

# the journal of

JANUARY 1977

# THE BMW CLUB



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ISSUE 303

JANUARY 1977

which  
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'77  
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Pete Gowland

With the start of a new year, I hope to have many events going on in the Club, with the help of the section social secretaries during 1977.

As I get the diary of events from the sections 1977 promises to be a very full year; and with this in mind I will be having a social secretaries meeting to talk over the diary of events.

I would like to ensure, where possible, that events do not clash too much with each other, so that members can visit other section events without too much clashing of loyalties.

The first National Rally is at Easter at Warren Bay Caravan Park, Somerset. This event is becoming very popular with

members as more members attend each year, so let us make it the biggest attendance yet. If members would like to go let your social secretary know or drop me a line.

We have a member who works for a company which rents villas in Spain, France, Portugal and Greece; he has offered members 10% off renting a villa and 10% off carferries. Depending on where you go the villas will hold six to eight persons. If you are interested in making a party, enquiries please to Chris Bates, Starvillas Ltd, 25 High Street, Chesterton, Cambridge CB4 1ND. Tel: 69622/59661. I was intending to go to the FIM Rally in France and on the Spain renting a Villa, but after getting my new 100/7 it will be FIM Rally and Spain on a shoe string.

It is three years since a comprehensive list of Members was circulated. With a view to an updated list being circulated will Members not wishing to have their names and addresses published please inform Fred Secker (address above). This notice will appear for four months after which time the list will be compiled. (Month One)

Illustrations in this Edition by John Groves of the Northern Section



## diary of events

### WHERE THE SECTIONS MEET

- NORTHERN:** Catholic Church Hall, Lowton  
2 miles east of M6 on south side of A580
- YORKSHIRE:** A E Autoparts, Legrams Lane, Bradford  
on east side of west circular road
- MIDLAND:** Venue varies. This month home of  
Ken & Margaret Wells, 8 Field Close,  
Houghton on the Hill, Leicester.
- OXFORD:** The George Hotel, Littlemore.  
off A4142 south of Oxford.
- WESTERN:** Old Tippling Philosopher, Chepstow Road,  
Caldicot, Gwent.
- LONDON:** The Spencer Arms, Lower Richmond Road,  
Putney, London.
- SOUTH EAST:** I would like to know GW
- EAST ANGLIAN:** Home of Ray White, 23 Queensland Drive,  
Colchester, Essex.

Would Section Social Secretaries please ensure that Peter Gowland is kept up to date with forthcoming events as they are arranged.

January	4	LONDON	First Aid Demonstration - 8.15 start
	9	MIDLAND	Ken & Margaret Wells, as above. 2 p.m.
	9	NORTHERN	Meeting, Lowton
	9	WESTERN	Section Meeting
	11	LONDON	Dinner at La Popole Restaurant (details inside)
	12	SOUTH EAST	Natter Night
	16	YORKSHIRE	Alpine Rally (details inside.)
	18	LONDON	Talk on BMW past & present - 8.15 start
	25	EAST ANGLIAN	Natter Night
	26	SOUTH EAST	Slide Show
	30	OXFORD	New Year Party
February	1	LONDON	Natter Night
	9	SOUTH EAST	Natter Night
	13	MIDLAND	Brian & Shiela Lowry, 65 Lathkilldale Cres. Long Eaton 2pm
	13	NORTHERN	Talk by Rep. of ROSPA (Provisional)
	15	LONDON	Darts Match versus Suzuki & Honda Owners
	20	YORKSHIRE	AGM 2.30 p.m.
	22	EAST ANGLIA	Natter Night
	23	SOUTH EAST	Natter Night
	27	OXFORD	AGM
(Keep an eye open for club members at the Elephant Rally, Nurburgring, Germany date not known at printing date)			
March	1	LONDON	Bring & Buy Sale
	9	SOUTH EAST	London Transport Film Show
	13	NORTHERN	AGM & talk by Prof. G Roe on Further Developments in stability with movie film.
	15	LONDON	Natter Night
	20	SOUTH EAST	Pioneer Run
	20	YORKSHIRE	Visit to York Minster. Meet in carpark, Castle Museum 12.00
	23	SOUTH EAST	Natter Night
	26/27	NORTHERN	Social Weekend, Bryn Du, Llanberis
	27	LONDON	Sunday Ride
	27	OXFORD	Talk By Thames Valley Police
	29	LONDON	Natter Night
	29	EAST ANGLIA	Natter Night

## editorial

The BMW Club of Great Britain is unique; not only because there is no other BMW Club for motorcycles in GB, but also because it thrives on living today and is not built on nostalgia alone, even though it caters for riders of machines which may have been produced half a century ago or a matter of a few weeks ago. We do not exist purely to ensure that owners of vintage machines can be sure of obtaining spares (though this must be one of our aims), but to provide assistance, guidance and information to owners of each and every model, and to endeavour to give owners a good excuse to use their machines to whatever limits they like. For the pure clubman who prefer to chat, the section clubrooms provide a venue; for the member who likes long distance runs, then membership of the Club gives him entry to any section gathering anywhere in the country, and a chance to become a member of a great family of enthusiastic riders; and even in 1977 it still is a family of hard workers that appear time and again at club events, and soon become firm friends.

What a pity it is that many more do not share this experience with us.

For those of you who doubt that these really are Geoff Wilson's words, I confess to being somewhat hasty in my early BMW Club days when I said that 'I did not need the BMW Club'. This is still true, but I now add that life is certainly more fun and more hectic because of it. For example - being invited to a meeting in Reading six days before the event, in what other circle of friends could you pick up a telephone and request a night's accommodation, and on the 320 mile journey to the meeting meet a well known acquaintance (100 miles from home), call in for tea (260 miles away from home), wave a greeting to another friend as you overtook him on the motorway (300 miles from home), and drink beer with more comrades (not pre-arranged) 320 miles from home at journeys end. Strangely enough all these people were BMW Club members.

Certainly, I could have stopped at home and saved some money, but life can become so dull - can't it?

GW

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Cover Photograph - Club President - George Saunders  
(Here is a short autobiography)

'I was born in that salubrious area of London known as Knotting Hill almost forty years ago. I was educated at Harrow (the grammar school that is, not the public school). After three years in the Army I joined the Metropolitan Police, and I now have the rare distinction of holding the rank of Station Sergeant, a rank which was abolished four years ago. I am not married, although that was not always so, and I live alone (most of the time). I first rode a motorcycle when I was twelve, and I must have improved since then as I recently passed the motorcycle test of the Institute of Advanced Motorists. My other interests include speedway and (would you believe) body building. I am best known for having ridden through fifteen countries in four days; for having had the back view of me on my R.90S on T.V. for a couple of minutes; for having written a sex article for the Club Newsletter; and for bearing some resemblance to a well-known T.V. actor. Ambitions: to tour America by motorcycle; to take five inches off my waist; and to marry a millionairess.'

### ANNUAL CONCOURS AWARDS

Would the owners of vehicles registration No.	SOK 142H
	SXX 970

please admit to it.

These bikes were awarded Concours trophies at the AGM, but the owners were not traced. Names to the Editor please.

## readers' letters

White Elephant

Les Anderson

Every year we have the 'BMW Assembly' on the Isle of Man during the TT Week, and our Secretary Fred Secker organises the whole show - with help from friends, I guess. Many people who go to the TT would miss it - if it moved, so I would not dare put the idea across of moving this 'White Elephant'. But personally, I think it's about time the British 'BMW Assembly' took place a little closer to the British Isles, i.e. in Cumbria or Scotland. Last June the expenses, discomfort of ferries and the riding in ever decreasing circles around the Island left alot to be desired. Don't get me wrong, a short stay would be ideal, and for the TT fans - say no more; but an event like an 'Annual BMW Assembly' should take place within these shores, without needing to wear water-wings. Then it could be an Assembly not to be missed.

in reply - the facts

Fred Secker

The first I.O.M. Assembly was held in 1964 and unfortunately suffered a loss. Loss was guaranteed against by the I.O.M. Tourist Board and the BMW Concessionaires. I organised this event from 1965 onwards with the same guarantees from the Concessionaires and Tourist Board.

At no time has the BMW Club been involved financially in this event, and no loss has been incurred except for the year of the seaman's strike. The Assembly is not a club event as such. It came into being as a get together of BMW owners in 1962 and grew into what it is today. It is not for BMW Club (Great Britain) Members only and any BMW owner may attend and is welcomed. It is a chance for them to meet all their friends at this event (as the Elephant does, this you know). The name Isle of Man International Assembly should inform anyone that this event is what the name implies. Finally, the arranging of a National BMW Club Rally has been discussed only recently by the National Committee.

Surely there has been no more opportune time to have an INTERNATIONAL BMW meet than at Isle of Man TT time when there are more foreign riders in Britain than at any other time of the year. This of course, may not always be so. .... GW

BMW Owners of Florida - Membership Chairman, Barton Taylor, 12701-126th Av.N.  
Lot 41, LARGO, FLA. 33540, USA

The BMW Owners Club of Florida is a family oriented club with many different types of riding available among our membership. We have members who like long distance touring, some like weekend trips with camping, some like riding to events, and some only ride now and then.

Our Club is open to all owners of BMW motorcycles and their families, living in Florida. The regular membership is available to all owners living within a 40 mile radius of N.St. Petersburg. All others are eligible for our Associate Membership. To become a Regular Member, you must attend 3 meetings or activities. These include Bus. meetings, social nights, breakfast's, club runs or events. Then you must attend a business meeting to be voted on. If you are voted in, you pay an initiation fee of \$5.00 to cover Emblem, Name Tag, etc. The dues are \$1.00 per month, payable every 6 months (June & December). After you are in, we only require a member to participate once each quarter (4 times a year). All memberships receive an Emblem, 10 hand out cards, and monthly newsletter .....

If anyone is interested in becoming an associate member, Fred Secker has membership forms

COPY DATE: 1 February 1977

New Dealer in Crewe:  
Harry W Dodd (Crewe) Ltd.



Of the 'new' bikes introduced by BMW, the only really new one is the R100RS and it was not surprising that everyone wanted to lay first claim to this when the assembled journalists, some 30 of them, were given the opportunity to ride the machines. BMW had introduced a lottery system so that no one should feel deprived or miss a ride and good fortune decreed that I was the first out of the hat and shared with a couple of others the privilege of being the first British writer to try the new models. I was going to say 'test' but that would be stretching a point for it was raining in a way we British had become quite unused to this long dry summer. The 50 mile course was designed to give a fair cross section of rural and motorway work but not, obviously, so that we could really learn to love or hate the bike. There was also some oddly assorted bodies back at the Alpenhof Motel to remind us that they, too, were anxious to ride!

Torrential rain, murk, mist and riding on the 'wrong' side of the road; how was I going to enjoy my first ride on a 1000cc BMW? Easily, by switching on the lights and, snugly tucked in behind the fairing, ignoring the rain. The first and immediate impression is how much smoother the RS seemed at low revs than the old 90S. That flattening of the torque curve had gone a long way to eliminating the low speed shakes and the power impulses came in with a bang, to be sure, but not unpleasantly. The first part of the ride through the Bavarian town of Murnau gave me ample chance to discover if the disc perforations really cleared the water quickly. Let us say quicker than other systems, but disc brakes still make me nervous in the wet. A map on the tank and ample signposting ensured that we did not lose the way and, should we overcook it, strategically placed ambulances were there to pick up the pieces. Very comforting, also very sobering, perhaps that was the idea. The fairing was doing its job and the light leather gloves that I was wearing had remained untouched by rain, just my boots and tops of my shoulders showed signs that all was not well with Bavarian weather. Until we reached the Munich/Saltsburgh Autobahn that is. Only mad dogs and Englishmen were out in this weather and the road was quiet enough but streaming with water, so instinct said take it easy. The right wrist said otherwise though and the irresistible temptation of speed limit free roads and a machine that cried out to be ridden quickly overcame my natural caution. It took no effort to set the speedometer hovering around the 160 kph (100mph) mark and from there it was a matter of keeping the RS in check, for it just wanted to go. The rain was the problem for, effective as the fairing was at keeping the water off my body, the wedge screen acted as a perfect ramp for the rain to take off for my unprotected face (I took my open face helmet - a mistake, I know!) and the rain was painful. So I tucked myself in behind the screen. This meant an eyeball to eyeball confrontation with the speedometer which was showing the bike's performance and improved wind cheating by nudging the 200 kph mark. This is 120 mph and just a little worrying in the wet so I sat up and the speed dropped a little but the pain started again, so I lucked myself in again. What a bike. Not a trace of weave, flutter, shake or noise. No vibration and the tachometer still had some way to go before the red line. I feel sure that the claimed 125 mph is available in better conditions. As it was that 200 kph seemed awfully fast.

In one sense the RS is a styling exercise. The fairing, effective in its way and quite secure and vibration free, was designed as much to give the machine style as anything else. The single seat is hardly practical but looks right and it is quite comfortable for one and positively cosy for two. Fortunately, the 'S' dual seat and tail is available as an optional extra at no extra cost. The wheels are to give the bike individuality and the instrumentation is comprehensive. The paint job is surprisingly normal, in fact I preferred the metallic black, which is really a very dark metallic brown, of the standard models to the light blue with dark blue

lining of the RS. Even so, the end product is possibly one of the most desirable motorcycles to have come out of the BMW works. At least if you are a modern rider. Us old fashioned ones perhaps regard some of the earlier machines as equally desirable but we would not deny for performance, roadholding and style the RS is going to take some beating. BMW, incidentally, have allocated 10% of the total production to this model.

Just to give a comparison I returned along the same route later on the R100S and, in company with another rider on the RS100, and this time the indicated flat out speed was 190 kph, some 112 mph, and the RS was no faster, which is an indication of the conditions as much as anything else but does show that, for sheer performance, there is not much in the two sports models.

#### CONCLUSIONS

The BMW is one of these machines that bring out the best in me. I never seem to run out of things to say about them and always finish a story wishing that I had mentioned half a dozen other things. Like the information that the /7s are available with an optional lower compression ratio engine. Seems like a good idea to me. Then a quiet, almost unnoticed paragraph in the press release really made me sit up. The frames on the new models, strengthened remember, are now licenced for sidecars. That is the first time since the days of the Earles type models that sidecars appear to be officially welcome again, and it is undoubtedly good news for sidecar men, that R100/7 will surely provide enough power to satisfy even the most demanding of them.

One of the things I like about BMW is their willingness to let journalists get near those who are responsible for the machine. The informal, and very enjoyable dinner the night we arrived saw all the designers dining with us and we were able to discuss with them the whys and wherefores of not only the present machine but future machines. Of course, they emphatically denied any knowledge or intention of building a flat four and we would not have expected otherwise, but it was good to have the chance to discuss design philosophy even though we would need another 3,000 words to elaborate on it. It was a rewarding and thoroughly enjoyable few days, roll on the next announcement!

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....a second opinion - mainly on the fairing.

Geoff Wilson

I will echo the words of a writer in one of the weeklies and say that the RS is 'too good for British Roads', in fact, I would go further than that and say that it is antisocial, like a tiara and bow tie adorned couple might be antisocial at a tramps ball. Surely a bike which can tempt you into forfeiting a driving licence without really trying is antisocial.

However, I cannot help thinking that BMW must have got their scale reductions wrong when placing a body on the bike during the wind tunnel tests; either that, or German statistics still say that the average height of a man is 5ft. For myself being a six footer, the screen was at least nine inches too low; in fact, I have never experienced having so much air funneled into that aperture which lies beneath my nose; and without rear footrests the prone position is nearly impossible to adopt. It was the buffeting that my head was taking that caused me to roll it off at a speedometer reading of 130 mph (but perhaps the reading was/bit optimistic). At the end of the scale, the lower handlebars of the 100RS caused arm ache at the low town speeds. I cannot help thinking that with such a touring type fairing, BMW have gone in the wrong direction by fitting lower bars. As a means of keeping the bike on the road the fairing will not be bettered I think.

QUESTION: does RS really stand for Rennsport?

# Flat Twins Over the Roof - R60 & R69S

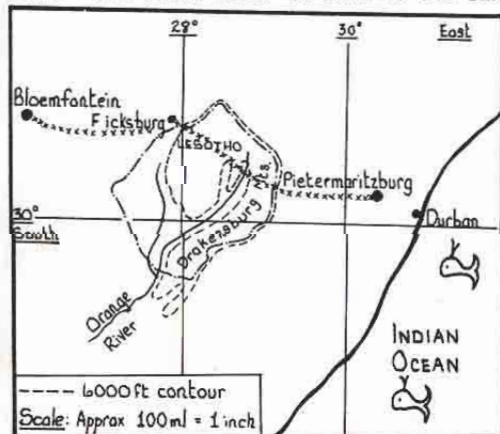
Dick Fuller

One of the advantages of living in a free society; (South Africa is indeed a free society, despite what many people who have never lived here would have one believe); is that one may at any time exercise one's inviolable right to do things the hard way. Take, for example, the recent Buffalo Rally, held on the first weekend in September in Bloemfontein, of all places. Bloemfontein is on the highveld, a vast plateau, and is reached from all directions by roads which are flat, arrow-straight for dozens of miles, and travel there at 90 mph., let alone at our national limit of 55mph. Little think, one would think, in travelling 350 miles on such roads to meet with a few other motorcyclists also trying hard not to be embarrassed by the hundred of lunatic fringe types who, unfortunately, like motorcycles. Yet still we went - because there was a hard way to do it.

If you look at a small scale map of South Africa (you've probably only seen a small-scale map unless you happen to live here) you will notice what appears to be a small hole roughly in the middle of the country. Closer inspection - probably a magnifying glass will help - will reveal that this is not a printing error, but the Kingdom of Lesotho, or, if the map is a few years old, the British Protectorate of Basutoland. How this country happens to be where it is can only be explained by reference to tribal histories and a good relief map; the latter concerns us more, for the country is a natural fortress crafted by Nature's hand from the highest mountains in Southern Africa (the 'Roof of Africa'), much of which is a bleak, barren, desolate place more than 8,000 feet above sea level. There is one tarred road, on the western side where the earth descends from the sky towards the highveld at some 5,000 feet, and where, understandably, the majority of the populace lives.

During the last two years I had made two trips up the Sani Pass, in the Drakensberg Mountain range which forms Lesotho's Eastern Border; the second trip to obtain a view which had been obscured by cloud on the first, and these served as an aperitif and reconnaissance runs for our Rally venture.

Thus encouraged, Rodney Hiles and I decided that this was the way we'd go to the Buffalo. Many people told us we were mad, which we knew already, and that we'd never make it, which merely showed their ignorance of the stout stuff that BMWs are made of. We left Pietermaritzburg at ten o'clock on the Friday morning, with the doubtful weather of the previous week giving tantalising hints of better things to come. Two hours later we were at the Sani border post, and by 1 p.m. we were at

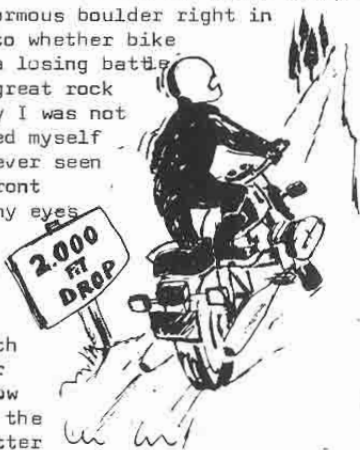


Sani top with all formalities completed. The steady, biting Berg wind so characteristic of the place streamed across the plateau, tugging at the faded, tattered remnants of the Lesotho flag; the relentless wind shreds a flag in only three months. Warm from our efforts despite the odd snow patch, we headed for the interior and the Black Mountain Pass, the summit of which is at 10,700 ft. The going was fairly slow over the pass due to the irregular surfaces, but no difficulties were presented on the thirty miles' run to

Mokhotlong except for the odd rocky river bed. A high ridge took the road towards the head of a great oxbow in the River Orange, with plunging views of the river on either side and ahead. The Orange is one of South Africa's two major rivers, with its source in the northern Drakensberg and its mouth on the Atlantic Ocean.

Having crossed the Orange, the 'road', already little more than a track, steadily deteriorated. Loose shale gave way to loose grit, inches deep, then to soil, then to shale again; but always there were the rocks, some fixed, some loose, and the dust. For a while I had some trouble with sticking throttle cables, probably due to dust; very useful when you shut off quickly for a hazard and one cylinder keeps pulling relentlessly. I made good use of my recently wired-up-magneto cut-out button that day. One mountain pass led to another, and soon we passed Tokoeng airstrip, a very rare flat piece of ground with a wind sock and garden shed at one end. The sun was descending rapidly, causing visibility problems through visor and wind-screen coated with dust, then we had to contend with a number of tricky river beds. These consist of loose rocks, and crossing them was invariably exciting. One in particular, about thirty feet wide and with rather more than a foot of icy water flowing across, caused a very anxious moment. At the far side was the usual steep rockstream run-out, but with the distinction of an enormous boulder right in the middle. As we entered the water it was a toss-up as to whether bike or rider had control. After ten feet I was fighting a losing battle, and by twenty we were charging relentlessly for that great rock with control no longer a matter of dispute - certainly I was not in charge. As the boulder loomed ever larger, I braced myself for the inevitable ducking. Now I ask you, have you ever seen a fully equipped BMW surmount a rock as high as its front wheel and remain the right way up? Neither have I - my eyes were firmly shut, and Rodney had no more film in his camera - but there we were, still chugging along with the pilot on top of the R60, clinging on for grim death by his eyebrows.

Soon the sun dipped down behind the mountain tops, with conditions steadily worsening, I paused for a breather and to take a picture of the road to show the chaps how bad it was; what I didn't know was that this was like the M1 compared with what lay around the corner. This latter was bad; in fact, I couldn't possibly convey the awesome condition of that track to <sup>one</sup> some/who had not seen it. Potholes up to three feet deep, rocks - always rocks - some fixed, some not, lying in wait to catch a wheel or silencer and throw the plot off course, and a nasty little river bed, fortunately dry, with precipitous rock-infested sides into which I promptly dropped the long-suffering R60. We picked it up and with great difficulty and brutal clutch slip got going again, only to drop it again in a big way twenty feet further on. Sheer physical tiredness was taking its toll, for hauling a 450lb. machine around on such going is effort enough, even without the expenditure of about 2,000 calories every time we had to pick it up on ground that was difficult enough to stand up on. One stands on the footrests for better control and to relieve one's body of the pounding and lurching from below until exhaustion dictates a rest on the dual seat, where the pounding and lurching cause more exhaustion and a return to standing to alleviate it.... and so it went until it was dark and even tiny hollows looked six feet deep by the beam of the headlamp - when it wasn't pointing earthwards or skywards whilst plunging into and out of real, real potholes.



By this time we had combined forces with three chaps on scramblers, also from Pietermaritzburgh; we had passed and repassed them several times since Sani Top. They, with their light weight and knobbly tyres, were able to travel much faster than

our BMWs on standard road treads, but had problems with luggage coming adrift and finding petrol to refill their minuscule tanks, especially since their spare fuel can had quickly ruptured with the hammering of appalling road surfaces. We decided to camp at the top of the pass, and, despite the debilitating effects of intense cold on fingers and feet, managed to pitch the tents on the lumps of what passes for grass in that part of the world. It was pitch black and very exposed, but at least we were on top of the mountain and not in a valley where the cold would have been much worse. The 'grass' is the only vegetation save for a very few tiny heather-like growths, but somehow we managed to make a fire after diligent searching for these bushes and a few lumps of animal dung, which we doused in petrol. We were over 11,000 ft at this point, so stamping feet and other vigorous warming-up routines were soon greeted with utter breathlessness. Lord Baden-Powell would have spun in his grave had he seen us, for we had neither food nor drink and had not eaten since breakfast. Conditions worsened considerably when the sadist amongst us began ordering rump steak, large, medium rare, with crayfish cocktail as a starter. Trevor did have a small bottle of Old Brown Sherry, which imparted a little inner warmth. Our fire quickly petered out and we clambered, fully clothed into our sleeping bags to spend the longest night of our lives, for none of us slept a wink despite the day's exhaustion, due to the numbing cold and the impossibly uncomfortable ground - it was like trying to sleep on a flight of stairs. During the night a lorry came past (these four wheel-drive Mercedes trucks are the only vehicles with sufficient traction and ground clearance on such terrain), and later a pair of Basotho shuffled up, gibbering excitedly as they checked over the bikes; to us, their presence was equally incredible, for we were dozens of miles from anywhere or anything. Rodney and I passed the last couple of dragging hours before dawn by swapping tales and experiences, which was a mild anaesthetic against the cold and discomfort.

At dawn we broke camp and somehow, despite our Zombie-like condition, drunk with exhaustion, cold, and lack of food and sleep, managed to start the machines. The SAE 40 in the BMW was like glue, and Graham's Honda did not have a choke. We battled on over the same unspeakable roughery, and eventually, with great relief, reached the diamond mine at Letseng-la-Terae. From here there is actually a road, maintained by 'Anglo-American' for their mine transport, and we were able to reach the unaccustomed dizzy heights of an occasional 50 mph as the road wound up and down over the Tlaeng Pass (10,750 ft), the Pass of Guns (10,630 ft), the Mahlasela Hill (10,570 ft), and none too soon, after thirty miles of exhilarating going, reached the Oxbow Lodge, where we fell upon a huge pot of coffee and a sizeable breakfast, our first sustenance in 24 hours.

Time was short. The scramblers had to go as far as possible before the garages shut at 1 p.m. and we still had more than sixty miles of dirt road to cover before the first tar at Leribe. We descended from the mountains down the magnificent, breathtaking Moteng Pass, where, schedule or no, I just had to stop for photographic purposes; peach blossoms added subtle contrast in pastel pinks and whites to the blue-mauve mountains and terraced cultivations along an almost infinite valley. The road from here was not exactly wonderful, not 'impossible' like before, just terrible, with endless washboard corrugations covered by inches of dust which also had plentiful potholes. Road repairs were being effected around Butha-Buthe, which made things worse, and I took to the footpaths to avoid these 'improvements', scattering terrified Africans as I went. As I crashed along the main street of Leribe - the crashing came from the tortured suspension over vicious potholes - I was well behind the others, and once I had, with some difficulty, located the tarred road to Ficksburg, set about catching them. The steering head bearings had slackened off, chattering noisily under braking, and the left handlebar was rather bent and the rocker cover somewhat crunched from the previous day's disasters, but that did not stop the BM from steaming along at ninety (which felt like 190 mph after

hundred of miles of 'bundu-bashing') to catch the others as they filled up yet again at Ficksburg, where we crossed back into the Republic.

From there to Bloemfontein was a matter of boring routine on those dead straight roads, with occasional stops to replenish the scramblers' fuel tanks from those of the BMWs. The R60 which will return over 75 mpg, has a range of more than 350 miles on a full tank. When we reached Bloem. I had that awful feeling that the journey had been much more satisfying than the arrival, save for the gaping amazement registering of friends' faces as they took in the filthy, dust-encrusted sight of man and machine and realised we'd actually made it! I often have that anti-climatical feeling at the end of a journey, but it was all the more poignant that this time after what Rodney and I, not to mention our trusty steeds, had achieved. It speaks volumes for the toughness and versatility of the 'old' BMWs that, without any modification, they can tackle and conquer such diabolical conditions. Why, I didn't even take off the fairing!

## section news

### OXFORD NEWS

From Jack Gibbs

'Twelve hours of continuous rain would wreck our Bring and Buy on 28 November,' said I. How wrong can one be? With Ann, I arrived at the George at 1.30 and as usual was greeted by Ivan Todd who is always first and always brings free milk. The only other early arrival was Ray Swann who had ridden the 90 miles from Bournemouth in the afore mentioned rain. These two had already arranged the tables and loaded two with their own contributions for the sale, and then made the first brew-up and continued to keep it going until dusk.

Despite the bad weather Bee Emms and several cars brought about 30 more persons. More important, was the great amount of sale items they unloaded. Would the quantity and quality, far exceed the purchasing power of this small gathering? Certainly not. In fact, we took a vote to decide if the sale should be postponed until next month. The verdict was, sell today!

Previous experience had taught us, that auctioneer Colin Bembridge would provide an afternoon of comedy and cash extraction.

At this stage I must mention a gentleman, 905 mounted, whom I had met earlier in the month and invited to join us at the George before joining our Club. He is Doctor Tim Faulkner, now a member, and henceforth to be known as 'Doc Two'. His involvement and willingness to purchase was immediate. Was it guilt that promoted Colin to transport in his car all the goods he had sold Doc Two?

Our Chancellor of the Exchequer, Richard Appleyard was kept busy booking in the £100 plus, made from the sale and by member's renewing membership. He will, again accept subs at the New Year Party, but would prefer you to post 1977 subs to his home address, 31 Kiln Ride, Wokingham, Berks.

Title of 'Best Bargain' could go to the <sup>6</sup>/<sub>6</sub> manual sold for £1. The selling owner said his 75/6 was so good that the manual was never opened??

30 January, 1977, is Party Day. Will Members please bring eats, cakes, sandwiches in fact anything eatable. This enables us to avoid charges and keep solvent.

Finally, thanks to Colin, Richard, and all others who, bought, sold, or only braved the elements to be with us.

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This month four Sections have not let me have any section news. Please can the budding section gossip columnists let me have news of hatches, matches and despatches and stick to talking about items of general section interest rather than personal opinions. (Other parts of Journal cater for this).

## MIDLAND NEWS

From Keith Wheeler

With the festive season behind us and everyone in a good frame of mind, may I firstly, beg forgiveness for missing last month's Newsletter and secondly, on behalf of Ken & Margaret Wells, Yvonne and myself, wish all members, safe riding throughout the New Year. Happy New Year folks.

19 November last saw the passing of another Midland AGM. The meeting was attended by forty or so members, and at a minutes notice was chaired by Midland Member, Bob Clayson. Bob, who said he had never chaired a meeting before, made the afternoon most enjoyable, with his cheerful nature and witty remarks, helping the more serious side of the venue to pass quite pleasantly.

Re-elected to office were Ken Wells as Secretary, his wife Margaret as Treasurer, and with yours truly resigning, a new Social Secretary, namely Brian Lowry. Brian and his wife Shiela have been Midland members for three years. Taking the post of Social Secretary is something Brian or Shiela have never done before. Naturally, I shall be passing on to Brian, my experiences as Social Secretary, over the last 3 years, but he would also like you, the bread and butter members of the club to pass on to him any ideas that would help him in the arranging and organising of future venues. His address is: 65 Lathkilldale Crescent, Long Eaton, Notts. During the course of the meeting the idea was formulated to gather together a collection of extractors and pullers for the /5-6-7 BMWs. Anyone who could help with this matter get in touch with Don Fear, 13 James Street, Anstey, Leicester.

The meeting was brought to a close, and there followed a slide show, with slides on BMW venues, plus a Journey thro' Jugoslavia, most enjoyable.

Our thanks for the premises and refreshments provided, must once again go to John and Mary Horton, son Phil and Phil's wife, Angela. Thank you John & Mary. Again, the new year sees the Midland Section move indoors.

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## NORTHERN NEWS

From John Groves

First of all I would like to thank Geoff Wilson, on behalf of the Section Members, for the work he has done as Social Secretary in the past and I hope that I shall do as well as Geoff. I hope all members who attended the Annual Dinner at The Pack Horse Hotel in Bolton enjoyed themselves.

Our festivities are carrying on into the New Year. The January meeting taking the form of a Party - so lets have plenty of members and why not bring a bottle or raffle prize to add to the fun. Of course, we rely on members to bring the gastronomical delights.

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## YORKSHIRE NEWS - TYKES TATTLES

From Barry Cook

What a lovely month for riding about; we have had freezing fog up here for the first few weeks of November, which certainly sorts out the head cases driving about on motorways and main roads. Unfortunately they tend to involve innocent parties in their head on smashes and concertina prangs.

Our first meeting at AE Autoparts to see the film show was very well attended with some new members along to have a look at us. John Badminton was also there having been given a lift, but still encumbered by crutches. However, he looks much better now he can move around.

The best thing about winter is planning the summer holidays - where are you going? And remember, with our incumbent civil servants at the Treasury, it will be more expensive in 1978.

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.

## technical topics

### Speedometer & Tachometer Repairs

From Roy Laithwaite

In reply to A Lauchland's query concerning the above Auto-Temp Meter Co Ltd, 140 Kings Cross Road, London WC1 Tel: 01-278-2006 will do the necessary work

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There should be no reason why a /6 rev counter cannot be fitted to a /5 machine since this is driven from the camshaft. However, because the speedometer drive is taken from the rear of the gear box the choice of speedometer head must be matched to the ratio of final drive.

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### Clymer Puzzlement

From Tom Stephens

Recently I was checking over an R75/5 crankshaft. If you read Mutual Aid last month you will see I have got an engine for sale, and was making sure everything was in good order. I have 2 micrometers. A 1" to 2" and 2" to 3" (no you can't borrow them) and the checks being done were on the main and big end journal diameters. The usual stuff, ovalaty and taper. Neither of which was present. The figures taken were, big end 1.8892" and mains 2.3612" and jotted down on a piece of paper. Then off I went and found my manual. The American one by Clymer, and compared my figures with those on page 71, table 8. Surprise, surprise. The figures given were - mains 2.360" and big ends - 1.872". My crank had not worn, it had got bigger. A bit of a puzzle to me, was this. I must have got my figures wrong. So back I went to check. No, that was right, 2.3612 and 1.8892. At this point mental blank set in. It was fully five minutes before thinking of something. The micrometers, they must be out; where are those setting rods? Out they came. I very carefully check the mic's. No they were perfect. Now what, I've also got a calculator and to make it useful a set of conversion tables. So out they came. It gives the figure for changing m/m to inches as being 0.03937. Now the mains are given as 60 m/m or 2.360. So on to the calculator goes 60 x .03937 = and out comes 2.3622". Disbelief. Done it again, and again and again, and several times more, but it is always the same 60 m/m = 2.3622 and not 2.360. The big ends also changed and became 1.8897. Well thats better, it means my crankshaft is alright after all. But now, who can explain. Do the Americans in fact use a system of measurements which they call yards, feet and inches, but which, in fact, is a length peculiar to the US of A, or is it just a plain old fashioned mistake changing m/m to inches. Either way, owners of Clymer workshop manuals should be careful if they take figures from the book in imperial measure.

Hopefully we will get some answers in the next newsletters.

### A reply from Clymer Publications

The author used specifications provided by BMW. They had used 0.04 as a conversion factor from metric to English measure. In every case, the metric specification is correct, however. The errors have been corrected in the latest edition (Aug 76)

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### Boyer-Brandsen Ignition

From F Wilfert

Since owning a BMW a troublesome chore has been the constant need for cleaning contact points at approx. 2,000 mile intervals and renewals at 5 or 6,000 miles with the accompanying re-timing of the engine ignition. Until recently Capacitive Discharge (CD) electronic systems have been the only alternative to the standard ignition set up. The CD system has many disadvantages, some of these being (a) unreliability, due to number of components used and complexity. (b) major wiring alternations (c) removal of contact points so making a reversion to standard set up on the road impossible, (d) bulk of CD unit.

The cause of point pitting is the very high inductive current, over 4 amps on BMWs

flowing through the contact points. A solution to this problem being a simple electronic switch operating from a small current pulse from the contact points.

When Boyer-Brandsen of Bromly marketed such a device in September, I purchased and fitted one. It has none of the disadvantages of CD systems, though only time will prove its reliability. Makers faith is the 5 year unconditional guarantee. The unit is small and if fitted under the tank, can be installed and connected in minutes. Should it ever be necessary to revert back to standard this can be done by changing over two snap connectors. The unit is connected into the bike wiring at the ignition coils and is as simple as the instructions. The contact points now carry less than one tenth of an amp and apart from spring fatigue will outlast the bike itself. Since fitted, starting is easier, spark intensity greater and I expect no loss of performance and ignition tune. For the average owner the cost of the unit should pay for itself in less than a year i.e. replacement points and fuel consumption not counting time spent on servicing.

Needles to say I am in no way connected with Boyer-Brandsen and only wish to pass on to members information on which I consider a weakness and solution on Bee Emms. The price of the unit is £9.66 and is called the 'Boyer-Brandsen Inductive Discharge Electronic Ignition Unit.'

#### Gearbox Noise

From P W Thomas

I have an R75/5 which whines badly in 2nd and 3rd gears and to some degree in 1st gear as well. It has done, in fact, since I bought it second hand about ten months ago. However, a recent stripdown revealed nothing obviously wrong with the gear box and apart from replacing the rear layshaft bearing which cured a 'grumble' in neutral everything was replaced as originally. Are there any gearbox experts in captivity who can help me?

### mutual aid

#### CONTINENTAL TYRES

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FOR SALE: For /5,6,7/

Speed rated 325 S - 19 ...	£14.00	Speed rated 325 H - 19 ...	£16
to 112 mph 400 S - 18 ...	£17.00	to 130 mph 400 H - 18 ...	£20

Post & Package £1 per tyre. Apply to: Peter Hodgson, Haycliffe Lane Mills, Wibsey, Bradford. Tel: 74988 (working hours) Tel 598109 (evenings)

FOR SALE: Bruce Main Smith's Publication

'The Riders 1977 Supercalander' - £1.40 from BMS Ltd, 112 High Street, Dorking, Surrey.

WANTED: Owners of Machines Registration Nos: SOK 142H

SXX 970

Your bikes won Concours Awards at the AGM. Apply to the Editor

FOR SALE:

#### CLUB REGALIA

Chrome Plated Machine Badge ... ..	£2.25
Enamel Lapel Badge ... ..	.40
Waterproof Cloth Badge ... ..	.75
Adhesive Helmet Badge ... ..	.20

All items available from National Treasurer, John Wood, (address on front cover). Please, when ordering by post enclose a bit extra for P & P.

TO LOAN: BMW tools especially for pre/5 models.

Apply to: Tool Hire Secretary: K Sanders, 31 Slough Road, Iver Heath Bucks

## mutual aid

(Cont...)



WANTED: /6 Dual seat. Condition unimportant.

/5 or /6 scrapped drive shaft (don't ask why I need it!)

Ian Barkway, Pleasant View, Back Street, Cotehill, Carlisle  
CA4 0DR. Phone (work hours) Penrith 2697

FOR SALE: /6 & 5 models, workshop manual, never used, no greasy  
finger prints £10. Also ignition switch with two keys (five  
position) for /6, £3. Genuine BMW handlebars, original equip-  
ment on /6, £3. Phone Arthur, Sidcup, Kent 01-300-8207

FOR SALE: For Earls type twin Peel 'Mountain Mile'  
fairing, a bit scruffy, £10. Set of Hagarty-Remp panniers,  
White, fit on Tower carrier, £10. Flat-type Craven top box, black £3

For R26 workshop manual £4. Zip back riding boots, mens 6, black (Bought for lady  
who didn't like them!) £5.

Free to the first applicant if he can collect, a very large bundle of club news-  
letters dated from very early numbers. Tel: 01942-0231 (Kingston, Surrey)

FOR SALE: For /5, rear wheel complete (1972), not buckled £20. Handlebars brand new  
never used £1.50. Also electric motor good runner £4. (no rating given)

Miss Bateman, 1 Mill Street, Wibsey, Bradford 6.

FOR SALE: R75/5 Reg No. EMC 31J. Excellent condition, low mileage, large battery,  
heads gas flowed, engine overhauled. Bills available £850. Fred Secker,  
13 Naverne Meadows, Woodbridge, Suffolk IP12 1HU Phone Woodbridge 2164

FOR SALE: R69, 1959, Very good condition, half fairing, stainless steel exhausts,  
fibreglass mudguards. Craven Carrier, TT 100's and manual. £550 or nearest offer.  
Andrew Hench, 49 Twynning Road, Sturchley, Birmingham 30

FOR SALE: For R75/6 (2,600 miles only) Handlebar clamps. Disc Caliper. Front  
Hub & Spindle. Fork Gliders. Fork Springs. Gaiters & Clips. Sidestand. Centre  
stand. Side Panels (Burgundy). Back Mudguard (Burgundy). Rear Wheel.

Drive Shaft. Swinging Arm & Head Bearings. Rear Damper. Front Footrests.  
Rear Folding Footrest. Plastic Steering Damper Knob. Tool Box. Rear Brake Pedal  
& Rod. Seat R75/5. Peel full fairing R60/69S. Hoske 30 Litre Tank R60/69S.  
Offers to Stan Wood, 55 Ormston Avenue, Horwicks, Bolton, Lancashire.

FOR SALE: For R50, R60, R69S. 1 brand new side stand £7. 1 front mudguard with  
slight damage - repairable £2, 1 front mudguard £5. 1 brand new (still in  
wrapping) rear wheel spindle £4. 1 headlamp she 1 with electrics and speedo (no  
glass or bezel with speedo) £6.

For /5 series set of wrap round crash bars in excellent condition £9.  
1 set of crash bars (BMW) slight damage £3. 1 near side short wheel base model  
silencer - good - £3. Apply to Don Fear, 13 James St, Anstey, Leicester.  
Phone Anstey 2036

### METZELER TYRES

### METZELER TYRES

The same Road tyres which carried HELMUT DAHNE to victory in the 1000cc Production  
Race during this years Isle of Man TT are now available for your BMW (All /6 Models  
plus long wheelbase /5)

120/90	H	18	Block C88A	Touring Speed	...	...	...	...	...	...	£20.00
100/90	H	18	Rille 16	Touring Speed	...	...	...	...	...	...	£18.00

### Also available

325	S	19	Block C5 (Front, All Models)	...	...	...	...	...	...	...	£15.00
325	H	19	Rille 12	...	...	...	...	...	...	...	£16.00
400	S	18	Block C66	Touring Special	...	...	...	...	...	...	£17.00

Post & Packing £1.00 per tyre

Also Selection of engine spares for /5 & /6. Send see for list.

Write or Phone evenings. Brian Anderson 150 Fleetwood Road, Dollis Hill, London,  
NW10. Phone 01-452-1426