

Manchester 17 *M.C.C.*



Founded 1935

Newsletter November 1995

** 60th Anniversary Edition **

Club News

The Editor writes - 60th Anniversary - Great Northern Bike run - Michael Portillo apology

The Editor Writes

Well kiddywinks, here is Novembers throbbing, pulsating and awe inspiring newsletter - full of slander, cheek and general banter.

Thanks

First off, mucho thanks to Rick Stewart for his article on the history of the club, which you will find later on in this 60th anniversary special - well done mate. Although, we nearly didn't have enough room due to all the readers letters (not!).

Licra

Well, the enduro season is well underway now, with most of the club members doing it in the dirt. Meanwhile the trials bods do it nearly all year round (a good excuse to wear tight licra pants against your bare skin, eh chaps?).

Sponsors - take note

The road racing season is all but over now due to the lack of decent weather and a lack of funds (donations to the usual address). There are lots of brave and poor people out there - all power to your right wrist boys (oohhhh! Missis!).

Also in this issue are details of what it was like when I raced a Triumph Speed Triple, i.e. Frightening, bloody scary but in a oh-my-god, pants bulging, super satisfying feeling that riding other bikes does not

give. Well enough dribble from me. yours on one wheel.

Mike Shaw.

60th Anniversary 1935-1995.

It's difficult to believe, but your favourite motorcycle club is 60 years old! To commemorate this auspicious occasion we sent Rick Stewart into the dark, musty archives of the club and told him not to come out until he had produced an article on the club's history (he likes dabbling in strange places - he's into trials after all). Luckily Rick excelled himself and as an encore also wrote a piece on the man who gave his name to the Dave Rowland trophy. Read and enjoy!

Party Time!

Yes! We're also going to organise a special 60th Anniversary party - No expense will be spared for a night of wild excess and celebration! See the end of the newsletter for details.

Great Northern Bike Run.

The 1995 Great Northern Bike run which raises funds for the Make a Wish children's charity, was held on October 8th. Around twelve thousand bikers descended on Oulton Park to join in with the celebrity led rides into the Pennines and Wales. This year, the Manchester 17 M.C.C. had a

small but very useful hand in helping with the organisation of the event - for club members Andrew Owen, Allan Fitzpatrick Cunningham whizzed around the countryside in Pete's newly purchased Dutton kit car and put up direction markers at various places along the route.

Michael Portillo - An Apology.

You may remember that in the last issue of the newsletter we launched a bit of a character assassination on Michael Portillo, the Governments defence minister. We said he was smug, insincere and drove a Volvo. Unfortunately we have been forced to apologise: Sorry, Michael we were wrong to say you drove a Volvo. However, as you are a right wing, bigoted, self seeking, (*er, cut!*).

A Disclaimer.

Er, the editorial team would like to point out that any material printed in this newsletter does not necessarily reflect the views of the Editor or the club as a whole. These pages can be used for anyone to express their views and opinions. We believe to editorialise the words of our contributors would be to impose censorship. The above apology was sent in anonymously on a piece of paper wrapped around a brick, which was thrown at Mike Shaw as he commuted on his way to work.

OF POACHED EGGS AND DIAMONDS

From 1935 to the Diamond Jubilee

How do you fancy paying just two bob for the Club Christmas Dinner?

Sounds good, doesn't it? The problem is there are just twelve seats and you're a few years too late. Sixty years ago this year (that's in 1935 to those of you who need to take your Sidi's off to get past ten) a group of friends with a common interest in motorcycles got together and decided to form a club. Responding to an advert placed by Eric Cave in the window of a cafe in Chorlton, their first meeting was in the April of that year. The question of what to call the new club apparently took some time to settle until someone suggested they count the number present and use that as the name. With an attendance of seventeen prospective members your favourite club came into being.

That first Christmas Dinner cost 2/- per person and was held at a cafe in Rainow on January 19th 1936 with a sledging session beforehand. (Just 10p! Any chance you can get us in somewhere for that, Mark?) Starting from the Princess Hotel, Mauldeth Road at 2.00pm, most of the twelve present were on bikes with the toboggans being taken along in a van. The actual dinner commenced at 6.30pm and finished with two helpings of Christmas pudding around 7.15pm. Leaving at 8.30pm and finally getting all the bikes going at 9.15pm, they started for home "expecting some trouble as it had been snowing hard and blowing a blizzard ... the roads were not too bad, none of the snow drifts were more than 2 feet deep."

So where do those poached eggs of the heading fit in, then? Well, it seems that the vast majority of the Clubs' weekly runs in those early years either passed by or ended up at Mrs. Tinleys Cafe/Poached Egg Shop in Rainow for dinner or tea, whatever the weather and wherever they'd been. Touring round Dovedale and the Manifold valleys: poached eggs afterwards. Trip to a grass track meeting at Delamere: poached eggs for tea at Rainow. Trial at Washgates: too close to Rainow to resist. Looking through the Log Books, they were there most weekends in the first couple of years, come rain or shine or snow or fog.

A lot of years have passed since then. The Club has had many hundreds of members who have ridden tens of thousands of miles on a wide variety of types, makes and sizes of machines. In fact, at one time or another, we've been involved in most of the forms of mainstream motorcycle activity available in the UK at most levels from Club to

Did you know ...

- The first club run in the Log Books was on January 5th 1936 to the Inter University Trial around Cheeks Hill, near Buxton. Afterwards, the six Members present went via the Cat & Fiddle to Mrs. Tinleys' "Poached Egg Shop" at Rainow, which seems to have been a regular haunt in those early days.
- We ran scrambles on courses at Charlesworth, Disley (televised), New Mills and Peak Forest and were involved with grass track events at Cheadle Hulme and Hazel Grove.
- Club Members such as George Long and Trevor Cowdrey ran the local RAC/ACU Training Schemes for many years before the advent of the current training system.
- Police motorcycle patrolman, "17" Member and another instructor at the RAC/ACU scheme, Ian Bradshaw initiated and ran the Isle Of Man TT Helicopter Rescue Service Fund before emigrating to The Island permanently rather than annually.
- At least four national Enduro Champions have been "17" Members, three ACU and one

Centre to National and beyond.

Not only have we actively competed, but we've done our share of non-competitive riding and behind the scenes work as well, with numerous events including trials, camping weekends and club runs, scrambles, enduros, road trials, rocket trials (great fun, but highly legally questionable) and road rallies. The Club has been represented within the ACU from the Centre Board to the National Committees, has appeared on TV and lobbied government departments and Parliament.

In the Clubroom, Social Secretaries such as Graham Watson and Pete Cunningham have arranged functions and events ranging from quizzes and balloon debates to video nights and guest speakers. The latter include ACU Trials Committee Member Frank Carter, Rights Of Way specialist Brian Thompson, Club Member and Greater Manchester Police motorcycle instructor Cyril Jones, Mick Andrews, representatives from a tyre company and a spark plug manufacturer, a pair of John Shirts and a professor from Manchester University doing research into motorcycle forks and exhaust pipes. The film (it was well before the luxury of videos) he brought down included a memorable sequence of a test rider repeatedly demonstrating the most horrendous tankslappers you've ever seen down the centre of the runway at Woodford airfield - on a Honda 50 at about 40mph. Aaargh!

All those years on, who, what or where is the Manchester 17 Motorcycle Club now?

We presently have a membership of around 270. This is up on previous years for which we can thank Linda, our current Membership Secretary and glorious leader of Team Roberts. If you come down to the Clubroom of a Tuesday night you'll probably see anywhere between 20 and 40 people, most of whom are predominantly enduro orientated plus a few green laners - often but not always the same bods - and with the odd trials rider and road racer thrown in to add a bit of class. (That mention OK, Mike?) Chances are they'll be watching an enduro video. They say it's a different vid every time, but I reckon they've been watching the same tape for the last 10 years - one Welsh bog looks pretty much like another Welsh bog, like a Yorkshire bog, like a

T&MX. Well done to Brian Green senior, Andrew Edwards, Ian Ruffley and Paul Reynolds.

- Our trials riders used to win the Cheshire Centre Team Trial so regularly that they changed the rules so that we wouldn't. We still did! Thanks go to Jim Capper as team organiser and Trials Sec.

- The Peak Road Trial and the Dead Ants Rally were under our banner, both events attracting road riders from all over the country. (If the Dead Ants was before your time, ask about the name it nearly had! You could have called it something of a cock-up, if you were that way inclined!)

- The first specific mention of a Clubroom in the Log Books is in October '36 at Albemarle Road, Chorlton cum Hardy, following an outing to Three Shires Head and a trial incorporating Washgates. (Memo to ROWers: excellent written and dated evidence of use of Washgates 60+ years ago.)

- On being offered incorrect refreshments at a check during one of our expeditions to the ISDE, an extremely hyped-up Brian Green (senior) apparently gave Support Crew Member and ex Club Chairman Dennis Taylor a verbal reprimand that would have registered somewhere around force nine on the Richter Scale. When he arrived at a subsequent checkpoint, Brian was duly presented with the correct supplies - this time all neatly laid out on a silver salver "borrowed" from a local hotel.

- Most years, Club Members are to be found manning a checkpoint on the annual National Rally. We

Incidentally, the enduro side to the Club effectively began back in 1975, when Paul Reynolds and Mel Cranmer bought themselves a brace of Jawas with Paul progressing to take the T&MX Enduro Championship title outright in 1981 on a 125cc SWM from Town & Country. The list of achievements from the enduro lads is quite impressive with Brian Green senior taking the ACU 125 Expert and Championship Classes in 1981 and 1982 respectively, plus a Bronze in the '83 ISDE along with Paul Reynolds and Jack Chatwood. (That was in Wales - the "17" team were 9th out of 52 teams.) The French ISDE in '88 saw Ian Ruffley and Jack Chatwood coming home with Bronzes, Ian also collecting a Silver in Germany the following year to add to his 1986 ACU 80cc Expert Championship win. Jack, at one time our Enduro Secretary, won the Best Sidecar Trophy in the 1989 Natterjack Enduro. Further Bronzes came from Carl Horne and Dave Acton in Holland in '93 with Andrew Edwards getting a Silver in Poland this year. Andrew has also been nominated for the ACUs' Pinhard Prize for the most improved rider this year. The name of Brian Green appeared on an award again in 1993, but this time it was Brian junior - our current Enduro Sec - who won the North of England Clubmans' Championship. Move on a year and Neil Mottershead won the 125cc title in the same series.

Then there are the various trials sides to the Club. I say various because there are several different and quite distinct groups. There are the regular, active paid-up members many/most of whom also do their bit of the helping and organising or observing whether it's a Dead Easy Trial or something else. With Dead Easy entries between 50 and 100+, we must be doing something right. After that, there is a pool of previous members and contacts (sometimes from twenty or more years ago) that we can also draw on who are no longer active in the sport but who like, twice a year, to get a call summoning them to assist at the Northern Experts or the Dave Rowland. In recent years it has been Alan Skirvins' task to co-ordinate these "almost/once were" Members for the Nexpts and DRTT alike and a good job he's done of it, too. (Whilst on the subject of those other than Full Members, we used to have a thing called a Sporting Membership, which came in and went out at regular intervals, often in a slightly different format each time, but let's say no more about that in case someone wants to resurrect it again.)

also usually have several Members competing in the Rally, one of whom wrote a computer programme to work out the best route. The programme was so good that it was taken up by the organisers - well done Geoff Winstanley.

On June 28th 1936 the Club went over to a Mountain Grass Track run by the Chester Motor Club at Northop, North Wales where some Members were entered. Toward the end of the meeting the Police turned up and booked some of the riders for "assembling outside their own Parish for the purpose of sport on a Sunday". This crime apparently dated back to 1640 and the penalty was either a fine of three shillings and four pence or four hours in the stocks. The ACU backed the riders and the Police backed down.

Both the Club and the sport owe a considerable debt to Dave Rowland as probably our most successful trials rider (second place in the '67 Scottish Six Days plus numerous National wins and top placings on both two and three wheels) and instigator of the Inter Centre Team Sidecar Trial. Amongst other Club work, Dave was Centre Trials Recorder and represented us at Centre Board and on the National Trials Committee. Scott Rowland won the British Sidecar Trials Championship three times. All power to Doreen for organising them (and the rest of the Club into the bargain).

"A colourful character" is probably the best way to describe Jack Mathews, another ex Club President and previous winner of the

Although a few members have road bikes, there isn't currently an active road section in the way there was in the past with regular Club runs, the occasional camping weekend and a hyper-active long distance rally set frequently trekking around the country and abroad. I think one of them even took his bike overland to Australia. Maybe they forget to tell him to stop at Dover. The other factions of the Club have had their high and low times, so perhaps something will happen to start things off again for those without knobblies on their tyres. As a comparison, in June '85 we had 208 Members comprising 92 trials, 54 enduro, 53 road, 5 trail, 3 road-race and 1 youth, although I suspect that the latter was Edgar trying it on.

That's who we are. As for where we are, we're now on about our tenth clubroom which, as you all know, is at the Midway just off Portwood in Stockport (cue for map, please, Mr. Editor). If you've not been before, why not come down? Try to get there about 9.00pm on a Tuesday and introduce yourself to someone in the back room (through the double doors beyond the bar). Before you ask, Boddies and John Smiths.

So where does all this dirty action happen, then? (No, Roberts, not that sort.) If enduros are your thing, when you're not out on the local lanes you'll probably be travelling far and wide across England, Wales and the nether regions of darkest Yorkshire to the selected events that make up the rounds of the Club Enduro Championship. Our own enduro, following its many years at Brinks Farm/Bowstonegate (and an unfortunately thwarted attempt at a location near Delamere Forest), was this year run for the first time on Forestry Commission land down on the shoulders of the Long Mynd at Church Stretton. Everything seems to have gone well down there in sunny Shropshire, so hopefully it will carry on into the future.

Should you, on the other hand, favour the feet-up fraternity our Dead Easy Trials are spread between the High Edge area of Buxton, Fernilee near Whaley Bridge and sundry occasional other spots. (And just in case you thought the Dead Easy Trials were a new idea, Arthur Tucker ran an *Experts Barred Trial* as far back as 1948.) Hawks Nest has been used for trials for donkeys' years, is currently used by us and others and hopefully will continue to be a popular venue indefinitely. Our two major trials -

national sidecar trials title. At one time an Army despatch rider, Jack was Gordon Ruffleys' business partner before setting up his own bike dealership in Northwich. In addition to piloting a trials sidecar (Gordon was Jacks' counterbalance in the chair - no mean feat, considering Jacks' "ample" dimensions), he was also quite handy with an enduro chariot and grass-track bikes as well as being a professional scrambler, regularly taking a pair of BSA Gold Stars over to race in France.

- *In 1995, current Chairman Peter Potts - green laner and long distance trialer extraordinaire - has won the Sidecar Class (on the ex-Jack Mathews, ex-Jlm Maple Yamaha outfit) in the White Peak Trial and toured Europe twice, covering France, Italy, Austria, Germany and Belgium. In 1994 he went to Southern Spain, via the green (?) lanes of course, on his veteran BMW.*

- *The enduro side of the Manchester 17 has been particularly active and successful both at home and abroad, achieving excellent results in several UK championships as well as being represented at the ISDE in Wales, Spain, France, Germany, Sweden, Holland and Italy. Didn't they do well!*

- *If you prefer your action a little slower, we can start you off in our Dead Easy Trials, move you up to the Hawks Nest Trophy Trial and the Centre Championship Round Fisher Trophy Trial before throwing you feet first into the Northern Experts and the Dave Rowland Trophy Trial. The latter started as an Open to*

the Rowland and the Northern Experts - start at the Brake Linings Factory in Buxton and at Clough House Farm, Wildboardclough.

I've listed just the starting points for current Club trials. The nature of our events, especially the road-going trials is such that the full list of all the groups used at one time or another would be considerable. Places such as Harratt Grange, Manor Steps, Gautries, Egertons, Owl Hole and Etchings, Chambers, Danebower, Bowlers, Hollinsclough and Worsleys Wash all have their own place in the history of the Club and those who've been Members for one or more decades will have their own memories of them. Hands up anyone else who can remember riding sections where the Teggs Nose car park is now. (I mentioned the road-going trials. Although we presently run just the Rowland and the Fisher trials on the road, there are plans to reintroduce three events in 1996 which may well incorporate roadwork, combining them under the same Permit as a Dead Easy Trial.)

They all have one thing in common, however, and that is that we couldn't have gone there without the permission of one or more landowners and/or farmers. It is appropriate that at this point we offer, once again, a universal and eternal thanks to all those who have given their OK for us to come onto what is both their workplace and their living space. The formula without their authority is simple: no authority = no land = no sport. It is also appropriate to say that, over the years, many of these people have become close friends of the Club.

Short of publishing a full set of suitably marked up Ordnance Survey maps, it's a little difficult to be precise about where you can find the Greater Spotted Trail Rider except that they can frequently be seen, in both winter and summer plumage, cavorting around the tracks and wallowing in the mud-holes of the Derbyshire hills. Mention names such as Roman Lakes, Mellor Cross, Three Shires, Roych Clough, Chapel Gate, Bamford Clough, Pilsbury, Washgates and countless others to a trail rider and it will instantly bring to their mind a mental route map splattered with mud and strange-looking felt-tip lines, a history of recent changes in legal status, seasonal surface conditions and the nearest inter-connecting tracks and back roads plus the quickest way to the best filling stations, cafes,

Centre and then became a Regional Restricted event before achieving National status as a Round of the British Solo Trials Championship and latterly as a Round of the MCN/ACU Clubmans Trials Championship.

- Ex Club Chairman and President Ron Weale has also held both of those positions on the Centre Board in addition to being Centre Permit Secretary and on the ACU Benevolent Fund Committee. (He has also recently been taken onto the Peak Park Planning Board.) Vernon Leigh, another of our ex Presidents, is the Centre Rights Of Way Officer.

- At least two of our Members have ridden for Belle Vue Aces speedway team and there's a rumour that the Club name was at one time a fixture on the Belle Vue gates. Regards to Ken Eyre - who was a Reserve in '68 and on the First Team from '69 to '72 - and Pete Kershaw. (Also known as "three-fingered Pete". Well, if you will lie in the middle of the track after you come off ...) According to Ken, he was once accused of being big-headed because he always went round again after the final flag, no matter where he finished. Kens' response was that there were so many Manchester 17 mates in the crowd, that if he didn't make a point of taking the extra lap to wave to them, he'd get lynched.

- Club Member John Hartle became only the second man to lap the TT Course at over 100mph.

- In May 1989 heavy flash floods washed away several of the road bridges down Wildboardclough a few

country stores and pubs in a 20 mile radius.

Over the years, the *Manchester 17* has been the chosen club of several road racers, including Newsletter Editor Mike Shaw, Mick Capper, John Simister and Dave Ashton, who is currently achieving success in the sprints run by the Vintage M.C.C. The best known, however, is without a doubt John Hartle who achieved great things before his untimely death at a race meeting at Scarborough. In memory of John, the Club has the John Hartle Trophy which I hope to cover under the *Names On The Trophies* section of the newsletter in the not too distant future.

So there you are. A potted history of the *Manchester 17 Motorcycle Club*. Sure, there's a load more to it than what I've put down here. (And I'm bound to have missed more than a few names out - my apologies if yours is one of them.) A few days after Phil Heywood asked me to put this lot together, Gordon Ruffley rang to say that he'd got a box full of dust under which were the original Log Books with attendances for the weekly Club Runs to places like Bala and the Lake District, complete with the names of the original 17 and Minutes of the Committee Meetings up to the 1980s. I've still to go through it all in detail but there's bound to be a load of interesting stuff which should make good copy for the Newsletter.

Talking of which, for many years we have been blessed with an excellent Newsletter - one of the best around. Thanks go to Keith Haining, that man Geoff Winstanley again and more recently to Mike Shaw and Phil Heywood. Sorry, but I can't remember who did it before Keith, it was that long ago. The Newsletter serves two main functions: to advise Club Members of forthcoming events and to tell them about what happened at those events if they weren't able to attend themselves. In doing this it also fulfils a further purpose and that is to serve as a record of the Clubs' activities for the future. One frequent moan from Editors has been the lack of material forthcoming from members. Don't worry lads, it's nothing new. To quote from the Minutes of the Committee Meeting on April 18th 1958, "*NEWSLETTER: Reg Mayo was complimented on a very good effort but as usual he was short of copy ... which had been promised.*"

Standing back from it all, it seems to me that there are two almost opposing threads running through the years,

weeks before the Dave Rowland Trial. A collection of £64 was made at the start of the trial which was then donated to the local emergency fund.

- The annual Stockport Taxi Drivers run to Blackpool for childrens charity was usually escorted by a number of our road-riding Members acting as outriders.

- Every year, when the Cheshire Centre announces its membership figures, we are invariably one of the larger clubs.

- For many years, always cheerful veteran Chris Worsley (after whom the Worsleys' Wash sections down Wildboardclough were named) was a regular observer at our trials, arriving at a steady 30mph on his equally veteran sidecar outfit, complete with flat cap, "footing coat", jacket, tie, gaunlets and wellingtons. Waiting for the competitors one bright but freezing winters Sunday morning at the foot of the Hollinsclough sections, fellow observers noticed that Chris, some yards away and apparently squatting down in his coat, kept putting a finger to his collar and pulling. Becoming concerned, they went over and asked if he was OK at which point Chris stood up smiling and opened his coat to reveal the camping stool on which he had been sitting plus a portable stove on full blast complete with boiling kettle and teapot!

- Roger Richards - Committee Member and Rally Secretary - is one of many from the "17" who have been involved with Oulton Park. Roger was the circuits' Safety Officer.

one of which concerns the people who have made the Club what it is today and the other of which concerns the bikes they have ridden.

Dealing with the bikes first, back in 1935, although there would have been some diversification between the types of machine, it was nowhere near as wide as we have today. Within limits you could take a standard bike and with very few changes to the basic spec. ride it in a trial, go what we now call green-laning, even race it on a circuit or in a scramble. Yes, you might have had to change tyres or gearing and do a few other tweaks here and there, but it was still a semi-practical possibility. Anyone like to have a go at the Fisher Trial on an enduro bike, take a Katana through the Tour of Wales or cruise the nations' "A" roads on a Gas Gas laden with camping gear and a seat courtesy of Dulux. (There was, however, a rumour about 15 or 20 years back of some intrepid Member who rode down to the London Motorcycle Show on a 125cc Montesa trials bike. Now is that keen, or what? Must have either had an iron bum or been into Carling Black Label in a big way, possibly both!)

In short, at the same time as bikes have become more and more reliable, so they have also become more and more specialised to the extent where they aren't interchangeable between the different parts of the sport. Is it a good thing? Yes and no! No doubt they are safer, but isn't the sport less plain good old fashioned fun because of it? Wouldn't we all like to have just the occasional shot at some of the other forms of biking but are held back because our bike isn't suitable? Remember that one-off show on the box years ago where they got all the contemporary top riders from trials, racing, motocross, speedway etc. and put them through a series of competitions on the different types of bike? Great! How about a single spec. series where riders have to take the same bike through all the different disciplines, same tyres and all? Makes you think, doesn't it?

Anyway, I digress. Now for the people. If the bikes have got further and further apart, haven't the people come together? OK, I do trials, you do enduro and he rides the blacktop tarmac track or seeks out the quieter parts of the countryside on an unsurfaced right of way. Why, if we're all so different, has the Club grown and succeeded over the last 60 years when other clubs have come and gone or just stagnated? What we (or at least the Clubs' leading lights)

As Chairman, long-time Club Member John Hulme is currently in charge of the Centre Trials Committee. Several Members also hold Stewards and Clerk Of The Course tickets from the ACU for both Centre and National events.

The power, the power

*In one of our Northern Experts trials, the fog was so bad that riders had to be guided across the main road from the end of the Cumberland Corner track to the path leading to Danebower. I know, I was that guide. And b****y cold it was, too!*

Our Rights of Way enthusiasts keep a constant check on the status of the local green lanes, applying pressure when appropriate. Stand up, please Edgar Rosenthal, Messrs. Potts (P & G), Leigh and others. There aren't many positions in the Club that haven't been held by Edgar or his sons Henry and Mark at one time or other.

When the Robin Hood in High Lane was the Clubnight venue, it was by no means unusual to get up to 100 or so bikes parked outside.

Wendy Buck, enduro rider and Club Publicity Officer, won the Sportswoman Of The Year Award from one of the major national newspapers.

Look under the Club/Country heading of virtually any Scottish Six Days Trial programme for the last quarter century (and more) and you'll find "Manchester 17", often attached to such names as Hulme, Lloyd, Hallam, Eyre and Rowland. Similarly, turn up some years at Scottish sections like Witches Burn and you could run a club Trials

seem to have had is a common enthusiasm for the sport and a will to do whatever is necessary whether it's during competition, in the clubroom, in a Committee argument (sorry, discussion) or taking the point out from the Club to Centre Board or National level or to stand up against whatever external force is affecting us.

One frequently hears of another club "*really, it's just Joe Bloggs who does all the work*" and then Joe Bloggs gets fed up after a while, sods off and the club either folds or another stalwart takes over at the last minute to soldier on alone. With the "17" we seem to have the benefit of depth of experience - both in years and type - plus a (relatively) high membership level to provide back-up. OK, more hands at the pump are always welcome whether it be for the Committee, another delegate at Centre Board or bods to do all those miscellaneous jobs that every event has. What I mean is we can usually get the job done and done reasonably well with a (relatively, again) balanced viewpoint.

Bringing the two points together, diversification and a bit of controversy have proved good stimuli for the Club and also provided an often needed wider viewpoint. How many other clubs do you know with as broad a spread of activities as the "17"? It's not too far back that there used to be major competition for Committee places at the AGM. Yes, it certainly produced the occasional upset and rattle thrown out of the pram, but at least it showed that there was interest there somewhere that was both active and positive.

So what of the future? Who knows? I expect bikes will continue to improve and diverge, possibly producing new classes in the various branches of the sport, but they'll still have two wheels and some form of engine. Faces will come, stay a while and go and we'll probably get new Clubrooms and venues for our sport, but overall the main thing will be the enthusiasm and desire to succeed, making friends into the bargain and, at the end of the day, that's what it's all about, isn't it?

If someone should happen to be reading this around the year 2035 and I'm still around, I'll be the wrong side of 80, no doubt taking the Novice Zimmer Frame Class by storm. But I'd still like a ticket for the Centenary Dinner, please. Bet it won't be costing 10p or whatever the equivalent in Eurothingies will be by then.

For the past, present and future of the Manchester 17 Motorcycle Club
Rick Stewart
Awards Secretary
Manchester 17 M. C. C.

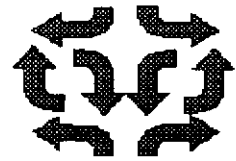
Committee Meeting.

In the early '70s Club Member Charles Gardiner was presented with a special award for wins in the Edinburgh, Exeter and Lands End Trials in the same year. The award takes the form of a signpost with three arms marked with the names of the three events. The down side is that he hasn't yet been able to find the appropriate compass bearing for each arm to point towards the correct town.

On the way back from a club run to Ellesmere on 5th April 1936, Harry Nield (one of the original seventeen) gained the unfortunate distinction of becoming the first Member to have an accident on a Club outing. Coming home via Llangollen where they had a play on some of the trials hills, they had just passed Lymm corner when he pulled in to let a car pass (that must be rare on a Club trip, too), hit the curb and fell off his Rudge. Fortunately, neither bike nor rider were badly damaged and they continued their journey home.

October 1995

Rights of Way



Manchester 17 M.C.C - Trail Riders Code of Conduct.

Hello, a vague whiff of criticism has come our way about the way that some riders (who claim to be Manchester 17 members) are riding the lanes around Derbyshire. So, printed below are the clubs and the TRF's codes of conduct for trail riders. If we stick to these, we protect the lanes for future use and who knows? - Maybe even the vast amount of ill-prepared, ill-informed and ill-tempered walkers will start to love & welcome us, although I doubt it somehow.

Advice to Motorcyclists riding on R.U.P.P.s etc.

Motorcyclists are advised to take care, and to be aware that other users, i.e. family walkers, horses, cyclists or even other motorcyclists may be using the highway. Follow the TRF code of conduct!

Special Procedures where the routed is narrow or the view ahead is restricted:-

- the leading motorcyclist should approach bends on the route slowly and sound his horn to alert other users.
- if other users are met going the opposite way, the whole group must STOP, move if necessary to a position allowing the other users to pass and switch off engines.
- if other users are met going in the same direction, all machines must STOP and switch off engines and wait until the other

Code of Conduct - Difficult

users have cleared that part of the route.

Remember! Our local R.U.P.P.s are under threat!

The above, together with T.R.F. Code of Conduct printed below, are Manchester 17 Club policy and all members are expected to conform.

T.R.F. Trail Riders Code of Conduct.

Use only Vehicular Rights of Way

Trail riding is only legal on unsurfaced public roads. It is an offence to use Bridleways and Footpaths without permission. If in doubt check with the County Council or T.R.F.

Keep to defined ways across farmland.

Wheels can damage crops and grass. Wandering from the road onto farmland or moorland is trespassing. If in doubt, ask.

Give way to walkers, horses and cyclists.

They have right of way. On narrow lanes, stop and switch off engines.

Fasten all gates.

Except those tied open for farming purposes. An open gate invites animals to stray and to endanger themselves, crops and traffic.

Travel at a safe speed.

Ride at a reasonable speed taking regard of conditions and visibility. This should not exceed

the voluntary maximum of 25 mph.

Honour the Country Code

Respect the countryside and those who live, work and recreate in it.

It can be difficult.

Yes, we know it can be difficult when out trail riding to stick to the rules - especially when faced with hostility from other users. When, a few months ago a walker took my registration down and threatened to report me to the police for riding on a 'footpath' the temptation to give the bike a big handful of throttle and spray her in gravel was immense (especially as she talked like Margaret Thatcher, looked like an old horse and spoke to me as though I were public enemy number 1). I didn't and tried to explain to her that she was using a Byway and it was perfectly legal for me to be there - but she wouldn't listen, she just went on about bikes destroying the countryside. I kept quiet and politely said goodbye, but in effect she spoilt my day.

Power

We have to keep up good relations with the walkers and ramblers as they have a thousand times the power of the T.R.F. - if we risk upsetting them we could lose the lanes forever.

Anyway, enough of this laying down the law crap, what's on the next page?

Road Riding

Stockport Speed Trap Map - Speeding - Stockport Speed Trap Map - Speeding

Stockport Speedtrap Map

Well, we're branching out of Stockport this month to tell you about a couple of GATSO's that have popped up in Congleton. The first one is on the A54 into Congleton. This is the road which starts when you turn right a few miles outside Macclesfield (Macc - Leek) at the Bosley crossroads. The camera is situated on the left hand side of the road (travelling towards Congleton) just inside the 40 MPH limit in Congleton itself and just before the pub.

The second camera is on the A534 Congleton to Sandbach road. Travelling from Congleton the camera is on the right hand side of the road just before the end of the 40MPH limit and points towards Congleton.

Speeding - saving lives, making money or victimising bikers?

If you have ever been to the Darley Moor road racing circuit just outside Ashbourne, then you will know the dead straight dip in the road just before you get to the circuit itself (assuming you are travelling from the direction of Ashbourne). The road is smooth, well surfaced, there are no crossroads and you can see for at least a mile along it. All this makes the road extremely safe and easy to go fast on - especially for all those bikers who have just left the circuit

A speed Trap

Imagine my surprise, when

travelling down this particular stretch of road (after watching Mike Shaw blow his bike up), I noticed an un-marked car containing two policeman who were timing motorcycles between a couple of white squares painted on the road - and who were presumably noting down registrations or alerting one of their colleagues further down the road.

Saving Lives?

Now the police always argue that speed traps, camera's etc, are always placed in accident blackspots - but in this case they would be lying - a dead straight, wide road with no turnings an accident blackspot? Surely, the main reason for the sighting of this speed trap and it's timing (i.e. when the day's racing was over and hundreds of bikers were on their way home) was to make money and/or fulfil their quota of convicted speeding offences.

Statistics

Now it's always difficult to argue against speed traps, especially when the police are prone to quote horrific accident statistics about how speed kills. And yes, those statistics are horrible AND yes speed does kill, but as the police's own statistics will show, the majority of accidents caused by excess speed happen in built up, urban environments - usually in 30/40 M.P.H. limits.

Victimisation

Maybe there is another reason for the siting of such speed traps and that is the continuing victimisation of motorcycling in this country. Do I sound paranoid? Well, come 1996, when a newly qualified learner will be restricted to a 33HP bike for two years, when speed traps appear on dead straight roads near places where bikers gather, when anti-bike legislation is continuously being put forward then I think not.

Trend

The trend it seems is to persuade youngsters never to get a bike in the first place - though how a 17 year old driving a 400 quid wreck of a car is considered to be less dangerous than riding a bike is something difficult to understand. Especially when you consider the accident statistics for bikes have met AND exceeded the targets set by the Government *5 years early*, while the accident figures for cars have risen in the same period. Bikes are getting safer, cars more dangerous, so lets get everyone in a car. Makes sense doesn't it?

Inherent

Bike's are more inherently dangerous than cars - a dented wing on a car is a broken leg for a biker, but conversely this very risk makes bikers safer and more considerate on the road. We are being victimised. What can we do? - Join the BMF or MAG, write letters to M.P.s etc - We fight it or we go under.

Road Riding

Project Bikes - Road Racing - Foreign Trips '96

Project Bikes - the amazing 400lb BMW R45 Trail Bike.

Though not strictly a road bike, we decided to include Pete Cunningham's converted R45 here, because, well, the bike is unclassifiable really.

Back in the mists of time

A long time ago BMW produced the R45 - a bike which was reviled by even the most ardent Bee-Emm enthusiasts. Here was a bike, produced solely to comply with certain German licensing laws, that weighed the same as the firms bigger bikes but which produced a rather feeble 30 HP. This, obviously, was not the recipe for startling and exciting performance, and subsequently the bike did not sell very well. A few examples did survive though, and when Pete Cunningham stumbled across one of these overweight beasts for sale at a knock down price he decided to buy it. And then (as you naturally would), he converted it into a trail bike for use around the green lanes of England and Wales.

The Metamorphosis

To enable the bike to traverse England's green and pleasant land, Pete's first job was to increase the ground clearance. To do this he welded new mounting lugs for the rear shocks and extended the front forks. These mods almost doubled the ground clearance to an amazing 9 inches. New

plastic mudguards, headlight and handguards were now added giving the bike a purposeful air of brooding menace.

Exhaust Innovation

The most innovative part of the bike is the exhaust system though. For a start the header pipes of all BMW twins loop underneath the cylinders. However on Pete's creation they loop over and disappear under the seat. This masterpiece of fabrication was engineered by Alan Fitzpatrick and an unnamed Stockport engineering firm.

The crowning glory of the exhaust is the modified Kawasaki ZXR-750 silencer, which emits a most raucous bellow when the revs rise.

Riding the Beast

What's it like to ride then? Er, well... You know how it is when you've been riding for years and you think you can get on any bike and immediately feel at home on it and thrash it. That's what I thought. I was, I have to admit sadly deluded. I felt totally out of my depth.

First of all the bike felt really difficult to turn - as though it had a fully turned up steering damper. The suspension has very little travel and is also quite stiff, I found this out when I went over a bump and was jolted violently out of the seat. It felt like one of the rear shocks had come adrift and was now

pivoting between my buttocks. To counteract this I stood up on the pegs only to find myself squatting over the tank in a rather strange position and in even less control of the bike than before. In short, I was totally out of my depth and can only conclude that my diet over the last few years of fast, light and fine handling Japanese bikes has obviously spoilt me - especially as Pete loves it and can ride it over quite tricky terrain without a problem (though he does sweat a lot).

Achievement

The bike is a quite remarkable achievement - especially considering how much the bike cost to purchase and to modify (a figure we are not allowed to divulge). Perhaps the best achievement though was in this years White Peak Trial, where Pete and the Bee-Emm came a magnificent 2nd in class - beating lots of 'proper' trail and enduro bikes, including well known motorcycle journalist Mac McDiarmid who was riding a WR200 and who foolishly derided Pete's bike at the start of the event. Vengeance was sweet!!

SHELL
X-100
MOTOR OIL

Road Riding

Foreign Trips '96 - Road Racing

Foreign Trips -1996

O.K. We're gonna get our act together next year and organise some trips over to the continent for the road riding members of the club. If anyone out there would like to come along or can suggest any other ideas PLEASE get in touch with the editor, Mike Shaw on 0161-494-3030 or better still, come down to the club on a Tuesday and have a chat. Anyway, this is what we've come up with up to now:

French Grand, LeMans, July.

This quick blast over to France for the G.P. (providing it's at LeMans) will cost around 200 quid - that includes ferry tickets, food, petrol, vast amounts of alcohol and the ticket for the race itself. Total mileage = approx 800 miles. We will leave on Saturday afternoon to catch the overnight ferry from Portsmouth to Caen and arrive in France early on Sunday morning. From Caen it's a two hour ride to the circuit. Assuming we stay one night in LeMans after the race, we'll get the ferry back home on Monday morning and be back in Stockport late evening.

Swiss Mountain Passes, August

Do you want to ride on some of the best roads in the world with some of the most amazing scenery? Well come along on this trip for a ride on the Furka, Oberalp and Susten passes in the Jungfrau region of Switzerland.

We plan on leaving first thing Sunday morning and be back sometime the following Saturday, so you'll need to take 5 days of work - though if we can work in a bank holiday somewhere it will only be 4 days. We'll get the ferry or chunnel to Dover then ride through France to get to our destination in Switzerland at Lauterbrunnen which is just outside Interlaken. Hopefully we should have 1-2 full days in Switzerland before heading back. Total mileage will be around 2400 and your bike should be capable of a steady 90mph cruising speed. Cost will be around 300 - 340 quid.

Green Laning in Morocco

For the more adventurous, how does a trip over to Morocco for a spot of green laning in the Sahara and the Atlas mountains sound? If anyone is interested (Read the report by Phil Heywood in next months issue) then let us know. If we get 3 or 4 interested people then we might be able to organize something. Big(ish) 4 stroke trail bikes need only apply.

If you've never been to Europe on your bike before - don't worry, 'cos our team of hardened Euro-tourers will sort out the routes, places to stay, and ferries as well as advising you on insurance and everything else to do with riding on the continent. All you need is a

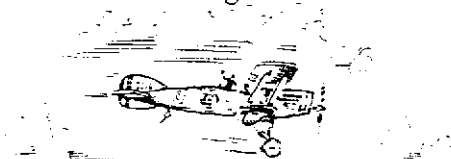
bike, some money and a few days off work - we'll sort out the rest! The exact dates of the trips will be in the Newsletter early next year - so look out for them!

Road Racing

We're sick of talking about Mike Shaw and his road racing now, so we're gonna tell you about another of the club's members who has taken up the sport. A big round of applause for Rob Donnelly, who is universally known as 'young Rob' on account of his tender 17 years of age and innocent face. Rob is currently racing a TZR125 in the Darley Moor club championships and though he's not in the top five he's not coming last or falling off either.

Compared to the bike's he is racing against, Rob's TZR is a little old and undertyred as well as being down on speed.

Advantage



However Rob has one big advantage - when he's got his head down behind the fairing he can see the name of his loved one written on the petrol tank. Yes, it's true, the name of Rob's girlfriend is delicately picked out in fluorescent pink writing on the bike. It's lovely and it's wonderful to see that the spirit of romance is still alive in today's youth.

Road Riding

Triumph Speed Triple Racing.

Well, being the editor, we couldn't stop Mike Shaw from telling you all about his experience racing a Triumph speed Triple. So take it away Mike -

The 475lb Race Bike

Racing a bike that weighs in at around 475 lb's is a frightening thought - but racing a bike with Triumph on the tank (something that 5 years ago would have been impossible - classics excluded) is also an awesome experience.

Triple Challenge

The bike I was riding was supplied by the Motorcycle Centre in Stockport (thanks to Mike & Mark) and had been ridden all year in the Speed Triple challenge series by Howard Whitby. The bike is a standard Speed Triple apart from a few suspension mods and slightly played with motor (in

line with the Speed Triple challenge rules).

Torque

Opening the throttle makes the bike catapult forwards with waves of gob smacking torque, enough to lift the front wheel at ease in 1st gear and enough power to give it a real 145 m.p.h. top speed on the straights. It's still no match for a racing 600 though, because on the straights I got blown away my many a screaming Honda or Yamaha. And with no fairing to duck behind it buffeted me enough to dislodge one of my contact lenses when braking at the end of the long straight!

Anyway I ended up eleventh in the open class race - which wasn't all that bad considering, especially with one eye!

The Buzz

But the biggest buzz was at the end of the race on the warm

down lap, as all around the circuit, the spectators were waving, clapping and pointing at the Speed Triple - which is a very odd sight at Darley Moor to say the least. So, of course, I had to pop a few wheelies and wave back, like you do?

A brill day, a bazzing bike and mucho fun for everyone concerned. Makes me proud to be British.

When Mike got home later that day, he found a message on his answer machine from Michael Portillo who compared his race with the exploits of the S.A.S., and how good it was to see Britain great again. Unfortunately Mike felt violently sick when hearing this and threw up all over the tape - thus depriving us all of the great Portillo's stirring words.

Manchester

17

M.C.C.

1935 - 1995

The events, the bikes & the people of 1935

What was going on in 1935? Well, read on and find out...

February 1935 - Gracie Fields signs a 2 year deal with the American ATP company for the unprecedented sum of 150,000 pounds. At the time 'Our

Gracie' said 'I don't really like it. There's too much responsibility. Give me a cottage and ten shillings!'. For the youngsters out there, one of Gracie's biggest hits was 'The Biggest Aspidistra in the World'. **FAB!**

Britain and France propose a pact with Germany, Italy and Belgium for joint air force action against aggressors. Meanwhile, 25,000 Italian troops prepare to 'enforce' the borders of Italy's African colonies with Abyssinia.

Manchester

17
M.C.C.

1935 - 1995

The events, the bikes & the people of 1935

March 1935

Germany's massive re-armament programme is at the top of the agenda for talks in Moscow between Britain and the Russians.

An L.N.E.R. steam train averages 108 mph between London and Newcastle - which means it didn't stop for leaves or the wrong sort of snow.

A 30 mph speed limit in built up areas came into force at midnight of March 18th. Police cars equipped with gongs(!) are sent to apprehend the offenders. Mr Leslie Hore-Belisha, the Transport Minister, calls on religious leaders to support the measure.

April 1935

A dust storm sweeps across the 'Breadbasket' of the U.S.A. causing a staggering trail of destruction in Kansas, Colorado, Wyoming, Oklahoma and Texas. Millions of dollars' worth of crops are destroyed.

Germany is condemned by the League of Nations for the size of her armed forces, which are in direct contravention of the Treaty of Versailles.

Cats eyes, invented by Percy Shaw are first used on British roads this month. Also petrol is currently selling for 1/6d a gallon.

May 1935

King George and Queen Mary celebrate their Silver Jubilee.

Jesse Owens, a 21 year old student from Alabama breaks 5 World athletic records in a single afternoon. From first to last, the record breaking took him only 45 minutes.

Leicester Square tube station opens in London - it has the Worlds longest escalator.

Colonel T.E. Lawrence or 'Lawrence of Arabia' died on May 19th, after lying unconscious for 5 days with a fractured skull following a motorcycle accident. The accident happened when he was flung from his Brough Superior SS100 as he swerved to avoid two young cyclists.

June 1935

President Roosevelt orders a federal gold vault to be built at Fort Knox, Kentucky.

A telephonist from Croydon wins the competition to become the voice of the Speaking Clock.

June 1935

Stanley Baldwin becomes Prime Minister, following the resignation of Ramsay MacDonald for health reasons. Meanwhile the French government are fuming over the Anglo-German naval accord which allows Germany to build up her naval power once again. The accord supposedly limits the size of the German fleet to 35% of that of the Royal Navy, but the French feel the British

Government were 'duped'.

July 1935

Hull city council looks into the feasibility of a bridge over the Humber.

August 1935

Brilliant sunshine on the August Bank holiday lures over 500,000 visitors to Brighton.

As the Nazi party prepares for the year's Nuremberg rally, Hitler orders the swastika to become the national flag of Germany.

September 1935

Malcom Campbell sets a new world record, when he averages 301 mph in his car, Bluebird at Bonneville salt flats.

In advance of next months motor show, a new British car is announced. It is the SS Jaguar which has a top speed of 90 mph and will cost 632 pounds.

October 1935

Italy's long expected invasion of Abyssinia begins.

The most advanced airport in Britain opens soon at Gatwick. Its air traffic control system is capable of handling 6 aircraft at a time.

November 1935

In the General election, the Tories are swept to power with 432 seats to Labours 154. Tory leader Stanley Baldwin says, 'Trust us to continue working for national restoration'.

Manchester

17 M.C.C.

1935 - 1995

The events, the bikes & the people of 1935

December 1935

A method of detecting aeroplanes by reflecting radio waves off them, is patented by Mr Robert Watson Watt.

A new cheap form of book is brought out with paper covers and is priced at a sixpence. The reading public are sceptical about the books which are known as 'Penguins'.

The bikes

For all you Bee-Emm fans out there check out the -

BMW R12 - 2-cylinder 745 c.c., 20 hp @ 4000 rpm, top speed 75 mph - popular for sidecar and solo purposes. It was the first bike to use a four speed gearbox and hydraulically damped telescopic forks - a feature pioneered by BMW. They

abandoned telescopic forks in the late forties and adopted Earles forks. Why?

On the British bike side - **Matchless Silver Hawk** - V-four 592 c.c., 26 hp, top speed 80 mph: designed as a luxury touring machine to rival Ariels square four. 1935 was the last year of production.

Brough Superior SS100 - V-Twin 998 c.c., 45 hp, top speed 100 mph: The most sophisticated motorcycle of the time. T.E. Lawrence owned a succession of these machines and indeed, met his death whilst riding one. Superb quality and engineering - including the first mono-shock rear suspension.

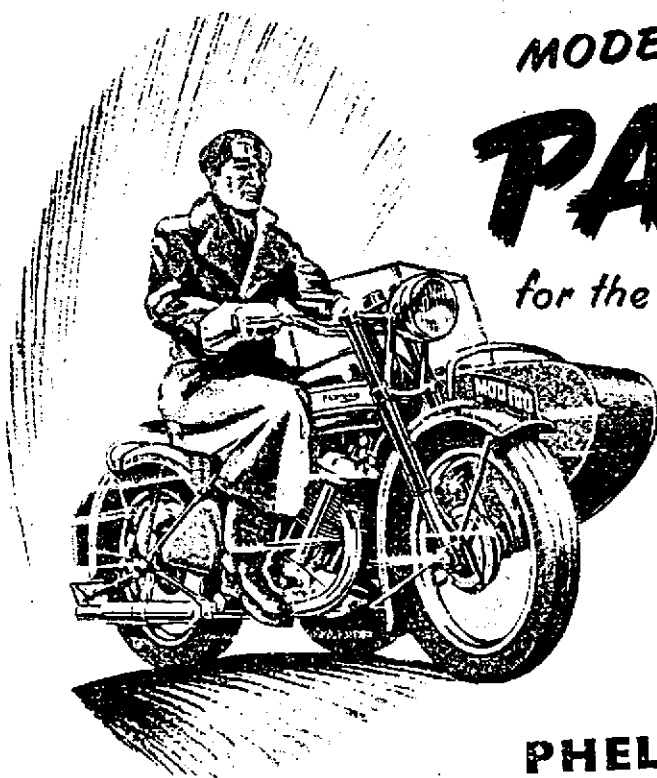
BSA Sloper - single cylinder,

493 cc, 20 hp, top speed 75 mph: an eye-catching (the bike featured a radically forward inclined cylinder) and unusually quiet machine. The public loved the sloper and it sold in large numbers.

And for those enduro riders out there who thought Husqvarna were purely an off-road motorcycle firm, how about the -

Husqvarna 500 - V twin, 497cc, 44 hp: This bike was a racing machine with a top speed of 118 mph! It had girder forks and NO rear suspension - compare that with today when Husqvarna's have about 6 ft of suspension at the back! Well 'ard..

Thank god for water cooling, disk brakes, alloy frames, etc,etc.



MODEL 100 COMBINATION **PANTHER**

for the family motorcyclist



As a solo, the performance of the Model 100 is outstanding. Powerful yet quiet, it covers the miles without any effort. With a sidecar, it has an unequalled record, pulling the heaviest loads with exceptional fuel economy. Write for illustrated catalogue.



PHELON & MOORE LTD.

SALES & EXPORT: 86, CANNON ST., LONDON, E.C.4
Works: CLECKHEATON, YORKSHIRE

60 Years Ago.....

It was a cool Autumn night as Steve accelerated away from the 'Midway' public house. The moon shone brightly from a crisp and cloudless sky, where the scattering of stars glittered like a sprinkling of tiny diamonds on black velvet. Steve shivered, he only a T-shirt on beneath his leather jacket, and he flexed his fingers to get some warmth into them. In his inside pocket was the latest issue of his bike club's newsletter, in fact it was the 60th anniversary edition, for the bike club was formed back in 1935. He never usually read the newsletter because it was full of rubbish and made up stories. He laughed to himself, remembering there was some silly piece of fiction about travelling back in time in the current issue.

At last he escaped from the all seeing, malevolent eyes of the GATSO speed cameras that lurked all around Stockport. Despite the cold he decided to take his YZF750 for a quick blast. 'Just to clear it out a bit', he told himself. He hit the open road and twisted the throttle. There was a slight lag and then the bike shuddered, spun its back tyre slightly and flew up the road - its front wheel going light and the handlebars flapping imperceptibly from side to side. Just ahead of Steve was his favourite right hand bend, which had been recently re-surfaced with extremely smooth and grippy tarmac. To the left of the bend was an American style diner that occupied the spot where the old 'Sunny Bank' cafe used to stand. The cafe itself having been pulled down over 15 years ago.

Steve left his braking as long as he dared, steered the bike as close as he could to the left hand kerb and tipped the bike in. The bike, leant right over on its side, described a perfect arc around the corner. Steve grinned and inside his helmet shouted 'Yessss!!'. As the bike straightened up out of the bend he opened the throttle as wide as he dared - all the time trying to sense what the back tyre was doing. Suddenly, for a moment he thought he had blacked out as all the street lights vanished and blinked out. Or rather, they seemed to stretch towards him like multiple threads of elastic light before one by one disappearing. The road seemed to grow more bumpy and the YZF bounced and jolted him out of the seat. Steve's heart was beating fast and the air seemed strangely cooler, so he decided to turn around in the lay-by and head home before it got much colder.

Taking the bend a lot slower this time, he noticed to his astonishment that the American diner was no longer there. Instead there was a low white washed building with a flickering light illuminating a sign at the entrance. Steve felt uneasy, and was reluctant to read the words on the sign, feeling that he already knew what they were going to say.

'Hello there!', shouted a loud voice. Steve stopped at the side of the road and looked over his shoulder. At the entrance to the cafe a man was waving at him, 'Wouldn't happen to have a pair of pliers?', he heard the man say. Steve turned the YZF around and rode back to where the man was stood and parked his bike. The man strode up to him and held out a heavy gauntleted hand, 'Well met', he said, 'My name is Thomas, Thomas Edward'. He hesitated for a moment and then continued, 'Shaw. And your name is?'

'Steve', replied Steve as he shook hands, feeling slightly confused as he had noticed that the long overcoat the man wore had three initials embroidered over the left breast - 'T.E.L', rather than the expected 'T.E.S'. 'Probably borrowed it', he thought to himself, before asking, 'What do you need the pliers for?'

Thomas gestured to where an old British bike was propped against the cafe wall, 'Well the old Brough here has developed a somewhat sticky throttle - caused I think by a frayed cable. If I can twist it together I may be able to continue. I have to get back down to Dorset tonight and I intend to crack a ton on the way'.

'What on that!', said Steve incredulously.

'You do not believe me?', said Thomas in a wounded voice, 'Why, the Brough superior SS100 is the fastest, most advanced motorcycle available on the market'.

'Hmm', said Steve, 'Well take a look at mine'.

Enduro News

Dyfi Enduro report

Dyfi Enduro 5th-6th August 1995 Report:-

where the speeds were high, the dust was thick and where, in the event of a spill, the consequences could have been quite serious. Still, it's a

difficult juggling act trying to get an Enduro on the correct balance between too hard and too easy and ultimately you can't satisfy everyone.

Thanks

On behalf of everyone who took part, a big thanks to the

organisers, the M.W.T.R.A., all the landowners who kindly gave permission to use their land and to anyone who helped out, spectated, offered words of pearl like wisdom or just stood around taking in the sun.

Trials Talk

No news

No News.

Er, we haven't got any Trials news or reports in this issue of

the newsletter, but we have unearthed this picture of Trials guru, Ken Roberts, which we thought might interest you.

Apparently, a long time ago, Ken led a secret life in advertising. Doesn't it just make you want to go out and buy a spark plug?



TRIALS-

a tough job for sparking plugs-

AGAIN PROVE

SMITHS

K.L.G

The Names On The Trophies

DAVE ROWLAND

If you went round the car park at the start of the *Dave Rowland Trophy Trial* and asked people what they knew about Dave, it is unlikely that many would, nowadays, be able to give you much of an answer.

Yet he was one of the most accomplished trials riders of his era, being one of the few to achieve National success on both solos and sidecars.

Notwithstanding Steve Saunders' win on the Armstrong, Dave was one of the last riders to take a British bike into the top places of the Scottish Six Days and was also one of the youngest and most respected members of the ACU Trials Committee, during his period of office in the mid-seventies.

Born on the 14th October 1938, Dave was the middle of three children in the Rowland family along with elder brother Roy and younger sister Christine. (Just for the record, Daves' initials are actually R. D. R., the first "R" standing for Richard, after his father Dick Rowland.) Roy was also a trials rider and it wasn't unusual for both brothers' names to appear in the awards list for local trials.



ABOVE: Dave in action with the Bantam on Grey Mare's Ridge in the 1967 SSDT, closely watched by Ralph Venables (with cap, seated to the right).

LEFT: Same bike, same trial, same year, same 'orrible 'at, different section: probably Laggan Locks.

Brought up in Chapel en le frith, Daves' first interest in bikes came in 1949 when he and Roy were treated by their father to a visit to the Manx Grand Prix where they saw Geof Duke in action, following which both boys caught the bike bug. From a Club point of view, it's interesting to bear in mind that it was round about this time that John Simister was competing in the TT, MGP and the Ulster Grand Prix.

Some time afterwards, Roy and Dave went to watch a certain Samuel Hamilton Miller (then possibly better known as a road-racer than a trials rider) compete in the Clayton Trial and it was this that turned them towards trials rather than their original racing interest. Presumably neither Miller nor Dave had any idea that in the not too

distant future they would be close competitors.

At 21, Dave started his National Service in R.E.M.E. at Bordon in Hampshire, continuing his interest in bikes by riding in in Army events before going on to civilian trials. A couple of the photos from his scrapbooks show him proceeding across what might well have been the camp parade ground on the back wheel of his bike.

By all accounts, he was an exceptional rider from the outset. Scanning through the early pages of those scrapbooks, phrases such as "outstanding" and "head and shoulders above the rest" keep occurring.

In the Haslemere M.C.C.'s 1960 Longmoor Cup Trial Dave, mounted on a B.S.A., won the award for Best Army Rider, whilst in the same clubs' South Eastern Centre Star Group Haslemere Cups Trial that year - his first civilian event - he took Best Novice on a 350 A.J.S. Not bad? There was an entry of either 168 or 181 entries (different cuttings give different figures) and he was 3rd overall, just 2 marks behind the winner! That year also saw Dave on the AJS finish a single point behind the winner (Barry Rodgers) in the Loughborough Clubs' Nemo Trophy Trial, whilst brother Roy took the Best Novice Award on a 200 Triumph.

The following year - 1961 and still on the 350 AJS - Dave took the Runner-Up slot in the Ashton Under Lyne & DMC's North Western Centre Trial alongside Don Smith, Mick Andrews and Eric Adcock before swapping to a 250 BSA on which he won the Premier in a Congleton Club trial and completed the Accrington & DMC's Joe Abbott Memorial Trial in the North Western Centre without losing a single mark. Further success continued in 1962 with victory in the Manchester Eagles' Charles Markham Trial (losing just 12 marks compared with second place man Roy Sweetmores' score of 23) and Best 250 in both the Peak and Greensmith Trials.

However, it was 1963 that saw things really start to take off for Dave, joining the ranks of the BSA works team and collecting three National and nine Centre wins, including the Red Rose, the Clayton (out of a 275 strong entry), the Lomax (both Solo and Team titles, the latter with fellow "17ers" Eric Adcock and Johnny Roberts) and the Manx Two Day. The first of those - the Red Rose - was perhaps the sweetest, with Dave beating Sammy Miller by a single mark, although the positions were reversed in that years' Scott Trial with Dave being pushed into the Runner-Up/Best 250 position by Miller.

Daves' other notable achievements in 1963 include winning the Armys' Northern and Southern Command Trials, fourth place in the Allan Jefferies Trial, fifth in the British Experts and a further fourth place in the Scottish Six Days which also earned him the Best Newcomer Award.



The '67 Scottish again. Note the riding number.

1964 followed in much the same vein with Best 250 in the Victory Trial and a third in the Knut Trial. Dave was part of the East Midland Centre team (with Mick Andrews, Barry Rodgers and Norman Eyre) that took second place in the Inter Centre Team Trial, but he then went one better by helping the

Manchester 17 team to lift the Cheshire Centre Team Trials Trophy.

Still in team mode in 1965, Dave and his colleagues from the Buxton & DMC were the Best Team in the Peak Trial with Dave continuing to a First Class Award in the Vic Brittain, a Special First Class in the Scottish and a win in the Hillsborough Trophy Trial.

But for the hand of fate, 1966 would almost certainly have seen Daves' most prestigious result to date. Having already won the Ipswich Clubs' Mardle National Trial, third place in the Victory Trial and been Runner-Up to Mick Andrews in the Kickham, a loss of no marks at all on the Thursday of the Scottish Six Days gave him Best Performance that day and moved him to the upper end of the leader board, with a potential win on the cards.

However, earlier that year, Dave had been with a friend in a cafe in Buxton one evening, when a fight started on the other side of the room which lead to a fatal stabbing. As is the way of these things the Court proceedings were held at Derby the same week as the Scottish and Dave was summoned down from Scotland on the Thursday night to appear as a witness. The organisers of the Scottish were willing to do everything they could to let Dave complete the trial, if the Court would allow him the time. Unfortunately, the local Police removed Daves' bike from the parc ferme, effectively finishing the trial for him.

Apparently, towards the end of the proceedings the prosecution lawyers felt their case so strong that they were not going to actually ask Dave to appear even after they had called for him to make the trip down, until someone pointed the circumstances out to them, whereupon Dave did his bit in the witness stand.

Still with BSA on returning to Scotland in 1967, Dave took the experimental 173cc Bantam Bushman to second place - once again behind Sammy Miller - and the Best

200cc Award.

Unfortunately, despite this and Dave's wins in the Allan Jefferies and the Mitchell, second place to Mick Andrews in the Bemrose (only lost on the tie-breaker) and taking the Cheshire Trials Championship (which he won three times in all), BSA dropped their support for trials in this year.

As a result, "Rowly" moved over to a 250 Bultaco in 1968 and helped the Manchester 17 A and B teams win the Cheshire Team Trial (along with some chap called Henry Rosenthal, who dropped 47 marks, compared with Daves' loss of 27).



Dave and his second passenger, Ray Armstrong.

In 1971, Dave forsook the world of solo trials to have three wheels on his wagon, acquiring a 1958 Gold Star sidecar from Jack Mathews. With Norman Eyres' brother Kenny in the chair as his first passenger, Dave took the outfit into third place in the 1971 Northern Experts Trial. Kenny, whom Dave referred to as his "monkey-in-the sidecar", also recalls doing the Knut, Greensmith and D. K. Mansell trials with Dave and says that it was always a good laugh, with jokes flowing to and fro between driver and passenger. Another of Kennys' memories is of his boots slipping as they went over the edge of a steep drop in a quarry section and disappearing into the

nose cone of the sidecar, only emerging as they approached the Ends cards. At least, that's Kennys' story ...

It is perhaps Ray Armstrong that most people would know as Daves' passenger though, the combination achieving Best Sidecar in the Winsford Clubs' 1972 Benoit Shield* at Oulton Park and a First Class Sidecar Award in the '72 Vic Brittain Trial.

It is no coincidence that Dave and Doreens' son Scott went on to take the British Sidecar Trials Championship three times. Whilst he apparently wouldn't admit it to Scott at the time, privately Dave was both extremely proud of and pleased for Scott.



Dave and Doreen plus the Dave Rowland Trophy along with Yrjo Vesterinen and Martin Lampkin one evening during the Scottish. (*Spelt from memory: I think it's right.)*

However, Dave wasn't just a darned good rider. He was also an active grafter behind the scenes as well. A one-time President of the Manchester 17 (his wife Doreen was our Social Secretary), Dave represented us at the Centre Board and was the instigator of both our John Hartle Memorial Trial and of the Inter Centre Sidecar Team Trial. When he resigned from the ACU Trials Committee in 1977 after 3 years service, he was one of the youngest and most respected of its members.

As a mark of the Clubs' respect and appreciation of Dave's efforts and achievements, the Hepworth Trophy Trial became, in 1979, the first Dave Rowland

Trophy Trial, moving from Centre status to Regional Restricted to National. At one time a round of the British Solo Trials Championship, the event has now found its own level as a popular and well supported round of the MCN/ACU Clubmans Championship. The actual Dave Rowland Trophy is the cylinder head off Daves' old BSA C15 - complete with spark plug - on which he competed in the Scottish.

As most of you will know, Dave passed away in April this year, finally succumbing to the multiple sclerosis which he first contracted in 1970. Finding mobility increasingly difficult, Dave gave up his crutches for a wheelchair - motorised, of course - which must be one of the few to have been fitted with a CB radio! Under the callsign "Beezer", Dave was almost as well known around the local airwaves as he had been in the trials world.



Doreen Rowland and multiple World Speedway Champion Ivan Mauger at Belle Vue.

Dave and Doreen were among the first people I met when I first joined the Manchester 17 back around the 1972 period. Although this must have been at the time

when Dave was gradually adjusting to his illness, I have no recollection of him being anything other than always cheerful and willing to help someone just starting out in trials. Taking an overview of the photos in Daves' scrapbooks, he seems to have had just two facial expressions, either a broad grin or that fixed look of total concentration and determination.

I have three personal memories of Dave all those years ago. The first is of standing with him and my father (in the Red Lion on Commercial Road, Hazel Grove - then the Clubroom) on our first clubnight, chatting away as if we'd known him for years. The others are both from the Trials Schools which he used to run, one in the quarry just above Teggs Nose Country Park and the other down in the stream at Robinsons Rocks with Dave trying in vain to stress the importance of a photographic memory when walking a section.

Although many others knew Dave far

WINNERS OF THE DAVE ROWLAND TROPHY

1979	Malcolm Rathmell	1985	Tony Scarlett	1991	John R Shirt
1980	Chris Clarke	1986	Mark Holland	1992	Wayne Braybrook
1981	John Reynolds	1987	Steve Hole	1993	Paul Rose
1982	John Reynolds	1988	John R Shirt	1994	John R Shirt
1983	Steve Saunders	1989	John R Shirt	1995	Dougie Lampkin
1984	Mick Andrews	1990	Adam Norris		

October 1995

Rick Stewart
Awards Secretary

Manchester 17 M.C.C.

better, I can honestly say that I consider it a privilege and an honour to have known him as I did and to have been a Member of the Club during the same years. Whilst we will never know what he would have achieved both in competition and on the various committees on which he served had he not been struck by his illness, it would almost certainly have been to the benefit of the sport.

My thanks go to Daves' brother Roy, to Doreen Rowland for the loan of Daves' Scrapbooks and photos (which I kept for far too long - sorry Doreen) and to Kenny Eyre for filling in the gaps and correcting my mistakes.

A copy of this article will go to future winners of the Dave Rowland Trophy.

WHERE HAVE YOU BEEN LATELY?

It sometimes occurs to me when I am listening to a lurid description of an epic Sunday morning trail riding trip to Edale and back, that you may be interested to know of my experiences over a period of 14 years - all on the same bike!

This 'ancient' machine, which now qualifies for classic bike insurance has faithfully carried me over every green lane in Derbyshire, and many in Staffordshire, Cheshire and Lancashire. Amongst the lanes which we have traversed in Yorkshire are included such infamous routes as Dandra Garth and Highway. In Wales, Monks Trod and Strata Florida have been conquered. In Scotland, the Old Mamore Road and one of General Wade's ancient military roads, the Corrieyairack Pass. In the Scottish Borders and Cheviot hills we have struggled over Klenel Street, Deer Street and several others, just for fun.

My trusty steed and I have successfully competed for several years in the three Classic Trials organised the M.C.C. These are the Exeter in January (300 miles). The Lands End at Easter (390 miles) and the Edinburgh in October (150 miles).

We have also competed in most of the annual National Rallies since their re-introduction in 1985. These have all been achieved to Gold standard which involves a short trip of at least 500 miles within 20 consecutive hours, checks and medals included.

We have also helped Club members to win medals at three I.S.D.E. events, Wales 1983 - 3 Bronze medals, Mende in France 1988 - 2 Bronze medals, and Assen in Holland - 2 Bronze medals.

By way of relaxation in 1994 we packed our panniers and with the exception of the English Channel, which I trust you will excuse, we toured France and Spain via the Pyrenees getting as far as Mojacar on the South coast of Spain. Because we hadn't done enough miles to justify an oil change that year we later on went to Roggenburg in Switzerland to cheer the British motocross team to victory in the Motocross des Nations.

This year, for a change, we traversed France and Switzerland, went down through Austria into Italy, Venice even! Back west to Lake Maggiore, then via Valle d'Aosta and over the St. Bernard Piccolo Pass into France and home via Le Havre and Portsmouth.

In August we visited Roggenburg again. This time we went to encourage Chris Etheridge and passenger Gary Withers to 4th place in the Sidecar Motocross Grand Prix. We returned via the Black Forest, the Nurburgring and Belgium to Zeebrugge. This time we sailed to Felixstowe and rode back up the A1.

Over the past years, as well as completing the above mentioned holidays and organised events, every spare weekend has been filled with two wheeled trips. Venues include Witton Castle in Co Durham, Farleigh Castle, Hawkstone Park, Donnington, Barbon in Westmorland, Sedburgh, etc, etc. It sure beats the same old trail ride every Sunday, so why don't you branch out a bit?, I'm sure you'll enjoy it.

Is the above fact or fiction? What's the bike? Does the bike and writer exist? Is it Wilson of the Rover comic? (*A youngish Editor writes- Pardon?*) Does he really come to your clubroom? How old is he - 30ish, 40ish, 50ish? Can you really speak to such a hero? Answers on a postcard to Gordon Ruffley.

THE MANCHESTER 17 MOTORCYCLE CLUB

1935 - 1995
60 YEARS
in motorcycle sport



ounded in 1935 and affiliated to the AUTO CYCLE UNION and the BRITISH MOTORCYCLISTS FEDERATION

SIXTIETH ANNUAL DINNER AND AWARDS PRESENTATION

Arrangements are being made for a

GUEST SPEAKER

*and we hope that at least one of the original "seventeen"
will be there, together with as many Members from
the sixty years of the Clubs' history as possible.*

Friday

9TH FEBRUARY 1996

Davenport Park Hotel

S.T.O.C.K.P.O.R.T

FOR YOUR TICKETS

☎ Mark Livingstone

0161 480 5841

only

£15.00

each