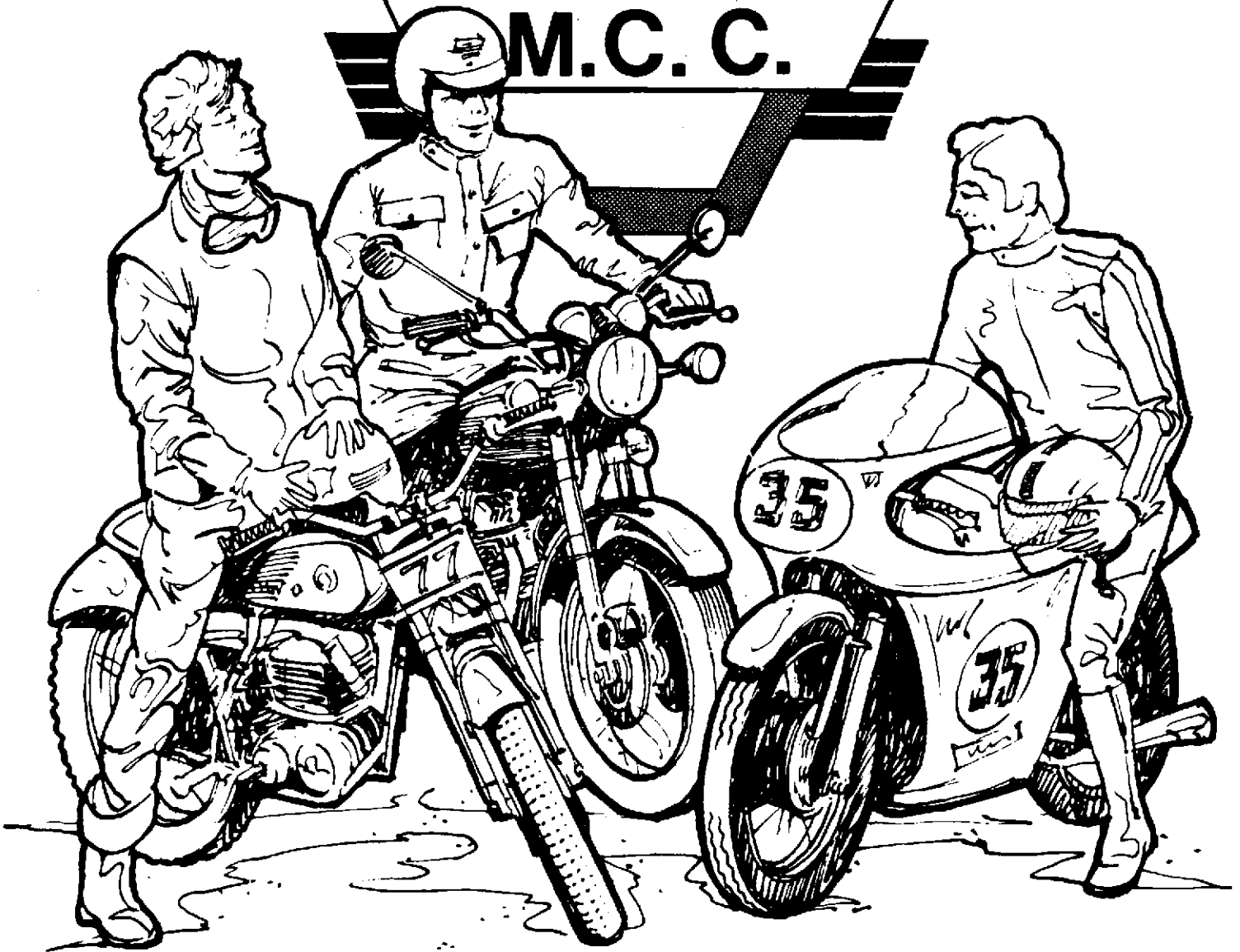


MAY 1983

# THE MANCHESTER '17' MOTOR CYCLE CLUB

(Founded 1935)



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

*Bring tatty. to way next week*

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\* DISCOUNTS TO CLUB MEMBERS

MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER - MAY. 1983.

CLUB OFFICIALS.

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Disley, Stockport, Cheshire.

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

SECRETARY. Roger Richards, 49 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. 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.

6-7-8 May. FLASH RALLY. Norton Owners Club at the Cat & Fiddle.  
Contact Norman Jones on 061-962-3164. Cost £3.00.

18th. May. COMMITTEE MEETING. 8-Opm. Robin Hood.

22nd. May. Run to Llanberis. See inside for details.

14th. May. BMF Memba Rally.

15th. May. BMF Rally. East of England Showground, Peterborough.

EDITORIAL.

Dear Members,

Whilst I do my best to spot the typographical errors that creep into my efforts each month, you will have to make allowances this month because my four finger typeing has been reduced to two, and both of these are on my left hand.

I have broken my right arm just above the wrist, and before you say, "I didn't know that typeing was that strenuous" it isn't but trying to manhandle a BMW around a lump of scrap in the road proved to be more than I could manage and I ended up rather untidely in the middle of the road.

The next obvious question is "how's the bike?" not too bad thanks. The loss of the cockpit fairing was the main damage the rest being superficial. I had borrowed a sports screen from Geoff Wilson to see how I liked it, fortunately I had not had time to fit it otherwise it would have cost me a new one at the same time leaving me still to manage with the cockpit fairing.

Of course it couldn't have happened at a worse time with my Llanberis run taking place before I am out of plaster I hope that you will take advantage of the various options that this outing offers. I will try to make it by car, and for those members who like to camp I recommend that you join Howard and Una Wood from the BMW Club at the Snowdon View Caravan Park, Brynrefail, Caernarfon.

-----oooooooooooo-----

The Editor regrets that no one reported on:-

The John Simister Trial.

The St. Georges Day practice with the Flagg Club at Doveholes.

The Brian Thompson talk in the clubroom.

The run through the Manifold Valley.

The winner of the Enduro Team Raffle.

However it does make for a much smaller newsletter.

Dave Rowland wrote to me earlier this month (April) on the same theme commenting on the lack of publicity given to Scott Rowland's exploits as a charioteer. His eighth place in a recent British sidecar championship round, runner up in the Mitchell and sixth best individual performance in the Peak district.

In the recent Inter Centre Sidecar Team Trial, a trial that was first thought up by Dave, the first one being run by the Manchester 17, Scott and his passenger Tony "Antman" King with their ex-Sherras Fantic outfit helped the Cheshire Centre to fifth place, well done lads.

COMMITTEE MEETING 6th. APRIL. 83. report by K. Haining.

Those present were Ron Weale, Ian Bottomley, Roger Richards, Ken Roberts, Keith Haining, Edgar Rosenthal, Vernon Leigh, Geoff Winstanley, Phil Minne, Dennis Taylor, and Harold Dewhurst.

CLUBROOM - ROBIN HOOD.

Harold Dewhurst had attended this committee meeting to hear our discussion concerning the strict application of the licencing laws to the children of members under the age of 16.

Dennis Taylor reported to the committee of a rather unfortunate incident when Carl Kellar had been advised that his son was under the legal age for admission to the clubroom in the Robin Hood.

In the two years during which Jim Capper ran the Youth Trials section we quite often reminded parents that under no circumstances must young members go to the bar and I suppose that in this respect we felt that together with our little notice that used to be hung on the door we were not prejudicing the landlords licence.

Apparently not, the law is specific on the subject and the minimum age for being allowed into a public house is 16, and this does not allow you to drink anything containing alcohol. It is only when a person attains an age of 18 that he can consume alcohol.

The committee expressed support for the landlord and asks members to assist the club in this respect.

During the meeting the chairman expressed the committees pleasure when club members avail themselves of their right to attend meetings.

Ken Roberts reported to the committee that he had been approached by the Stockport Junior Chamber of Commerce to put on an arena Trial as part of a fund raising for the Stockport Lads Club. This will take place on the 18th. June. 83. The committee gave its support to the trial and Ken was told to make the preliminary enquiries for riders willing to take part.

It was agreed a donation of £50 should be made to the Byeways & Bridleways Trust and that this will be presented to Brian Thompson when he addresses the club members on Tuesday the 26th. April.

Ron Weale the club President told the committee that he had received a demand from the East Midland Section for a fee when using land for trials that fall within their centre. We understand that unless this fee is paid each time permission is sought it will be withheld. Ron was asked to ascertain from the Cheshire Centre Board if this was correct before making such a payment.

The question of Award Replicas was raised with particular reference to one that had not been made to Jack Chatwood, although replicas had been given to winners of the same award in the years before and after the one concerning Jack, one had not been made to him. The fact that putting this oversight right would not create a precedent enabled the committee to purchase the replica and Dennis Taylor was asked to do this.

NEXT COMMITTEE MEETING 18th. MAY . 83.

CAMPING WEEK END IN CUMBRIA. Report by Keith Haining.

The Easter Holiday from Good Friday the 1st. April to the 4th. April, Easter Monday was chosen by Club Captain Geoff Winstanley for the first camping week end of 1983. The site was suggested by me as I had been there with my caravan several times in the past, and there is nothing like going somewhere that you know. The farm that is at Lower Lorton, 4 miles from Cockermouth and 5 from Keswick now has a caravan site with toilets and showers. The field that we camped on is in front of the farm house and is in the process of having the toilets and washrooms extended and improved, however lambing has taken precedence over these improvements.

Having contacted the farmer by telephone I paid the site a visit the week end previous to Easter, and it was from this visit that I learnt the cost of the camping. Whilst most members felt that it was top rate, eight club members and two visitors from the BMW Club turned up which was as many as we dared hope for. After all the weather forecast had promised snow and low temperatures.

Alan Aldred was the first to arrive, followed by Keith, then Howard and Una Wood from the BMW Club, Geoff Winstanley, the Urban Brothers, Mike and Andrew and finally Roger Richards on his newly acquired CB.500. and Ian and Julie Bottomley. All of us had had mixed weather on the way up, each black cloud being succeeded by bright sunshine. The route that I had taken up the motorways 63, 61, M 6 proved to be only passable by solo motorcycle and the merging of the M61 with the M6 meant a 3 mile tail back for cars as vehicles from three lanes had to squeeze into one. Some car drivers were making 'U' turns through the police vehicle gaps to retrace their routes back to the nearest exit onto the A.6. which other club members had chosen to use.

Looking at the ground you could be forgiven for thinking that here was one field where the tent pegs would go straight in, but no such luck. Beneath the top soil lay a mass of stones that meant that tent pegs would only penetrate if pushed in at 45 degrees. However this has a blessing in that although it was very wet underfoot the ground did not become a quagmire in spite of the constant walking around the tents. The prospect of having to spend some time in the tents had been a good reason for me to buy a new tent, larger than the two man 'Back Backer' I already possessed. I had hoped to buy one with an extension that could be tacked onto the basic tent, a Force Ten CN. III, but I left it too late and could only get the tent.

The post Office and small store at Lorton were not open on Friday afternoon and so we all, sorry the five who had arrived decided to go into Cockermouth for something to eat. Now in contrast to Keswick, Cockermouth must rate as an illuminated graveyard and the manner in which we were greeted in the Mayo Cafe was surprising to say the least. "Can we have soup? followed by chips and fish, or steak and kidney pie, and tea all round" we asked. "Why couldn't you have come earlier" was the reply from the lady behind the counter, "I have hardly had anyone in all afternoon and had to send the staff home". "Now when I'm about to go home you lot come in it really is too much. We wanted food not words and this we got without to much trouble. Lesson No.1. Cockermouth closes at 6.0 pm.

We have decided to keep the location of the Wheatsheaf secret, for the three nights that we visited this hostelry we had the time of our lives. I heard a joke on the television the other night that sums up the landlords attitude to closing time, in answer to the same question when do you close? the reply was for two weeks in September. One of the funniest acts that had the whole room in stitches was one by Ian, Julie and Howard with Ian manipulating the dummy on his knee (Julie) while Howard provided the voice.

On the Sunday night the landlords dog performed a singing duet with Howard, it being very difficult to decide which of them had the better voice.

Our proposed walk on Saturday ended in a blizzard at 100 feet above tent level and we decided to retreat only to be greeted by warm sunshine once back at the site. Mind you there was a awful lot of snow on the ridge we had intended to traverse. Our Sunday run led by Geoff took in the Honister, Kirkstone, Wrynose and Hardknott passes and what a pantomime the last two were. Well it was Easter and everyone was out in their brand new shining automobiles, frightened of getting them scratched on the stone walls or hooked up on the bumper bars of the car they were trying to pass. I think if we had all got MZ's we would have made better progress, Geoff seemed to be able to get through anywhere

The lake district really is becoming saturated with vehicles, when I think back to Carl Kellers comment about going to Wales, I think that it might be better than the Lakes, we will have to see on the 22nd May when we do our Snowdon run. Incidentally this is a joint BMW/17 Club run and Howard and Una Wood are camping that week end in Snowdonia. Howard is the BMW Club Northern Section Social Secretary and if you would like to join him contact me.

Tony Crampin is providing the car that we need to store the excess gear in while we climb Snowdon.

Roger, Ian and Julie had to return to Oulton on Monday as they marshall and Alan Aldred returned on his own on the Monday. We said goodbye to Howard and Una at Kendall and this left Geoff, me and Mike and Andrew to make a leisurly run down the A6 stopping at Carnforth for lunch.

One very important lesson was learnt from this week-end, those campers who use stoves with Gaz cylinder attached, cold weather causes poor gas flow. A pricker or piece of 5 amp fuse wire will help to ensure that it isn't a blocked jet, but under no circumstances assume that you are out of gas. One poor bloke next to Ian unscrewed the cylinder from his stove inside his tent. Fitted a new one and struck a match which ignited the gas that had escaped from the discarded cylinder and blew the end of his tent out.

Finally we all got a bonus on presenting ourselves to the farmhouse door to settle our bills, the fee was 95p per person per night, so we all came home a little better off than we had expected to do.

THE LANDS END TRIAL 1983. Report by Ron ARMSDEN.

Brian Starkie, Honda 200; John Hoxworth, Honda 200; John Ward, Honda 250; Walter Boothroyd, Triumph; Fel Potts, Halo Triumph and sidecar with me Ron Armsden acting as ballast rode in this years event.

Walter Boothroyd, John Waed, Peter and myself rode down to the start near Bristol. While Brian starkie and John Hoxworth chose to be chauffeured down by (back up ) Peter Ogden in his Maxi which was pushed by an 80 mph. trailer, they arrived at 4 pm.

Our start time was 7-30pm. which was fortunate as the outfit sprung a leak in the petrol tank 20 miles from Bristol. Arriving at the start the tank was whipped off and repaired with the only product available - chewing gum. The gum lasted about 50 miles, and then a fibre glass kit was purchased. A strong mix was made to cope with the cold conditions and this was dobed on, this didn't do my toothbrush any good. At 11-0 pm. the fibre glass wasn't hardening, so Brian Starkie's Honda was started up, and the tank held in the warm exhaust gases. Fifteen minutes later it didn't seem much better, so I stuck some tape over the fibre glass.

Rapid progress was then made to the next time check at Pintinhull where we arrived at 12-30 am. A gentle feel under the rather warm tank - and it was dry. A fill with petrol, sausage, egg and bacon consumed and at 1-00 am. we were away again, following John Ward in the pitch darkness. Suddenly, a creak, a groan and a small spark ahead from John's Honda and his chain was knotted around the rear sprocket. On being removed it hung like a dead snake and Johns hopes of continuing looked just as limp. Spare links we had, but nothing long enough to replace the damaged links. Nothing to be done but to try it with the duff links in place, the road bits it would stand but not the sections so John retired to make a slow painfull journey home.

Pete and I now crashed on as quickly as we could, but in our haste got lost. Back on our route once more found us 50 minutes late but hoping to make it up before the next time check. At Windmill Hill we found ourselves amongst the car entry. Now these car blokes tend to let their tyres down before every section and re-inflate them afterwards. This enabled us to gain a few places and a bit of time. By skipping a meal and making do with a quick coffee at Minehead we managed to catch up with our three solos, and get back on standard time.

4-45 am. Minehead depart, I hadn't really noticed the cold, lets face it we had been a bit busy. We pressed on and up Porlock and its famous hill and over the tops, cold here. Down into Lynmouth and then the climb up to Lynton. 5-25 am. Beggars Roost, managed to romp up in fine style, another clean. It was here that Peter thoughtfully provided me with a warm up by dropping his gloves in the section and asking me to run back for them. Orange 7-41 am. and Sutcomb 8-11 am. passed uneventfully, but just before Hobbs Choice at 8-49 am. we had a couple of panic changes of direction, putting a flat bit on the back tyre and leaving rubber on the road. Peter in a moment of indecision couldn't make up hi mind which way to go at a direction card.

Now with enough time in hand we decided that after the next section and special test to stop, have a drink, a dried up butty and wring our socks out. It wasn't long before we were joined by the rest of our party and a stray they'd picked up, a lad on an ISDT MZ. On and through Darracott to arrive at Widemouth Bay in plenty of time for eats and drinks and a lie in the sun.



11-40 am. Crackington, a good section this but rather a long wait. Ahead of us in the queue was a tractor, when we drew alongside, a word with the driver revealed, he wasn't in the event, he just wanted to get to his fields, and yes he cleaned it every day.

Tactics were discussed during this wait and we decided to again opt for the tight wire method, but tighter. This combined with me jumping on the extended rear wheel spindle trying to break it off, maintaining grip and momentum. All of a sudden the folk were waving and clapping, thankfully another clean. Hustyn was climbed without trouble and on to Felah Lane at 1-25 pm. A bit more "Full Ole" with a slight heart stopper when we slid sideways, but kept going - still clean.

2-13 pm. Blue Hills, the setting for these sections never fails to impress me, near some old derelict mine workings and very close to the sea. They attract spectators in what looks like hundreds, the narrow roads are cluttered with cars, vans, bikes and even trailers. Perhaps its because these are the last sections. Even the competitors are permitted eight minutes viewing time afterwards.

we met Dave Lawson and his daughter Louise who were spectating, and having confessed to Dave that so far we had had a clean ride, we couldn't wait to get to the top to relieve some of the unspoken tension. An awkward turn made things difficult for the sidecars, but we made it, completed our two compulsory stop and restarts, and there we were on top and not a mark lost all the way, after three years of trying it was a great feeling and very enjoyable.

The official results show that Peter and Ron gained a first class award and came third in the sidecar class.

Apart from John Ward, Peter and I had the most trouble, Walter Boothroyd on his Triumph rode in his usual unflappable way, despite pumping oil from his pressure gauge most of the way. The two Hondas of Brian Starkie and John Hoxworth ran faultlessly. John Ward's 250 Honda never missed a beat, it was the British part of his JAP bike that let him down.

A short 'ode' to John sung to a well known tune from South Pacific.  
 There is nothing like a chain,  
 Nothing in the world.  
 There is nothing quite the same,  
 As a broken chain.  
 Serves you right for being tight,  
 and not replacing that chain.

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#### NEWSLETTER FRONT COVER COMPETITION.

Members will recall that at the last AGM, Ken Roberts suggested that we could do with a new front cover for the Newsletter. The Editor promised to do something about it in 1983. Well here is my proposal, members are invited to submit their ideas for the new look cover. Entries should be the same size as the present cover and the club motive must appear in its present form however its size can vary. Black and Yellow are the club colours.

Entries should be in the hands of the Editor by the 1st. August.1983. so that they can be considered by the Committee. A substantial prize will be awarded to the creator of the design selected for 1984 covers.

FOOD FOR THOUGHT or IF THE CAP FITS.

DO YOU JUST BELONG.

An extract sent in by Dave Rowland.

Are you an active member... the kind that might be missed  
 Or are you just contented that your name is on the list  
 Do you attend the functions and mingle with the crowd  
 Or do you stay at home and grumble long and loud  
 Do you take an active part to help the club along  
 Or are you satisfied to be the kind that just belong  
 Do you ever come along and information seek  
 Or leave the work to just a few and talk about the clique  
 There's quite a programme scheduled that means success if done  
 and it can be accomplished with the help of everyone  
 Don't be just a member but take an active part  
 Think this over member, are we right or are we wrong  
 Are you an active member or do you just belong.

-----oooooooo-----

MANCHESTER 17 ROSPA TRAINING SCHEME.

Training courses aimed at safer motorcycling continue next week.

The Manchester 17 ROSPA Motorcycle Training Scheme starts its second course on Wednesday evening May 4th. at the Bulkeley Girls School Cheadle Road, Cheadle Hulme.

The course consists of 24 hours of training spread over six weeks on Wednesday evening and Sunday mornings.

The cost is £15 and £12.50 for the part 1 test if taken with ROSPA. Anyone requiring further information contact Ken Howard, on 061-477-4291 between 6-00 pm and 10-00 pm.

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We draw members attention to the advertisement of High Peak M/C's on the cover which should read "Wire wheel building".

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BMF RALLY- 14th. & 15th. MAY. 1983.

The Manchester 17 has received an invitation from the rally organiser to have a Club Stand at this years event. Dennis Taylor offered to pursue this matter and was very enthusiastic about taking up the invitation.

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EXCERPTS FROM THE PAST.TREASURE HUNT 1st. November 1936.

Present.                    Organisers. Messrs. Nield, Cave and Dugdale.

Competitors. Messrs. Machan. AJS.  
                                  Winter. Excelsior.  
                                  Charlton. AJS.  
                                  Scholefield. Zenith.  
                                  Kent. BSA.  
                                  Sanders. BSA.  
                                  Hancock & Ellen. BSA.  
                                  Lacey & Bunney. BSA.  
                                  Sander & Girlfriend. New Imp.

At Rainow. Messrs. Faulkner, Somers, Willcox  
                                  and Binks.

The treasure hunt started from the Princess Hotel, here competitors were given a route card which took them to the Wizard at Alderley Edge. They had to average 25 mph. over this distance.

They were started from the Wizard at intervals according to their time of arrival with respect to the 25 mph. average, and had to follow another route card, which took them to Holmes Chapel. At Holmes Chapel they met Mr. Cave who gave them a piece of paper which could be deciphered by reading from the sign over an Inn door at Sandbach. When deciphered the message told them to go to Congleton. H. Nield was at Congleton and he sent them to Borley cross roads, where they met T.A.Dugdale.

Here they were given a piece of paper with the names of three inns on it, they were told to find the names of the licencees of these inns, then proceed to "the Outpost" at Rainow for the final clue.

The final clue which was given out by E.C.Cave told competitors that the treasure was hidden in the wall 100 paces from the signpost on the corner. T. Scholefield was the first to reach Rainow, but E. Charlton found the treasure first.

Faulkner, Somers, Willcox and Binks who were not ready in time to start in the Treasure Hunt met us here, after a feed and a game of cards we returned to the clubroom.

Everyone voted the Treasure Hunt a great success and hoped there would be another one soon.

T.A.Dugdale.

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RESULTS OF THE WIRRAL PENINSULA PHOTOGRAPHIC RUN COMPETITION.

Monochrome - First Prize. G. Baxter.  
                                  Second Prize. A. Aldred.  
                                  Third Prize. G. Baxter.

Colour - First Prize. John Yates.  
                                  Second Prize. Keith Haining.  
                                  Third Prize. Christine Yates.  
                                  Highly Recommended. R. Line.

The Editor would like to thank Ron Armsden for judging the photographs and the excellent 'awards' cards.

TECHNICAL TIPS.CAST & COMPOSITE WHEELS - A LIMITED LIFE SAY BMF.

Following several months of research the BMF have found that ultimately all cast/composite wheels will fail and have therefore recommended a life of around 100,000 miles for all such wheels.

These are the main conclusions of a study carried out by Ian Collins of the BMF's Legislative & Technical Committee and published in the May/June issue of Motorcycle Rider, the BMF's own magazine.

In the report the BMF found that even though there are no British Standards for the testing of wire spoked wheels, the Motor Industry Research Association (MIRA) had carried out a limited programme and concluded that wire wheels were: "stronger than commonly supposed and certainly stronger than low quality cast wheels."

Gleaning information from far and wide including Alcan R & D; CMA Automotive; MIRA; The West German Chamber of Trade Technical Inspectorate and BMW, it became obvious that while various standards exist for wheels including British Standards, any aluminium alloy such as the LM25 commonly used for wheels has an endurance limit determined by the number of stress cycles it will withstand before failing.

The report shows clearly that load imparted on the comparatively few spokes of alloy wheels can easily reach over 100 lbs. and through rotation subject the wheel and spokes to a regular stress cycle. Any extra load, such as hitting a pot hole, imparted when the alloy is reaching its endurance limit could then result in sudden spoke failure. Extra loads applied by hydraulic tyre removal equipment could also have the same effect and such equipment should therefore be avoided says the report.

By equating the various stress conditions to road use, the BMF have found that as a general rule, a life of 100,000 road miles should ensure that all combinations of load still remain within the safest part of the stress/strain curve. After this mileage all alloy wheels become increasingly brittle but their ultimate life will depend on the actual design and manufacture of that wheel.

This is a reprint from the BMF Newsheet 28/4/83.

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MUTUAL AID.

FOR SALE. 1978 XS750E YAMAHA. High mileage, taxed & tested, plenty of extras -A good bike not rubbish. Reason for sale need cash for 'metal overcoat' £500.

2 Trailer Wheels. complete, brand new. never used £15. the pr.

1950. BSA BANTAM 150 cc. V.G.C. not taxed or tested with spare 125 cc. engine in pieces - plunger frame model. £175. o.n.o.

For all the above items contact Keith Williams on 061-430-4564. after 6-00pm.

JOINT MANCHESTER 17 / BMW. CLUB RUN TO LLANBERIS.

SUNDAY. 22 MAY. 1983.

Convoy run from the Robin Hood starting at 8-00 am.

Joining the M63 at Junction 12 and then via the M56 to the Ince car park to pick up any members who live on that side of Manchester. Depart Ince at 8-45 am. by way of M56, A550, & A494 to Mold and Ruthin. The A5 to Betws-y-Coed, Capel Curig and then on to the A4086 to Llanberis.

Distance approx 97 miles. Estimated time of arrival 11-00am.

Meet in large car park opposite mountain railway.

BMW Club members and anyone who doesn't want to ride in convoy should make their own way to Llanberis.

The original programme has had to be changed in the light of Howard Woods reconnaissance last week. The mountain railway is not running, neither is the lakeside railway, and the power station is not open to the public until next year.

We will still be walking up Snowdon but here again how far we get does depend upon the weather, as the snow has not yet cleared from the top. I had expected Whitsuntide to be warm and dry but the winter does seem to be hanging on this year.

The Slate Museum is worth a visit and so is the Padarn Country Park and Craft Workshops.

Llanberis is within walking distance and the pubs are open in this part of Wales if you want a drink with you sandwiches.

Those walking up the mountain will take 5 hours to make the round trip. An 11-30 am start will be essential so that we are back by 5-00 pm.

Those members not wishing to climb can have their lunch in the vicinity of the car park before going to the Slate Museum. Car or cars will be available for riders to store helmets and other loose gear in.

Members will make their own arrangements for the journey home.

For those who want to make this a week end do. Howard will be camping at the Snowdon View Caravan Park, Brynrefail, Caernarfon. Which is located 5 miles east of Caernarfon on the A4086, turning north on to the A4547 Bangor road for  $\frac{3}{4}$  mile the site is on the right.

Anyone who wishes to stay in the comfort of a hotel on the Saturday night will be welcome at the Wyngarth Hotel, Abbey Road, Llandudno. Mr. & Mrs. John Iteland are BMW Northern Section members and they offer accomodation at £8.00. for B&B or £10.00. with evening meal. Facilities include bar, lounge, and off-road parking for bikes. Will anyone taking advantage of this offer please make their own arrangements by phoning 0292-77349.

Finally will those walking please see that they are properly equipt. boots, cagoule etc. we will be taking the easy route which roughly follows the railway.

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