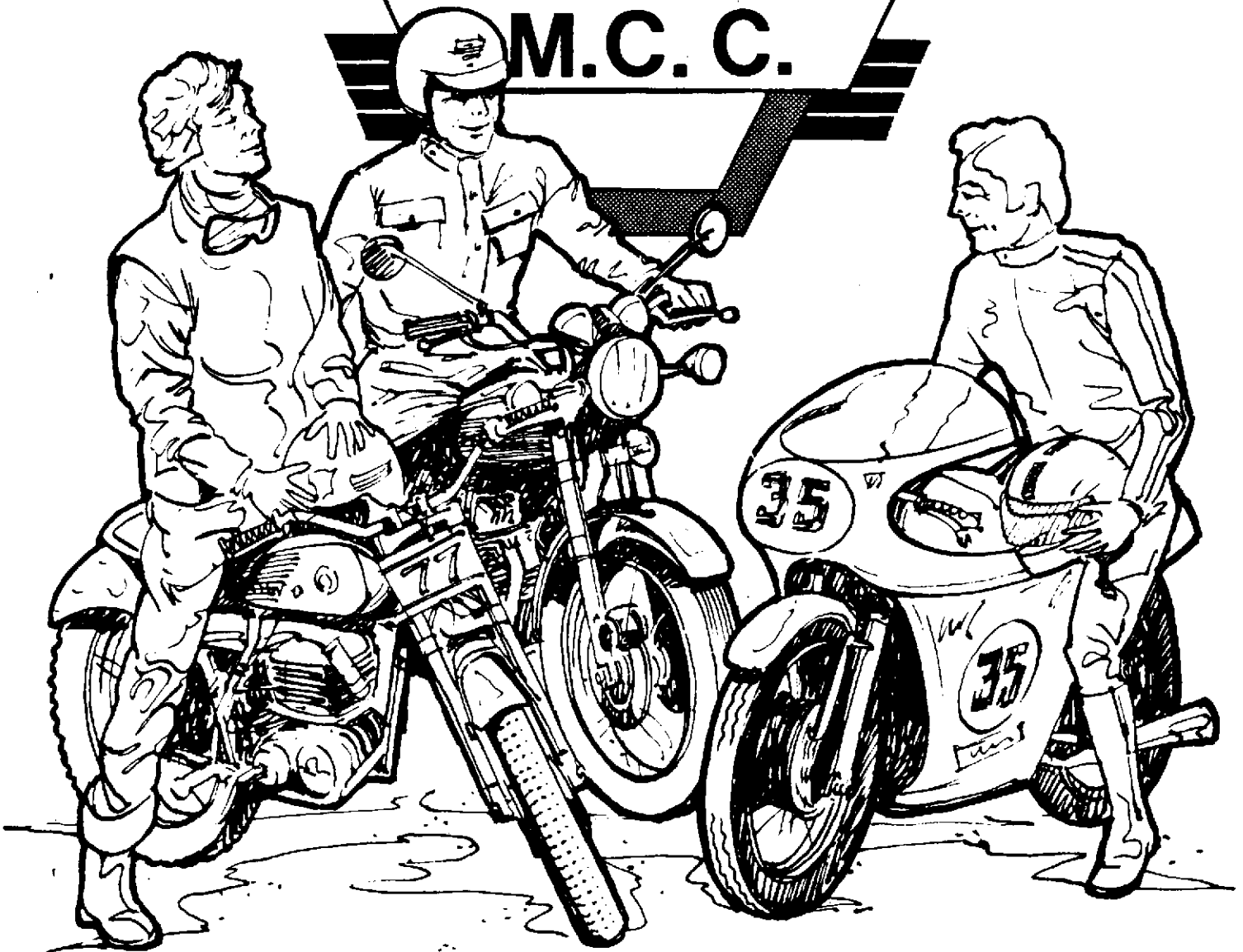


APR 1983

# THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



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

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\* DISCOUNTS TO CLUB MEMBERS

MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - APRIL. 1983.

CLUB OFFICIALS.

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83 Offerton Lane,  
Stockport. Cheshire. SK2 5BY.

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

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

SECRETARY. Roger Richards, 49 Woodmoor Lane, Stockport.

MEMBERSHIP SEC. Roger Richards. ----ditt-----

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.  
Tel. 0606-44563.

TRAINING SEC. Ken Howard, 25 Broadstone Hall Road, South Reddish,  
STOCKPORT. Tel. 061-477-4291.

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.

1st. - 4th. April. Camping week end in the Lake District.  
See inside for further details.

6th. April. COMMITTEE MEETING. Robin Hood. 8-0 pm.

5th. April. Trials Sub-Committee Meeting. Swan Hotel, New Mills. 8-30.

10th. April. John Simister Trial. Open to Centre. Start High Edge Raceway.

10th. April. Film Show. Robin Hood. 8-45 pm.

17th. April. Scenic Run through and beyond the Manifold Valley.  
Start from Robin Hood at 10-00 am.

23rd. April. Invitation Trials Practice with the Flagg Club. Doveholes  
see inside for details Trials Sub Committee report.

26th. April. Talk by Brian Thompson of the TRF. in the Clubroom.

6-7-8. May. FLASH RALLY. to be held by the Norton Owners Club N.W.  
at the Cat & Fiddle. Contact Norman Jones at 67 Park Road,  
Sale or on 061-962-3164. Cost. £3.00. Paul Rushton the  
Rally Sec. has the details.

EDITORIAL

Dear Members,

This is my third attempt at the Editorial the other two being discarded because they lacked purpose, I think that it was because until today Saturday 26th. March with the 29th. March publishing day I had only the Club Officials and the Editorial to put between the covers.

However in the last few hours I have begun to see the light and the material is taking shape. This state of affairs is not good for me or the newsletter and it is much easier when I have the account of a trial or a trail run or road run to print. It is not possible for my regular contributors like John Ward, Graham Watson, Ken Roberts or Geoff Winstanley to come up with something each month, surely the few members who support the events that these members organise for the club aren't the only active members who ride bikes.

If the answer to my question is 'no' they aren't the only ones who ride bikes then how about telling us what you get up to. Do you for example prefer to ride 'alone', do you belong to another club that offers more than the '17' or do you prefer to be left to take advantage of, rather than contribute to motorcycling.

Graham has been booking us some films this month and next and we would like to show them to a capacity crowd, would you like us to book a feature film such as 'Fast Charlie..the Moonbeam Rider.' or David Essex in Silver Dream Racer, both these are available, but we would have to pay more for them than we do for the Castrol Films.

We must get some feed back from the members to help us to help you to help us to.....

When we were parking our bikes at the NEC a mammoth combination drew alongside my machine, pulled by a 650 cc. motorcycle sporting an 'L' plate. Members will appreciate that with the introduction of the learner law restricting learners to machines of 125cc. capacity, the one class that escapes this limitation is when the learner is driving a motorcycle and sidecar. The contribution entitled "Combination Concern" is by Geoff Wilson who is Deputy Chairman of the BMF, President of the BMW Club, and the British member of the FIM Touring Committee.

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RALLYISTS PLEASE NOTE. from Anne Wood.

Burnt Ash MCC have invited the Manchester 17 to their annual KENTISH HOP rally to be held on the 15th, 16th, & 17th of July at Shoreham (Kent). It will be a traditional rally with bar, usual games and awards. Tickets will be £3.50 each with a 200 pre-book limit, so its first come, first served, Cheques made payable to Burnt Ash MCC and send to:-  
Barry Bagwell,  
2K Horncastle Road,  
Burnt Ash Hill, Please send a stamped addressed envelope.  
Lee,  
London SE12 9LA.

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Rallyist members please see announcement of the Norton Owners NW. Flash Rally in the calendar of events which is nearer to home.

-----0000000000-----

MANCHESTER 17 ANNUAL AWARDS NIGHT. 4th. MARCH.83.

Approximately 100 members and their guests attended the clubs buffet and dance at the Belgrade Hotel, Dialstone Lane to see winners of the 1982 club awards receive their trophies from the hands of the Club President Ron Weale.

The celebration took the same form as last year with a buffet style meal eaten at set table places, followed by the presentation and finally dancing and the grand draw, plus the additional excitement of throwing 10p pieces at a bottle of whisky in an effort to improve the stock of your drinks cabinet.

This year we had the whole of the ballroom to ourselves, which made the numbers look a bit thin on the ground and whilst I am sure that everyone enjoyed themselves it would have been better if more of the trials riders could have been persuaded to attend this function which is after all intended as the one time in the year when we can applaud their achievements.

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FEED BACK.

We have now had a buffet style awards dinner for the last two years and my own feelings are that we have lost a lot of the atmosphere of the occasion. This year we had too much room and there was very little socialising before the meal.

The reason that the committee decided to go for a buffet in the first place was to make it less formal and to reduce the cost. However I understand that the reduction in cost is small and we do not seem to have quite as much to eat as members think that a buffet should entitle them too.

Each year we appoint from the committee a sub-committee to make the necessary arrangements for the next dinner, and this has to be put in hand at the earliest moment because hotels get booked up and the later you leave it the more difficult it gets to fix our own choice of date. We want members tell us what they want and to those members who are not happy with the buffet meal and who showed their disapproval by staying away, can I make the following suggestions?

Let us have a hot meal with service.

Let us find a hotel that will offer the following accomodation - A lounge with a bar to assemble in for a drink before the meal. A dining room that can be used for the awards presentation and cleared afterwards for dancing. The use of the lounge and bar for those who would rather talk than dance, and for those who do like to gyrate a small dance band instead of the disco.

Let us make an effort to get the winner of the Dave Rowland Trial to come along as a guest, making sure that he doesn't have to dash off to another national the same week end. If he has to travel a long way then fix him and his companion with accomodation at the clubs expense.

I feel ( and I must make it clear that these are my own thoughts.) that the whole evening needs a real uplift even if it is reflected in the cost of the tickets. Please let the committee know what you think.

The Editor.

COMMITTEE MEETING REPORT. 2nd. MARCH. 83. by K. Haining.

All the members of the club's committee were present, accepting reports from the various section representatives, discussing at some length the question of the new classification of 'Sporting Member'. A small subcommittee had agreed on a series of conditions that will apply to this form of membership, and these limit the benefits that sporting members enjoy ~~getting~~ getting as much out of the club as he or she wants. The rules are as follows:-

1. Must be a full member of an ACU affiliated club.
2. Must hold a current ACU Licence.
3. Is not eligible for special awards.
4. Is entitled to an award for the Duron Series except for the Club Championship, however the Duron Series will count towards the Club Championship.
5. Does not receive a Newsletter.
6. Does not have a right to vote.
7. Cannot hold a position of office.
8. Cannot attend a main committee meeting.
9. Has no right of entry into the clubroom.
10. Can use our Sporting Membership to ride in other 'Open to centre Trials.

The committee endorsed the proposed rules which were adopted.

Ken Howard our training scheme secretary reported that the first course now had 14 trainees of whom 9 wanted to take the part 1 test. The next course will start on Wednesday the 4th. May and comprises 5 Wednesday evenings and 5 Sunday mornings.

The next main committee meeting takes place on Wednesday 6th. April.

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TRIALS SUB-COMMITTEE MEETING 23rd. MARCH. 1983. by K. Haining.

Held at a new venue the Swan Hotel, New Mills the following club members were in attendance, Edgar Rosenthal, secretary; Ken Roberts, Norman Eyre Harvey Lloyd, Henry Rosenthal, Colin Jones and Scott Rowlands and passenger, Keith Haining.

One of the main topics of conversation was about our developing relations with the Flagg Trials Club whose secretary Peter McDowell has extended an invitation to the Manchester 17 to participate in making use of a new trials venue recently acquired by the Flagg Club. At a time when the amount of land available to us is getting less and less an invitation like this is manna from heaven.

The Flagg Club is a youth trials rider club, and when Jim Capper was secretary of our youth section our members frequently rode at Flagg. The first event that our trials riders are asked to support is on 23rd. April 83. and it is intended to hold a teach in for the younger riders who will receive instruction from the more experienced riders, followed by a trial for the youth. There will of course be ample opportunity for senior riders to have a session themselves.

The location of this ground is Doveholes, and coming from Chapel en le Frith on the A6 to Buxton, in the centre of Doveholes about 50 yds past the cross roads in the bottom of the dip turn left up a narrow road. 1 Mile up this lane is the Victory Quarry, practice starts at about 10-30 am. Come along and make a day of it.

CLUB RUN TO THE MOTOR CYCLE EXHIBITION on 20th. MARCH. 83.Report by K. Haining.

This was our annual pilgrimage to the National Exhibition Centre - Birmingham but unlike last years exhibition that included two week ends, this time the 20th. March was the only Sunday.

There were a number of different ways of getting to the show, most of them a lot cheaper than the way that we did it but by making it into a club run we were able to adjust our time table to suit our own needs and in actual fact was more enjoyable than the exhibition itself.

Last year I took advantage of the pre-booking offer in the Motor Cycle News that had in it a pre-booking form, unfortunately the organisers were not sure that the GPO would deliver the tickets in time, so they sent me a letter explaining that in case the tickets and one would imagine the letter didn't reach me before I set off for the NEC they were holding the tickets at the NEC and I could collect them when I got there. By the time that I had located the office and my tickets the rest of the club were in the hall having purchased their tickets at the entrance.

This year it would have been prudent to have persevered with the pre-book option and spent the money saved on the three first class stamps that this transaction required (1 to get the form, 1 to send it back, and a SAE to get the tickets, the saving on the ticket was 60p) then I would have been able to walk straight in without queueing.

Did I say queueing? The queue had by mid-day stretch<sup>ed</sup> right back to the car park, and if you know the layout of the NEC you will know that they invariably lay on transport to ferry you from the car park to the exhibition halls. The queue was five or six abreast, except where some crafty --- 's cut across the grass and pushed their way in front of everybody else. It was very frustrating and took at least an hour and in some cases two hours to get inside to see - ???

The younger members of the club will not have had the pleasure of seeing new models unveiled at the 'Motor Cycle Exhibition' and it is unlikely that they ever will, because the real purpose of these exhibitions used to be just that - The unveiling of next years models. Down at Earl's Court the floorspace in the main hall was taken up by manufacturers while the accessories and equipment manufacturers like Champion, Lodge, were around on the balcony. You could go up there and discuss your carburation problems with Amal and at the same time look down on the main stands to see if there was one that you had missed.

This year all the bikes had been announced month by month as soon as they had been produced, Norton didn't have a stand, they could have at least shown us the Wankel after all they are on the road in the hands of the police for evaluation. Triumph displayed their 'future' with a monoshock frame housing a watercooled twin cylinder DOHC engine called the Phoenix. The prototype engine was also on display. The tyre manufacturers were very much in evidence with Metzeler coupled with Belstaff from whom I got the low down on how to reproof the waxed cotton suit, see the 'technical tips'.

Members on the run led by Geoff Winstanley the Club Captain, were Graham Watson, Richard Dinnijg, the Urban Brothers who had joined us from Bolton, Mike Richter and Jackie, Paul and Tony Nolan, Tony having taken and passed his part 1 test that morning with the clubs training scheme, and yours truly.

COMBINATION CONCERN. by Geoff Wilson.

When the 'Sidewinder' sidecar came onto the market at the end of last year, it threw the Motor Cycle Association (the body in Great Britain which represents the motorcycle dealers and industry) and the Federation of Sidecar Clubs into a wobbler. The M.C.A. coined the phrase 'wheel on a stick' to describe the sidecar, that permitted the bike attached to it, to lean on corners, and soon came to the opinion that it was a dangerous exploitation of the legal loophole that permits learners to ride sidecar outfits powered by any capacity of engine, whilst solo mounted learners are confined to 125cc. machines. They said that they were interested in rider safety and set up a committee, chaired by a sidecar manufacturer, to investigate means of outlawing the 'contraption'. On the face of it a laudable move. The committee produced a definition for the hitherto undefined sidecar, and asked the Department of Transport to urgently slot it into the Construction and Use Regulations. Not suprisingly, the definition and the Sidewinder had about as much in common as a Bond Bug and an R100RS.

At the same time, impassioned letters in the press told us that the Sidecar Federation also abhorred this 'wheel on a stick' idea as being a disreputable threat to the continued existance of their hitherto generally accepted as ultra-safe mode of transport. In the meantime, the gentlemen of the press were busy fixing up test rides on the Sidewinder and no doubt boosting their own life insurance premiums.

But then came the real suprise..... the road testers hailed the Sidewinder as safe, & as a breakthrough in sidecar technology..... even if some doubts were expressed over its suitability as a learner machine. Contrary to what the M.C.A. and S.F. had claimed, it was safe. In fact, and I say this quietly, some testers said that in comparison with the Sidewinder, some conventional, light and low-powered outfits were lethal!

Had anyone from the M.C.A. or sidecar clubs even ridden the Sidewinder before pronouncing as they did? I wonder?

The B.M.F. has been asked to join the attempts to destroy this inovative creation; they chose not to, at least not until they'd examined and tried one. They could see the potential of a banking sidecar outfit (such as the M.C.A.'s definition outlawed) especially for fittment to larger capacity machines. The B.M.F. asked government to consult long and hard before trying to implement the M.C.A.'s proposals

The outcome to date was predictable: an outfit that had been accused of being unsafe was found not to be so, but had gone some way to highlighting the eccentricities of a conventional outfit.... just what we didn't want! The exercise had backfired on us all, especially those of us who enjoy coping with the 'oddness' of an unsymmetrical three wheeler.

Sledgehammers never were too good at cracking nuts!

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CONTINENTAL TRIP. Geoff Winstanley asks interested parties to note the following :-

In order to avoid the French National holiday during high season the dates for this trip will probably be changed to the 27th. August to 11th. September, which includes our August Bank Holiday.

This is probably a good thing in the light of the French Governments restriction on french nationals travelling abroad, a lot more will be holidaying in France. (Ed).



SNOW RUN ENDURO. 27th. FEBRUARY. 83. Report by Dennis Taylor.

Halfway Forest, Near Llandovery, start 10 a.m. conditions 'orrible'. First Manchester '17' man away was No.6 Jack Chatwood followed by No. 16 Pete Conway, No.54 John Willott, No.65 Brian Garner, No.104 Henry Rosenthal and No.122 Ian Ruffley, all on 4 strokes and Clubman schedule.

First Expert away was No.143 Brian Green followed by No.159 David Farndell. Each rider was expected to complete 3 laps of approx. 30 miles per lap, but as riders completed their first lap it was evident how bad conditions were on the course, most were late. One reason for this was a mistake in the course direction arrows which resulted in a great number of the riders taking a wrong turn up a very steep hill which brought them to a sudden halt. David Farndell was one of these unfortunate riders and he described the scene as being like a battlefield with some of the riders actually swearing.

Poor Peter Conway had to retire after his first lap because of muddy, steamed up glasses. John Willott turned up back at the start on foot saying that his engine had seized, but later on investigation found the air filter box full of mud. The rest of our lads finished, and said that they had thoroughly enjoyed themselves, "Masochists.!! "

RESULTS.

Jack Chatwood	Bronze.
Brian Garner.	Bronze.
Henry Rosenthal.	Bronze.
Ian Ruffley.	Bronze.
David Farndell.	Bronze.
Brian Green.	Silver.

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INTERNATIONAL SIX DAYS ENDURO 1983.

The draw for the ISDE Team Fund will be made on the 26th. April.83. in the Club Room. members who still hold money or tickets will they please make every effort to sell the tickets they still have in their possession and hand the monies to Brian Garner. If you can't get to the Robin Hood contact Brian on 061-456-8049 or call at his house 8 Babbacombe Road, Offerton.

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THE TRAIL RIDERS FEDERATION.

Graham Watson has arranged for Brian Thompson the Rights of Way Officer for the TRF to give members a talk on the work that this organisation is doing, coincidentally it is the night of the draw for the ISDE raffle so we expect a good turn out especially from the Enduro Bar (T)Enders. So make a note in your diaries 26th. April. in the clubroom.

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MUTUAL AID.

FOR SALE. FANTIC TRIALS BIKE. 1981/2 EX Pems £550. O.N.O.  
Tel. Dave Walker on Chinley 5L613.

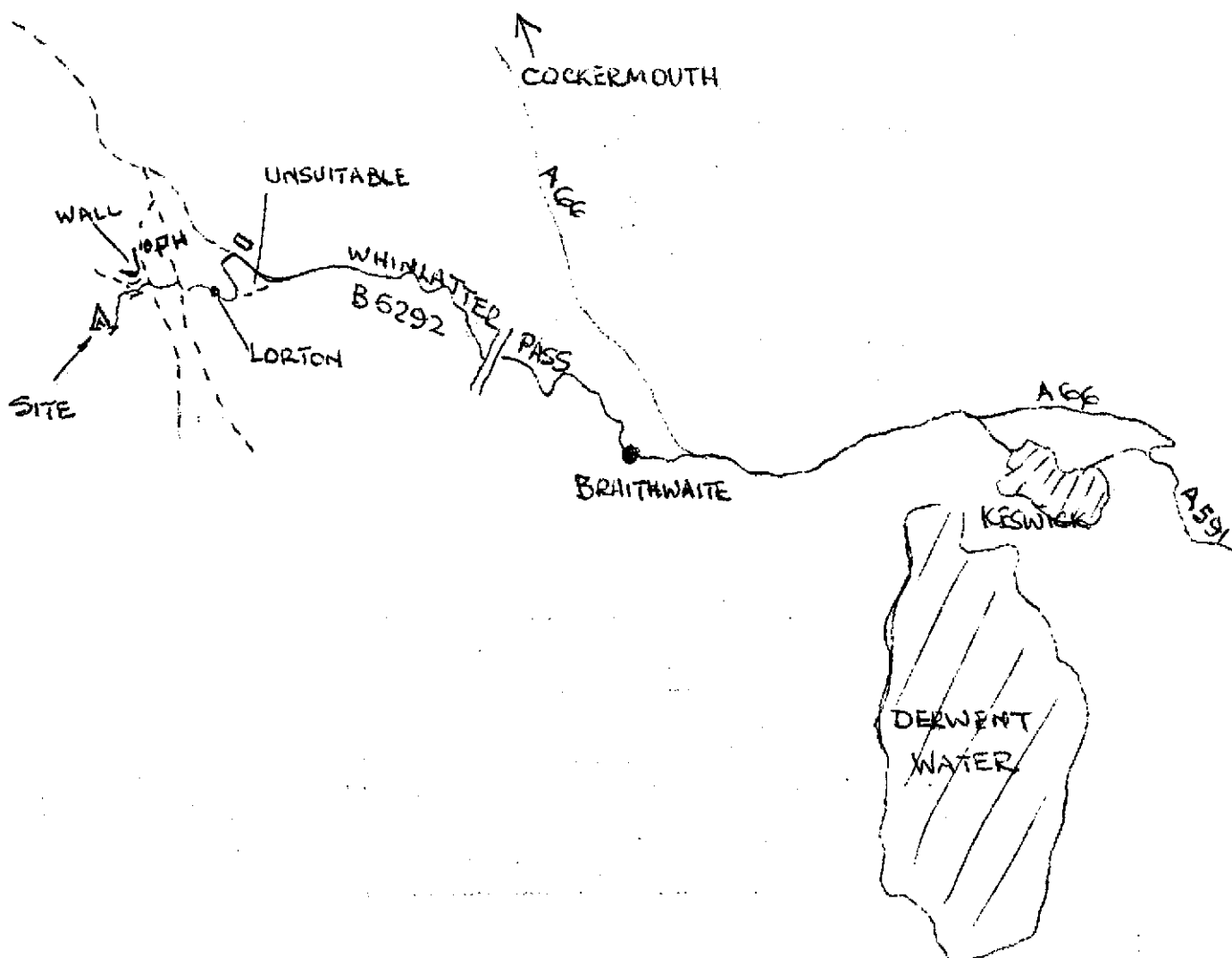
Will members please note that subject to notification adverts will only appear for two months.

MORE ON THE DIARY OF EVENTS by Geoff Winstanley, Club Captain.

The campsite for the Easter Camping week end is at Whinfell Hall Farm Lower Lorton, Nr. Cockermouth in Cumbria. For those of you with a bent for orienteering the grid reference is SD254150 and incidentally a walk is planned for one of the days so bring your boots and oagule.

We will be camping in front of the farm owned by a Mr. Mclellan. It is hoped that the ground will have dried out a bit, but as you can imagine as they have only had four days fine weather since Xmas you should make sure that your groundsheet is in good condition.

How to get there - Take the Cockermouth road out of Keswick the A.66. there is a by-pass from the A.591 that avoids the town if you find the traffic thickening.  $1\frac{1}{2}$  miles out of Keswick take a left turn on to the B.5292. Whinlatter Pass through Braithwaite. 5 miles past Braithwaite you will descend steeply with a fork to the left marked 'not suitable for vehicles' go past this fork and take the next left turn opposite a house. At the tee junction left again and follow the road round to the left after the village store in Lorton. At the cross roads with a walled estate facing you, go down to the left past the telephone kiosk. Over the river bridge and left at the tee junction, the farm is 100 yards on the right.



Milk is delivered daily but bring some for Friday night and Saturday breakfast. Small store next to the pub which will be open Saturday and probably the week end as there is a campsite at the pub. However Keswick and Cockermouth are worth a visit on the Saturday and we will have a run on the Sunday. Toilets are available at the farm and the

adjacent caravan site has showers. The site fee is £2.25 per tent per night.

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BMF MEMBA RALLY. 14th. May. 83. East of England Show Ground.  
 Peterborough.

This is the camping event prior to the BMF Rally on the Sunday. and all the facilities of last years event when 1,800 camped, will be available again, i.e. permanent toilet blocks, showers, hot and cold water etc. plus full catering again subsidised by the BMF. The Memba Rally has a full programme of events of its own although members and continental riders can pay on the day, pre-booking is available now for the Memba Rally and all pre-bookers will be entered for a free prize draw, star prize being a 35 mm camera donated by Motor Cycle Weekly.

Already a small number of '17' members intend to go and the cost is £5.50 which includes entry to the BMF Rally on the Sunday. Pre-book direct to the BMF, 75 Western Road, Leicester. LE3 0GE. enclosing your cheque or P.O. made payable to the BMF Ltd. and a current BMF membership card, or do it through the Club. If you want Geoff Winstanley to book for you please see him before the 1st. April.

The BMF Rally on the Sunday 15th. May. 83.

We usually make this into a club run, but as Geoff is going to the Memba Rally we need someone to lead members to Peterborough. That is if there is sufficient interest shown by club members. This is a huge outdoor show that has more displays and stands than the International Motor Cycle Show at the NEC and will certainly be better organised than this years show. 26000 riders attended last years event and with even more attractions scheduled this time, this could be a record year. Events already finalised are:

A Vintage run around Peterborough which opens the rally at 11.00. am. Concours d'Elegance sponsored by Motor Cycle Weekly with six classes including a new "Custom Bike " class; Best Club Display. Long Distance Awards; Rock Group sponsored by 'Bike' and the Miss Federation Contest. As always trade stands will form a major attraction, last year they numbered 180 and covered a frontage of 1½ miles.

Admission : £2.50. with accompanied children under 14 free.

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RUN TO LLANBERIS. 22nd MAY. 1983.

This will be a joint venture with the BMW Club. Those wishing to be led should meet at the ROBIN HOOD at 8.00 am. It will be a fairly fast run to the car park opposite the Mountain Railway station. Keith Haining intends to lead a walk up Snowdon and those who intend to do the same should bring boots etc. The train will afford the less energetic a means of reaching the summit as well. In the next newsletter we will publish the fares and timetable. This expedition will of course depend upon the top being free of cloud as we are not climbing it just because it is there. If you can't see anything from the top there is no point in going. Instead we will join those members who will be visiting the slate quarry museum across the Llyn Padarn. We would welcome anyone from the trials section who would like to make the journey by car who could store the motorcycle gear of those who want to climb, anyone feel like taking the family out for the day. THIS IS NOT A PUBLIC HOLIDAY.

EXCERPTS FROM THE PAST. THE LIVERPOOL M.C. TRIAL 6th. Dec.36.

Present. Messrs. Binks (Triumph.) Machan (A.J.S.) Charlton (A.J.S.) Somers (BSA.) Scholefield (Velo). Massey (New Imperial.) Cave and Dugdale (Velo S/c.) Stevens and pal (Norton).

As the trial was to start at 11-30 a.m. at Ruthin, we met at the Princess Hotel at 9-0 a.m. We started off but Cliff Somers' timing slipped in Priness Parkway and we had to leave him. We heard later that he got within 10 miles of the start of the trial when his timing slipped again and he returned home.

The rest of the party reached Ruthin very cold and wet after riding most of the way in a hailstorm.

The trial was interesting, but the only ones from our club to win anything were Geoff Machan and John Scholefield who both got 3rd. Class awards. Of the rest Squib Cave turned the outfit over and broke his chain, Cyril Binks got lost and was late, Eric Charlton had his chain come off several times and he too was late.

By his performance Geoff Machan won the tankard for the best performance of the day by one of our members and also the cup for the best agregate performance of the year, it was rather funny that his bike should break down less than two miles after he had finished the trial and that he should have to come home on the back of John's Velo.

We all got home safely and met at the clubroom later..

T.A.Dugdale.

-----ooooooooo-----

In the light of Grahams exploits in Normandy (January 83) the Urban Brothers chain reaction during the run to the NEC and the message from the past, I wrote to Renolds for a technical handout from which to glean some information that might help our less fortunate brethren (those without BM's) to look after their chains a little better. Take heed :-

MOTOR CYCLE CHAIN CARE.

A drive chain is built up of alternate outer and inner links, the bearing pins of the outer links passing through the bushes of the inner links. It is a precision product made to close dimensional tolerances using high grade steels. Chain pitch is the distance between bearing pin centres. A chain is used on most motorcycles to drive the rear wheel and in some instances is found on the primary drive also. Long trouble free life and good performance depend on the chains and their sprockets being maintained in good condition. These notes show how to do this with simple tools and equipment, it is also important to follow any specific instructions given in the bike handbook.

THE THREE MOST IMPORTANT FACTORS TO ENSURE GOOD SERVICE FROM A CHAIN ARE CORRECT ADJUSTMENT, CORRECT LUBRICATION, AND CORRECT ALIGNMENT.

TECHNICAL ARTICLE cont.

CHAIN CARE & MAINTENANCE. Taken from Renold Publication PLC 1982.

Adjustment Check. Adjustment is correct when the total up-and-down movement of the slack chain strand is  $\frac{1}{2}$  inch midway between the sprockets. On many bikes the rear suspension design puts the chain at its tightest ONLY when the gearbox sprocket, swinging arm pivot and rear wheel axle are all in a straight line. This is usually when there is a riders weight on the machine. If necessary ask an assistant to help weight the bike whilst you check chain adjustment. Remember that overtensioning not only wears the chain but will also damage the sprockets. Adjustment is carried out by moving the rear wheel taking care to adjust the screws equally each side to keep the wheel truly in line with the bike. Don't forget to tighten the wheel spindle nuts after adjusting and to re-check the chain afterwards.

A new chain takes a little time to bed down and more frequent adjustment checks will be needed during this period.

MAJOR SERVICE MAINTENANCE. (All chains except self lubricating 530 & 630)

Periodically the rear chain should be removed, washed thoroughly in paraffin and hung up to drain. It must then be immersed in a tin of lubricant and swished about to 'work' the joints for adequate lubricant penetration. The ideal lubricant is a low melting point water repellent grease which sticks to the chain surfaces. It must be heated just enough to liquify but not overheat the grease. There is at least one such proprietary grease (Duckhams) on the market with full instructions for use. Otherwise thick oil - SAE 90 as used in car differentials, or heavier, is recommended. Drain and wipe surplus oil off the chain before refitting. Clean the sprockets before refitting the chain. Chain removal and re-threading is made easier if a spare or old chain is kept. Connect this to the machine chain and run on to the sprockets as the latter is run off. Reverse the process when refitting.

CHAIN DRIVE ALIGNMENT.

Sprockets on a new machine should be correctly aligned but misalignment may develop in use. Possible causes are slackened nuts, or minor spills. It is worth checking alignment at major services when removal of guards etc. make the job easier. A straight edge across the sides of the teeth of two sprockets should touch at four points at all positions of sprocket rotation. In this condition the insides of the chain plates should show a slight polish equally on both sides. If one side shows considerably more wear than the other, suspect misalignment. If the inside of the plates on both sides of the chain show really heavy wear and the two sprockets show a ring of wear on one side of the teeth, particularly after a short mileage, it is probable that one sprocket is further out on its shaft than the other.

MEASURING CHAIN WEAR.

Chains don't stretch but, like tyres, brakes and other moving parts, they wear. Wear takes place between the pin and bush at every link and these small amounts added up over the whole chain makes a measurable difference on the total length, giving the impression of stretch. If the length of a worn chain is more than 2% greater than when new ( $\frac{1}{4}$ " in the foot) it is worn out and needs replacing.

Before checking for wear, clean the chain in paraffin and wipe it dry. Hook one end of the chain over a nail in the bench, pull it tight and measure a convenient length from pin centre to pin centre using a steel rule.

CHAIN CARE Cont.

Chain Pitch, inch.	Number of Pins to measure over. over.	Chain Measurement.	
		New. inch.	2% worn. inch.
0.375	24	9.0	9.188
0.500	23	11.5	11.75
0.625	16	10.00	10.219
0.750	16	12.0	12.250

SPROCKETS.

Worn sprockets have a 'hooked' appearance as shown in Fig. 1, and must be replaced. Putting a new chain on a badly worn sprocket will cause noise and rapid chain wear. Replacement sprockets should be checked for accuracy. The sprocket bore must be truly central with the teeth, otherwise the chain will slacken and tighten as the sprocket is rotated. A pointer secured close to the tip of the teeth indicates eccentricity. Check however that the apparent eccentricity is not due to a bent shaft.

CONNECTING UP THE CHAIN.

A chain is only as strong as its weakest link and the spring clip link, although very convenient, is the weakest link because of its loose fitted side plate. Ideally, all chains should be connected with a riveting link and this is essential on competition and racing machines of any engine capacity and all production bikes of 350cc and over. On other bikes, a spring clip link will give reasonable service, but we suggest that it is renewed every 5000 miles to be sure.

ALWAYS FIT THE SPRING CLIP WITH THE CLOSED END FACING THE DIRECTION IN WHICH THE CHAIN RUNS, otherwise it can be knocked off if the chain accidentally brushes against some part of the machine such as a chain guard.

The Editor thanks Renolds for the information contained in this article.

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MORE TECHNICAL INFO.

WAXED COTTON SUITS. I have always had the greatest difficulty in reproofing those areas of my Belstaff that developed a leak. Having obtained a tin of wax proofing compound the instructions said "warm the suit and apply the wax sparingly". Well the wax is in small flakes and getting it from the tin on some convenient applicator was difficult and the end result never seemed satisfactory.

So whilst I was at the Motor Cycle Exhibition I enquired from the representative on the Belstaff stand how it should be done and wasn't there something like an aerosol that I could just spray onto the garment. His answer came as something of a revelation, first of all he said you must clean the area to be reproofed with white spirit to get rid of the old wax. It is no good putting more wax on top of the existing layer. Secondly put the tin of wax in warm water to melt the wax, then warm the suit and apply the liquid wax with a medium stiff brush working it into the fabric. Incidentally the latest wax container is similar to an aerosol but the wax is in liquid form.

K. Haining.