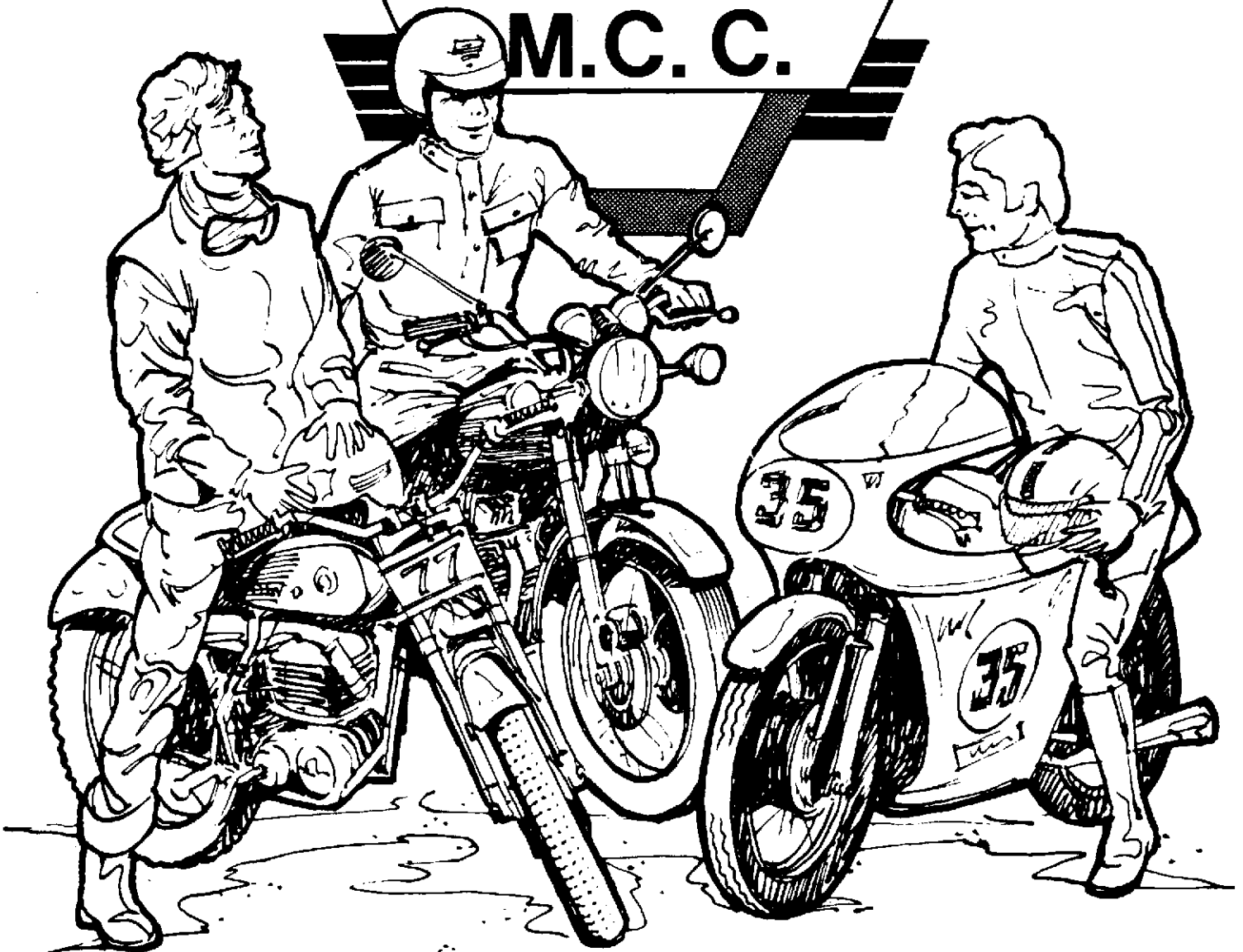


JAN 1983

THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



Meetings: Tuesdays, 8-30pm. Robin Hood Hotel, High Lane. (A6)

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MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - JANUARY, 1983.

CLUB OFFICIALS.

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

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

CHAIRMAN. Ian Bottomley, 1 Mulberry Close,
Heald Green, Cheshire.

SECRETARY. Roger Richards, 29 Woodsmoor Lane, Stockport.

MEMBERSHIP SEC. Roger Richards. --ditto---

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

TRIALS SEC. Edgar Rosenthal, 192 Compstall Road, Romiley, Stockport.

RALLY SEC. Paul Rushton, 81 Boddens Hill Road, Heaton Moor, Stockport.

SPORTING SEC. John Garlick, 14 Oak Bank Road, Newtown, New Mills.

RIGHTS OF WAY OFFICER. Vernon Leigh, 2 Marton Green, Bridgehall,
Stockport.

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

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

ORDINARY MEMBERS. Dennis Taylor, 7 Sundial Road, Offerton, Stockport.
Phil Minne, 12 Stainburne Road, Great Moor, Stockport.

CLUB ROOM & NIGHT. See Cover.

DIARY OF EVENTS.

Jan. 16th. Club run to the John Hartle Trial at Harrop Grange Farm
Nr. Sparrowpits, Chapel en le Frith. Meet 10.00 a.m.
at Robin Hood. Thermals and a large flask essential.

Jan. 24th. Monday. COMMITTEE MEETING Robin Hood 8.00 pm.
Note. Time 10.00 not 9.30 as on page 9.

Jan. 11th. Tuesday. Open Forum in Club room. 9.00 pm.

Jan. 12th. Trials Committee Meeting. White Horse. 8.30 pm.

MANCHESTER 17 M.C.C. ANNUAL AWARDS NIGHT - BUFFET DANCE.

Once again the venue is the Belgrade Hotel, Dialstone Lane, Stockport.
The date is the 4th. March 83. (Friday) Tickets will be available at
the end of January, and the price will be between £6. and £7.
The meal will be the same as last year buffet selection eaten at set
table places. There will be a disco after the presentation of the
awards. Ring the date in your diary and come along and enjoy yourself.

THE CLUB PRESIDENTS NEW YEAR MESSAGE.

Seasons Greetings to all Manchester 17 Club Members, I hope that you will all continue to enjoy the spirit of friendliness and comradship that the common interest in motorcycling affords.

At this time last year I said that I hoped that the road riders would organise more competitions that could be used to award points leading to the most successful competitor getting the Presidents Cup. Unfortunately we have not been as successful in this direction as I would have hoped, but organising one of these events is almost a full time job and earning ones living is far more important in the present economic climate.

The Committee whose members have changed little from last year is short of two members, a secretary, and a social secretary, and whilst Roger Richards has assumed responsibility for the former as well as being the membership secretary, we are short of a social secretary.

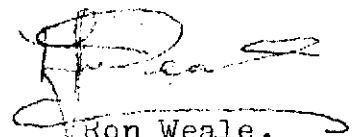
Taking over from Jim Capper on the 'Trials' scene is a member of long standing, Edgar Rosenthal whose quiet rational approach to club matter bodes well for the trials section.

This coming year sees frantic activity from the Enduro Division, which in addition to its annual event at Brinks Farm is seeking a Team Entry in the 1983 International Six Days Enduro to be held in Wales. As a fund raiser Phil Minne appears to have found his true vocation and members will get used to seeing him with either a football card or his jam jar up until September when the event is held.

I am particularly pleased to see the Training Scheme getting underway again, Ken Howard our training officer is dy'ing to use up all that bottled up energy that he has had stored since the demise of the RAC/ACU involvement.

Paul Rushton has accepted the burden of handling 'Rally' matters that will ensure the holding once more of the Dead Ants Rally.

I won't say anything about the 'Newsletter', but without it I wouldn't be able to wish all of you, A HAPPY NEW YEAR and A SAFE MOTORCYCLING YEAR.



Ron Weale,
Club President.

EDITORIAL.

Dear Members,

If you have not yet paid your subscription for 1983 you will have received this copy of the Newsletter with the compliments of the club, and we hope that you will respond by filling in the renewal form and sending it off with your remittance to our Membership Secretary, Roger Richards whose address you should be able to read this month in the list of officials on page 1.

As I sit here typing, the local moron has just started lap 2 of the Offerton Lane - Hall Street Circuit at a great rate of knots causing me to pause until he reaches Stockport or Lisburne Lane without running into another vehicle and thus solving one of today's irritations. It seems a terrible thing to do, but I pray for rain especially in the evening, because that's one thing they don't like, a wet road, I suppose it scares them silly and they are silly.

We now come to the 'commercial break', eighteen months ago club members enjoyed the company of Arnold Behre, an American who was over here working at the Senior Service factory in Hyde. In the states he is a keen trail rider and he took advantage of the friendly spirit that exists amongst motorcyclists the world over to meet and ride with the '17.'

Arnold bought a Honda 250 Trail bike and accompanied the enduro lads on quite a few of their outings, some of you will recall the slide show that he put on for us.

Returning to Massachusetts, Arnold has left his bike with me, it had been his intention to return for one last tour of duty before selling the bike and returning home. Unfortunately things have not worked out quite as he would have liked, and he has asked me to try and sell this bike for him.

Now trail riding may not be your scene, but with the International Six Days Enduro taking place in Wales this year, and with the club hoping to enter a team, what better excuse for taking advantage of a situation that will only occur once and get yourself a bargain. Then and only then will you be able to follow the riders in the less hospitable sections of the course.

For the benefit of the sixty or so members who come to the club on a Tuesday night but who have never seen a 'Trials rider' and there have not been many 'sightings' in 1982 I propose a safari run to one of the club trials, I'm sure you would like to see some of the other 240 members that I post the Newsletter to each month.

Now for this year's appeal - the Newsletter is published on the Tuesday nearest the 1st. of each month. Will those members who live locally, but who only come to the club occasionally, please make your visit coincide with Newsletter night so that we can hand your copy to you.

Keith Haining.

COMMITTEE MEETING REPORT. 8th. December. 82.

The following members of the newly elected committee were present:-

Ron Weale, Ian Bottomley, Roger Richards, Ken Howard, Keith Haining, Phil Minne, Vernon Leigh, Ken Roberts, Geoff Winstanley, Edgar Rosenthal.

The Chairman, Ian Bottomley decided that in future committee meetings will start at 8-0 pm. and finish at 10-30 pm. and it was with this in mind that with only five members present the meeting was started. The minutes of the previous meeting on the 3rd. November were approved after corrections were made to the list of members present, Ian having forgotten to include himself.

Roger Richards reported that a problem had arisen with the booking of the Awards Night and it looked as if we will not be holding it at the Belgrade Hotel. Ian then raised the question of why we were intent on having a buffet and not a proper meal, it was his considered opinion that the new committee could decide the kind of meal, especially in view of the fact that the venue was now in the melting pot so to speak. Once the number of members at the meeting increased, the Banqueting Sub-Committee was told to get on and make the necessary arrangements.

The Editor reported upon the problems he had experienced in getting out sufficient copies for the 30th. November and how he fared no better on the following Tuesday. In an effort to reduce the number of copies sent in the post he had delivered a number by hand. The committee felt that whilst every effort should be made to save postage it should be done with the co-operation of all the members who turn up on club night and couldn't be left to the editor.

The Editor also asked for guidance in respect of the cost of the BMF Magazine 'Motorcycle Rider', as we were being asked to pay the same price as we were able to sell them for. The committee told the editor to write to the BMF telling them that we were not prepared to accept this very unbusinesslike arrangement.

Phil Minne for the Enduro sub-committee and as the member responsible for raising funds for the team entry in the International Six Days Enduro later in the year said that they had approached the trials section with a view to putting on a trial specifically to raise money for the ISDE. He asked the committee to endorse the arrangement and with the Trials Secretary's agreement the John Hartle was made available.

Edgar Rosenthal was welcomed to the committee by the chairman and reported on the next trial being the John Hartle, whilst the Northern Experts on the 12th was being run on behalf of the '17 by the Guisboro and Scarborough Club.

Roger Richards reported on the Rally scene, indicating that in the absence of Paul Rushton he couldn't give a definite date for the presentation of the final accounts for the 1982 Dead Ants Rally. Phil Minne and Vernon Leigh expressed a certain disquiet on hearing that the Rally Section had been allowed to open a separate account when they had been refused permission to open one for the Enduro section.

cont....

Committee Meeting Report cont.....

Geoff Winstanley reported on his arrangements for the Nigel Wood Road Trial on the 19th. December. He also indicated that during the winter months when long runs are not possible, shorter runs would be organised the first one being to the John Hartle Trial.

Ron Weale reported on the Centre Board and asked the committee to endorse his recommendations on who the 17's delegates should throw their weight behind on the national committee. In particular he wanted to assist Vernon Cooper to be re-elected and the committee agreed. The following members who already hold positions on the Cheshire Centre Board Committee were asked to represent the '17', they are Ron Weale, John Garlick, Vernon Leigh and Phil Minne.

Delegates to the BMF were appointed they were Geoff Winstanley Keith Haining and Ian Bottomley.

Ken Howard reported on the progress that they were making with the training scheme and in answer to a suggestion from Keith Haining that he writes to the Editor of the Stockport Express/Advertiser and the Messenger. Ken asked that this be done after Xmas as they would not be able to start the first course until the New Year and it would be a pity to have to turn premature enquiries away.

The question of the time of starting the committee meetings was raised by Ron Weale - the Club President, who indicated that it was quite impossible for him to get to the Robin Hood on a Wednesday before 8-30 pm. A request from the Editor that this should be voted on was turned down by the Chairman who was adamant that if we were to finish the meetings before 11-0pm we had to start at 8-0pm. He agreed that advance notice of the matters to be discussed would help speed things up and Vernon suggested that it might be a good idea if we saw the film that Ian brought along at the start of the December 1982 committee meeting on how to hold a meeting.

The meeting closed at 11-15 pm.

THE NEXT COMMITTEE MEETING IS ON JANUARY 24th. at 8 pm.

CLUB REGALIA - CLUB REGALIA - CLUB REGALIA - CLUB REGALIA - CLUB REGALIA - CLUB

Roger Richards the Membership secretary has the following items of club regalia for sale.

Sweatshirts. Yellow or Black.	@ £8.00. each. Sizes S, M, L, XL.
Lapel Badges with pin.	@ 60p each.
Cloth Sew On Badges.	@ £1.00. each.
Transfers.	@ 15p each.
Car Stickers.	@ 25p each.

THE WOLFSON MOTORCYCLE RESEARCH UNIT.

This is the second part of a talk given to the members of the Manchester 17 Motor Cycle Club by Dr. G.E. Roe and Dr. T.E. Thorpe on the 12th. October. 1982.

British Universities have long been centres of research as well as of education and their output in terms of engineering inventiveness has put us at the forefront of worldwide engineering. Unfortunately only too often the commercial fruits of their work has been grasped by other countries, and whilst there has been a reward in the form of royalties, it is galling to see inventions re-imported into the country of their birth.

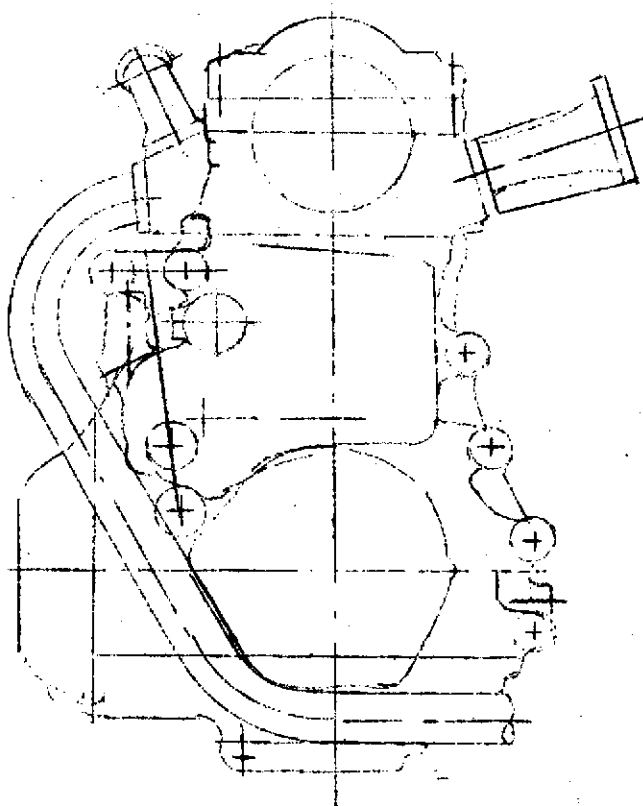
Last month we published a somewhat spartan account of the work that Drs. Roe and Thorpe have done in the field of motorcycle stability ending up with the production of two or three sets of leading link front forks. In conjunction with the front fork the Wolfson Unit improved the frame design, produced a more efficient silencing system for a number of leading makes of motorcycle and an induction silencer that complimented the exhaust silencer.

During this research it was important to establish the effect that the relative positions of the engine and gearbox have on the handling of the motorcycle. It was found that a position forward and low in the frame contributed most to machine stability, while problems that this position created could be corrected by stiffening the frame. At the same time it is important to position the gearbox and its drive sprocket as close to the pivot point of the rear swinging arm as possible to reduce the variations in chain tension. These two can only be achieved by having a separate engine and gearbox.

The opportunity to design and develop an engine and gearbox afforded Dr. Roe and Dr. Thorpe a unique opportunity to create a complete motorcycle embodying all the concepts that they had been working on for years. Anticipating a return to a more basic layout of one or two cylinders in the form of a vee, with due regard to the changes the law about petrol and emission both of fumes and noise, they finally opted for a single cylinder overhead cam engine, water cooled and with a separate gearbox.

The need for a radiator and the dictates of the angle of the carburettor commensurate with a straight induction porting meant that the engine had to be mounted vertically. The cylinder is cast with the crankcase and the proportions are such that the bore can cover a range of 350 to 500 cc.

The most expensive parts of any engine, until production quantities recover the cost of the tooling are those that are forged or cast. Dies are expensive and the cost cannot be justified for one or two sets. The connecting rod is one such part so they have opted for an existing one from a Renault engine. Avoiding the use of castings in an engine is impossible, but here the designers experience is of the utmost importance if the cost of the pattern equipment is to be kept within reasonable limits. The fact that the engine is water cooled adds to the number of core boxes to provide the passageways around the cylinder block. Fig.1. shows an outline of the engine design.



Prototype Engine. (Fig 1.)

If a motorcycle is to have a strong sales potential, it must have sporting performance, and considerable time has been spent developing the 4-valve head with help from Weslake and Co. Ltd. Flow tests on this head indicate high power levels and at least 30 hp. gearbox output (from 400 cc.) is expected when the first engine runs early in 1983. The high swirl rates measured in the cylinder head indicate further lean burn possibilities, to further reduce the fuel consumption and exhaust emissions output. Emissions are also helped by the central sparkplug location and short flame path. Compression ratio is initially 9;1 and a constant velocity S.U. HIF carburettor will be used in the interest of fuel economy and emissions.

Primary drive from engine to gearbox is by duplex roller chain with Remold double-acting hydraulic tensioner to a dry plate clutch. The gearbox is capable of transmitting the power from the complete range of engines including the one of 1000 cc. capacity

There are many companies looking for power units which can form the basis of their own motorcycle conception. Indeed a supply of such power units could well provide a useful catalyst for a revival of the UK motorcycle industry. The engine/transmission unit will build up into an ideal off-road machine for military use. For the complete machine, the design and development have given high priority to low cost production and it is envisaged that the motorcycle should sell in volume at a competitive market price, rather than offering small numbers of machines at a high price premium.

The Manchester 17 M.C.C. wishes to thank Drs. G.E.Roe and T.E.Thorpe for giving permission for this and the previous articles to be published in the club newsletter.

A REPORT ON THE 'CERI' ENDURO by Brian Garner.

It was 5.30 a.m. on a bleak December morning when Vernon Leigh, Geoff Mills and I arrived at Pete Conway's house - Pete bounded out with all the vigour and enthusiasm one would expect from a bloke who had been out on the booze (Blue Nun ??) until 2 o'clock that morning. We then met up with Dave Farndell and wife Lynn who were transporting the bikes on Dave's faithful Datsun pick-up.

The journey down to Kerry, near Newtown, Powys, was uneventful. Vernon's bowels had taken a turn for the better and we were able to travel the whole way with the car windows closed - a rare occurrence.

We eventually found the start area at 8.45 a.m. and unloaded the bikes. The riders (Dave, Pete and myself) then proceeded into a nearby Christmas tree plantation armed with rolls of decorative pink paper and carried out the customary ritual of proffering sacrifices to the Welsh wood nymphs.

Dave was the first member of the Manchester 17's team to start as he was riding on expert schedule - at 9.34 a.m. the 250 Maico crackled into life and Dave shot off - leaving the eventual winner, I.S.D.E. rider Andre Zembruski, for dead, until he got his bike started. Next to go was Pete on the XR 200 Honda in the four stroke class - with a characteristic gleam of teeth for the assembled photographers. Some minutes later I booted the faithful KDX 175 Kawasaki into life and set off for the first check in the middle of the clubman class.

The clubmen and 4 strokes had to complete 2 laps of the 46½ mile course while the experts had to do 3 laps. The course was a mixture of moorland tracks, bogs, forestry roads and fire-breaks with a smattering of country lanes linking up the off-road going. The first lap passed without drama - a tight time allowance between checks 2 and 3 taking marks off most of the entry. The special test was 4 miles of cross-country going, to be timed on each lap. I was going really well until I went flying over the bars at 30 m.p.h. only 100 yards from the finish when some camouflaged ruts grabbed hold of the front Metzeler. Pete was doing O.K as well but lost time when he stopped to give a courseside photographer his name and address - seemed like a nice boy.

The second lap of a super course took more marks off both Pete and myself as the time allowance between checks were reduced, but we got back to the finish well satisfied with our performance, gaining a bronze medal apiece.

Meanwhile super-hero Dave was out on his third lap but lost a lot of time when his back wheel locked up on a slate road flat out in 5th. gear. After changing his underwear, he removed the back wheel with the aid of a Welsh hammer (big rock) and discovered that the beaded linings had come off the brake shoes. Out came the linings and he struggled on minus the back brake.

Back at the finish dusk was beginning to close in when five anxious people were very relieved to see Dave's arrival. The bikes were thrown into the pick-up and a tired, but happy crew, set off home to face the most difficult task of the day for your scribe - a swift half at the Golden Hind, Offerton. Suffice to say that I went straight to bed without showering or eating.

Finally, many thanks to Vernon, Geoff and Lynn for crewing for us.

Postscript to Brians report on the Ceri Enduro that will be of especial interest to 4 stroke aficionados - fuel consumption figures for the event;

250 Maico (3 laps)	- 9 gallons.
175 Kawasaki (2 laps)	- 4 gallons.
200 Honda. (2 laps)	- 1½ gallons.

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MORE BEFORE EXTRACTS.

June 28th. 1936. Run to Vortagens Valley.

Present.

Messrs. Faulkner and Brown.	(BSA s/c 500.)
" Lacey and Dugdale.	(Velo s/c 407.)
" Scholefield.	(SGS 250.)
" Cave and Bunney.	(Austin 7.)
" Machin.	(AJS.)
" Anyon.	(AJS.)
" Nield.	(Rudge.)
" Winter.	(Excelsior.)

There was a mountain grass track organised by the Chester Motor Club held at Northop in North Wales, and E.C.Cave with A.C.Lacey (Velo s/c 407) rode in the sidecar event.

The races were very good and the weather was perfect and we enjoyed ourselves. In the sidecar race our pair started very well but Lacey's 14 or 15 stone was too much for the sidecar body and they had to retire.

Towards the end of the meeting the police came in and booked some of the riders for "Assembling outside their own parish for the purpose of sport on a Sunday", this is a 1640 law, and the maximum penalty is a 3/4d fine or 4 hours in the stocks.

The ACU backed the riders and when the police saw that there was going to be stiff opposition they dropped the charge.

T.A.Dugdale.

-----0000000000-----

Jan. 16th. Club run to the John Hartle Trial at Harrop Grange Farm Nr. Sparrowpits, Chapel en le Frith. Meet 9-30 am. Robin Hood. Thermals and a large flask essential.

Jan. 24th. Monday. COMMITTEE MEETING Robin Hood 8.00. pm.

-----0000000000-----

Just a hick-up from page 1.

HIGH PEAK MOTORCYCLES.

WHEELING & DEALING - Will members please note that it is a WIRE WHEEL BUILDING SERVICE that High Peak Motorcycles offer.

CLUB RUN TO NORMANDY.
(With only me going - Graham Watson.)

Before I got married with consequent mortgage round my neck and the national average of 2.3 children, I used to do quite a lot of continental touring with my trusty Bonneville, visiting most of Europe and even venturing to North Africa and Greece.

For this years holiday, my wife, the kids and I went camping in Brittany in the car and all my memories came back to me of the wonderful times I spent motorcycling in France. So when we returned home I said to my wife that I would like to return to France on my bike and spend a week there on my own in October when I have a weeks holiday.

"On your own"!! What about me and the kids?? I think your downright selfish!! I never go anywhere !! We need a new carpet !!
I've got no doubt that all married men understand the above reaction.

After removing my earplugs, I set about preparing my bike (now a 750 Honda not the Bonny) but before I could set off I had to help Keith Haining at the Classic Bike Show and it was Sunday afternoon on the 3rd. October that I eventually set off heading for Portsmouth to catch the boat to St. Malo.

Immediately after getting on the boat, I formed a queue with me at the head to book a cabin, as I know from experience that it isn't any fun trying to sleep on the floor, and after parting with \$9 I shared a cabin with three other men - One man was cycling to Spain for a month and another told me that he went over to France for a weeks holiday five years ago and that he never returned. Some holiday !

On arrival at St. Malo and going through the customs formalities, I wasn't sure of exactly where I was heading, but as I had been assured that the weather a few hundred miles south was still quite warm, I thought that I would head south, however the incessant rain soon caused me to change my mind, retrace my route and head for Normandy and I am now glad that I did so.

Having already driven 100 miles south and then 100 miles north in the pouring rain, I was cold and hungry I decided to find a place to stay, and as I hadn't brought any camping equipment it had to be a hotel. Eventually I landed in the town of Granville where a dined and slept in a beautiful hotel. The hoteliers were very kind and went out of their way to help a drenched motorcyclist, somehow I don't think that I would have got the same treatment in England.

I awoke next morning to breakfast in bed, and when I opened the curtains and stepped on to the balcony, what a glorious day in contrast to the day before.

After saying "au-revoir", I headed for Mont St. Michel. As I approach the Mont, I was astounded by its great beauty e it could best be described as a solitary island in a desert of sand. The sands are very treacherous as are the very high tides and bear witness to the many pilgrims that perished in the quicksands. The tides in the bay are the highest in France - 45 feet the difference between high and low tide and they are incredible to watch.

After visiting the enormous cathedral perched on the Mont, I decided to spend the rest of the week touring the Normandy beaches - scene of the Allied invasion in June 1944. So I set my front wheel towards the area designated Utah Beach about 80 miles away. I arrived at about 6 pm. it was still light when I came across a signpost which pointed to an American Military Cemetery which I decided to visit.

Literature handed out at the cemetery gives an insight into events during the first few weeks after 'D' day that make sad and harrowing reading - 11,000 Americans are buried there.

When I left the cemetery it was getting dark and again I had the problem of where to eat and sleep, hotels in this area are few and far between, then by chance I came across an Auberge. An Auberge is a farm that offers accommodation at a reasonable rate, and as I was the only guest I dined with the farmer and his family in the small restaurant on 'Escalope Normandy' washed down with home produced cider. The price of the room, meal and a hearty breakfast next morning was about £8.00. - such good value that I made the auberge my base for the remainder of the week.

So, remember when visiting France look out for the sign 'Auberge de Paysan' and you're guaranteed good value.

Early next morning I was out riding my bike from east to west along the Landing Coast and the first place that I came to was Le Hoc Pointe, and of all the places that I visited this was the only one that still looked like a battlefield, 600 salvos of 14" shells from a warship landing in this small area left it devastated. Further along the coast through Omaha Beach and on to Arromanches and Gold Beach where the Mulberry Harbour landed after being towed across the channel at 4 mph. 600,000 tons of floating concrete enabled heavy equipment to be landed. The harbour, or rather what remains of it is still there, it was destroyed in a violent storm a couple of weeks after 'D' day.

It was now Thursday and time to think about heading home, abandoning thoughts of visiting Pegasus Bridge, made famous when the paratroopers captured it, instead I headed for Bayeux to see Queen Matilda's Tapestry.

The Tapestry which is kept in the Bayeux Museum alongside the great Cathedral is 19 inches wide and 231 feet long running around all four walls depicts scenes culminating in the Norman Conquest of England. Visitors are guided through the 58 scenes by means of a hand held talking teleguide, so if you are interested in history it is well worth a visit.

Leaving the Tapestry I decided to go and pay my respects at the British War Cemetery on the outskirts of Bayeux and I was surprised to find buried there many hundreds of German war dead.

At this time the heavens opened and I decided to shelter and have something to eat in a nearby restaurant while I decided from which port to catch the boat - St. Malo or for a change Le Havre which was quite a distance away, but after a chat with the restaurateur who suggested Cherbourg 90 miles away. Seemed like a good (?) idea so I set off in persistent rain. What a sickener, I arrived at 10.00 pm to find the port in darkness, closed for the night and no boats for another 16 hours.

What I thought was a good idea turned out to be a tiring 250 mile ride back to St. Malo. I limped the last few miles into St. Malo with my chain making a terrible noise, I had trouble with the chain all week. I arrived at the harbour at 3.00 am to find it too was closed for the night. I found shelter in a lorry trailer until 8.00 am when I had a look at my chain, there was no more adjustment left and with the chain flopping about and apparently damaged I had to remove the locknuts on the adjusters to give a little more movement.

Arriving back home at 5.00 am. on Sunday and dived straight into bed, black as the ace of spades, put my cold feet of the wife and then had a game of "Hide the Sausage" with her before I fell asleep.

Finally, Normandy at this time of the year is very quiet, but as I am basically a loner I don't mind. Try it yourself sometime and find out what I mean.

DERWENT TRAIL RUN. Report by John Ward.

A rather unpromising misty start from the top of Mellor saw two outfits, Peter Potts and Glen on their Walo, Jim Maple and Peter Ogden with their "Grow More" or was it "Morgo" conversion Triumph, John Hoxworth and I on solo Hondas, making towards Roych Clough to grind down some millstone grit.

The outfits certainly ground and got ground, particularly the right hand handlebar ends against the drystone walls when in deep chair up gullies. Still they must have been enjoying it as they went on past the turn off to the Rose and Crown at Chinley, so I took out my flask and butties and awaited their eventual return.

Here we met Peter Wilkinson on his Yamaha who joined us briefly as we went over Dirtlow Rake and Pindale into Hope, where turning right and shortly right again off the main road we rode up to the moors at Shatton, completing a rather muddy loop before rejoining the main road towards Bamford, to tackle the steep rocky clough on the edge of the village. Jim decided that his Growmore might suffer a mischief if Bamford was tackled before the running in was completed.

The two solos watched Peter dangle an uncertain foot which spoiled what was otherwise a good climb. Next came John on his XR200 who after an encouraging start lost his bottle and centipeeded the middle bit, leaving it to a humble 250XL to potter up - just like the A6 on a dry day. We then collected Jim and proceeded past the Ladybower Reservoir and turned into the Derwent Valley - nice sight seeing the water cascading down the width of the dam wall. We climbed sharply up the mountain track towards the Hagg Hostel. It was here that we waited a long time for Jim and Peter, they had apparently had some difficulty in the first gully trying to emulate an apple turnover. Eventually we reached the summit and descended to the Snake Road crossing over it to climb the slippery road through the forest up towards Hope Cross. Apart from one hairpin that stopped both outfits we reached the crossroads high above the Ladybower Reservoir.

The return journey was through Edale with the two solos tackling Chapel Gates steep climb, meeting the outfits near the top of the Roych and from there we came home via normal roads. The two outfits should be in suitable condition for tackling the "Exeter Trial" in early January and together with my XL we are hoping for the "usual" ?? great things.

-----ooooooooo-----

Members are advised that if they would like to join this band of intrepid adventurers and has a suitable mount, they will be more than welcome. If you are shy and don't like to push yourself, find the Newsletter Editor easily identified by his badge !! and he will be only too pleased to make the introductions. However he accepts no further responsibility for the eventual outcome of this meeting.

PUBLICITY BLURB. by Keith Haining.

It was proposed by Ken Roberts at the committee meeting on the 3rd. November 1982 that we should consider revamping the front cover of the newsletter. Supported by Jim Capper, he felt that the 'cartoons' and here we use the term in the same context as the Leonardo cartoons, were old fashioned. Ken suggested that a reproduction from a photograph would be more appropriate.

The Editor was less than enthusiastic about the idea in view of the fact that he was about to send out letters inviting our advertisers who take space on the reverse side to renew their contract with us. With this to be completed before the beginning of December so that the printers can complete the covers for the end of December meant that any delay would make things very difficult.

The committee asked Ken to come up with something by the AGM on the 24th. November and he in turn asked for members to supply suitable photographs.

At the AGM the Editor explained the problem and suggested that the middle of the year would be a better time to review the front cover. We therefore retain the existing cover for 1983 but will launch a competition for the 1984 cover, members will be asked to submit their illustrated proposals on a piece of paper the same size as the present cover, it must however include the club badge. There will be a cash prize for the winning entry.

You will also see that there have been a number of changes in the dealers that have taken space inside the cover. We were sorry to lose rather more than we had anticipated but thank those who have continued to support the club and welcome some new names.

In return for this support we ask all club members to reciprocate by patronising these dealers.

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BUXTON TRANSPORT MUSEUM.

presents the

RACING BIKE SHOW.

When you receive this newsletter there will probably be one week end in which you can pay a visit to this exhibition of competition motor cycles from 1930 to 1982.

Open every day from 10 am. to 4 pm. until January 9th. at the Buxton Transport Museum, Station Road, Buxton. it costs £1.25 for adults 50p for schoolchildren and OAP or £3.00 for a family ticket covering 2 parents and schoolchildren.

TECHNICAL TIPS.

In these days of large capacity engines fitted with electric starters as the only means of getting them to burst into life, the battery is more important than it ever was in the days of the 500 cc. single which if you couldn't kick start it you could at least run and bump start it.

The experience of getting out the bike and on switching on and seeing the bright glow of red and green from the ignition and oil pressure warning lights, followed by the shock of seeing them both go out when you pressed the starter button.

Sometimes this disappearing act was accompanied by a 'clunk' or a 'hiss' or at the best a very slow turning over of the engine. The immediate conclusion is that the battery is flat, those who possess a battery charger immediately put the battery on charge, those with a spare battery change it over, and those without either start frantically ringing round to find out if they can get a lift to work. Sometimes after doing all this rushing around you return to the bike and on pressing the starter button again find that the motor bursts into life.

This pantomime can be tolerated for months and during this time you may strip down various parts of the engine including the starter motor that on testing without the proper tackle can indicate that it is faulty. The battery will often respond to charge and once going, the throughput from the generator will restart the engine if it stalls at a junction.

A damp morning will compound the problem leading you to blame the points, plugs, distributor, condenser, coil, in fact anything but the battery. Now in the case of a car used in the winter months when you use the lights to go to work and to return in the evening plus their use in bad visibility the culprit can be a loose fan belt whose drive can fail to allow the generator to make up for the losses due to the starting from cold.

Batteries these days are invariably trouble free, although you can get the occasional cell failure on a new one, but these days they go for months nay a year without needing distilled water. They are often out of sight and therefore out of mind and this is the trouble. So look at the battery from time to time, remove the terminals and clean them particularly the earth which often rots away at its point of connection to the frame or at the battery, smear the terminals with petroleum jelly and at the obvious signs such as those that I have indicated have the battery checked at a garage and face up to the fact that that is where the trouble is - THE BATTERY.

One further point concerning the battery. Batteries give off gas that is corrosive as anyone who has had a battery carrier fall to bits will know. Remove the battery and carrier from time to time wash the carrier with water, dry and remove the rust and repaint it is well worth the effort. The other point to watch is in the event of an accident when the bike has been upside down for example. Make sure that the acid from the battery has not leaked out over the frame or mudguard, the aftereffect can be both unsightly and very expensive to put right, so wash it carefully if this happens.

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