

# the journal of

AUGUST 1977

# THE BMW CLUB



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### **editorial**

How wrong you can be! Members who saw the somewhat fuzzy pictures of BMW's 'new' 400 cc model in a June issue of 'Motor Cycle' and then read my July editorial will no doubt be questioning my sanity, or perhaps more justifiably, the words of Rudolf Von Schulenburg. If this model with unchanged bore dimension from that of present models is an example of BMW's new range of middleweight machines then I will eat my Everoak. Remembering Von Schulenburg's words about the importance of 'power per weight' can we assume that this is only a stop gap machine to fit into a new German insurance grouping, because producing 27 bhp and having a weight of what cannot be much less than the existing bikes it seems as if the mathematicians have got their power/weight quotient upside down.

..... and how right. The club camping weekend at Wooler in Northumberland proved to be a success beyond all expectation and produced enthusiasm which couldn't be damped by 18 hours of torrential rain on the Monday of the Bank Holiday. It seems that the Warrilows had solved the problem of why it always rains in the North. It's because the northerners are always cleaning their windows and living up to the reputation they have, with the Warrilows anyway, for having clean windows. From the appearance of Mike's bike it would seem that his windows loss is his bikes gain. There wasn't a speck of northern 'muck' on it anywhere.

The quantity of tents in a confined space enforced a friendliness upon everyone rarely achieved in our normal spacious camping grounds (apologies to the three tents that had to be overspilled into the annexe) and only a blind or dumb member could have failed to have seen or spoken to everyone else at the camp, even though there were around 40 tents

I personally was pleased by the civilised way in which all members crossed the site (full of other holidaymakers) on their bikes many times during the weekend, gaining

Continued on page 4

## diary of events

### where the sections meet

|               |  |
|---------------|--|
| NORTHERN:     | Catholic Church Hall, Lowton, Nr Wigan<br>2 miles east of M6 on south side of A580 |
| YORKSHIRE:    | A E Autoparts, Legrams Lane, Bradford<br>on east side of west circular road        |
| MIDLAND:      | Venue varies - see below:  |
| OXFORD:       | The George Hotel, Littlemore off A4142<br>south of Oxford.                         |
| WESTERN:      | Old Tipling Philosopher, Chepstow Road,<br>Caldicot, Gwent.                        |
| LONDON:       | The Spencer Arms, Lower Richmond Road,<br>Putney, London                           |
| SOUTH EAST:   | The Fountain Inn, Barming, Maidstone, Kent.  |
| EAST ANGLIAN: | Cricketers Public House, Danbury Common  |



Will Section Social Secretaries please keep Pete Gowland informed of events as they are arranged

### AUGUST:

|       |                  |  |
|-------|------------------|--|
| 2     | LONDON           | Natter Night   |
| 5/7   | LONDON & MIDLAND | Camping weekend at Ranksborough Hall, Langham Oakham                             |
| 5/7   | SOUTH EAST       | Support London & Midland Weekend   |
| 10    | SOUTH EAST       | Regulation Run 20.00 hrs   |
| 14    | SOUTH EAST       | Visit to Portsmouth Submarine Museum. Details only from South Eastern Secretary  |
| 14    | NORTHERN         | Meeting Lowton   |
| 14    | EAST ANGLIAN     | Forest of Dean picnic. Meet 8.00 hrs Ongar M/C or 12 noon Severn Bridge Services |
| 14    | WESTERN          | Visit the Maritime Museum, Bute Street, Cardiff 14.30 hrs follow Dock signs      |
| 20/21 | NORTHERN         | Club Run   |
| 21    | YORKSHIRE        | Visit Staithes, Nr Whitby. Meet at Staithes by harbour at 12noon                 |
| 21    | OXFORD           | Bob Tucker, Treasurer Hunt   |
| 21    | Scotland         | Strathallan Aircraft Collection, Auchterarder, Perthshire 13.00                  |
| 24    | SOUTH EAST       | Natter Night   |
| 26/29 | NATIONAL         | Rally in Norfolk   |
| 31    | EAST ANGLIAN     | Meet at the Cricketers   |

### SEPTEMBER:

|       |                     |   |
|-------|---------------------|---|
| 44    | NORTHERN            | Support Jumbo Run   |
| 44    | MIDLAND             | Support Jumbo Run   |
| 7     | SOUTH EAST          | Natter Night  |
| 11    | LONDON              | To be arranged  |
| 11    | WESTERN             | Visit Dean Forest Railway Society, Parkend, Glos. 14.00 hrs<br>Take B4234 from Lydney.                          |
| 13    | LONDON              | Natter Night  |
| 17/18 | LONDON & SOUTH EAST | Camping weekend at Thruxton   |
| 17/18 | NORTHERN            | Social Weekend, Llanberis   |
| 18    | YORKSHIRE           | Works Visit (possibly Meriden Triumph Works) Details nearer the date.   |
| 21    | SOUTH EAST          | Natter Night  |
| 23/25 | MIDLAND             | Joint Camping Weekend with Midland Sidecar Club at Wenlock Edge.<br>Camp Site opposite Plough Inn on the B4371. |
| 25    | OXFORD              | Games Day at The George   |
| 28    | EAST ANGLIAN        | Meet at the Cricketers.   |

OCTOBER:

|    |              |  |
|----|--------------|--|
| 5  | SCUTH EAST   | Annual General Meeting   |
| 8  | MIDLAND      | Run to Nottingham Goose Fair. Meet on Derby Road, Nottingham outside the AA Office 14.00 hrs                             |
| 9  | NORTHERN     | Meeting Lowton   |
| 99 | WESTERN      | Meet at the Old Tippling Philosopher 14.00 hrs   |
| 11 | LONDON       | Natter Night   |
| 16 | YORKSHIRE    | Visit to Beamish Museum, approx 3½ miles west north west of Chester-le-Street, Co Durham in museum car part at 13.00 hrs |
| 19 | SOUTH EAST   | Natter Night   |
| 23 | NATIONAL     | ANNUAL GENERAL MEETING   |
| 25 | LONDON       | Darts Match  |
| 26 | EAST ANGLIAN | Meet at the Cricketers.  |
| 30 | OXFORD       | 'Summer' slide show  |

Editorial Comment cont..

what could only be the respect of the other site inhabitants. The BMW Club certainly seems to breed civility and the happy response which goes with it, especially in this case from the staff of the Black Bull Inn who announced their sorrow at seeing us leave for the last time on Monday night.

Monday was one of those days which all new tent owners long for, as do ducks. It was real wet 'un and many people's confidence in their canvas was either boosted or shattered. But isn't it great as a camping motorcyclist to be able to produce the best that 'wet gear' manufacturers can come up with and brave the elements whilst tin box dwellers fear venturing forth lest they melt like a sugar cube.

Bare arm of the law. At the other end of the meteorological spectrum, perhaps someone should tell the bike mounted constables of the Merseyside Police Force that not only might they dissolve in water but also that they could be grated like a piece of cheese if their BMW's eject them onto the tarmac in the bare armed state in which they were reported during a recent hot spell. Maybe they think a helmet is the answer to all the safety problems.

Still on the morbid subject of accidents. I guess many of you who are RAC members will have had their newly introduced Road Injuries Insurance Plan thrust through your letter box. I hope none of you have off loaded £25.00 to the Sun Alliance Insurance Group because as a motorcyclist YOU ARE NOT COVERED by the plan. The strange thing is that you would be covered as a pedestrian injured in a road accident. A spokesman for Sun Alliance said that 'obviously I could not deny that as a bike rider I was more susceptible to injury in a minor accident'. Of course, I could not deny that statement, however he could not comment on the fact that I considered that by covering me as a pedestrian they were taking on a bad risk since recently published figures show that 40% of road accident fatalities are pedestrians. I have not been able to come up with comparable figures for motorcyclists but I suspect it will be nowhere near that figure. Perhaps someone can enlighten me, and at the same time barrage the RAC with complaints of disgraceful prejudice. Unfortunately, some damage is already done since the brains of the 'exceptions' readers have already been washed into thinking 'dangerous motorcyclists' once again.

GW

I O M ASSEMBLY

I would like to thank the following dealers for their contribution to the success of the above event:-

Cobra Touring Accessories  
Solvolene Products  
Lloyds Industries  
Cadadal Chemicals

Craven Equipment  
Rivetts of Leytonstone  
Centurion Helmets  
Young Enterprises  
BMW Concessionaires

Also thanks to all helpers, especially Yvonne Madeley.

Fred Secker

# Technical Topics

## ...Not Immediately Apparent

As the number of models increase i.e. /5,/6,/7 and modiciations are made to each it is important we know what parts are not interchangeable. Some of the less obvious ones on the /7's are:

- (i) /7 front camshaft oil seal is increased to 20mm diameter from 12 mm on /6's; should reduce oil leaks.
- (ii) The diameter of the camshaft immediately behind the advance/retard unit has been increased. Camshaft was weak at this point.
- (iii) In pre /7 models the oil filter cap and retainer bolt were separate items. On /7 it is one casting.



- (iv) The engine breather is now longer and exits further into the right hand carburettor inlet tract.
- (v) The carburettor floats are solid, so don't look for a hole in your float if you suffer flooding. It has been said however, that if a float fractures fuel may 'wet' the float material and cause an effective increase in weight.
- (vi) An adapter is available to bolt in place of the three bolt oil filter cover which facilitates the fitting of an oil cooler
- (vii) The cylinder fin area is larger.
- (viii) The front of the gearbox is strengthened by casting extra webs. Press literature says that this makes for improved gear swapping.

- (ix) The shrouding on the rear springs has been removed to improve cooling of the suspension unit!
- (x) 28 ah battery fitted
- (xi) Strengthening webs have been incorporated in the swinging arm.
- (xii) There have been instances of the new flush mounted fuel filler caps not releasing pressure in the tank, noticeable by a hissing noise from the tank when the cap is opened. This fault of course will be rectified under warrenty. If experienced outside the warrenty period the solution is to increase the size of the holes in the bottom of the cap.

All these points were raised during a chat with Tony Yoemans, BMW Concessionaires Northern Representative at the May meeting of the Northern Section.

GW

### Hints & Tips - from D Sturrock

1. On /6/7, remove clocks and grease screws holding back cover on, then when bulbs go in panel you can change them.
2. Replace rubber bands with a spring in a rubber tube to keep the side panels on.
3. If you have to wear glasses when riding, think about having toughened lenses that do not splinter like a car window when hit by a stone.

We regret to report the tragic death of Western Section Member Thomas Allen of the Royal Marines, Plymouth on 5 June 1977



# HIGHLIGHTS of a very wet day at WOOLER

The Author does not wish to admit to anything

HIGHLIGHT of the day - dash to the toilets - to experience leg stretching, in a vertical position

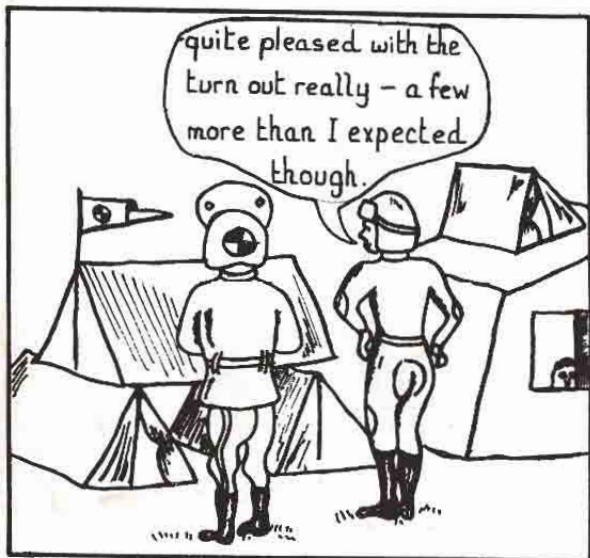
SIGHT of an occasional arm groping around outside a tent - checking the sea anchor

OCCASIONAL groans of the sea sick

THE MERCY dashes of the Wilsons with sea sickness and anti-hysteria pills

THE GENERALLY cheerful attitude of the inmates and absence of guards

THE CAMP book shop, sold out, besieged by would be patrons



THE FACT that several made pre-meditated, and successful, attempts to abscond whilst still dry & sane.

RUMOURS of a population explosion and purchase of a batch of sidecars (in bulk, for the BMW Club at discount); since discredited as gossip during bragging sessions.

THE SIGHT of one person dashing off to see if the sun had been sighted in the Outer Hebrides, and returning several hours later pushing a drowned motor and muttering gibberish to himself.

THOSE as a last resort, taking to alcohol to achieve oblivion

FINALLY all those fires on hill tops, nation wide, trying vainly to drive away those rain clouds (not Jubilee bonfires)

## JUBILEE FILM SHOW

Ian J Barkway

Many thanks to Midland, Northern and Scottish members who attended the film show in Cotehill Village Hall on Jubilee Tuesday evening.

The films were of a high standard especially, 'The Scottish Six Days Trial' and the 'Imlola 200', these held the captive interests of the audience for about two hours. Thanks to Geoff Wilson who kindly loaned the 'Leprosy Mission' projector, also to Castrol-Burmah and Shell Ltd who supplied the films

FRONT COVER PHOTOGRAPH not for the faint hearted, Sebastian Nachtman riding in an International Six Day Trial of the early 1960's. The engine is probably a rather special R69 mounted in what we know was to become a /5 frame. The plumbing does not really enable us to see whether the rear sub frame is as we know it today, the subject of much discussion.

\*\*\*\*\*  
 \*NORTHERNERS! Don't forget the events in Scotland - see diary of events  
 \*\*\*\*\*

**Ron Hunter**

makes a case

In Further  
Defence  
of  
**DERRIBOOTS**



Saturday 4th June 05.30 hrs Clapton.

Prodded the R60/6 into life and headed for the A1 and the rally at Wooler. Quite surprised at the amount of traffic for that hour of the morning. Small hold up 69 miles at 06.00 hrs for a string of caterpillar bulldozers crossing the A1 on a path of old rubber tyres, looked like something from the War of the Worlds.

07.25 hrs and 102 miles, stopped for coffee and checked Derriboos, still in good shape despite the average speed of 66 mph.

Rather cloudy around Doncaster with a little Scotch mist, albeit a bit south.

09.25 hrs and 205 miles stopped to fill up with petrol and empty previous coffee. Many caravans headed north and trailered boats keeping speed down to 55 mph. Weather now sunny and warm and Derriboos able to sustain 70 mph once we hit the A1M and up to the Tyne tunnel. Tin-boxed patrons of tunnel showed they had obviously never been through the Blackwell tunnel, their slowness probably indicated their search for coppers to pay the exit.

From the A1 up the A697 to arrive at Wooler at 12.22 hrs and 327 miles. Greeted by Mr & Mrs J G with very welcome cup of tea, two sugars. Commiserated with J G on lack of BeeEmm and greeted arrival of P G. Informed him that East Anglian section alive and well and represented at Wooler.

Derriboos had averaged 58 mph and done the journey in just 6 hrs travelling time.

Took my leave after sandwiches and headed for Coldstream arriving at 13.50 hrs and 341 miles. Plucked pice of Scottish greenery for souvenir (never been to Scotland before) and took photo of River Tweed, nice.

Said farewell to Scotland at 14.05 hrs and headed south, saw partridge on a wall and enjoyed humping down the straight bits of the 697 at five grand in top, nudge, nudge say no more. Saw several BeeEmm's still coming north. I was the one going south with the orange jacket and Derriboos, remember?

16.20 hrs and 459 miles stopped at Leeming Bar to tank up with tea and cakes this time, Derriboos a little warm but ticking over nicely.

On again to swing down the M18 to join the M1; this was a slight error in navigation on my part, as I prefer the A1, no matter, no hassle.

18.30 hrs and 538 miles and petrol at Woodall. Sympathised with pimply youth with Trident and leather boots until he showed me a clean pair of TT 100's

20.00 hrs and 635 miles, petrol but no coffee at Newpurl Pagnell as the scent of home was in the nostrils. Derriboos averaging 65 mph on this section.

21.09 hrs and 688 miles arrived home a little stiff in the neck but a numbles bum.

Conclusions ... a great day out, and after wrestling with a pocket calculator, found that the Derriboos had a total travelling time of 11 hrs 55 mins at an average speed of 57.3 mph, and had used 12+ gallons of four star for an average of 56 mpg. They showed no signs of wear and would obviously be good for a long time to come.

The views published in the Journal of the BMW Club are those of its correspondents and not necessarily those of the Editor or the BMW Club Committee

## Readers Letters

### Mr Hick's R27

If it's any consolation, the LH carb of my R60/5 overflows intermittently and at the worst possible time! I have been told to do many things and I intend to buy a new float as soon as I can find someone here who has one. They seem not to want to sell one to me, all having their own ideas as to the fault.

Now, my 1973 bike does not have a choke either and sometime ago I wrote to the Journal asking advice and was told to blip the throttle - it works! No more trouble starting. Just a little blip is all that's needed, but without it the engine dies no matter where I hold the throttle. The fellow who gave me this tip, said that it was inherent in the design and may have been intended. I note that the later R60/6's have chokes!

I bought a pair of R75 carbs, the vac type, to change with my non-vac type. Physically they fit but I have been warned so often that they will not be successful that I have not had the courage to make the change. The increased mileage would be interesting. There must be a good reason why BM do not fit the vac carbs to the 600, but they are not telling! The guy who does my repair work tells me that the vac carbs have a slower reaction that the smaller 600 engines cannot overcome. Anybody want a pair of R75 Carbs?!

Larry Dawes  
Belgium

### Only 8! I can't believe it

It was very pleasant to read Jack Gibbs' comments about the 'far reaching' effects concerning my request for details of vintage BMW's owned by Club members, and copies of any useful literature etc available concerning these machines.

Whilst I agree that pre-1955 is 'scarcely true vintage', I felt this was a convenient date and thought I would not be too over loaded with work by choosing that date. Pre-1952 machines are eligible under VMCC rules for vintage events (unless the organisers draw the line at some earlier date e.g. Banbury Run) so 1955 is not in my opinion, too

modern a date to start collecting information.

My request in the Journal resulted in five replies and it would seem that we have eight pre 1955 machines in the Club as follows:

|         |           |
|---------|-----------|
| 1 - R52 | 1 - R61   |
| 1 - R12 | 1 - R67/2 |
| 1 - R17 | 1 - R25/3 |
| 2 - R51 |           |

From this it would appear that we do not have a great deal of interest in the older models, or is the interest there, but not to the extent of owning one?

Any comments welcome

All the best

John Lawes

Vintage Secretary

### Tremendous Friendliness

Perhaps the commonest answers given to the question 'why did you join the BMW Club?' are: to find out more concerning the machine, glean useful tips, spares and, perhaps most important of all, to meet other owners.

My reasons included all of these and have to date, been amply satisfied, but a bonus which I hadn't expected to receive was the tremendous friendliness of everyone I have met. It may be, perhaps, that the Oxford 'crowd' are especially so but somehow I have the feeling that it is general throughout the club. In many other motor-orientated club that I know, this 'clubbiness' is sadly lacking, so just why the BMW club should have such a surfeit I know not. What I do know however, is that my subscription was quite the best payment I've made for many a year and long may this quite excellent club continue!

Finally, to end this peon of praise, I would like to congratulate the Editor of the Journal on it's first-class presentation and contents - I await it's arrival each month with ill-disguised impatience .....

Barry Gibbs

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MAGAZINE

### Another side of touring

After reading Mr R Swann's article 'Europe Revisted' in the June issue of the mag' I feel I must write and state another side to motorcycle touring in Europe.

Although no longer a really active motorcyclist I have toured most of Europe including Scandinavia by car and motorcycle during the past 7-8 years. This has given me first hand experience of numerous countries and peoples.

I therefore object most strongly to his remarks about Italy and the Italians. He has expressed a personal view, which is by no means to be taken as gospel truth. I have visited Northern Italy several times, and still have my sanity, i.e. more sense than money - I don't have a motorcycle that breaks the sub frame as soon as you put your lunch bag on the back!

During my trips abroad my companions and myself have found the majority of Europeans most helpful, friendly and honest people. Tourists usually get the respect they deserve; if one acts as an arrogant, selfcentred, narrowminded imbecile then you will get treated as one, I know I fall into all of these categories. I sincerely hope Mr Swann does not come across any Italian BM owners who have been thrown out of the mafia for cruelty, certainly not if they have read his article!

Now, I think one or two points are worthy of further consideration:

- 1) Personally I think Italy is a beautiful country. It has bad areas but so does any country.
- 2) The Italians are some of the finest road builders in Europe - and have some of the finest roads. - Cross the border with France and 2 hours later you can be on the coast of the Mediterranean Sea.
- 3) In general they are friendly and helpful.
- 4) Now onto Belgium - (Roads & Signs). Last Easter whilst at Watchet I talked my wife into a quick trip to Holland to see if a job there was worth having or not. After a 2 1/4 hour

dash to Derby and a bank to make a dint in my pocket - er, sorry our account, we were off to Dover the same night; 9.15'' next morning onto the Ostend ferry, the first one we could get, and then off across Belgium. Now here comes the point. If their roads and signposting are so bad - how come it took only 2 1/2 hours to cross Belgium to 5"Hertengebosch in central Holland, with a map 10 years out of date, and a wife with map reading to match, and not a gum tree in sight.

- 5) Finally, I object to people with 'I know best' attitude (out of town speed limits) and preach what they think is the gospel to more unsuspecting people.

To anyone thinking of touring Europe, good luck, and go and see for yourself, you will never regret the experience.

D. Williamson

### Battery Terminals

Holts 'No Crode' (presumably a vaseline based antacid) is described in a recent issue as a cure for corrosion. How about seeking to prevent this disease?

My positive terminal was horribly corroded, a mountain of verdi gris, and had whittled down the all important copper. After carefully removing all loose stuff and making quite sure none fell onto the battery carrier or frame where it will set up further corrosion (remember the electronegative series of metals in far off school days?). I grasped the offending lead leg poking out of the Varta battery. It moved; it was loose in its pitch. So, dentist like, I scraped out a fumph of lead and a bit more pitch all round the leg and filled the gap with ordinary 2 tube Araldite. Perfect prevention, no corrosion at all and the bike is now in daily and recently very wet use.

It must be added, my corrosion occurred by acid creep despite application of vaseline. At the time the bike (R60/6) was laid up and standing on its carpet in the dining room.

Peter Walker

'LICKIN 'N STICKIN' 3 SEPTEMBER  
at home of Ken Wells - address Page 2

Guarantee Advice

During his visit to the London Section recently, Mr Richard Styer, the general Manager of the motorcycle division of BMW Concessionaires (GB) Ltd, asked that the following two points be brought to the attention of the members of the Club.

Under no circumstances, he said, should any owner pay for any repairs to his machine which clearly come within the terms of warranty, even though the repairs may be carried out by a dealer other than the one who supplies the machine.

Secondly, if any member has a complaint to make about the service he is receiving from his dealer he should let Mr Styer have that complaint in writing. Only in this way are the Concessionaires going to find out which dealers are neglecting to fulfil their commitments. The Concessionaires are satisfied that their terms with the dealers are reasonably generous, and are anxious that their customers get the best possible service as a result.

It follows that owners of new machines should only have repairs and services done by an accredited BMW dealer while the machine is still in the warranty period. It is unfair to expect BMW to honour a guarantee where they have had no control over the way in which repairs have been carried out or the parts which have been used.

George Saunders.

Inflation

As the owner of a 1960 R60, shod with Dunlop tyres, a recent check found the rear tyre badly worn, at a bare 12,000 miles. I had previously used Avon Speedmasters and had a good 15,000 plus from these, using the R60 everyday for work plus an occasional tour two up with luggage. Milage per year between 8,000 -9,000.

Having thoughts that I might be using the wrong tyre pressures, I decided to ring Dunlop in London asking for the correct pressures for their TT100s for my machine.

To my surprise, they just didn't want to know. Find <sup>100</sup> this most unsatisfactory I

pressed the matter and was given a Birmingham telephone number. Birmingham also hedged about tyre pressures saying it was varied according to the weight of the rider etc. I agree with this, but surely they could have given a starting point.

The reason given for not publishing pressures for Dunlops on BMW was, 'BMW do not recommend Dunlops' and would not honour a warranty claim on a machine shod with them. When approached on the point of dealers selling Dunlops to known BMW riders, it was stated they were prepared to let riders judge the tyre they used. There was little comment when I suggested that the result of experimenting might be tragic.

In the near future a new tyre chart is to be issued by Dunlop, excluding BMW.

I would appreciate other club member's views on pressures and tyres.

Happy Inflation  
Harry Smart

The editor would like to receive detailed impressions of the use of various tyre makes on any model to be used in a 'Tyre Special' magazine. It's something important to you all. Let me know about it. GW

Ray Swann & his Bad Luck

Ray talks of two countries that I know well; Italy and Belgium.

Italy; for three years I travelled frequently on business and occasionally on pleasure over a longer time. My visits were limited to Milan, the S.E. corner of Sicily and the Dolomites. In these areas my experience of Italians is their desire to have a job that entails a uniform and once attained, they have a smartness rarely found elsewhere, except perhaps the police in Hungary. Ray's border guard must have been an exception. Try the Brenner pass next time Ray and enjoy the fantastic road South, or North! Other roads can be bad I agree, but cobbles in towns are retained in an attempt to keep speeds down!

May be not in the country, but certainly in Milan, the Italian driving is wild but very, very expert. Lorries by

the way, have RH steering just to frighten two wheelers!

Smelly hotels; It is possible that you stayed in places of a standard that you would not dream of in the UK. Hotels are expensive and prices are not comparable. If you take a cheap place - beware!

Austria; is terrific but nothing, absolutely nothing is free! Your problems at the Hungarian border were probably due to the lack of a proper visa that usually has to be obtained before trying to enter the country - like the USA. In any case, you missed very little by not visiting the Northern part and adjacent to the Austrian border. In my opinion Hungary only begins South of Budapest.

Belgium; next time you visit my adopted country, please call me beforehand and I'll certainly save you some expense, e.g. do not go to the 'money changers'. Go to a bank where you'll receive the proper rate of about 56 BF to the pound. Better still change your money in the UK where the rate will be more to your advantage; I recently bought pounds at 62 BF each but had to pay 64BF at the Midland Bank in England when I ran short! Foreign currency is cheaper in your own country, don't ask me why.

Now your petrol:

1 Imperial gallon = 4.55 Litres

1 Litre = 0.22 Imp.Gall.

at 1.30 a gallon you were paying 17.7 BF Litre. No way my friend. Super here costs no more than 16 BF/Litre and the price is quoted on the pump including tax. If you seek out the discount pumps attached to most supermarkets the price is under 15BF, but you don't receive the spoons, glasses or what-have you!

PS Thanks to the Journal for keeping us expats in touch and special thanks to the editor for all the hard work.

Your roll and tea cost 60BF. With the tea, or coffee, at about 25BF, why not do as most Belgians will do and go to a café (bar) and order your coffee at 20 BF or as low as 15 BF buying your bread and a pat of butter in a bakers'?

Without a foreknowledge you visited an area that does not show its charms too easily. You were not far from Hansse - Lesse. The most beautiful grottoes in Europe! One should never go on a tour without some planning and I'd be pleased to tell any member the places to see in the Beneluxe if they care to write giving their interests - brotthels, churches or just plain scenery! Remember though that the people in the Beneluxe are about the highest paid in Europe, so service can be costly. As soon as you order food on a plate with knife and fork, the price is quadrupled e.g. a new herring at 26BF at the fish-mongers is 85BF in the restaurant, and that as an entree to a meal! Wine can be dreadfully expensive, at 80BF in the bottle store and 350BF on the table!

For the unwary tourist to London, things can be much the same. I'm often asked afterwards, where some of my Belgian friends should have gone to eat!

Ray, please come again to Belgium, but let me know in good time, it's a beautiful country and the Flemish part is so easy for the foreigner to get around since most of the people speak at least two, and often many more languages. Actually you can easily plan your own tour, but I suggest you consult a guide such as the Michelin which gives a good range of prices and highlights all, well most, of the places of interest.

Larry Dawes,  
B2958 Weerde, Belgium

THE ANNUAL GENERAL MEETING OF THE BMW CLUB  
will be held at  
THE MANOR HOTEL, MERIDEN

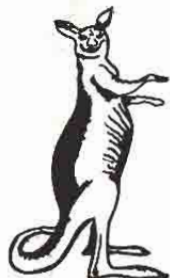
Commencing 14.00 hrs on Sunday 23 October 1977

I hereby give notice that the Annual General Meeting of the BMW Club will be held on the aforementioned date. Any items for inclusion in the Agenda should be notified to me in writing by 9 September 1977 giving name of proposer and seconder.  
F. Secker, General Secretary

## Roadworks in the Southern Tropics

Marilyn & Murray Turner find the winter sun on the Great Barrier Reef and at Tropical Cairns on their R90/6

My wife, Marilyn and I decided we would like to see some part of North Queens-



land, namely Cairns, Townsville and the Great Barrier Reef. Queensland is Australia's northernmost state, the uppermost part being Cape York Peninsula, but seeing as this area is generally only safely traversed on four-wheel drive we would leave this alone (we're not quite that enterprising) and confine our travels to Mossman, 76 kilometres north of Cairns which is virtually the end of the bituman.

Our R90/6 was running very well, although we had just had the rear main oil-seal and points seal replaced under warranty, also a new battery fitted which had been faulty. The standard size sump was replaced with the later larger one (at our own expense) as this was supposed to improve the oil-leaking problem, however, this turned out to be incorrect, as was proved a little later on, in the journey. I am beginning to think that the general opinion of 'they don't make 'em like they used to' is quite true. Whether these problems are due to modern day mass production or higher performance engines, I really don't know, but there definitely does appear to be a decline in the quality of all types of consumer goods.

However, despite these irritating problems I still consider the BMW to be the finest and most reliable motorcycle available today. After test riding a Moto-Guzzi 850T and a Suzuki rotary, I very promptly decided that we would make our latest purchase, yet the fifth BMW I've owned.

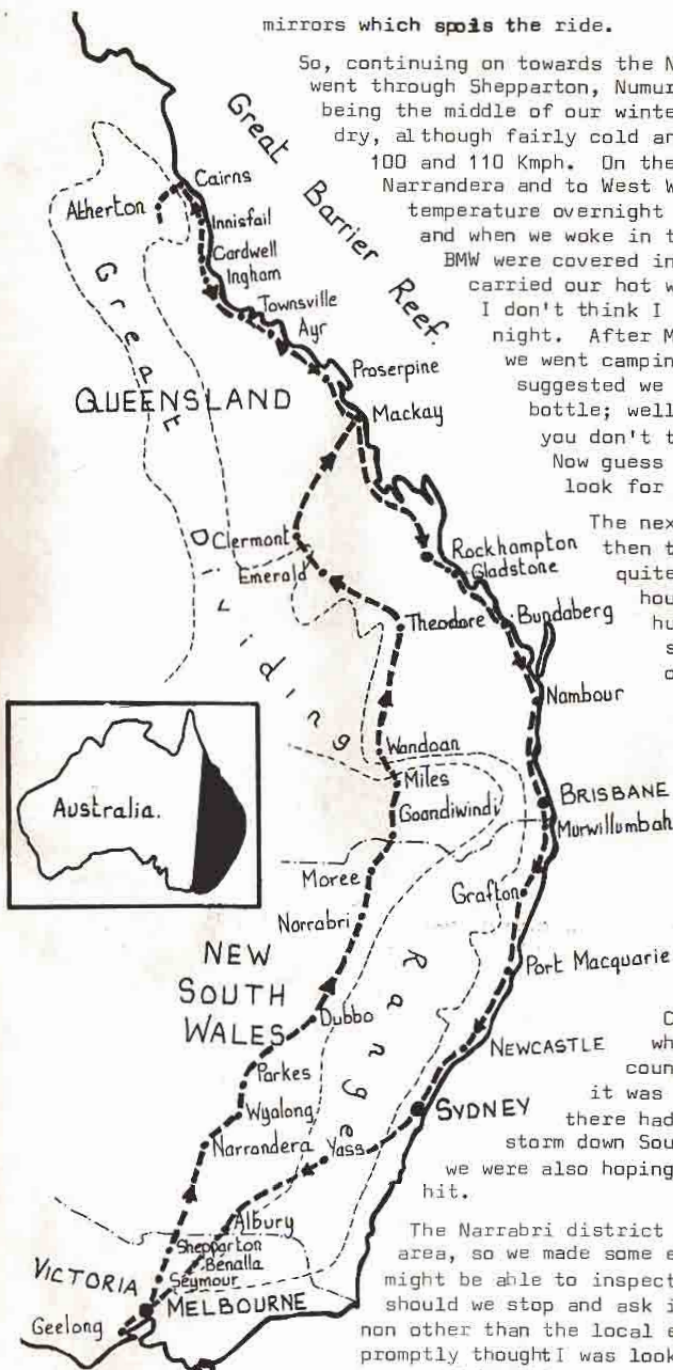
Anyway, let's get back to this trip of ours. After packing the Krauser panniers and rack (which cost a cool \$250.00 here) with all that would keep us (hopefully) happily equipped for the next four weeks, we set off from Geelong at 7 a.m. Some of the equipment we carried included a twin-burner gas stove with  $\frac{1}{2}$ lb bottle, a 28lb four/five man tent, double air-bed with built in pillow, 2 sleeping bags which zip together to make one large bag, assorted tins and packets of food and some dress-up clothing in case we decided to go out some where for the evening. The 74 kilometres to Melbourne was ridden with no less than three stops, this being due to us carrying an extra pack for our clothing, which we had on top of the tent/sleeping bag pack and as we'd put them both in large plastic bags for extra water-proofing, they continued to slide about on one another, although they could not come off. The stops were used to alter the luggage elastics and try them in different positions. Anyway, at Seymour we bought an extra two elastics, which solved the problem. Not far from Melbourne we passed over an 'amphometer', fortunately, I must have been doing somewhere near the correct speed, as the police never stopped us. I don't know if they use this type of instrument in other countries or not, but these are two cables put down across the road, at a set distance from one another, and as you pass over them, your speed is electronically calculated and the speed stays registered until the officer throws a reset switch so you don't have any argument. A ridiculous part of our law system here states that you can't exceed 80 kmph with a pillion passenger in Victoria. The R90/6 can only just be ridden at that pace in top gear, the slightest gradient or head wind and you have to downshift to fourth to prevent shuddering. In New South Wales it's even worse, the pillion limit being 60 kmph!! Mind you, there's very few of us who adhere to these limits, and so you have to keep a very wary eye in the

mirrors which spoils the ride.

So, continuing on towards the New South Wales border, we went through Shepparton, Numurkah and Cobram. Despite being the middle of our winter (July) it was completely dry, although fairly cold and we were travelling between 100 and 110 Km/h. On then through Finley, Jesildesie Narrandera and to West Wyalong where we camped. The temperature overnight was just 3 degrees celsius, and when we woke in the morning the tent and the BMW were covered in ice. It was just as well we carried our hot water bottle, for otherwise I don't think I would have slept a wink all night. After Marilyn and I were married, we went camping for the first time, she suggested we take along the hot water bottle; well, I immediately told her that you don't take those when you go camping. Now guess what the first thing is I look for when we prepare to go camping

The next day we went through Forbes, then to Parkes, where there is quite an interesting couple of hours to be spent seeing the huge radio-telescopes. Next stop, Dubbo, where we had been only last easter in our Mercedes-Benz, when we drove up to attend a big national rally, combing all the Mercedes-Benz Clubs of Australia, of which we are members of the Melbourne club. I decided we would fill the tank again and it was observed that the rear main had started leaking again. So we just hoped that it wouldn't get too bad, and headed for Gilganra, Coonabarabran and Narrabri, where we made camp in the council caravan park. I think it was here where we heard news that there had been a fairly severe wind storm down South around where we lived, so we were also hoping that our house hadn't been hit.

The Narrabri district is a large cotton-growing area, so we made some enquiries as to where we might be able to inspect a cotton gin, and who should we stop and ask in the street first up, but non other than the local employment officer, who promptly thought I was looking for a job! Anyway he told us that the season had almost ended, but we might see a bit of activity at the Yassamin gin which was just out of Wee Waa, only 40



----- 360m contour

SCALE: APPROX. 1" = 230 m/s.

kilometres out. We rode out and found it but they had just closed down the machinery as they only had a small amount to process that morning. However it was still interesting looking at the machinery whilst it was stationary.

So back to Narrabri and heading north again to Moree and Goondiwindi, where we stayed the third night. The caravan park here was poorly situated as it was right behind a road house and interstate transport refuelling depot. Consequently with large semi-trailers driving in and out all night, I didn't sleep much. Notice I said I didn't sleep much, for once Marilyn goes to sleep, that's it.. Half her luck.

On again, the next day towards our fourth night's camp which was to be Moura. This route took us through fairly sparsely populated areas and towns including Moonie, Miles (where we had lunch), Wandoan, Tasmoo, Theodore and Banana, where we bought up a few more supplies (No, we didn't buy bananas!). The roads along this way, being fairly narrow and rough, were being worked on so we had to do a bit of dirt riding (Not my favourite two-wheeled pastime at all). Not long after setting off from having lunch we had quite a frightening experience when a car coming the opposite way towing a heavily laden tandem trailer rounded a curve, completely out of control! The trailer was dragging the car from side to side across the full width, including the shoulders of the road, where we should go, I didn't have a clue, so I moved off onto the dirt as far as I dared as there was a high embankment on the side, and braking as hard as was safely possible, we came to a heart pounding stop. Most fortunately, the driver of the outfit, managed to lessen the amount of sliding, and was also swinging back in the opposite direction from where we'd stopped. Phew!!

The following day didn't see a great distance covered, due to the road having never been sealed before, for a distance, and it was wet, and we got caught in it good and proper.

It was still reasonably early, but we decided we would have a lunch snack at Rolleston, which was just as well as it turned out. Just out of town the road went onto dirt, but it was okay here, for it was quite firm and stable despite being very rough and we managed to maintain about 80 Kmph. Some distance up the road, the weather turned sour, and not much further on again, we had to go on a very lengthy side-track, whilst the road was being made. Well, we didn't get too far, when the BeeEmm started bogging down. At first I couldn't see why, but I very quickly discovered that it was the front wheel. It had choked up under the mudguard with the mixture of clay and black soil. Pressing on a bit further, the wheel sometimes turning, sometimes not, and after sliding down on to the crash-bars twice, in the meantime breaking one luggage elastic, we decided we'd have to stop and remove the front 'guard. With this done, we headed off again, Marilyn walking carrying the 'guard, myself plugging along all across the road with legs flailing in all directions. Still no good, front wheel was locked solid. Have to remove 'guard brace. Before we did this, I had ridden half way down into a gully, where I was stuck sideways, right in the middle of the road, my feet slipping from under me barely being able to support the bike.

At this point, car with caravan on driving into gully, saw us stuck and applied his brakes, but kept on sliding, only just stopping a few feet short of us. Two more cars, one of which was a Land-Rover had stopped by this time on the other side and they helped push us to the side to remove the brace. Then we all had to help push the caravan outfit down and up the other side with the Rover pulling in four wheel drive. What a day!!

We stayed that night in a hotel at Emerald, (the only night we stayed indoors for the trip) having a good clean up and dry out session.

The next day, before we reached Clermont, we were nearly forced off the road by a huge road-train. Road-trains are normal type semi-trailer trucks, which tow anything up to five full trailers behind them. This particular one had three on

and coming from the opposite direction passed us with only inches to spare. My heart was thumping. I couldn't move off the road, as there was a sharp drop-off of about ten inches, and great deep pools of water and clay on the side. Those three days of my life, I prefer to never have repeated again!

It was raining fairly steadily now, as we rode into Mackay, this being the centre of a very large sugar-cane area, so big in fact that it provides one third of Australia's sugar harvest, and also boasts of having the first bulk sugar terminal in the Southern Hemisphere, and one of the biggest in the world.

As we attempted to leave Mackay in the wet, we were again confronted with 'Road-works in Progress', with more of Queensland's terrible clay-soil. The cars were skating and sliding all over the road, which made us keep as far to the side as possible for fear of being struck by them. A Mercedes went sliding by us sideways, whilst I rode on about 5 or 6 feet at a time and Marilyn, walking beside me (again) would try and poke the clay away to clear the 'guard and the locked front wheel. It was at this stage, where my enthusiasm was waning and I was beginning to wish that I was behind the wheel of our three-pointed star. We were pretty tired when we made camp that night at Proserpine, but were full of beans again the next day, when we inspected the sugar crushing mill, then headed out to Shute Harbour, where we spent the next two nights. From here, we did a cruise in the famed Whitsunday Passage, taking in three islands. Hayman Island, where we had a delicious tropical luncheon and relax on the sunny beach. On Hook Island we viewed the coral and marine life from the underwater observatory and from a glass bottomed boat saw even more coral on the reef, which is inhabited by myriads of beautifully coloured fish. Back now to the larger launch and on for a quick look at Daydream Island after which we returned to Shute Harbour. A pleasant and relaxing day indeed.

Another relaxing couple of hours were spent the next day on the beach of Horseshoe Bay, which is a very peaceful and quiet little spot at Bowen.

The rice-growing areas of Home Hill and Ayr were quickly passed through on our way to our next night's stop, at Queensland's second largest city, Townsville. This is a very large and busy centre in the midst of the tropics, with its bulk sugar terminal and outlet for beef, wool and timber from the hinterland. The city has become further enriched as the port for the world's greatest copper/silver/lead/zinc deposits of the famous Mt Isa Mines in far western Queensland.

To be continued next month

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#### EAST ANGLIAN NEWS:

From Ron Hunter

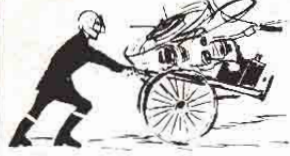
This month instead of reminding you about past events let me try to tempt you with an event being arranged for 11 September. I'll call it a TREASURER HUNT, but it's really a 12 bike rally run along the lines of the timed events held by the car clubs for the string-backed glove brigade. It will involve simple map reading from a route card provided at the start and good time keeping to an average 30 mph speed, over public roads. Entry fee will be £1 (payable at the start) and there will be a decent prize for the winner(s), biggest cheat, only fin isher! All you will require is a Metric Ordnance Survey Map (Chelmsford & Harlow) Sheet 167, a pencil and sense of humour. Entry forms available at the 31 August meeting from me.

Finally, some ominous rumblings from the wheel bearing department ... when was the last time you checked yours? ..... owners with over 10,000 miles on the clock, you might be in for a shock.

#### NORTHERN NOTES:

Is it a reflection of the industrious northerner that lead to the first three bikes at our last meeting being 100RS's, one of these from Carlisle 110 miles away. Apologies to the Cumbrian who picked a bad month to visit us for the first time, a high proportion of us being in the Isle of Man. We all wish Harry (Wilkinson) a full recovery from his recent illness - all the best Harry. GW

### mutual aid



FOR SALE: BMW R26, 1960, £300. Rewired, new big ends, All bearings replaced, new mudguards, new tyres fitted, leather recovered seat. This is my wife's bike but we need an R50 or R60 with Steib, will exchange. Apply: Ken Shawley, 6 Johnson Close, Peterlee Co. Durham

FOR SALE: R75/5 M Reg., black, 19,000 miles. Full Avonair Fairing in Polaris, plus full touring extras. Any trial, £1,050. Phone Andy Jackson, Tel Medway 53821.

FOR SALE: Pair of one piece leathers. Black. Size XL. Needs person 6' - 6'2" 44" chest. Never worn. Haggle above half price. Apply: C E Pleasance, 48 Congress Road, Abbeywood, London SE2 DLU

FOR SALE: New unused R90S double disc forks, complete with top and bottom yokes, bearings, handlebar clamps, headlamp shrouds, fairing mounting brackets etc. RRP £452 plus VAT - open to offers. R90S tank (less taps, cap and badge) and seat both TT smoke, new but slightly shop soiled. RRP £220 plus VAT - open to offers. New unused rear wheel RRP £132 plus VAT - asking £99. New unused right hand Krauser Pannier - 35 litre - £40. One new unused right hand /6 VC Carb RRP £98 - open to offers. Pair of slightly used /6 CV Carbs - offers. New 'D' type BMW crash bar - £24. New /5 & /6 left and right handlebar switches. £7.50 and £13.50 each. /6 carrier, pannier rack BMW - £14. Used front wheel for 15mm spindle, good condition £35. Rear mudguards Two new (blue) and one used (burgundy) Offers. Apply Arthur Elmes, 88 Harden Drive, Bolton BL2 5X. Telephone Bolton 32266

FOR SALE: Martin Gould Leathers (BMW) We are now able to supply custom made leathers to order, prices from £200 plus VAT. Also available complete re-furbishing, cleaning, repairing, alterations and customizing. Please write or phone for details - Martin Gould Leather, 30 Preston Street, Brighton, BN1 2HP Tel: Brighton (0273) 27488

#### CONTINENTAL TYRES \*\*\* CONTINENTAL TYRES \*\*\* CONTINENTAL TYR FOR /5 /6 /7

|   |                          |
|---|--------------------------|
| Speed rated to 112 mph  | Speed Rated to 130 mph   |
| 325 S - 19 ... .. £14 . 00  | 325 H - 19 ... .. £16.00 |
| 400 S - 18 ... .. £17.00  | 400 H - 18 ... .. £20.00 |
| Post & Package £1.25 for 1 tyre. £2.00 for 2 tyres. Apply to Peter Hodgson Jet Tyres, Haycliffe Lane Mills, Wibsey, Bradford. Tel: 74988 (work)598109/night |                          |

#### CLUB REGALIA \*\*\* CLUB REGALIA \*\*\* CLUB REGALIA \*\*\* CLUB REGALIA \*\*\* CLUB REGALIA

- Chrome Plated Machine Badge - £2.25
- Enamel Lapel Badge - .50
- Waterproof Cloth Badge, - .80
- Adhesive Helmet Badge - .20

Available from John Wood, National Treasurer - address inside front cover or, available at the Club rooms from section secretaries. If applying by post please include a bit extra for post and package



|   |                 |
|---|-----------------|
| METZELER TYRES *** METZELER TYRES *** METZELER TYRES *** METZELER T |                 |
| 100/90 H 19 Rille 16  | £18.50 + VAT 8% |
| 120/90 H 18 Blocok C88A Touring Speed                               | £20.00 -do-     |
| 325 S 10 Block C5 (for greater grip & wear)                         | £15.00 -do-     |
| 325 S 19 Rille 12   | £14.00 -do-     |
| 325 H 19 Rille 12   | £16.00 -do-     |
| 400 S 18 Block C66 Touring Special                                  | £17.00 -do-     |
| 400 H 18 Block C66 Touring Special                                  | £19.00 -do-     |

Post & Package £1.20 per tyre. Further details on request. Brian Anderson, 150 Fleetwood Road, Dollis Hill, London NW10 Tel:01 452 1426 (evenings & weekends)

PLEASE SEND ITEMS FOR INCLUSION IN 'MUTUAL AID' TO THE EDITOR - ADDRESS PAGE TWO