefield, Anyon, Lacey and Bunney, Binks and Dugdale.

The club met at 10 am. and led by Vice Captain Scholefield in his sausage van proceeded via Stockport, Hazel Grove, Whaley Bridge, Long Hill, Buxton to Hartington. We parked the bikes just outside Hartington and walked about a mile down Dovedale. We found an old mine and went down it, but it was only about 30 yards long. After this exertion we returned to the bikes and started to have our dinner, but it started snowing, so we all piled into the van to finish our dinner. It continued snowing until 4 pm. so we all stayed in the van and had a sing song. We decided to go to the Poached Egg Shop for tea, so we set off through Longnor, to Leek then on to Macclesfield and Rainow. We were lucky to get a room in the cottage to ourselves and we stayed talking and listening to the gramophone in front of a nice big fire until 8-30 pm. Then we returned home via Bollington and so to bed.

T.A. Dugdale.

SPORTING REPORT. by Sandra Wood.REPORT ON NATIONAL MEETING - OULTON PARK - MARCH 13th. 1982.

This was the first Oulton Park meeting of the season and it was of National status.

For many riders it was the first time that their machines had come out of wraps since October, and as usual, the first few meetings of the season are cold ones. In fact, this was colder than most, necessitating the removal of a scattering of snow and ice from the van windscreen before we could even leave Stockport. However, on arrival at the circuit at 6.00 am things looked a little better, with just the odd iced over puddle on the track.

Standing shivering in the scrutineering queue I had to give a thought to the poor marshalls who would have to stand in the cold for most of the day, unable to make a hasty retreat to a van when the cold got too much - and another thought - the colder you get the more frequent are the trips to the loo - what do the marshalls do when they have to pay a call? (answers please on a postcard to Adamsons of Stockport.)

Anyway the first practice session got underway at 8.00 am. with most people taking great care due to the conditions, but the second practice saw the sun thaw the icy patches and things really began to hot up.

The two Manchester 17 members riding, Karl Adamson and Dave Ashton seemed to be plagued with bad starts throughout the day, but nevertheless both ploughed through the field before carburetor failure struck Karl's machine as he was in eighth position forcing him out of the race, but Dave Ashton finished a good mid-field position (exact position not known) in the final round.

All in all and breakdowns aside, an enjoyable first meeting of the season. The next meeting for the Adamson camp will be the International at Donington in April- must get that carburetor fixed. Once again thanks to all those marshalls who stand cross-legged and cold. Perhaps they all ought to be issued with a Yogi-bear style fur coat like Roger Richards.

Anyone wanting a copy of the 1982 road race dates - these are available on request.

DARLEY MOOR MOTOR CYCLE ROAD RACES. 21st. March.82.Report by Nicholas Haining.

The worst thing that can happen to a spectator at a race meeting is for the public address system to break down completely. Unless you have positioned yourself on the start and finish line you have no idea who won or how close the finish was. This was the position that I found myself in at the first Darley meeting of 1982. The weather didn't help either, it rained throughout the practice and continued all through the racing, a heavy drizzle, not enough to cancel the meeting but bad enough to reek havoc at the chicane just after the start where I positioned myself.

The practice laps were punctuated with spills and thrills as the riders got used to the track and conditions. First a big Honda slid off the track and broke his handlebar, several riders lost their way and took a short cut across the grass most managed to stay in the saddle but two parted company. Then the first major pile up, two X7's and a 350 LC collided going into the chicane and out came the red flag.

The classic case of a rider who forgets to put his feet down when the bike stops occurred when the rider of a Suzuki 1000 ran out of road ended up on the grass and promptly fell over.

I had been asked by the Editor to report specifically on the performance of club members in particular Dave Ashton, but wouldn't you know it he hadn't entered, and the rain kept coming down. One machine that did make me sit up and take notice was the 1000 cc. Suzuki Katana making its first appearance at Darley it finished in the first three in the production race ridden by M. Allen.

We looked in the Motor Cycle News to see if we could glean some results to give you but they reported nothing, it was just one of those days, lets hope the next meeting in April is blest with better weather or that at least they have repaired the tannoy.

Ed.

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MUTUAL AID.

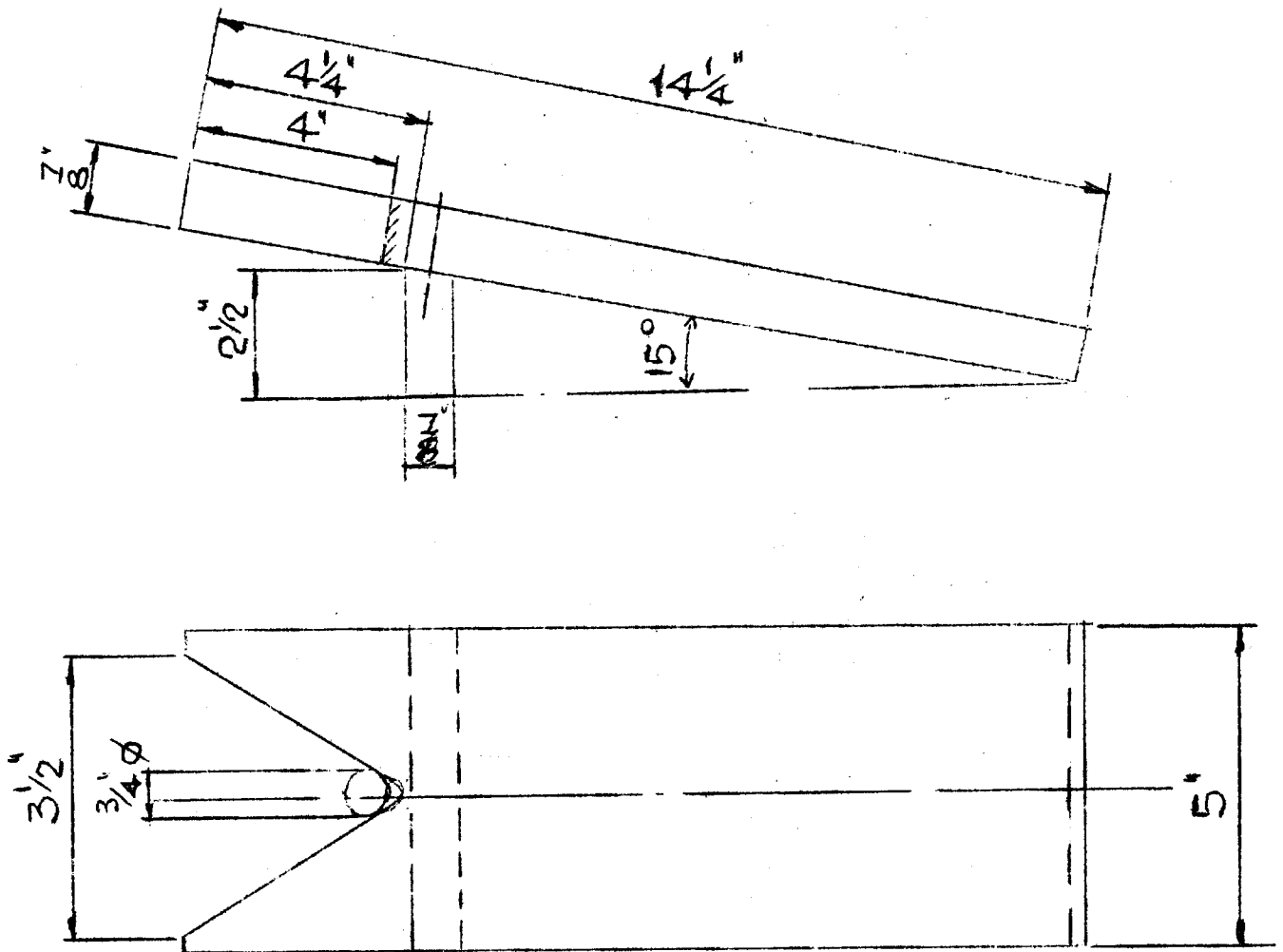
- FOR SALE. 1-Bike Rack bolts on to tow bar bracket. Adjustable for most sizes of bike. Good condition. £25.
Tel. Bernard Bailey on 061-224-0736.
- FOR SALE. Honda CX.500A. 1980. Avon Fairing (Arrow) Tank Cover, Sigma K & Q Seat. Motad 2-1 Plus Standard System. Rack and Panniers £850. O.N.O. Tel. Frank on 061-456-4349.
- FOR SALE. Honda. 250 N. 'V' Reg. Silver 3000 mls. Any reasonable offer.
Tel. Tim Clark on 061-427-1136.
- FOR SALE. 1979. Honda CX500. Black. Crash bars and carrier. Good clean condition. £750.
Tel. Geoff on 061-437-1285.

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.

THE BOOT PULLER OFFERER

By. Keith Haining.

Many years ago I used to cycle out from Wolverhampton to Bridg north to help on a farm, and one piece of useful equipment that we had was a thing for pulling off your boots without getting muck all over your hands. It may be that you use your wife for the same purpose, but if the service is not reciprocated you may find yourself in the mire. Having made the boot puller..... you use it by putting the heel of the one foot in the vee and by standing with your other foot on the sloping ramp, draw the first boot off. You then reverse the process. It helps to keep your socks clean if you wipe the soles of you boots before standing on the ramp.



Make from softwood and screw together, sand down sharp edges