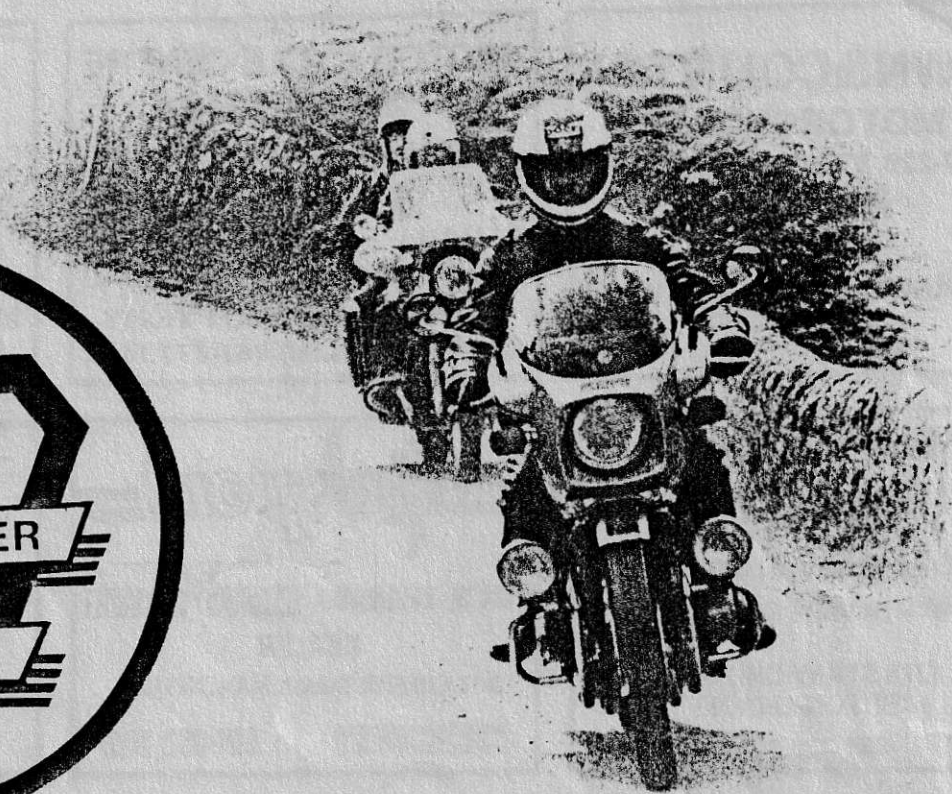




MANCHESTER 17

MOTOR CYCLE CLUB

NEWSLETTER

MAY 1987



DEALERS

* DISCOUNTS TO CLUB MEMBERS

TOWN&COUNTRY MOTORCYCLES

227-229 STOCKPORT ROAD
ASHTON-U-LYNE

061-339 3918

136, BUXTON ROAD HEAVILEY
STOCKPORT
061 - 483 2804

MOTOR CYCLE CENTRE

061-480 3346

2 CARRINGTON ROAD
STOCKPORT

YAMAHA SUZUKI
HONDA KAWASAKI



WHILE-U-WAIT MOT TESTS
SPARES HOT-LINE 061-477 3423

TRAVIS SPARES

UNIT 3 WATERLOO WORKS, off
UPPER BROOK ST., STOCKPORT

NEW &
SECOND HAND BRITISH
MOTORCYCLES AND SPARES
HELMETS AND CLOTHING.

* CLAREMONT

Motor Cycles Ltd.

TEAM YAMAHA SERVICE
AND HONDA DEALERS

275 STAMFORD ST.
ASHTON-U-LYNE

061-330 3418



UK'S LEADING MOTO GUZZI
DEALER

8-14 CHESTER ROAD, MANCHESTER

DUCATI

061-832 7067

ARMSDENS MOTORCYCLES

AGENTS FOR SUZUKI

147 ASHLEY ROAD
HALE CHESHIRE

061-928 2104

BARBOUR - BELSTAFF - KETT
STOCKIST

HIGH PEAK MOTORCYCLES

ROAD & TRAIL

SALES
★
SERVICE
★
FANTIC MOTOR SPARES

MOT TESTS WHILE-U-WAIT

ALBION ROAD NEW MILLS
TEL. NEW MILLS 42289



16/20 Chester Road,
Manchester M15 4NT.
Tel: 061-832 2632

Kawasaki Specialist Centre.

On ya byke

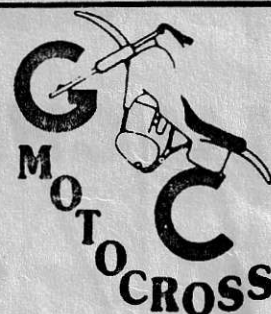
discount bike bitz !!!

IF WE CANT DISCOUNT
IT WE DONT SELL IT

IF WE HAVEN'T GOT IT
WE CAN GET IT

285. deansgate, mcr. 148. derby st. bolton
061-833 0882 0204 393202

THE RANGE OF MAKES
AND GOODS WE SELL
ARE TOO MANY TO LIST



COMPETITION BIKE BREAKERS

267 STAMFORD STREET
ASHTON-UNDER-LYNE
Nr MANCHESTER
TEL: 061-344 0117

H D CARTWRIGHT MOTORCYCLES Ltd

74 BUXTON ROAD, STOCKPORT

061-480 5180

ACCESSORIES

M.O.T.



SALES

SPARES

SERVICE

* ADAMSONS STOCKPORT

FAST, FRIENDLY SERVICE
SORIAU ELECTRONIC PERFORMANCE
TUNING PLUS SORIAU ROLLING ROAD
TEST BED MORIWAKI N/WEST DEALER ALL
JAPANESE MAKES SERVICED, REBUILT
TUNED ACCESSORIES TOO NUMEROUS TO
MENTION

SEE US AT:— 240 STOCKPORT ROAD,
CHEADLE HEATH
TEL: 061-428 9599



SUZUKI

B.J. West

(MOTOR CYCLES) LTD.

336/340 DEANS GATE
MANCHESTER M3 4LY

TEL: 061-834 1520

YAMAHA

VESPA

* SKIDLIDS

AGENTS FOR

BELL-AGV-NAVA-DRIVER
& NOLAN SAFETY HELMETS
LEATHERS BY
WOLF-DAINESE-AGV ETC.

293 DEANS GATE, MANCHESTER

061-834 1501

BOB LYDIATT

MOTOR CYCLE REPAIRS
WELDING — MOT'S — CYL. BORING
CRANKSHAFT REPAIRS
WHEEL BUILDING — ETC.

C/o Town & Country M/Cs

227-229 Stockport Road
Ashton-U-Lyne

061-339 3918

B. G. C.

MOTORCYCLE ENGINEERING
(BRIAN CAPPER)

SORIAU TUNING — CYLINDER BORING
FRAME STRAIGHTENING
IN MOTOLINER JIG MACHINING
FORK STRAIGHTENING — HELICOILING
WELDING AND ROUTINE SERVICING
ST. PAULS PLACE NORTHWICH
0606-47249

171717171717
 7 * **** 1
 1 * * 7
 +++MANCHESTER+++
 1 * * 7
 +++M.C.C.+++
 1 7
 717171

NEWSLETTER

May 1987

Produced by Geoff and
 Jennifer Winstanley.

Meetings every Tuesday at 'The Grey Horse', Wharf Street,
 (off Lancashire Hill), Stockport.

OFFICIALS

PRESIDENT : Ron Weale Tel.06632 5794
 18, Jacksons Edge Road, Disley, Stockport, Ches.SK12 2JE

CHAIRMAN : Dennis TaylorTel.061 487 2525
 7, Sundial Road, Offerton, Stockport, Ches.SK2 5QU

TREASURER : Joan Burgess Tel.061 338 5731
 19, Rose Hill, Stalybridge, Ches.SK15 1UT

SECRETARY : Jack Chatwood
 104, Warwick Road, Heaton Moor, Stockport, Ches.SK4 2NL

MEMBERSHIP SECRETARY : Jennifer Winstanley Tel.061 431 3661
 NEWSLETTER EDITOR : Geoff Winstanley
 30, Windmill Lane, Reddish, Stockport, Ches.SK5 6SW

TRIALS SECRETARY : Jim Capper
 4, Waverley Drive, Cheadle, Ches.SK8 7QE

ENDURO SECRETARY : Bill Bristow Tel.061 301 4918
 397, Manchester Road, Droylsden, Manchester.M35 6QF

RALLY SECRETARY : Pete Lawton
 5, Sandstone Drive, Wincobank, Sheffield.S9 1DU

TRAINING OFFICER : Roger Richards Tel.061 456 4941
 49, Woodsmoor Lane, Woodsmoor, Stockport, Ches.SK2 7AZ

RIGHTS OF WAY OFFICER : Vernon Leigh
 2, Marton Green, Bridgehall, Stockport, Ches.SK2 8LY

ORDINARY COMMITTEE MEMBERS

BRIAN STARKIE
 105, Bramhall Lane, Davenport, Stockport, Ches.SK1 6HZ

PETER CUNNINGHAM
 22, Harleem Grove, Offerton, Stockport, Ches.

EDITORIAL

We had one entry for the newsletter cover competition, so I think the result is a foregone conclusion. But you will have to wait until next issue to see it on the front as it has to be passed by the committee. Mike Ledger has produced us some first class line drawings of various machines, including of course a trial bike! Now there will be no excuse for trial riders not producing write ups about their sport.

It's good to see bikes back outside the clubroom again. We have a couple of new road riding members and a handful of converts from the enduro side. So the time seems ripe for a revival of the road section ... if only someone would put some effort into organising something. Let me know if you want to go anywhere on your bike, or know of somewhere to camp and when. I will let everyone know who is likely to be interested. Or how about someone producing a road trial or treasure hunt? What we really need, of course is a Club Captain to do the job permanently.

Geoff Winstanley

EVENTS

- 1st. - 5th. June ... Isle of Man T.T.
- 7th. June Giant Midlands Autojumble
at Newark showground 10am - 5pm.
Details from P.O.Box 61, Chesterfield.S40 1QQ
- 4th/5th. July..... National Rally - See article
- 18th/19th. July Daffodil Rally in North Wales
run by BMF, details from John Horrobin,
61 Escolme Drive, Greasby, Wirral,
Merseyside L49 1SF.
- 20th. July Motorcycle show on Chester racecourse with
road safety rally, trade stands and perhaps
an international grass track event.
Details from John Horrobin as above.
- 26th. July Dave Rowland Trial, Details from secretary
of the meeting, Ken Roberts 17 Mill Lane,
Hazel Grove, Stockport SK7 6DN
- 28th. July BMF Ripley Breakfast Run, starts at 7am.
Ripley market place. Finishes at the 'Little
Chef', Waterhouses. Book breakfast at least
one week prior. To Cyril Julian, 25 Wilmot Dr.
Smalley, Derbys.DE7 6EL

NATIONAL RALLY

Despite the extra one hundred places, this year's National Rally was fully booked by 25th March, six weeks earlier than last year. None of Manchester 17 managed to get an entry, but we are going to operate a control again, near Buxton. We intend to provide some refreshments this year.

Once again we are looking for volunteers to man the control. This year the control will not close until about 6am., so anyone who doesn't mind the night shift would be particularly welcome, but if you can spare any time between 1.30pm. on Saturday July 4th. until Sunday morning it would be appreciated. Please contact me if you can help.

Geoff Winstanley

PATHFINDER AND SCOTTISH CASTLES RALLIES

The Association of Independent Motorcyclists is running it's 'Pathfinder' competition once again. This year the theme is canals. The aim is to visit five canal side locations, out of the ten provided, sending photographs to show that you have been. You also have to visit one compulsory site. Entries, costing £10 per machine are judged on correctness, originality and presentation, and you can choose between classes of : best presentation, highest mileage, lowest mileage, best passenger or best classic bike. You make your own route and visit sites at any time until the end of September. Details from A.I.M. Pathfinder,
88 Beacon Road,
Coventry. CV6 4DQ

The 'Scottish Castles Rally' sounds similar, visiting sixteen Scottish castles instead of the canal sites. I don't have any more details, but they can be obtained from Colin Pate
36, Willowbank,
Ladywell,
Livingston,
West Lothian, Scotland.

CHEAPER RAC MEMBERSHIP

Both the BMF and ACU give discount to affiliated club members who join the RAC through them, in the case of the BMF this amounts to 15% off the usual rates and no fees for joining or additional card. I do not have details of the ACU discounts, but I imagine they are similar. Details from the ACU or BMF.

NORTON WANKEL

Norton are finally to sell their rotary engined bike to the public. It is due to be released on 20th December in both air cooled and water cooled forms. It sounds like a nice bike if anyone wants to buy one.

CWM OWEN ENDURO '87

By Andy Turner

Well, for a kick off, the weather was perfect on the Saturday afternoon. I loaded my bike onto the trailer with Vernon and Mark. We left my house at about 3pm. and went to pick up Mark's girlfriend, Mandy. We finally set off at about 3.30pm. and made tracks to Builth Wells, stopping at about 75% of the garages en route for a bottle of tyre-weld. This was a waste of time as nobody stocked them. Mark and I bought an enduro watch each, a real good bargain at only £1.99, with time, date, seconds and even a light. I reckon the batteries will be about £3.

We arrived at Builth Wells at about 6.45pm., and unloaded all the gear at the Swan. Vernon, Mark and I left Mandy and Paul at the Swan, whilst we headed for the track. We unloaded the bikes, and Mark and I went walkabout on the special test. It was fairly long and very well laid out. We studied the lines and I tried to remember the awkward bits. Then, when satisfied we walked back to the car, and an hour later headed back to the Swan, where we all had a good meal and a couple of drinks. Later, Mark, Paul and I played a few games of pool and at around midnight all went off to bed. I must have had a horrible pint or was feeling nervous because I had to make several visits to the loo during the night.

About 6.45am. I was up and about and first thing I did was have a look at the weather. It was, again, fine and dry. We all had a good breakfast after which we reloaded the gear onto the car and set off once again for the track. After unloading we signed on and got our times, then took the bikes through scrutineering.

Mark was first away at 10.11 and I was away at 10.13. I managed to arrive at the first check in 5 minutes early. The special test was next and I spotted Mark flying around. I reached check 2 about 4 minutes early. Vernon was there helping everyone through; he told me to give my bike a quick check over and adjust if required.

Check 3 was back at the start and I was about 5 minutes early. I refilled the bike with fuel and refilled myself with orange juice. As Joan, Bill, Paul and Mandy poured free orange down my throat Mark came in to check 3 and left before me. We were riding close together, but both went off in the wrong direction, we soon realised our mistake and put ourselves right again. By check 4 I was only a couple of minutes early.

On the second special test I got a quicker time and then made my way to check 5. Before reaching check 5 I made a bad landing on the lip of a bog. My suspension was tested to more than maximum. It felt like my backside was on the ground and my frame was where my head should be. I was lucky I got out of it okay, but noticed my seat was now positioned some three feet forward and was pretending to be my petrol tank. I had snapped the seat bolts. I still carried on until I reached check 5 having given my kidneys a right good knocking and being made 1 minute late. Having temporarily fixed the seat I sat down between check 5 and check 6 because of the bashing my kidneys had taken. Also by this time I had cramp in my sides. Coming to check 6, which was also the start, finish and refueling area, my temporary seat just had to fall off, with everyone looking on!

I was really mad and told Vernon "blow it, I'll ride without a seat". Gordon came to the rescue with the zip ties I should have thought of earlier. Whilst Gordon fixed the seat back on Mandy was wiping my face and Paul, Joan and Bill were refuelling both the bike and myself.

Off again to check 7, by now I knew all the bad spots and avoided them where possible, but arrived 2 minutes late, this time noticing that I had lost a side panel. On leaving check 7 to go to check 8 one of my very special homemade clutch cables snapped, this I changed quickly. Between 8 and 9 I dropped my bike riding it down a very steep off camber. This time a lever was to suffer and yet another repair to put it right. I was 24 minutes late by the time I reached check 9, I was not too unhappy with this but, very dischuffed that my homemade, cheap and nasty cables and levers had let me down. (I must remember not to do any more homemade stuff.)

At the finish Mandy was there with a bottle of Guinness. A big thanks go to Joan, Mandy, Bill and Paul, and special thanks to Vernon for taking me down to Wales and for his advise, also putting me right when needed. Thanks also to Gordon for the zip ties that saved my kidneys and backside. I had a great day and learnt a lot of what not to do.

SCRIBBLES FROM THE CHAIRMAN

Once again it's nice to see our Ron back in the clubroom after his operation, taking an active part on the committee. Sorry to see members in general not showing a lot of interest in the club. Perhaps it's because we don't seem to have much activity on club nights. It seems ages since we had a good film show, or someone coming along to give us a talk on something to do with motorcycling etc. We really do need a social secretary. Please!, there must be someone out there who can take this important job on. It's your club, nobody is paid for doing anything it's all for everyone's enjoyment. If we are to survive we must all make the effort. Perhaps this job can be shared between two or more people. If anyone has any suggestions please let me know.

Geoff is struggling to find material for the newsletter, there must be some news about your motorcycling activities. Come on you trials riders, road riders and trailers!, it's not that hard to put pen to paper. It's strange to see the effect these machines on two wheels have on us humans - they are definately a bug which bites deep. Whats better than riding yer bike? No matter what kind or size, they still beat the four wheel box. What inspires me to write this is the fact that some of the enduro lads have, perhaps temporarily, lost interest in getting muddy and have bought themselves road bikes, and still seem to be enjoying themselves. I like the one about Brian Green who told his wife he was just going out to post a letter and ended up at the Cat and Fiddle.

It's also nice to see the influx of young blood in the form of Andy Turner and Mark Leigh, the son of the famous Vernon. Both have taken a keen interest in trail riding and enduros, and both are great buddies apart from the enjoyment of biking. Companionship is one of the great things I have had since I joined the club.

Thats all for now folks, but please, please all make the effort to put something into our great and respected club.

Yours Dennis Taylor.

NATTERJACK TWO DAY ENDURO (2nd/3rd May)

Report by Jack Chatwood

The second round of the British Enduro Championship was the Natterjack Enduro, run by the Army down at Bordon in Hampshire.

Scrutineering was held all day Friday until 12.00 midnight, this meant that as long as you had Friday off, getting your bike sorted was no problem. Some people used the Friday and the vast amount of space available at the Army camp to prepare their bikes. Championship runner Tim Hughes had his KTM 250 in every possible piece imaginable, a complete strip and rebuild before teatime!

The noise test was a bit of a farse. They tested the machines in the doorway of a hanger; mind you they didn't fail anybody. The parc-ferme was situated in the hanger as was the work area, nice and dry. Times and time cards were available on the Friday which also made Saturday morning more relaxing, or should have done!, but more about that later. After the bikes had been scruteneered I went to walk the special test with Duncan McDonald who is from the Y.E.C. Deep sand to start with followed by a series of bends with man-made hollows and hill in between. Too high to jump, so I thought. Then it was into the trees for 100 yds. or so, more sandy bends and hollows, some more trees and then the finish. It took us one hour to walk it. When that was done it was time to find our accomodation. We were staying in the Hop Poles Public House in Alton.

After a good breakfast on the Saturday morning we loaded up the car and pick-up with the gear we needed for the day. We intended to drive to the check out on the course, leave the car with my mother and Jez Wall's missus and then Phil, Jez and myself would go to the start, well that was the plan. Jez came to start the Escort, but no joy. All the teeth on the timing belt had stripped!!

"Every-one in the pick up"

I drove, Julie and my Mum were inside and Phil and Jez had to sit in the back with the petrol cans and all the other gear. After we had dropped the ladies off at the check we got to the start with only 8 mins. before my start time. No time to worry, I got my bike and was on my way.

The first section was all in deep whoopy sand, but with it not raining it wasn't too bad. In no time I caught up with the sidecars which had set off first. It was dicing with death trying to get past them. After an average sort of special test and a bit of open going the first check came up. Everyone had 6-8 minutes to spare, so it was a quick look at the bike and off onto the next section. This was the tightest section on both days and contained the worst going. There were a couple of rocky uphillls and a few really helter-skelter straights; which if you go wrong sent you over the bars, as happened to a few people. There were still a few of the fast sidecars in front and you could tell where they'd been because all the trees had chunks taken out of the bark. All the checks on the Saturday were 'do-able' without having to take any risks. Those who went out, did mainly because of mechanical problems due to the length of the course, 152 miles for Championship and Experts, 114 for Clubmen. The most eventfull happening of the day for me was on the last of four laps after about

140 miles when Junior Trophy rider, Geoff Hand passed me, leapt into a bomb hole and did a one handed leap out of it. The silly B..... was playing about after six hours in the saddle!

Jez and I were both clean on time and didn't fall off on the special tests, so we were quite happy. We picked up my mum and Julie and went back to the Hop Poles where we had a bath and a Newcastle Brown. After an excellent curry at the local Indian gob burning house, we all retired early, ready for another busy day.

Day two, we still had the same transport problems, but this time we gave ourselves more time to drop off the ladies and get to the start area. After a few adjustments to the Maico I was off again. This time though, the course was reversed and we had only three laps to do. The organisers had tightened up the middle check, but it was still attainable without going daft. I'd soon passed the sidecars that were left and it was nice, uninterrupted going. There were a few more incidents today though. One of the sidecar crews had clipped a wooden platform and turned upside down injuring the driver. Luckily they were just before a check and medical attention was close at hand. Poor Wayne Lewis had got into the check 8 minutes early, filled up with petrol and waited for his time to come up. He went through the check and realised he had a rear wheel puncture and this was the tightest check of the day. He repaired it and earholed it to the next check, but arrived six minutes late losing gold medal he had up to that point. Glyn Richards jumped a rise and nearly ended up in a pond, he only avoided it by hitting a gorse bush. Jez had a front wheel puncture, but managed to fix it without losing time. Poor Kieth Bruce had travelled for eight hours from Scotland to get to the event, but was excluded at the end of his penultimate lap for a noisy bike. The weather turned funny today as well, half the course was in sunshine and half the course had rain and hail storms.

We both finished clean on time with Silver medals. Thanks must go to the family for the excellent crewing and the brave AA man who spent four hours in a confined lorry cab with my brother and Jez not 24 hours after a visit to a curry house.

NEW VISOR LAW

The DTp are introducing new legislation as from 1st July 1987 It will be illegal for drivers, pillion passengers, (not in a sidecar) whilst riding a motorcycle to use an eye-protector (i.e. visor, goggles etc.) that does not conform and carry one of the following three markings indelibly marked on the eye-protector lens:

BS4110XA

BS4110YA

BS4110ZA

Tinted eye-protector must also be marked 'DAYTIME USE ONLY'

Wearing of non complying eye-protector - maximum fine £50.

Selling or offering to sell non complying eye-protectors - maximum fine £200

If involved in an accident whilst wearing a non complying eye-protector this could be used in evidence and affect your insurance.

THE GREAT OR NOT SO GREAT NORTHERN BIKE SHOW

By Geoff Winstanley

All right, so I got the date wrong, but I wasn't the only one, as I just copied it from 'Motorcycle Rider'.

The show was held in the Belle Vue exhibition halls a week before they were due to be pulled down. The first thing to hit us as we walked in was smoke, with a burnt, greasy smell coming from the burger stands at the other end. The hall looked stark and empty without the brightly lit stands and banners that used to adorn the old style Belle Vue bike shows. The gloom seemed to reflect the venue's impending fate and was not helped by punters being mostly dressed in the traditional unwashed tatty denims. In contrast the first thing we came to was the custom section with their vivid shining paint jobs. The far end of the hall was devoted to scooters, again mostly customised; customising scooters may sound a bit bizarre but the idea is catching on, partly because they are relatively cheap. I must say it's not a bad idea considering they don't handle or look impressive.

In between the custom bikes and scooters was a disco stage and video screens. As we made for the second hall we noticed 'Vee Four Victory' was showing, and was just about to start the good bit. So we stopped to watch the bikes eye view of Joey Dunlop riding the TT course once again.

In the second hall we found a brace of vintage machines and the burger bar caravan that was creating all the smoke and smell, that we had noticed as we came in. By this time we had been well put off sampling their wares. Heading back towards the front of the building we passed a couple of club stands, including the Goldwing Owners Club stand manned and organised by Roger Richards. Roger was obviously better informed than the rest of us as the Manchester 17 only got it's invitation to produce a stand the day before the event. The rest of the exhibition was given to trade stands selling a typical assortment of accessories and regalia.

It was an interesting day out, but barely worth the £2 entrance fee. I don't think you missed anything if you didn't go.

FOR SALE ***** FOR SALE ***** FOR SALE ***** FOR SALE ***** FOR SALE

Cossack - Reliant - Watsonian

Special sidecar outfit with reverse gear. Needs attention, must go, no reasonable offer refused. Contact the Editor.

MZ TS 250 -1 sapa 5, rebuilt rear wheel, new rear tyre and chain for spares or repair. Offers to the Editor.

ETHEROW/GOYT VALLEY PLAN:

Downgrading of certain RUPPs

Update

Members will recall Vernon organising opposition last year to the downgrading of certain RUPPs used for trail-riding in the Mellor - Strines area. Stockport M.B.C. have recently published their response to the objections. Regarding proposals 56, 57, 58 (to which we had objected) their position is as follows:

"Following consideration of the large number of objections relating to proposals 56, 57, and 58 it has been concluded that the Council should not object to the deletion of these proposals from the local plan."

"It is further considered that the Highway Authority should undertake a review of all RUPPs in the borough, as required by the Wildlife and Countryside Act 1981, as a matter of some urgency. You are probably aware that the Council's Director of Works has now started to collect evidence of usage as part of this review of RUPPs under the 1981 Act."

This does prove that objections do achieve something worthwhile.

We believe that the Inspector will accept the deletions of these proposals, so that our attendance at this Public Enquiry, i.e. on the Etherow - Goyt Valley Plan, will be as night watchmen in case either the Ramblers or the horses spring a surprise. We will be confining ourselves to saying that the Plan ought to have included express provisions for non-competitive motorcycle leisure activity.

The battle is very far from being won, however, but the forum has shifted, hopefully in our favour, as any new enquiry on the fate of ALL the RUPPs in the borough will be far more concerned than the present enquiry would have been with User Evidence and ancient status.

To this end Vernon Leigh is urgently collecting User Evidence for this review on our behalf (and Geoff Bostock on behalf of the T.R.F.) If any member, member's relative or friend has ridden any of these RUPPs for more than 5 years (20 years plus would be ideal) and has not yet filled in User Evidence Forms please contact Vernon Leigh (or me by phone.)

We stress once again: this is IMPORTANT and it is URGENT.

Edgar Rosenthal (Tel.061 427 1755)

—

3

1

TRADES & AIDS

LEON P. MINNE

Delicatessen

15A PARK LN. POYNTON

0625 874601

COOKED MEAT, FISH, CHEESE, ETC.

VICTORIA MOTORS

26 UPPER BROOK ST.
STOCKPORT

BODYWORK
WELDING
GENERAL OVERHAULS

Telephone: 061-480 4755

S. & R. MOTORS

26 UPPER BROOK STREET
STOCKPORT

TEST CENTRE FOR
MOTOR CYCLE MOT'S

Car Sales and Bodywork
M.O.T. WHILE-U-WAIT

Telephone 061-480 4755

Dial Auto Electric

Electrical Repairs to
CARS and MOTORCYCLES

061-483 0961

GARDNER & TAYLOR Ltd

Building Contractors

061 487 2525 *EXTENSIONS
061 429 9841 *GRANT WORK
ETC

G.B. TROPHIES

For all Sports Trophies

CUPS - TANKARDS - SHIELDS

Engraving Service

175 Bramhall Lane
Stockport

Telephone 061-480 5818

BRIAN GREEN

CENTRAL HEATING
and PLUMBING
CONTRACTOR

061-483 4175

HB Printing Co.

Printers and Stationers

Specialists in small quantities of
Commercial Stationery
Letterpress and Lithographic Printers
A QUOTE COSTS NOWT

175 Bramhall Lane - Stockport
Telephone 061-480 5818

THE GREY HORSE HOTEL

(Greenall Whitley)

WHARF STREET, STOCKPORT

*mine hosts John & Kathleen
invite you to enjoy a drink in a
friendly atmosphere*

BAR SNACKS & LUNCHES
SERVED DAILY

V. LEE

French Polishing, Furniture
Renovation, Cabinet Repairs
Antiques Restored

High Class Workmanship

All Work Guaranteed

Tel: 061-429-0160

PLEASE

SUPPORT OUR ADVERTISERS