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MANCHESTER 17 MOTOR CYCLE CLUB.

NEWSLETTER- OCTOBER. 1985.

CLUB OFFICIALS.

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Dennis Taylor, 7 Sundial Road, Offerton, Stockport. Cheshire. SK2 5QU.

CLUBROOM & NIGHT. The Grey Horse Hotel, Wharf Street, Stockport.
Every Tuesday Night at 8-30 pm.

DIARY OF EVENTS.

16th. October. COMMITTEE MEETING.

20th. October. Autumn Tints Run. Meet Grey Horse at 9-30 am.

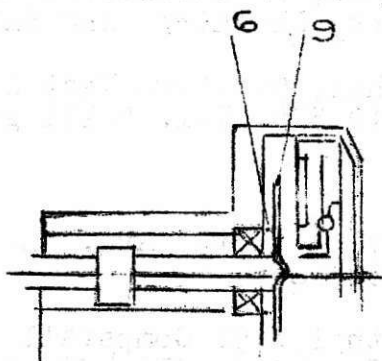
27th. October. Treasure Hunt. Start at the Grey Horse. 10 am.

WELL THATS THE RESULT OF THE OLD SAYING "MORE HASTE LESS SPEED.

Sorry about the empty space Jim (M) but having read the epistle it does give me an opportunity to correct one telephone number and to indicate in the article on the anti-lock brake system where item 6 and 9 are located.

Paul Ludlams telephone number should be 061-432-1743 we trust that anyone finding the number in the book incorrect would refer to their directory. Sorry Paul.

Fig.1. on page 4 see below for the location of the Flywheel Spring item 6. and the Dump Valve Lever.



THE EDINBURGH TRIAL. SATURDAY 5th. OCTOBER.35.

This is a regular for clubmembers Peter Potts, John Ward, Jim Maple, John Hoxworth and Bran Starkie, however this year substitute Glen Potts for John Ward and Dave Moore as chairman for Jim Maple and you have the entry for a trial that is not only confusing with its name but one that starts at Coventry and whose sections are all in Derbyshire.

Once again the call was out for Observers and the Man.17 members responded with John Hartley, Dennis Rourke, Tony Hawkes and Keith Haining manning the upper reaches of Hagg Side.

A beautiful day, but our section was as dry as a bone, and in consequence gave little trouble to the entry which of course included bikes and cars. Even an Aston Martin saloon coped with the terrain in fine style.

No information of how they got on perhaps we will get a set of results.

EDITORIAL.

Dear Members,

I am sorry that your newsletter is late this month due to circumstances beyond my control. It had been my intention to wait for news from Spain on how our teams have fared in the ISDE and that would have meant a delay of one week before publication. However I hope that we will have news of them in time to include it in this issue.

This is my second attempt at the editorial and the opening phrase of the first was a comment about how full my calendar is for October, with the Edinburgh Trial on Saturday the 5th. The Classic Bike Show at Belle Vue on the 5th. and 6th. The Autumn Tints Run on the 20th. and a Treasure Hunt on the 27th. but events have already overtaken me.

I would also like to draw your attention to the International Bike Show at the National Exhibition Centre at Birmingham on the 26th. October until the 3rd. November. If members wish to go to this exhibition on either of the two week-ends they would be well advised to get their tickets in advance. This entitles you to a 50p discount on the ticket price of £3. but more importantly will save you having to queue. The discount has been negotiated by the BMF and I have a couple of application forms which could be photostated if members would like them.

Next month sees the end of the term of office for the present committee which due to a decision taken at last years AGM has run for ten months instead of the usual twelve. The date of the AGM is the 26th. November. 1985. and list of committee positions for which nominations are required will be pinned to the notice board. Members are asked to make sure that anyone that they wish to propose agrees to his or her nomination.

The Club's Annual Dinner and Awards Night will take place on the 10th. January. 1986. and the venue is the Deanwater Hotel, Woodford. Tickets will be available in December.

Earlier this month Dave Rowland, Honorary Member and past President of the club asked me to remind members that the 9th. Motor Cycle Re-Union Luncheon takes place on the 3rd. November. 85. Organised by Ted Ogden this is a function at which members can meet up with old friends from the realms of motorcycle competition.

The venue is the Dunkenhagh Hotel (A.D. 1285 Mansion) Blackburn Road, Accrington. on the A678 Road. Starting at 11 am. tickets cost £6-50 each and it is for MEN only, although dining facilities are available for Lady Drivers.

It is important to let Ted Ogden know as soon as possible and the Editor has a form which can be used, or you can write to Ted Ogden, 25 Conway Close, Heywood, Lancs. OL10 4SG.

A REVOLUTION IN MOTORCYCLE BRAKING. PART 2.

TEST PERIOD.

By Geoff Wilson.

Field trial exercises were carried out in collaboration with the Transport and Road Research Laboratory (TRRL). The first anti-lock experiments by the TRRL employed a Royal Enfield fitted with a device originally designed for aircraft brakes. That machine, 20 years later, is now in the Science Museum in London. In 1985 the Lucas-Girling SCS system has been fitted to some BMW R100 and K100 RT models and will be tested during the next three years by the Gwent, Lancashire, Sussex, South Yorkshire and Metropolitan police forces.

The heart of the SCS is an inertial sensor, which consists of a flywheel and a ball and ramp drive and clutch. The camshaft in the SCS (figure 1 (1)) is driven at a speed proportional to road speed by a toothed belt driven from the front wheel hub. During normal riding the rotation of the camshaft is transferred through the clutch and ball and ramp (4) to the flywheel (2).

When, however, the road wheel to which the system is connected approaches a predetermined retardation threshold where wheel lock is imminent the flywheel flops over and, via the ball and ramp mechanism, a series of operations take place which systematically released the pressure in the hydraulic brake system, even though the rider is still gripping the brake lever tightly.

When the brake line pressure released the wheel is permitted to gather speed again, so preventing the wheel from locking and producing a skid. Almost simultaneously the valve operates to restore brake line pressure and re-apply the braking effect until wheel-lock is again imminent. This cycle operates about five times per second under panic braking conditions, but as soon as the rider reduces lever pressure to a level which does not provoke wheel lock, the SCS unit ceases to play any part and normal brake operation resumes.

To explain the function of the ball-and-ramp mechanism imagine two discs running side by side on a central shaft. Each disc has a groove in it running close to the edge of the disc and the grooves face each other. The groove in one disc is the same depth all the way round, the groove in the other gets progressively shallower. Between the two discs a ball bearing runs in the grooves.

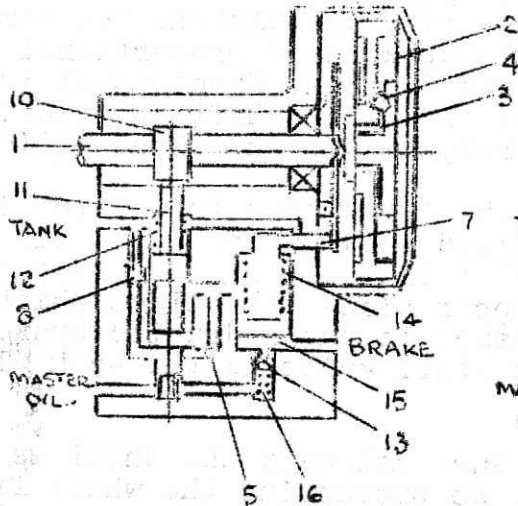
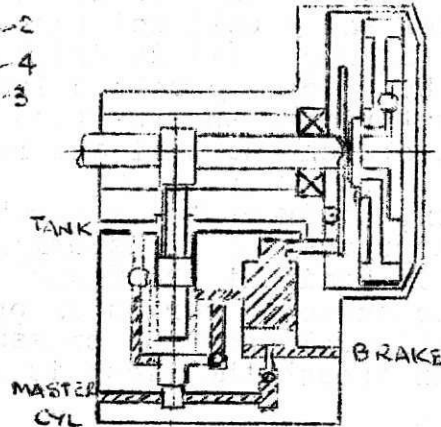
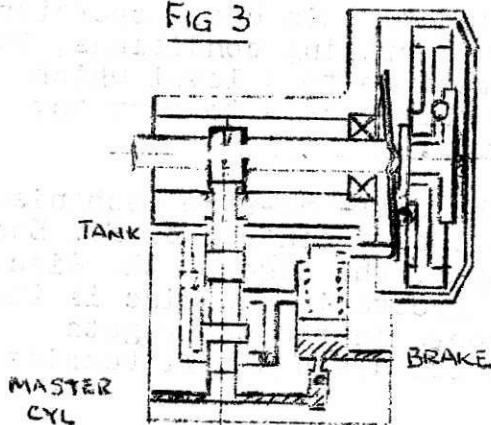
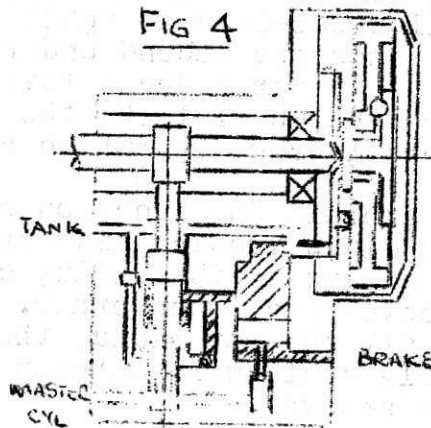
If we rotate one disc in respect to the other and permit the ball to run with the disc, the other disc will be pushed away from the first as the ball rolls over the shallower part of the groove. In the SCS the separating discs cause a valve to operate.

BRILLIANT DESIGN.

The brilliance of the SCS design is in its simplicity and is a tribute to the skill of the Lucas-Girling engineers. They have rejected sophisticated electronics in favour of mechanical simplicity, often the most difficult option.

By Geoff Wilsom.

Continuing the article taken from the Sept/October issue of Motorcycle Rider the journal of the British Motorcyclists Federation. The Editor hopes that the drawings reproduced below will not be too blurred and that members will be able to follow the operational sequence on the next page.

FIG 1FIG 2FIG 3FIG 4KEY.

1. Camshaft.
2. Flywheel.
3. Flywheel Bearing.
4. Ball and ramp drive and clutch.
5. Pump outlet valve.
6. Flywheel spring.
7. Dump Valve.
8. Pump inlet valve.

9. Dump valve lever.
10. Eccentric Cam.
11. Pump piston.
12. Piston Spring.
13. Cut off valve.
14. De-boost piston spring.
15. De-boost piston.
16. Cut-off valve spring.

Figure 2 shows the modulator under normal braking. The master cylinder is connected to the disc brake caliper itself through the open cut-off valve (13) and the dump valve (7) is closed. The shaft (1), which rotates at a multiple of road wheel speed, drives the modulator flywheel (2) through the ball and ramp mechanism and associated clutch (4).

The pump piston (11) is held out of engagement with the rotating eccentric cam (10) by the piston spring (12). In this condition the brake system works in a conventional manner and the modulator is not activated in any way.

Figure 3 shows how brake pressure is reduced to avoid wheel lock. If deceleration of the front wheel, and therefore the camshaft, exceeds a predetermined maximum value (approximately 8mph speed reduction in a given time) then the flywheel (2), through its inertia, overruns the ball-and-ramp drive (4). The axial movement which this causes then opens the dump valve (7) through the dump valve lever (9) and therefore connects the de-boost piston to the brake fluid tank.

This causes the de-boost piston (15) to move, which thus relieves the brake line pressure and also closes the cut off valve (13) isolating the master cylinder from the brake.

Simultaneously, the line pressure from the master cylinder causes the pump piston (11) to be pushed against the rotating eccentric cam, but no pressure can be generated as the dump valve (7) is open to the tank. The flywheel is then decelerated at a controlled rate through the braking effect of the ball-and-ramp mechanism's clutch.

Figure 4 shows line pressure being re-applied to the brake. The reduction in brake line pressure during the previous phase releases the brake and allows the wheel to accelerate to the speed of the still decelerating flywheel (20). The ball-and-ramp (4) then runs back to its start position and the dump valve (7) closes, causing the pump piston (11) to develop pressure and the clutch to accelerate the flywheel (2) at a controlled rate.

Through this process the brake pressure is increased until either the maximum deceleration value is reached again and the brake line pressure release sequence is repeated, or the master cylinder is restored without wheel-lock. In the latter case the cut-off valve (13) opens again, the pump piston (11) is disengaged, and the system reverts to normal braking condition. If any of the modulator system fails to operate then the system fails safe to normal braking mode.

Motorcycle braking has advanced considerably since the first front wheel brake but we stand on the threshold of a revolution that may be the most important stride forward yet.

THE "TOUR of WALES" ENDURO. as seen by Dave Green.

The Tour of Wales, for me, turned out to be quite enjoyable. It was a good day's riding with lots of interesting routes or should that read 'ROOTS'?

Thanks must go to Jamie Milne for lending me his engine for the event. Dave Darwent also nicked Jamie's forks and disc brake to put into the KDX 200 he'd borrowed off Frazer Nield - the nerve of some people! Jamie wasn't at the meeting, he was last seen walking hand in hand into the sunset with his new love. Frazer looked to be going well on his newly aquired 125 Cagiva.

After a particularly bad patch I saw Brian Starkie lying down, with his coat and helmet off, taking advantage of the short glimpses of sunshine. His bike was also lying down next to him.

Being on the same minute as Dave Darwent I had a few good laughs watching him doing flying W's and handlebar dancing. Dave was later seen waiting at a check for half an hour when in fact he was half an hour late. He had obviously brainlocked with the new (old) timing system which caused a few of us much confusion. I just gave my time card to Vernon and asked him what time to clock in. I had crashed in the woods twice while trying to work it out.

Steve Pilling was covered from head to foot in body armour, shin pads, pads on his (thunder) thighs, cricket box, body belt, chest and shoulder protectors and elbow guards. He had left a few square inches on the back of his legs unprotected. He then put Murphy's Law into full effect by bruising them badly after a spectacular crash - he should have known.

Almost last man away was Dave Fannndell, who had only travelled a few yards when he had a puncture. He returned to the start and fixed it, only to find, on restarting, that the marshals had closed all the gates.

After the event I asked Geoff Mills how he had gone on. "Some-- rode over me" he said. "Oh really, what a lousy trick, who was it? He then informed me that it was ME!! Err... sorry Geoff, it...errrrmmm...must have been when my brakes failed".

Would riders please note: could they be as courteous as possible to all the Man. '17' refuellers. Refuelling is a thankless and monotonous task. Many thanks to all those who gave up their time to help out.

TOUR of WALES - CLUBMANS VIEW by Steve Pilling.

The Tour of Wales turned out to be an event full of surprises with the course being changed from that of previous years, the heavy rain the day before made certain spots exceptionally boggy and hard going. However this all contributed to a thoroughly enjoyable day for most people especially with the start and finish being in the most adventurous area I have come across in my short enduro career. There was even a cafe with food and chairs! This was heavy psychological pressure to bear before the start of an event. Although from check 6 I had to retire with multiple haematomas of my right thigh caused by Frazer Nield letting me take the first bend in the special test at 90mph. (nice one Frazer next time you go first.)

As a result I missed several important items of interest being laid up in the back of Brett Nields' car, but here goes. During an Enduro, as with most sporting events, I find that you always learn something new. Sometimes it is one thing othertimes it is several and the Tour of Wales was no exception.

I learnt the secret of the Expert/Clubman distinction from two of our local 125 Experts. One who uses Clubmen for traction in the bogs and the other one who carries a baseball bat strapped to his bike and passes clubmen at warp-speed in the same rut. (if you don't think this is possible ask D.D.) However this practice should not be encouraged for regular use. But all credit to the Experts-well ridden-(watch out Rambo, you've not seen nothing yet!)

Unfortunately the percentage of Clubmen who did not finish was quite high, Geoff Mills had mechanical problems and retired, and good old Dennis pulled out the same stunt as in the Powys, he got stuck in a bog and at the same micro-second the phantom marshal changed the course. Dennis retired later with a hate complex for marshals. (unusual complaint Dennis, but valid) Clubman, (only just) Frazer Nield managed to finish with 9 mins to spare- well done Frazer.

Dave Darwent rode on half Frazers KDX and half Jamie Milnes Cagiva. From all accounts this worked well until the super glue holding the two halves together suffered from a stress- fracture which was then compounded into brain lock at a check where for some reason Dave who was going strong, waited for an unexplained half hour and eventually hammered out (I mean Hammered) Well we all have our Achilles heels.

Dave Green and Carl Roebuck had a super ride, finishing well within the hour. I don't know how Scott went on though Dave Farndell running in a machine for Spain, hoired out with one puncture to his credit.

Thanks to Vernon Leigh and the superb arrangements carried out throughout the day. Brett Nield arrived at a very hard to find check No.8 in hyper-drive. Luckily for him most of the team were late and everyone who arrived were refreshed and refuelled with double portions of juice, as rumour has it that Vernon mistook the orange juice at the check before for 'Harvey Wallbangers' leaving the little oasis for tired riders bone dry. Vernon has asked for his apologies to be plassed on. All in all the day was good one with fine weather so lets hope it's the same next year.

Whereabouts is Mossley from Warrington? K.Haining.

Sometime ago I was asked, "which is the best way to get from Mossley to Warrington?" Should I go via Stockport the questioner asked. "Oh no, I replied there is no need to go that far east." The other members in the group agreed, much better to go for Oldham and get on to the M62 and then as we all know the M62 meets up with the M6 and the M56.

On returning home I got out my map, and my goodness what a long way round we sent our friend. How much easier it would have been for him to follow me to Stockport and on to the M63, M56 and home.

There have been many instances over the years when I couldn't picture in my mind the relationship of one place to another and although I eventually got to where I wanted to be I found out afterwards that I had put in a lot more miles than I had intended to do.

Now you may say why don't you look at the map in your car, providing you are not on your bike, but the problem often arises on the motorway when the signs omit the name of my destination, and the police frown upon anyone stopping on the hard shoulder to look at a map.

Last month I took Nicholas my son to Harwich and although I had listed the roads that I intended to take I got confused on the M11 by a sign depicting a lorry and the word Harwich. So I abandoned Colchester and stayed on the M11. What a mistake, or so it appeared at the time, for the M11 ends up in London and there are so few junctions that we began to think that we would have to back track from the metropolis and we had a boat to catch.

Taking the first exit we ended up in Braintree and thence to the Colchester by-pass and Harwich. So where is all this getting us you may well ask. See how familiar you are with the following places and where they are on the map on the accompanying page. Don't cheat, mark them up first and then look at a map. There are no prizes and I don't want to know how clever you are.

- | | | |
|-----------------|-----------------|-----------------|
| 1. Inverness. | 9. Leeds. | 17. Portsmouth. |
| 2. Aberdeen. | 10. Lincoln. | 18. Bristol. |
| 3. Perth. | 11. Shrewsbury. | 19. Dover. |
| 4. Ayr. | 12. Ipswich. | 20. Skegness. |
| 5. Glasgow. | 13. Cardiff. | |
| 6. Durham. | 14. Ilfracombe. | |
| 7. Bridlington. | 15. Margate. | |
| 8. Southport. | 16. Plymouth. | |

MANCHESTER '17' ENDURO COMPETITION. POINTS ACHIEVED TO DATE.EXPERTS. Trenig. Snorun. W.Hrs. C.Owen. Mlvll. Powys. Wdblo. ToW.

(D.Darwent)						8840B(125)	
(B.Garner)		7712B				8980B	8262B
B.Green.	8819B						
D.Green.	8391B	9313B					6446B
D.Farndell.		9424B				8836B	8734B
C.Roebuck.		9525S	9520B			9109B	8384S
S.Roebuck.			9427B				
H.Rosenthal.	9532R	9465S	601B	9178B	8149B	9063B	9653S
I.Ruffley.							9167B

INTERMEDIATES.

B.Garner.	9397S	(see above)					
R.Leigh.			9509S			9164B	8714B

CLUBMAN.

W.Bristow.	9385S					8922B	7906B
I.Burgess.	9298S		9568G	9545G		8833B	9608S
D.Darwent.	9542G	9314S					
P.Lockwood.	9500S		9458B	7106B		6877B	7447B
G.Monks.	9271S		9512S				
(C.Roebuck.)	G						
F.Nield.							8135B 6115B

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L.Penson.	10000B		9753B			9545B	9001
G.Mills.	6640		6455B			9506	9305B
K.Milne.	5980					9415	8529
S.Pilling.						9512B	8351
J.B.Starkiw.			9533B			9492	
D.Taylor.	9760B					9427	8983

Best five events to count.

R = Runner-up, G = Gold Medal, (125) = "Best 125" in that class,
 S = Silver Medal, B = Bronze Medal, (rider) = rider currently
 competing in another section of the competition.

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