

MAR 1983

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MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - MARCH. 1983.

CLUB OFFICIALS.

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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.

2nd. March. COMMITTEE MEETING. 8 pm. Robin Hood.

4th. March. ANNUAL AWARDS NIGHT - BUFFET- DISCO. (Tickets £6.00. from
Roger Richards.) Belgrade Hotel, Dialstone Lane, Stockport.
is the venue, time 8 pm till 1 am.

8th. March. Film Show at Robin Hood. Starts at 9 pm.

16th. March. Enduro Sub-Committee Meeting at Robin Hood.

20th. March. Visit to the International Motor Cycle Show at the NEC
Birmingham. Start from Robin Hood at 9-0 am.
Tickets purchased in advance before the 4th. March can
save you 60p.

22nd. March. Film Show at Robin Hood. Starts at 9 pm.

1st. to 4th. April. Camping week end in the Lake District. See the
notice board for details or contact Geoff Winstanley
during March.

10th. April. John Simister Trial. Open to Centre Event. Start from
High Edge, Buxton.

EDITORIAL

Dear Members,

I started to write this a week ago, but couldn't think of anything to say, picking it up again now is probably a mistake as I am in a state of sheer frustration. Frustration with the work by which I earn my bread and butter as well as my efforts to put on a film show in the clubroom.

In the last thirty years it has seemed that if you have an urgent job to do that relies on someone providing information, a drawing or a component part it never arrives in time. A letter sent by first class post from Manchester to Coventry gets lost for two days. A drawing sent first class from Eccles to Stockport on Friday night isn't delivered on Saturday morning but instead comes on Monday. A part that you want is handed to the one person out of the whole workforce in a factory that you haven't told to look out for it.

So what is the latest arrangement that has come unstuck, well it concerns that example of teutonic efficiency BMW who seem to have suffered as much in the last few years from the British Leyland syndrome of the pre-Edwards era. Having written to them in December 82 I was offered 2 films in January for showing during the week beginning the 7th. February 83. Whereupon I immediately wrote back first class post accepting the offer and put a poster up in the clubroom to the effect that there would be a film show on Tuesday the 8th. I was told that the films would be delivered by Securicor so someone would have to be in to sign for them. Isn't it amazing that as soon as you are told that a parcel will be delivered, sometime - it becomes almost impossible to ensure just that.

From the 1st. February we did just that, hardly daring to move from the house, but to no avail, the parcel never arrived. So on the Monday 7th. I rang up BMW at Bracknell only to find that my contact was out, and would be out on Tuesday as well. No one else knew a darned thing about any films for the Manchester 17 Motor Cycle Club. When they rang back on Monday afternoon they were very sorry and I explained that unless I received the films tomorrow (Tuesday) it would be too late and as I had already checked with Securicor in Stockport it looked desperate.

Well Tuesday came and you can imagine how BMW's stock disappeared through the floor when I arrived at the Robin Hood where Carl Kellar had arranged all the chairs for the film show. Now Carl has recently acquired a BMW so we have a common bond you might say. In any case blokes as big as Carl are invariably of a placid disposition so that when he twisted my arm up my back while he felt through my pockets for the films I had quite a job saying Bayrische Motoren Werke and a few other expletives.

Wednesday dawned and what do you know, Securicor delivered the films that had been dispatched the day before. Now if it had been the jolly old postman I could have refused to accept them and they could have gone back to Bracknell free of charge. I felt so annoyed I couldn't be bothered to look at them myself.

Mind you I feel a lot better now that I have got that lot off my chest, you know what they say, a problem shared is a problem halved, and I have just reduced mine by 200 - THANKS.

EXCERPTS FROM THE PAST.

DECEMBER 20th. 1936. SOCIAL RUN & FOOTBALL MATCH WITH MANCHESTER
AGLES M.C.C. report by H. Nield.

Members present- At the start, A. Lacey & Bunny, R. Wilcox, E. Winter, E. Cave, E. Charlton, R. Imbleton, G. Machan, T. Dugdale, Massey, Sanders & friend, H. Nield.

At Chelford, F. Greaves & lady, N. Stretch & lady, R. Hallam, Graham (Non member.)

Owing to the run being scheduled to start at 10-30 we had the quite good turn out named above assembled by 11-0 am. The Eagle club, naturally having a larger membership outnumbered the club. At about 11-15 the convoy started, providing a sight most unusual in that locality, fully forty machines headed by the Captain of the Eagle club. Following a straightforward route through Wilmslow and Alderley at a most respectable speed we reached Chelford with only one stop.

At the Dixon Arms, Chelford we parked the machines in the commodious parking ground and assembled in the not so commodious room for dinner. This section being successfully covered the team was selected from the eleven members present. (a very difficult task.)

The team took the field and apparently won the toss. (This is not certain as the historian arrived on the field well after the start) With the help of a strong wind the club attacked strongly but could not penetrate the defence of which three players alone must have weighed forty stone. After the usual break for lemons which were not forthcoming the game was resumed, the club being set to face a wind that had assumed gale force. In the first half the club had cunningly managed to field twelve players for some time before being found out. In the second half it speaks highly of the eleven men to say that they withstood the pressure put upon them for 30 minutes that seemed like an hour. With some valiant efforts of the defence to kick the ball right out of Cheshire we gradually managed to hold out until time, to achieve a goal less draw.

At the conclusion of the game proper, some of the hardier spirits managed to play another game which ended in a score of 4-3 in about half an hours play. After some persuasion we obtained the use of a large room for tea. The room contained two pianos but apparently none of the seventy odd motor cycle enthusiasts present was an expert pianist. Strangely enough as opening time approached everyone evinced a desire to go home and so the Eagle club departed more or less en masse. The Manchester 17 set off home in a body and managed to finish up in the clubroom by installments.

After some table tennis and an impromptu dancing lesson a most enjoyable day came to a close with some very uneasy thoughts for the following day which were amply justified in most cases including that of H.Nield.

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MAGAZINES FOR SALE.

The following copies of popular motor cycle magazines have been given to the Editor to sell, the proceeds to go to club funds. If anyone is interested would they please contact me with their offer.
 On Two Wheels Nos. 1-120. Motor Cycle Mechanic. May 75 - Aug. 77.
 Road Bike Parts 1-22.

A TRIAL BY ANYOTHER NAME - CONTRIBUTION GRATEFULLY RECEIVED.
from Ken Roberts.

Now as everyone knows I am never one to blame anyone for something I should have had the sense to foresee, and this time is no exception. ITS ALL THAT FUND RAISING PHIL MINNE'S FAULT.

What happened was that us simple, uncomplicated, gullible, psychopathic but loveable trials types fell for the old smooth talk of them sophisticated, intellectual (but ugly) Enduro Matcho Men. The good guys (trials types like me) were conned into donating the proceeds of a trial to the bad guys (Enduro types like that nasty Brian Green). So after the John Hartle Trial in January someone suggested we run a Club Trial in February if only a modern super Hero could be found to do the necessary. Who else but the clubs super efficient if somewhat tight fisted TREASURER could fit that bill.

Bright and early (about 11-30 am.) on Saturday the 19th, February I phoned the weatherman to find out what his crystal ball told him about Sundays weather, "And the outlook for Sunday - very much the same as today". So after loading up with bags of sticks and things, I put my natty high fashion cap on, collected my box of Mr. Kiplings Jaffa Cakes which was to serve as dinner.(I have my dinner at dinner time, you enduro blokes would call it lunch) and set off into the bright sunrise.

The arrangement was to pick up Colin Mather just after sunrise (12-00 noon.) and Colin Jones would meet up with us later after his morning exercises of lifting engines out of his pop's boat. Colin M had been up most of the night searching Stockport for size 23 - racing compound Dunlop Safety Plusses to no avail. As I arrived he was trying to work out why a green mist was being ejected from Mum's new washing machine. My highly trained brain soon had the problem solved - socks.

With the possibility of a Mr. Kiplings Jaffa Cake as a reward, Colin M's little brother (6'-7" of him) was enlisted as pack animal off we went. Clough House on a sunny and very frosty winters day is a sight not to be missed, until three strangely clad motorcyclists - motor-cycleless arrived. The idea was to produce a dead easy trial and keep it quiet so only us three novices and a couple of deadlegs I know who are even less skilled in the art of footing than we, would enter. Then we could have a right good day and even win something. By 5-00 pm we had marked out 9 dead easy sections and 3 hard ones for the experts, or so we thought.

I had scrounged the use of the Town & Country Motorcycles van to transport Colin Jones's bike with mine together with my beautiful wife, (she still beats me if I tell the truth) and loveable kids, (and now even they beat me) to the event. For the second time in my life I was early - the first time I was early was:XXXXXXXXXXXXXXXXXXXXXXXXXXXX (sensored by the Editor) .. and I set up ready to welcome the entry and to make them feel wanted. Van doors firmly locked with riding numbers inside I started the now traditional banter with the riders as they came to collect their riding numbered bibs. Each prospective competitor should have an OK by his name on my list which means he has paid the correct fee, is a member of the club, has signed the entry form and sent a SAE for the results. This OK is like the prompt on my computer it only comes up about 30% of the time. Anyway there I am sat 6 foot above the heads of the slightly impatient crowd having my palm crossed with not inconsiderable amounts of silver when Uncle Reg Gowing complete with Stewards armband arrived, and panic set in.

You see I had been taking club subs off 45 of the entry before I would let them ride and a steward is only required at meetings where riders can be a member of any club in the Cheshire Centre. I saw a rope being made ready over a nearby tree before good old Jim Capper and Reg sorted out what had gone wrong. As it was a club trial Reg had got up early for no good reason, however at this point our Carol Thomas honoured him with the job of observing at section 11 at Cumberland, and this made his day.

After close inspection of all machines to ensure they complied with every detail of the ACU's rules and the construction and use regulations (1968) H.M. Stationers £1.25. Jim Capper started the event only a few minutes late. Thanks to the high technology of the Spanish Montesa concern I was last to start and the first to finish the trial - the bloody thing blew up after the first section !!! So after the ritual thanking of the almighty and the beating of the offending mechanical wonder learn'd from John Clees I had nothing to do but see how things were progressing.

Section 1 - dead easy up the stream and out up the easiest bit of the bank. Dennis Rourke was observing here and lent a sympathetic ear to my bikelessness. This dead easy section produced only one novice out of 38 who cleaned it on each of the four laps - Colin Mather.

Section 2- was where we usually drop into the stream at Plantation, honest it looked easy on the Saturday, only John Hulme, Glen Carney, and Paul Turner had four cleans.

Sections 3, 4 and 5 were easy, but section 6 !! I like long hill climbs where you can, as Henry Superbars would put it, "Get on the Mega" only this time it would have needed rocket assistance, so after only Peter Fleming and John Hulme made the ends card on the first lap I changed the section. Thereafter it was all three's and fives except for a remarkable clean by Norman Eyre.

Ted Hawker was observing on section 7 which was the easiest bit of the stream we could find, marked so you could ride anywhere, "Just like the M6", someone said, but it gave the also ran's some cleans.

For section 8 we used the bottom bit of the narrow stream at Cumberland. Ivan Davies deserved a medal for observing it - ice was for ing even on the stream ! Only cleans here were provided by Alan Hulme Carney, Turner and Worthington, and then only one each.

Originally section 11 was to have had the waterfall at Cumberland included. Thankfully Reg Gowing saw that this was asking too much in such cold conditions and changed the section after he and Scott Ellis and David Hooke had considered the possible danger to riders and machines. It was Scott Ellis who performed best on the modified section with two cleans.

Section 12 was Colin Mathers fault, Norman Eyre stopped and suggested I change it after the first lap because ice had made it impssible. So after nicking all the three sticks marking section 7 I helped the observer Joyce Chell to make a new exit over a jumble of frozen rocks. The new section really suited Harvey Lloyd who was best on this section with 2 cleans.

So our February Club Trial caused by those nasty Enduro lads was more a product of the weather than the skill of the marking out team. Two things though, Norman and Harvey don't have the habit of winning when they mark out (and thats just about every time) Everyone said how much they enjoyed themselves, thats what its all about, isn't it?

RESULTS OF CLUB TRIAL FEBRUARY 20th. 83.

<u>PREMIER.</u>	John Hulme.	JES. Majesty 250.	41	Marks lost.
<u>1st. Class.</u>	Norman Eyre.	Majesty 320.	53	" "
	Alan Hulme.	JES. Majesty 250.	59	with 28 cleans.
	Glen Carney.	Montesa 200.	59	" 27 "
	Scott Ellis.	SWM. 280.	64.	
	Paul Turner.	Fantic 240.	67.	" 28 "
	Harvey Lloyd.	Majesty. 320.	67.	" 23 "
	Simon Holland.	SWM 240.	70.	
<u>BEST INTERMEDIATE.</u>	Kevin Hipwell.	Majesty 200.	75.	
<u>Runner Up.</u>	Nigel Worthington.	Fantic. 156.	79.	
<u>BEST NOVICE.</u>	Kenneth Gregory.	Majesty 250.	98	
<u>Runner Up.</u>	Colin Mather.	Majesty 250.	98	

Our thanks to the following hardy observers:- Dennis Rourke, C. Coles, W. Turner, Bob Lloyd, Diane Machin, B & L Hipwell, Ted Hawker, Ivan Davies, Sandra Goodwin, R. Holland, Reg Gowing and Joyce Chell.

We are also grateful to Mr. Eardley for the use of his valuable if somewhat cold land, and to thank Town & Country Motorcycles for the use of their van, sorry about the tea stains.

The Editor would also like to thank Ken for this excellent account of the trial unfortunately as those readers who have seen the copy of the results sheet will appreciate it takes one hour to type and two hours to check the spelling, Ken uses such big words - badly.

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MUTUAL AID.

FOR SALE. FANTIC TRIALS BIKE. 1981/2 Ex Pems £550. O.N.O.
Tel Dave Walker on Chinley 50613.

FOR SALE. 2 Trailer Wheels complete with tyre and tube.
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FOR SALE. OSSA 250 cc. TRIALS BIKE. 1975 Model White and Green. £220.
KAWASAKI KH.400.S3. 'T' Reg. 9900 miles. £300. O.N.O.

Both from Andrew Darwent on 061-980-2295.

FOR SALE. BMW Crash Bars for R45/65. £18.

Craven Clipper Handlebar Fairing. The one with the small storage compartment. Has been fitted to a bmw R.80. £40.

BMW Handlebar Fairing. £35.

All from Bob Willocks on 061-430-4693.

FOR SALE. HONDA 250XL. 'V' Reg. Trail bike. Reasonable condition. £250
Contact the Editor. on 061-483-4437.

I RECALL - By Dave Rowland.

With the Scottish Six Day Trial rapidly drawing near, memories of this great event usually flood back to me. It is twenty years this year that I had my first ride, and it was the first time that I had been north of Carlisle. Being friendly with Mick Andrews and his father for it was about this time that I was riding against Mick nearly every week end, it seemed sensible to share travelling costs.

So off I went to Winster (Mick's house), loaded up my 250 BSA on to a trailer with Mick's 350 AJS and with this behind a Vauxhall we set off for the north. In those days there were no motorways so it was 'A' class roads or worse! On this journey Tom Andrews headed for the A1 and stayed on it all the way - in retrospect it was a poor route and seemed to take us ages, this was of course on a Saturday.

That evening at the trial headquarters I met Arthur Lampkin for the first time, he was the man who was riding well and along with Tony Davis and Jim Sandiford made up the BSA team. Team Manager Brian Martin entered me as an individual rider because he felt that as a newcomer I wouldn't do very well, even though I had won a few Nationals.

The trial itself was a fairly low score event with Sammy Miller having a poor ride (for him) finishing out of the top four, who were 1st. Arthur Lampkin 250 BSA; 2nd. Mick Andrews 350 AJS; 3rd. Ray Sayer 199 Triumph; 4th Dave Rowland 250 BSA. AJS took the prestigious team award and whilst its no use now but with me in the BSA team in place of Tony Davis who retired, we would have won the team prize. I was happy though to bring back with me the P.S. Chamberlain Trophy awarded to the best 'first timer' and was a solid silver replica of an old British 'bike' and a new Barbour Suit.

Nice to hear that Keith Rhodes is getting on O.K. as he mentioned in his letter we used to put on some fair trials. Reminds me of one years Northern Experts when I was Trials Secretary, I applied for the permit, printed the Regulations, posted the Regulations, obtained all the permissions for the land etc., with Doreen doing the paperwork beforehand. I rode in the trial - took everything home and worked out the results, Doreen typed out the results and had them printed, folded and posted to all the competitors. I did get something out of it - a first class award. Shortly after that event I decided that others should have the opportunity to help in the running of the trials, so I organised what was then a Northern Experts Sub-Committee, which grew into what is now a very successful Trials Committee - keep up the good work lads.

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RACING RESULTS.

The Editor would be pleased to hear from any member who regularly attends road race meetings and who would be prepared to report on the performance of club members, or if a group go together an account of the day in general.

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Once again we correct the advertisement that High Peak Motorcycles have on the front cover which should read Wire Wheel Building.

ITS SNOW FUN OR IS IT? by John Ward.

I can only blame Dave Lawson for the appalling weather we get everytime we go trail riding in Lancashire, and today the 30th. January is no exception, with hail and snow before we even found the hills. Peter Potts on the GS.80 picked a good hill for starters, just out of Mossley, which was already covered in ice and snow. We all achieved the summit in spite of abandoned cars, and this was still a metalled road called Quick Edge Lane. As the metal ran out so the potholes and snow took over and the pace was not so much quick as sedate. On reaching the main road to Oldham the Maple Triumph (with growmore) became homesick and Jim and Peter Ogden dropped out, with hind sight it may have been a wise choice.

The rest of us proceeded via a semi surfaced road to Uppermill where a short stretch of main road linked up with Dob Cross. Once again we were up in the hills, on Lark Hill to be precise where the snow seemed to be falling in a horizontal direction, the road was pot holed, rocky and deserted and this gave the recently rebuilt Brian Starkie the urge to clear his XR.200's main jet, and he disappeared into the swirling snow. A short loop here joining the A62 from the A670 gave a good rocky climb which had John Hoxworth's XR.200 Honda footing and stopped. The mighty GS.80 of Dave Lawson - not enough bottom end Dave ? or was it those rocky steps leering at two grands worth of crankcase ?

The route now crossed the A.62, down a small lane or stream, it was hard to tell the difference, and across Castleshaw reservoirs with a steep rocky climb out of the valley before reaching Denshaw, where we took the Halifax road up into the swirling snow again. We shortly turned off left for Piethorn reservoirs following the rutted rocky road steeply down to the dam wall, and in the lee of the wall it was civilised enough to have a butty and brew before climbing up the lane through a narrow boggy bit which seemed to suck in BMW's. Once again we were above the thousand foot contour with the driven snow making visibility very difficult, twenty yards was about as far as we could see ahead.

The idea was to follow a narrow gully that ran between walls to Windy Hill on Bleakgate Moor continuing to join the A.672 Halifax road, but as the track went over open moorland discretion became the better part of valour and we retraced our wheeltracks to head towards Milnrow. This was easier said than done as we were facing directly into the blizzard and visibility was almost nil as we followed the gully to cross the M62 at Tunshill. The motorway below was already fairly covered in snow but it was quite pleasant to arrive in Milnrow where the snow fell vertically. After a brief stop to clean goggles/visors/specs etc. we set off on the snowbound roads thru' Oldham and Ashton - almost as good as the trails apart from jousting with mortified four wheelers who seemed incapable of exceeding 20 mph.- packed snow always was best with the motor pulling hard and at least 40 mph. on the clock !

Seeing John and Brian struggling with goggles, it was nice just to give the visor a flick with the forefinger to maintain good visibility.

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Here is a simple non-prize winning competition - How many riders were on this run ? Answer on the back page.

CLUB RUN INTO DERBYSHIRE. 6th. FEB. 83. Report by K. Haining.

Having endured a week of 'Clunk Click Every Trip' it was quite a relief to sit on the bike at the week end not find myself struggling to put on the seat belt whilst on the move having forgotten to do it after reversing out into the road, or being prevented from leaning forward to get a view of the traffic at an oblique junction by a reel that had become suddenly jammed.

I did my proposed run on the Saturday in order to check the mileage and to see if there were any unforeseen problems with the route. It was very cold and windy and several times it started to snow or hail. The distance that I had measured on the map as being 70 miles turned out to be 75 this however I reduced to 70 miles by cutting out a visit to a pub at Strines just off the Sheffield road when I found that the management preferred their customers to arrive on four wheels rather than two in view of our protective clothing which for some reason or other they put in the same category as workmans overalls. However as I had left my helmet in my pannier and was not exactly dripping all over the carpet and I suspect in view of my age they obliged me with a bowl of soup and a half of cider. They were very polite and at least it saved me the embarrassment of arriving there with forty or so riders on the Sunday.

Did I say 40 !! sorry it was four and that included me, still Sunday was a better day and accompanied by Alan Aldred, Bob Willocks and Paul Tonkin we set off up the Longdendale Valley to Crowden and from there we doubled back around the mountain to Glossop. Up over the Snake to the Derwent Valley reservoirs namely the Ladybower, the Derwent and the Howden where the Dam Busters practiced their attack on the Ruhr Dams and where a wreath is dropped every year by the Lancaster of the RAF Memorial Squadron to mark the anniversary.

Back down to Bamford where we saw some trail bikes outside one of the hotels, we thought we recognised some of the bikes and knew that this at least was a pub that would welcome road riders, I mean to say if they let in trail riders they will let anyone in, stands to reason. Brian Starkie was one of the clubmembers present and we spent a welcome 30 minutes or so in their company.

On now to Hope, Castleton and up the Winnats Pass, by-passing Mam Torr. Battling along the edge to Rushup and into Chapel, turned at New Mills to take the road through Marple where Alan left us followed by Bob half a mile further on. This left Paul who accepted my offer of a cup of tea at 83 after which he set off for Chorlton.

Not a long run but sufficient in view of the conditions. I think that points should be awarded to clubmembers who support these runs which would count towards the Presidents Social Cup.

Reference to the 'Runs Book' indicated that the Rose Bowl was awarded to the member attending the most runs. J. Scholefield was the recipient in 1936.

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If members of the road riding fraternity feel that at this time of the year runs are a complete waste of time, would they please make their views known to the Club Captain. It will save him the trouble of travelling all the way from Northwich to the Robin Hood as he did on the 20th. February for the run to Jodrell Bank only to find that no one turned up.

I WANT TO BE A HERO. by Graham Watson.

Well I am upset! Another Awards Presentation Night upon us and I won't feature amongst the awards - mind you, I'm not likely to be since not a single road trial or similar event has been held this past year.

Whats happened to the likes of the Footalls, the Bottomleys (Ah ! now that was a classic back in 1981.) the Pickards, the Pig Washing (courtesy of Messrs. Potts and Ward) the Winstanleys etc. have they all jossed it?

Ssh ! Did I hear someone say " Well get up off your butt and do one yourself"? Sure I can but that way, I still won't feature amongst the winners - I wanna be a hero not an unsung one, smart ass !

I shall have to content myself on the Night of (K) Nights to throw cabbages at the recipients of the awards for the Best, the Most Travelled the Winner of, the Finest, Rallyist of the etc. and further hope that he drops it on his foot and puts himself out for the rest of the season and allows me to win something because I want to be a hero !

SOCIAL.

There has been a definite lack of activity on this side of the clubs many faeces and so to make amends there are two film shows coming up:-

March 8th. - Latest Castrol film "Spa" coupled with "Focus 500".

March. 22nd.- Whatever you do, don't miss these films. You'll be one of the first clubs in the country to see them. Both racing films.

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DISCUSSION ON FOREIGN TRAVEL. Chaired by Keith Haining.

On February 15th. we held what was intended to be a question and answer session for those club members who might not have felt confident to board a ferry at Dover or Harwich and set their sights on parts distant. Unfortunately I got the impression that the club members present were not the ones in most need of help, but with a panel consisting of Geoff Winstanley, Bob Willocks and John Ruben who are both members of the I.M.T.C. (International Motorcycle Touring Club.) we were ready for any questions.

Questions prompted by the Chairman we discussed the need for or otherwise detailed preparation, non of the panel felt that adequate insurance was not necessary. They did have varying approaches to the way to take money abroad. Some took travellers cheques, others took currency and others took a mixture. However it was felt that even if you only took sterling there was no difficulty in changing it for goods or petrol. It was felt that one should take ample funds even if you brought most of it home.

How to carry your money and documents was another topic covered by the panel. Bob Willocks favoured a money belt, while John Ruben used a handbag as he felt that in that way you always carried it with you when leaving the bike or your hotel room.

FOREIGN TRAVEL Cont...

Whether or not it is an advantage to speak the language of the country you are visiting was also discussed. Panel members felt that there was more chance of a German speaking English than there was of him understanding your German, sign language is very usefull.

One very important aspect of finding hotel accomodation was aired, that of looking at the room you are offered before accepting it. This is the norm on the continent and if you are not happy with the room you leave and find another hotel, there is no embarrassment on either side, in fact foreigners coming to Britain cannot understand the British attitude of booking in and then complaining.(to each other)

Roping down your bike on the ferry is another problem that should never arise. You should stay with your bike until it has been roped securely to the side of the boat or stanchion. John Kubin always takes a length of cord with him to avoid the use of dirty rope that might be lying on the deck it also enables him to do the job himself. Do not leave the car deck until you have seen the job done properly.

Geoff Winstanley explained that he is anxious to organise a continental tour later in the year and he is encouraged by the interest shown by the club members. Suggested dates are from the 23rd. July to the 7th. August and the proposed route is through South West France, and possibly Spain, the Pyrenees to a western Mediteranean resort, staying there for about a week and then returning by a fairly direct route home. Anyone with three weeks available can stay longer in the south or take a more leisurely route back. Most members will be camping but hotels can be found along the route for those who prefer them.

Bikers suffer less from customs formalities than do car drivers, and are just waved through, one of the reasons for this I have always felt is the formidable task of unpacking the gear on a motorcycle and the inevitable delay to the other passengers in the queue.

Insurance can increase the cost of going abroad out of all proportion to the overall cost of the holiday.

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COMMITTEE MEETING - 24th. JANUARY. 1983. by K. Haining.

Present were :- Ron Weale, Ian Bottomley, Roger Richards, Ken Roberts, Edgar Rosenthal, Paul Rushton, John Garlick, Vernon Leigh, Geoff Winstanley, Ken Howard, Dennis Taylor, Phil Minne, Keith Haining.

Most of the business discussed by the committee at this meeting has been reported on under individual headings in the February Newsletter such items as the Training Scheme, the Enduro Team Entry in the ISDA. Awards Night and the report on the John Hartle Trial.

Entitlement to awards of 'Sporting Members' was unresolved it seems as if Jim's concession to the occasional rider is creating a few problems.

A sub-committee has been appointed to look at the club constitution, to recommend changes that will be considered by the committee before being put to either a special meeting or the AGM next November.

NEXT COMMITTEE MEETING MARCH 2nd. 83. at the Robin Hood. 8.0 pm.

TECHNICAL ARTICLE.- BRAKE SQUEAL.

One of the most embarrassing noises to come from any vehicle is the high pitched squeal emitted when the brakes are applied. When members are out on a club run this embarrassment is shared by all the riders who are unable to tell the head turning populace that it is not their bike that is making that awful noise.

The following explanation and suggested remedy is taken from the Ferodo International Technical News Bulletins that this company has very kindly sent to the club.

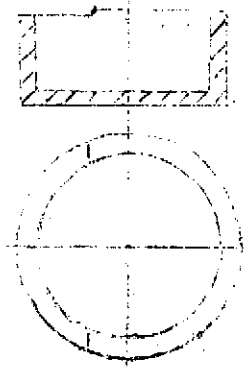
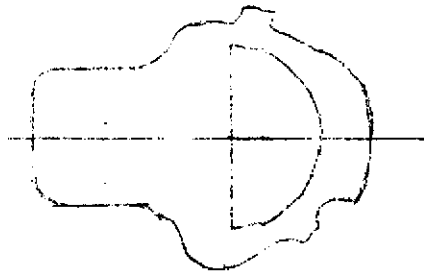
Drum brake squeal is a problem of long standing and it has been shown that many cases of its occurrence have been associated with the geometry of the curved brake shoes and drum; in particular when a brake drum is designed to have a high brake factor, it can be prone to squeal. The most effective way of obviating the squeal is then to reduce the brake factor. This being done most easily on the spot by shortening the lining - perhaps by chamfering - or by reducing the the lining friction - either by use of a suitable alternative material or by use of a mild lubricant such as graphite on the lining surface.

The typical motorcycle disc brake is of course a non servo type. which has no brake geometry to be taken into account and is very rigidly constructed. The expectation was therefore when disc brakes were first fitted that squeal would not be a problem.

Pressure is usually applied to disc brake pads by means of the annular face of the hollow hydraulic pistons, the air space in the centre of the piston serving to isolate the hydraulic fluid from the steel backplate which can become very hot in service. Generally the piston is centrally disposed with regard to the brake pad lining so that the centre of pressure on the pad is virtually in the middle of its area. It has been found that squeal, which otherwise would occur, can often be prevented by offsetting the centre of pressure on the lining. The direction of this offset which achieves the desired result depends upon the application and several methods of achieving it have been used.

The first method to be used to offset the pressure on the disc pads was the idea of the Lockheed Hydraulic Brake Co. in England., they ground a step on the face of the piston (Fig 1.) so that the centre of pressure effectively was moved away from the step towards the opposite rim of the piston. This was a very neat idea, for by rotating the piston at the test stage to each of several positions, the most effective one for the vehicle could be found. The problem with this method was that in service the piston could be set wrongly.

For a short time Girling Ltd., had a step ground on the back of the steel backplate of their B type pad to achieve the same effect as by using a stepped piston but without the possibility for wrong setting. This expedient was not used for long before Girling adopted what is now common practice on many makes of caliper, the fitting of a thin steel shim between piston and backplate. These shims take many forms each having a cut-out designed to shift the centre of pressure in the desired direction. Some shims are given a thin coating of special high melting point grease on both faces before being installed.

Fig. 1.Step Piston.Thin Shim with cutout.

Although the disc is not very likely to be a cause of squeal, an examination of it is worthwhile. Manufacturers standards vary somewhat but in general the faces of the disc should be parallel within .001" (0,025mm.) and each face should run true within .004" (0,1mm) when rotated. The former requirement may be checked by measuring the thickness at a number of points using a micrometer, the latter needs to be confirmed by the use of a dial gauge noting the total movement of the needle during each rotation of the disc. Discs which have high spots or which run out badly should be renewed.

Attention should next be turned to the pad assemblies themselves. Although lining friction level is not so critical to disc brakes with respect to squeal as with drum brakes, it is advisable to confirm that the pads fitted are of the grade recommended in the Ferodo catalogue.

Pad and disc condition may have a bearing on squeal in that their working surfaces may have become contaminated with some substance which affects the friction level so that although the correct grade of pad is fitted, squeal can be caused. If this is thought to be the case the pad surfaces should be cleaned thoroughly with fine emery cloth and the disc surfaces washed with a solvent.

Check that the pad faces are flat, this can be checked with a straight edge. If all the above points of detail have been attended to and the squeal persists the remaining expedient is to apply a smear of grease to those areas of the pad backplate which contact the piston. A high melting point grease should be used for this purpose, the surfaces being cleaned before it is applied. Where shims are fitted these should be smeared with grease on both surfaces.

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BYWAY & BRIDLEWAY - by Dennis Taylor.

A correction has been printed in the current bulletin from the B & B Trust stating that credit for the successful opposition to the closing of a vehicular right of way by the Gwent County Council should have been given to the members of the Welsh Trail Riders' Association and not to the T.R.F.

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BMF NEWS. Report from Jeff Stone. 11/2/83.

BMF MEET LYNDA CHALKER.

"I think motorcyclists have had enough of people telling them they can't do things". This encouraging statement was made by Parliamentary Under Secretary of State for Transport Lynda Chalker at a recent meeting with BMF Chairman Bruce Preston and Director of Training Jerry Mathews.

The meeting, held a few days before the February 1st. 'L' day, covered several topics that the BMF were anxious to raise namely: Training; Sidecars; Visors- exemption from VAT; Solo Trailers and improving communications with Government. The removal of VAT from visors appears to have received support as does the legalisation of solo trailers but the following is a brief resume of the outcome.

Training. "If training is to be really effective an incentive must be given to moped riders to take a test" said the BMF, one possible method being exemption from Part 1 if a full moped licence is gained. Mrs. Chalker agreed that there was cause for concern and she has asked her advisers to consider ways of overcoming the problem.

A plea to allow owners of over 125cc. machines who had a test date booked before February 1st. to be allowed to ride until that test, was turned down, the BMF disagreeing that sufficient publicity aimed at the non-enthusiast, had been used.

Sidecars. Mrs. Chalker was well informed on the subject of banking sidecars but the BMF made it clear that it did not support moves to have the sidecar legally defined contending that the number of riders likely to take advantage of the loophole would be very small and therefore further legislation was unnecessary. The Minister could see the logic of this.

VAT on Visors. Now that visors are to have a British Standard, the BMF argued that they should be classed as a safety item and be exempt from VAT. Mrs. Chalker agreed to consider the possibility of including this in visor legislation but pointed out that the Treasury would also have to be involved.

Solo Trailers. The BMF welcomed the news that after a long campaign, first started in 1979 there is now every chance that legislation to enable solo towed trailers to become legal will be enacted by this summer if tests being carried out by the Transport & Road Research Laboratory show that they will not make a solo motorcycle dangerous.

The meeting closed with the BMF stressing the need for better communications with motorcyclists while the Minister stressed that she wanted motorcyclists to know of the DTps positive attitude towards motorcycling even though unpopular decisions had sometimes to be made. Already there are plans to try and revive the Think Bike Campaign and the BMF fully support this move.

In conclusion, the BMF feel that at last there is a Minister who is at least prepared to listen to the motorcyclist and give them a chance to contribute to discussions and hopefully influence the future.

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Answer to the number of riders on the trail run - 7.

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