

CHAIRMAN'S COMMENTS

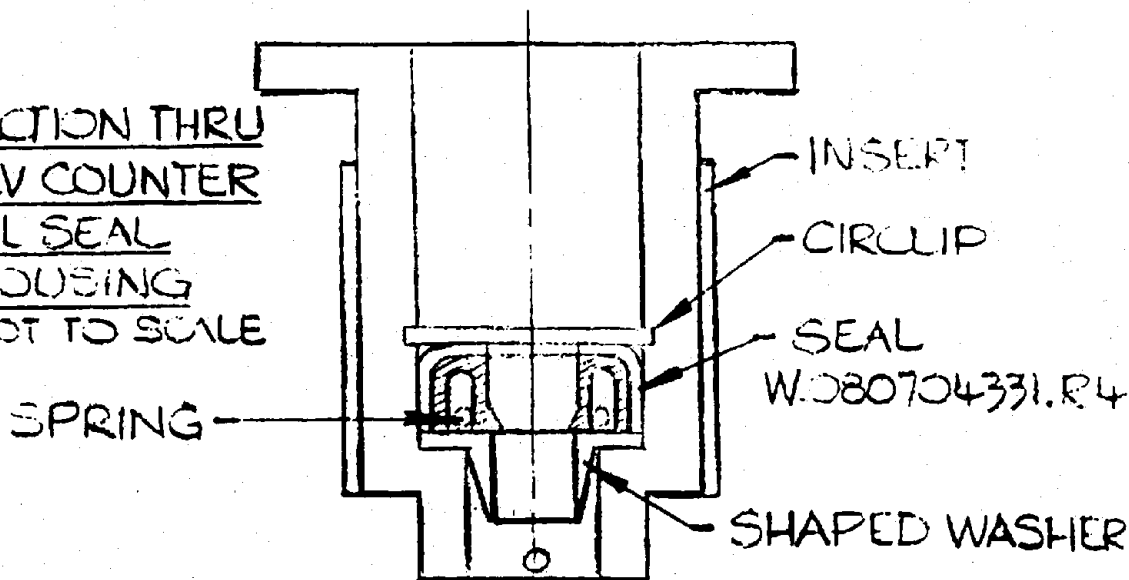
Mine being one of the articles to go astray last month, may I take this opportunity to say that it's good to be back in full harness again. I would also like to welcome Gary back to the 'Hot Seat' and thank Jim, Dick and Bruce for the efforts they have put into their posts in the past.

As most of you already know, the Spares Scheme relies on buying spares in job lots from dealers who are giving up AMC. Up to the last couple of years it has worked fairly well but it has become obvious recently that things have changed. With the interest being shown in British bikes that 'AMC rubbish in the corner' is worth money again and people are reluctant to part with it. There are also the dealers who are interested in AMC and are going about buying this type of lot which also adds to our difficulties. Things are almost stagnant now as we have bought only £50 worth over the last 12 months which is not very much at today's prices.

We have tried other ways of operating, of course. Several appeals have been made to the membership to order things through the Club to allow us to buy in bulk but they have always failed through apathy. We discussed how we could improve things and it always came back to the need for a large increase in capital so that the Club can buy in bulk and supply the membership from a stock of spares. In view of the previous failure of similar schemes we have reluctantly decided that we are forced to apply a £1 levy on top of the subscriptions which will go directly into the Spares Fund. This should raise £800 a year which will go a long way towards our aims and in two or three years we might really be able to go places. The Club missed the boat when the Factory closed and we must not miss it again. That would be the kiss of death.

Now a bed-time story for all twin owners with leaky rev-counter drives. The seal on mine is made by Pioneer Weston Ltd. of Salford (061 736 5811) and is number W080704331.R4. I bought a couple at 70p each + VAT (84p + VAT for one) from Miller & Edwards Ltd., City Rd., Dunkirk, Nottingham (Nottm. 73030) who are stockists for the area. Automotive Factors don't have them, by the way. I tried. And don't forget the 'R4' which specifies the material.

SECTION THRU
REV COUNTER
OIL SEAL
HOUSING
NOT TO SCALE



I have drawn a section through the housing and the shaped washer can be used, with care, to extract the old seal. It will take a lot of removing because it has an 'interference' fit of 0.010" on the bore - and a lot of fitting for the same reason. Whatever you do don't heat the housing or it will damage the rubber as you put the seal in. I'd suggest a tool which located the seal on a short shaft and had a larger diameter just less than the bore size to give adequate support to the metal backing of the seal. If this is distorted the seal will fail very quickly, mine going in less than a week.

KEITH JACKSON

SECRETARYS NOTES - RULE AMENDMENTS

Amendments to some constitutional rules approved by the floor at the 1978 Annual General Meeting.

6a. The affairs of the club shall be conducted by a Management Committee which shall consist of the following officers. The Club Chairman, the Secretary, Treasurer, the Magazine Editor and five other duly elected members who may include any other post declared by a general meeting to have executive