

# the journal of

MARCH 1977

# THE BMW CLUB



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ISSUE 305

March 1977

## editorial

61 years of BMWs - I am aware of the fact that 61 has no real significance, but since the editor at this time last year missed marking the diamond jubilee of BMW I will use this year as an excuse to relate a piece of history.

Sixty one years ago this month, the BMW company was formed. Initially, in fact BMW was not the initials of the company which was known as the Bayerischen Flugzeugwerke (the Bavarian flying machine works), producing engines for the German air force - fast expanding in 1916, in readiness for the fray ahead.

It was not until 1923 that the name was changed to Bayerische Motoren werke (BMW) and the factory on the outskirts of Munich began to build motorcycles. We all now know what that first 500cc side valve twin, shown at the 1923 Paris Show has led to. It led to Georg Meier being the first foreigner to win a Senior TT in 1939 and it led to a derogatory remark which I overheard recently whilst competing in the Exeter Trial 'Look, another snob trying to prove that there's nothing to beat an old BMW'. I hasten to add that it was not said about me, but about a very sporting competitor on an R60/2 who made a rather illfated attempt at an early section. I don't wish to discuss the pro's and con's of that remark (though others might), but I hope that as BMW Club members we all try to surpress this image, and foster the friendship of motorcycling, which has no room for aloofness and discrimination by machinery. We all know our own reasons for owning a BMW, but let us ensure that we never get to *the state whereby we cannot bring ourselves to tell others what these reasons are.*

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 Three)

Illustrations by John Groves of the Northern Section



## diary of events

### Where the Sections Meet

- NORTHERN:** Catholic Church Hall, Louton  
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  
Ivan & Betty Breakwell, 23 Plant Lane,  
Sawley, Longeaton, Notts
- 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:** The Fountain Inn, Barming, Maidstone, Kent
- EAST ANGLIAN:** Home of Ray White, 23 Queensland Drive,  
Colchester, Essex.

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

### MARCH

- 1 LONDON Bring & Buy Sale 20.15 hrs
- 6 MIDLAND Meet at Ivan & Betty Breakwell, 23 Plant Lane, Sawley, Longeaton Notts. 14.00 hrs
- 9 SOUTH EAST London Transport Film Unit Show 20.00 hrs
- 13 NORTHERN AGM and talk by Prof F Roe on 'Further Developments in Stability' with film 14.00 hrs
- 13 WESTERN Section Meeting
- 13 MIDLAND Day run to Donnington Race Track, meet at Lamb Inn, Donnington on A453 13.00 hrs
- 13 LONDON Support Midland Day run see above
- 15 LONDON Natter and talk on touring and camping
- 20 SOUTH EAST Pioneer Run, meet Epsom Downs Car Park 09.30 hrs
- 20 YORKSHIRE Visit to York Minster, Meet in car park Castle Museum 12.00 hrs
- 23 SOUTH EAST Natter Night 20.00 hrs
- 26/27 NORTHERN Bryn Du, Llanberis, social weekend
- 27 LONDON Ride to Beaulieu Motor Museum, meet at 10.30 at Sunningdale on A30 or outside Beaulieu Museum 13.00 hrs
- 27 OXFORD Talk by Thames Valley Police
- 29 EAST ANGLIA Natter Night
- 29 LONDON Natter and Short Talk on Motorcycle Photography

### APRIL

- 3 NORTHERN Day Run to Langdale, Lake District. Meet Dungeon Ghyll Car park 13.00
- 6 SOUTH EAST Natter & Quiz 20.00 hrs
- 8/9/10/11 NATIONAL Rally at Warren Bay Caravan Park, Watchet Somerset.  
Just outside Watchet on B3191
- 10 NORTHERN Talk by Representative of BMW Concessionaires 14.00 hrs
- 12 LONDON Natter Night
- 17 YORKSHIRE Visit to Caernarvon Castle. Meet in castle car park 12.00 hrs.
- 20 SOUTH EAST Natter & Film Show 20.00 hrs
- 22/23/24 Social Weekend, Llandudno, Details from John Groves, 29 Bennet Hill,  
NORTHERN Oxton, Birkenh ad. Tel: 051-652-2500
- 24 MIDLAND Day run & lunch in Shrewsbury. Meet at Four Wheel Service, St Mary Water Lane, 10.30/11. -- Lunch Approx. £1.50. For overnight stay Ring Bob Clayson Shrewsbury 56163

## APRIL Diary of Events Continued

24 MIDLAND Natter 14.00 hrs  
26 LONDON Talk by BMW Concessionaires  
26 EAST ANGLIA Natter Night

## MAY

1 NATIONAL All Section Support the BMF Rally, The Show Ground, Peterborough  
4 SOUTH EAST Natter Night  
6/7/8 { OXFORD Camping Weekend at Jim Kentish's. Details later  
{ LONDON  
8 MIDLAND Visit to Kingway Fire Station, Derby, Junction A5111/A516 14.00 hrs  
8 NORTHERN Meeting at Lowton 14.00 hrs  
13/14/15 Social Weekend  
NORTHERN  
15 YORKSHIRE Visit to Holy Island & St Abbs Head. Meet at 12.00 hrs at  
Garage on A1 at Turn off to Holy Island  
15 WESTERN Visit the Welsh Folk Museum, St Fagas, Cardiff, meet in car park  
14.00 hrs. From M4 onto A48 bypass into western Av, turning of  
into St Fagans Rd, east bound traffic on A48 turn off to  
Michaelston Road  
18 SOUTH EAST Picture Quiz  
20/21/22 Joint Camping Weekend with the Midland Sidecar Club. Bishops  
MIDLAND Cleve, Nr Cheltenham  
20/21/22  
LONDON Support Midland Camping Weekend as above.  
24 LONDON Natter Night  
29 OXFORD Natter 14.00 hrs  
31 EAST ANGLIA Natter Night

## section news

LONDON NEWS : SNOW? WHAT'S SNOW?

From Bruce Preston

Reading reports of deep snow all around the country Londoners can feel particularly smug (or cheated if they are like my six year old) knowing that as far as we are concerned such a thing barely exists. As a result attendance at clubnight continues to be very high with upwards of fifty comfortably gathered in the Spencer Arms luxurious clubroom.

I thought that I had stumbled upon an orgy during the first clubnight in January when I came in the door and found this girl apparently raping a defenceless man. It turned out it was the St Johns Ambulance Brigade dummy being given the kiss of life by Alan Hills girlfriend Chris! There were many who felt that she should not waste such beauty on a dummy. It was part of a first aid demonstration by St Johns and there cannot have been anyone in the room who didn't feel that they had learned something and increased the chances of saving a life in the event of a road accident. A very good evening.

I missed the next one, which was a pity because it was my old friend Charles Lock giving a talk on BMW past and present, and who better to do so, for Charles is a founder member of the BMW Club and has been selling BMWs for longer than most of us have been riding bikes. As he will persist in telling people, I was a customer of his back in 1951 when I was a sixteen-year-old living in the next street and always having trouble with my Bantam! An evening of pure nostalgia, one satisfied customer described it as.

By the time this Newsletter arrives we will have had our annual Bring & Buy sale and no doubt many people will have gone home with things that they never knew they needed. It is a very enjoyable evening. Looking on to the end of March the

Pioneer Run on 20 March, starting at Tattenham Corner, Epsom will doubtless attract large numbers of BMW and every other club members and is worth a ride just to enjoy the atmosphere. It is really the beginning of the season and the start of a busy year for the London Section

#### YORKSHIRE NEWS : SNOW! WHAT SNOW!

From Barry Cook

Due to an on-going blizzard situation prevailing over the Yorkshire Wolds on the 16 January, the Alpine Rally was difficult enough to sort the men from the chickens - in fact, my feathers are bristling just thinking about it. It was not as bad as 1973, when nobody made it all the way round but quite a contrast with the easy runs we have enjoyed these last three years.

It became clear that the only way to get round was to utilise main road wherever possible and branch off on the appropriate minor road when you came to it. The main roads themselves left a lot to be desired, being covered in snow, but the heavier traffic helped to keep it down to our advantage. The minor roads were bad, snow lay hard-packed over ice, necessitating careful riding by all participants.

As people arrived back at the club room in Bradford, somewhat tired after seven hours in the saddle, amusing incidents were recounted for everyone's delight, such as the man who, answering a call of nature, waded behind a bare (!) tree and finding himself up to his waist in snow suddenly had a pang of sympathy for penguins. Then there was the man who had brought along a vast supply of sandwiches, and proceeded to devour them in every telephone kiosk he visited - and that takes some doing with a Bell Star on year head. Adding insult to injury he wouldn't let anyone else in to get the number let alone share the food.

Nine solos and two combinations made it all the way round with three solo failures. Two enterprising riders had fitted knobblies but the rest were on standard tyres. What may surprise you is that five people carried passengers - as if the weather wasn't bad enough! A couple of people went up the road resulting in bruises and abrasions but nothing serious to my knowledge.

Thanks to the Northern Members who made it from over the Pennines to take part; that must have been a hazard in itself.

Our trip to see York Minster in March is not as bad as it sounds, it is understood that the foundations are quite remarkable and worthy of inspection. See you there.

#### MIDLAND NEWS

From Brian Lowry

The BMW Club invasion of Houghton on the Hill started on Saturday afternoon with the monthly chore of licking and sticking. We seem to get more helpers every month which, of course, lightens the load considerably. It was nice to see George Saunders who braved the elements to join us.

Welcome to new members George Casper and Yvonne, and thanks for the help.

Sunday saw over 40 members filling the ground floor and even the staircase of No. 8. Welcome also to Mr & Mrs Pyatt and family who joined the Club recently. A big thank you to Margaret and all her helpers who worked non-stop all afternoon to feed the masses. Thanks also to Don Fear for his home-made brews, and Gerry Daubney's talk on Koni dampers. An enjoyable afternoon was had by all.

Of particular interest to Midland Members will be the dates for 'lickin & stickin' which in future will be published in the Magazine, so please keep your eyes peeled.

Congratulations to Tony Wheeler who has admitted to owning the sidecar outfit which won the Concours Award at the AGM

## NORTHERN NEWS

From John Groves

Well, now we are approaching the start of our Social Calander proper for 1977, I hope that those who attended the February meeting found the information and advice given by Mr Read from the Royal Society for the Prevention of Accidents beneficial. Our March meeting consists of a talk by Professor Roe on Further Development on Motorcycle Stability. There will also be a film in relation to the talk. I'm sure those members who were with us last year when Professor Roe gave a talk, were most enlightened by his findings. So if you missed his last talk, you must make this meeting, as I am sure it will be to your advantage. This month sees the first of our social weekends in Wales on the 26,27 March at Bryn Du, Llanberis. So lets have this weekend well supported Guys and Gals. We usually go for a run on the Saturday or Sunday.

This is also the time of year when John Yates needs to have deposits and names of the people who are going to Llandudno on 23/24 April. If you cannot make this meeting and wish to go please contact John Yates or myself as soon as possible.

## OXFORD NEWS

From Jack Gibbs

On 30 January we ended our fiscal year, held our annual party, and almost liquidated our credit balance on purchases for the Party. A galaxy of eats provided by wives, mothers and girl friends and, our doc's contribution of Bangers and bread rolls, plus his willingness to do all catering chores through out obviated all the games needing any energy. Our ladies did all the other jobs and everyone concerned receives all our thanks.

We welcomed four <sup>new</sup> members on their visit to 'The George', Robin Jenkinson and John Scotney from the Isle of Wight, Barry Gibbs from Long Crendon and John Trout from New Marston. We did manage a few lazy games which did not interfere with eating. Bob and Muriel Tucker produced two of their special bike quizz's. They divided the packed club room into two teams and several times defeated both. While still seated we had 'story telling' ending with Paul Mullis relating when and why his 75/5 blew up almost within sight of the Artic Circle. He, his girlfriend and the Bee Emm hitched back to civilization. They could not raise funds to buy dogs and slaih.

For the 10th successive year, our host Jim & Mrs Adams have provided free accommodation, heating and lighting. For their kindness we presented Jim with a silver tray. In reply he offered the same for yet another year. He then purchased £1 worth of draw tickets and won top prize.

This month's special mention goes to all ladies and especially those who rode pillion and in particular, Mrs Ray Swann who rode her 400 Honda 190 miles, mostly through freezing fog. Each month more and more ladies have joined us, and made our meetings even more pleasant.

At our next meeting on 27 March, the Thames Valley Police will join us for a questions and answers session.

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Many of you will not know that for many months Jack Gibbs has written the Oxford News in very bold print because of failing eyesight, and has not been able to read his news in published print. During the second week of February (in fact on the day that this is being typed) Jack will be undergoing an operation to improve his sight. Let's hope that in the not too distant future he will be able to read, with ease, the magazine to which he has so long contributed..... GW

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

If anybody needs ideas for trips in 1977 perhaps this account of Vic's run to the Stella '76 will inspire them. The Stella is usually on the 2nd weekend in July.

## The 'Stella Alpina'

Vic Doswell

After years of wanting to participate in Mario Artusio's annual ten thousand foot romp, I finally decided that both the 23 year old R67 and the 52 year old owner were in a fit condition; so on a fine, but cool night in July, we set off to catch

the 02.15 boat from Newhaven. After a night of short dozes, the next day was a tiring if uneventful ride down to Chalon-sur-Saone, where it was quite hot and I called a halt at a mileage of 410 from Reading. To my great amazement, my backside was still undamaged, a tribute to Pagusa saddles, plunger suspension and, I suspect a vast improvement in French roads over the last fifteen years!

Next day an easy ride in beautiful weather into the Alps and up over the Lautaret and to Briancon for the night; on Saturday there remained only thirty miles over the Montgenevre to Bardonecchia, base of the rally. On entering this small and pleasant resort in its cosy green valley, I found it already pretty full of bikes. Mostly big bikes! The money, man, the money - R60's, R75's, R90's, 850 le Mans Guzzis, Laverdas, Hondas, Kawasakis, you name it and they were there; quite an atmosphere. Most were rolling in and camping on the Campo Smith on the edge of town; yours

truly found a hotel to rest his ancient bones and signed in at the Tourist Office, where the genial Mario was welcoming all and sundry and sorting out all problems. In the midst of all this he invited me to lunch and insisted on paying; he really is an exceedingly pleasant and considerate man and a pure enthusiast.

That evening there was a ride up the local mountain to a film show (all bikes!) and an uproarious time. On the Sunday came the highlight. I would

estimate between two and three thousand bikes set off for the 23 kilometre ride up to ten thousand feet on

a dirt track. Forewarned, I left early, as did quite a few others, to avoid the worst of the dust; the day was perfect, fine and sunny. As we motored up what was no worse than a goodish dirt road, gradually the views opened up and became

more distant, more spectacular and more vast. The treeline was passed and we continued ever upward past a dam at Rochemolles and the track narrowed and became steeper and more tortuous; it was still perfectly easily negotiable unlike former years when snow has made it difficult. Finally, with the sky now a deep purple, we rode past banks of old snow up the last hairpins to park up by the refuge at the Col Sommeiller, on a most impressive and wild site at 9,872 feet. If you want the last 128 feet you can walk up the slope a bit! - but at this height it will make you puff. Here we had our free drinks and ham rolls and sat about or wandered round looking at the vast and increasing collection of bikes arriving in a seemingly endless procession.

Eventually, there was the competition and selection of Miss Bike-kini 1976, the best bikini outfit (at 10,000 feet these are hardy girls!) and the distribution of commemorative medals. Then personally, smartly down the 23 kilometres of dirt again and straight onto the car-ferry bay at Bardonecchia for the time-saving trip through Mont Genis railway tunnel. As a bonus I was directed to drive the Bm up into the driver's cab, and went through the tunnel with a grandstand view!

Back through France from Modane, and a two day ride to Dieppe, with an hour's rain in Normandy; otherwise fine weather. The bike went well, all 23 years of it, and its 500 sidocar bevels I did all the mountain trip in third, plonking round the

hairpins with my old 6.5 to 1 compression. Good old soft motors they made in those days! It was a great trip and I enjoyed it all immensely, thanks to Mario the indefatigable and goodnatured organiser. Long may he continue to run it.

### conversion comments

#### Capacitor Discharge Ignition Systems

From Phil Thomas

Could I perhaps comment briefly on Mr Wilfort's letter regarding Capacitor Discharge Systems.

I built and fitted one to my car about four years ago to a design published in an Electronics magazine. This retains the contact breaker for triggering and the unit has worked perfectly ever since, a distance of about fifty thousand miles. Should it ever fail it is a two minute job to restore the system to it's original form.

Recently I built another unit for my R75, electrically identical but physically much smaller which sits underneath the tank on top of the airfilter housing. Apart from one early failure which was a capacitor of too low a working voltage, this unit will hopefully be as reliable as that fitted to the car. Again, of course, in the event of failure it is a simple job to restore to normal.

There are a number of commercial CDI systems available retaining the Contact Breaker and most have anti-bounce circuitry to nullify the effect of points bounce at high revs.

The Inductive Discharge System referred to by Mr Wilfort is presumably a conventional system 'Transistor-assisted', which while reducing wear on the points offers none of the claimed advantages of a CDI system, some of which are:

- 1) Higher voltage - virtually constant with engine speed
- 2) Faster Rise Time - enabling it to fire fouled plugs more easily
- 3) Lower Overall Current Drain - typically one amp at low speeds three to four amps at high speed
- 4) Longer Plug Life

Other claimed advantages like increased fuel consumption - I'm not too sure about.

#### Speedometer Matching

Mr Lauchland from Kilbirnie, Ayrshire passes on some information he received regarding his query concerning fitting /6 instruments to a /5 machine. Ian Savage of N. Ireland quoted the following figures which can be found below the MPH/KPH figures on the speedometer head, relating to each /6 model bevel gearing.

R60/6 - W = 1.244 )	R60/6 - W = 0.773 )
R75/6 - W = 1.186 ) MPH	R75/6 - W = 0.737 ) KPH
R90/6 - W = 1.144 )	R90/6 - W = 0.711 )
R90/S - W = 1.112 )	R90/S - W = 0.691 )

#### Timing Chains

If you do not like the idea of a permanent (not everlasting) link between your /5, /6, /7 camshaft and crankshaft, and also like the idea of easier engine stripping, then when the opportunity arises fit a split link in your timing chain. The chain is 3/8 x 7/32, and the Renold link to fit is a No 26 connecting link from a No.114038 chain. BMW cars run with split links in the cam chains, so why shouldn't a bike. I have completed 20,000 trouble free miles with a link in the chain.

Next 'lickin and stickin' 2 April - at the home of Ken Wells (address page 2)



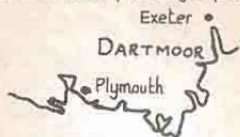
# B.M.W.s in M.C.C TRIALS - in particular the 49th EXETER trial 7-8 January 1977

From Geoff Wilson  
(see cover photograph)

Exeter

DARTMOOR

Plymouth



I am sure that many members would like to know firstly what the Exeter Trial is.

It will be of little help, but some interest, if I say that it is the same sort of event as the Edinburgh and Lands End trials, but in no way intended to be like the Scott or the British Experts trials. Perhaps the Exeter's closest neighbour is the Welsh Two Day Enduro or even the ISDT (especially up to a few years ago). Unfortunately, our motor sport repressive government has forced the MCC (Motor Cycling Club) organisers into the situation whereby they have to organise a long distance endurance trial (300 miles) without there being any danger of competitors having to 'race'. So if the chances of incurring time penalty points over a long distance are reduced to virtually nil, especially with modern reliable machines, the observed sections (in forests, on roads used as public paths and on private roads) must become more difficult to be sure of sorting out a victor. The trial then becomes more like a one day trial (i.e. the Scott) with fairly long journeys between sections, but plenty of time in which to do these journeys.

So, what bike is it that is pretty slow over long distances, but good at hill climbing on rock strewn muddy tracks? The answer must be a geared down trail bike, or even a standard one day trials machine (i.e. Ossa or Bultaco). Notice I say a geared down trail bike, because competition has proved that a BMW in standard trim will climb more successfully than an 'out of the showroom' trail machine.

However, in more glorious days, before aspiring sex idols championed the sport of motorcycling, and when riders like Frank Wilkinson rode their bikes to events even on the continent of Europe, the MCC trials were paramount. They provided competition for the everyday rider who could not run to a Hugh Vinye replica AJS at a level which the AJS competition machine rider would not consider competing; at a level which even the production model BMWs were competitive.

So, we move on to 1977, and the desire of a predominantly touring rider to pit his abilities against those of others on the one machine he can afford and prefers for his touring miles. The MCC trials are the only events left which can test his skills on this count. Hence the entry of four BMWs in this year's Exeter Trial. This is the largest BMW entry for some years, carrying on a tradition which goes back to at least 1951 when N G Arkell gained a first class award in the Lands End trial on a 494 cc BM, and who with E G Gorham and W E Freeman competed as a team in the 1952 Lands End; but what of today's competition? A preponderance of Yamaha, and Honda Trail machines, and not so many more valient opponents on Cheney Trimphs, Triumph Trophys and the like, and three 250 cc Bultacos, two of which took their riders to solo first class awards. Only three solo first class awards were claimed; the third being awarded in the road tyre class under slightly different circumstances.

However, it was in pursuit of a long days sport that four BMWs started the trial. In fact only four were listed in the programme list of entrants and one was a non-starter; a fifth BM did start but I was unable to find out who was riding it.

The non-starter was Jerry Clayton (one time reporter with 'Motor Cycle' and now an Editor with 'Which Bike'). Jerry's R75/5 in an R69S frame had refused to start with suspected coil trouble. On seeing the class of sidecar competition Jerry felt that perhaps it was a good gremlin that had caused his non-start.

The second BMW was far from being a non-starter and is perhaps the most successful bike of that marque in recent years; this was the immaculate R60/trial chair outfit of Pete Antrim, passengered by Roy Laithwaite. Pete's machine is obviously MCC

trial evolved, right down to the scabbard across the throttle and front brake lever which ensures full throttle control if the bike ploughs into a banking, and denies a tree trunk the right to apply the brake if brushed on the way past. Peter and Roy finished the trial and gained a third class award.

The third on the list was another R60; full stop. Yes, that describes it, a street standard R60, complete with road tyres and sports screen. It is unfortunate that the less adventurous riders cast this bike aside as no opposition, since not so long ago, in 1952, in fact, Georg Meier rode a standard R68 in the German Vase ISDT team. The rider J J K Wallwork; on his first MCC trial is a keen one day trails rider. Unfortunately, the upward force produced by ruts entering the first rough section must have exceeded the downward force of the spring on one of his dynamo brushes, for his lights went out. Much wasted time and a reseated brush later meant that he was a long way behind time and spectating became quite an attraction.

Fourthly, there was yours truly, riding an R50/5 solo, with trials tyres. Reference to a recent article about the 1976 Lands End Trial will let you know the other slight alterations to the bike. The only new 'mod' being the strapping up of the centre stand. This was done after a practice incident on my home fells. During a steady climb up a track, I dropped the front wheel off a rock and promptly stalled the bike. The gradient caused the machine to slip backwards, but the centre stand had dropped and whilst running back the bike was lifting itself onto the stand and my feet off the ground; hence an unstable equilibrium situation not conducive to keeping abike in its normal handlebars uppermost attitude. A quick reference at this stage to an incident which happened during the trial might deter someone from greenlaning alone on his BMW. A combination of fatigue and lack of control led to me being trapped between my bike and a high grass banking (common on Dartmoor). The bike was leaning about 60° from the vertical, and my left hand was trapped between the handlebar end the banking, and the bike was in gear. Just try lifting a /5 BMW from such a position. Thank goodness I wasn't running last in the trial.

The final BMW, number five, was not in the entry list, but happily was still competing. It was another R60, the rider, who was unknown to me, was having quite a bit of success until his kick start lever broke off; and the prospect of having 100 mile of trial left and no starting device, is nothing if not 'thwarting'. Needless to say machine and rider retired. I hasten to add that since I had an electric starter, the day did not end without us trying to fit a /5 lever onto the R60.

So that was it, two finishers, two retirements and a non-starter.

Now, whose for making up a team in the next MCC trial at Easter?

\*\*\*\*\*  
\* Northern Section \*  
\* \* \* \* \*  
\* **SOCIAL WEEKEND** \*  
\* \* \* \* \*  
\* Llandudno \*  
\* Spend a leisurely weekend in family \*  
\* Guest House Accommodation \*  
\* \* \* \* \*  
\* 22/23/24 April '77 \*  
\* \* \* \* \*  
\* BOOK NOW - CONTACT \*  
\* \* \* \* \*  
\* John Groves, 29 Bennett Hill, Oxton \*  
\* Birkenhead. Tel: 051-652-2500 \*  
\*\*\*\*\*

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\* Midland Section \*  
\* \* \* \* \*  
\* **DAY RUN & LUNCH** \*  
\* \* \* \* \*  
\* To Shrewsbury \*  
\* Lunch £1.50 (approx) \*  
\* \* \* \* \*  
\* 24 April 77 \*  
\* See Diary of Events for Further \*  
\* \* \* \* \*  
\* Details \*  
\* \* \* \* \*  
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## Lord Strathcarron

from George Saunders



a motorcycling aristocrat David William Anthony Blyth Macpherson, 2nd Baron Strathcarron, President of the Guild of Motoring Writers, Director of the Institute of Advanced Motorists, Moring Correspondent of 'The Field' and enthusiastic BMW motorcycle owner, lives in a splendid house in Cumberland Terrace, surely one of the most attractive pieces of architecture in London, overlooking Regents Park. I had the temerity to write to his Lordship asking to be allowed to interview him on behalf of the BMW Club, and was rewarded for my impertinence with the honour of having tea with him and Lady Strathcarron one afternoon early in December.

Lord Strathcarron has been riding motorcycles since an early age, and has been a BMW owner for about the last five years. He would admit to having had only one serious accident in that time. That was in 1939, when he was riding a Velocette 350 and was involved in a head-on collision with a car. 'Broke both legs in four places and was in hospital for a year' he told me. I thought I detected a trace of reticence in his Lordship's voice as he related the incident to me. It was not until later that I realised that he was probably only fifteen at the time. Nowadays his Lordship, as a Director of the Institute of Advanced Motorists, is closely involved with encouraging better driving standards, and was instrumental in establishing that organisation's advanced test for motorcyclists.

Enthusiasm for motorcycling is shared by all in the Macpherson family. Lady Strathcarron is a regular passenger on the pillion of her husband's R60/6. Elder son, the Honourable Ian Macpherson, also enjoys riding a BMW with his wife on the pillion, while younger son Andrew, at seventeen, rides a Honda 400/4. It is not unusual for the whole family to set off by motorcycle for their holidays. As a motoring writer, Lord Strathcarron has the opportunity to sample many makes of machine. I asked him what it was that appealed to him about the BMW. 'It is its cleanliness and basic simplicity, and above all the shaft drive. No matter how careful you are, chains are inevitably messy and require constant attention and adjustment. With a BMW you can concentrate on enjoying the ride. And it is so comfortable too'. He admitted that he was tempted to trade in his present bike for a R100/7. 'I can't explain why' he said. 'The R60/6 is adequate for my needs. I suppose it is like the man who buys a Rolls Royce when a Mini would do'.

Besides having a taste for the finer machines of this generation, his Lordship also admires the quality of past eras, particularly British machines of the late fifties. At present he is restoring an Ariel Red Hunter, which shares a garage with a 1950 Moto Guzzi 350, and one of the most attractive motor cars you could wish to see, a 1904 Georges Richard Brougham. He is casting around for a Sunbeam S7 to add to the stable, and if further proof of his Lordship's good taste is required, consider one of his other hobbies - he collects Jensens.

In fact, Lord Strathcarron possesses a passion for mechanised transport of all types. As well as the usual licence for car and motor-cycle, he holds a Private Pilots licence, a Class 1 Heavy Goods Vehicle licence, and a Public Service Vehicle licence. 'Once drove a coach load of unsuspecting passengers to Athens' he told me with a chuckle, 'but I'll say this, I would much rather make the journey behind the wheel of a good coach than, say, an E-type Jaguar. It is a much more satisfying vehicle to drive'.

But motorcycling has a bonus for Lord Strathcarron not found with most other forms of transport - the camaraderie. On a recent visit he made alone to the South of France, he found himself on a ferry with about eighty other motorcyclists making

for Le Mans and the Bol d'Or. He soon found himself accepted as one of the party, and in conversation mentioned that he had been unable to book a cabin. He was immediately invited to share a cabin with a spare berth by three other motorcyclists who were, until then, strangers to him. 'Can you imagine car drivers doing that?' he asked me. 'Chances are they wouldn't even talk to you'.

As I left Lord and Lady Strathcarron, I extended an invitation to join the BMW Club and to visit us at the Spencer Arms. I got the impression that he might just do that. If he does, I know he will find exactly that camaraderie about which he was talking. He will not remain a stranger for long.

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## readers letters

### Is My Manual Wrong?

Peter Molloy

I thank you for my first copy of the BMW magazine, I was surprised to find how many names I am acquainted with.

I am writing to question the point made by Bruce Preston in his impressions of the /7 range, stating that they may be used with sidecars, because in the new /7 manual, the technical data one (there are now two handbooks supplied; one riders manual and one similar to the /6 manual) it states in heavy type that they are not suitable for chairs ... sorry for my first letter to be critical.

-----  
No Peter, your manual is not wrong. Bruce informs me that he was given wrong information, as apparently have been a number of other journalists, and he has now been told that /7 BMWs CANNOT OFFICIALLY BE ATTACHED TO SIDECARS. I am sure anyone doing so will have a spirited outfit but will invalidate their guarantee..... GW

### Valve Guide - ance Please

Tom Stephens

It happens that I have access to a lathe and it is easy enough to make round components for the bike. What I'd like to know is what is the absolute best material for valve guides? At the moment I am trying out aluminium bronze, 18" of which I can turn into a dozen guides at less than half the cost of BMW's own.

The last time I overhauled my own /5 engine I fitted a self manufactured guide to an inlet and exhaust valve. So more than 2½ thousand miles have been covered with nothing to indicate any trouble. Early days yet I know, but if any of you engineering types would like to comment please do.

Does anyone know where I can buy an 8 mm reamer with fixed pilot. Pilot to be about 4 inches long for reaming valve guides.

-----  
Tom, here's a considered reply from E Jerrard after being posed the question.

The favourite material used for general engineering/automobile applications is PHOSPHOR BRONZE made by GLACIER available in 13" lengths, solid and hollow bar form, machined all over. The type of material for valve guides would be graded, GLACIER 2B8. This material would also be suitable for rocker bushes and small end applications (connecting rod).

### NATIONAL COMMITTEE ACTION ON AGM PROPOSALS

- 1) The Treasurer has investigated the present accounts in which club funds are held and has informed the National Committee that no benefit would be gained from reallocation at the present time.
- 2) Gordon Diplock has agreed to draw up the rules under which is pre /5 Concours/Elegance Award will be presented.

## technical topics

### Brake Failure Light Fails ...!



If your brake failure light fails on your /6 or /7 it is unfortunate that the computer system cannot tell you whether brake failure is imminent or whether your failure light has failed.

A recent letter in the BMW owners of America magazine highlights this point by reporting the discovery of chaffed wires under the tank causing the 'brake failure' light to blink on and off with the actual braking system in perfect order.

This is only one example showing the need to check along your wiring looms regularly.

### Still on Electrics ...

/6 & /7 owners keep an eye on your battery. Take more than a cursory glance at your battery, especially at the base of the terminals. A number of reports have been received of batteries fracturing and leaking from these areas. I am sure that your frame will not be renewed under warranty when battery acid has done its worst on your paintwork.

### 'Captive' Gearbox noises

From Jerry (E Jerrard) Southampton

In the event of member gearbox experts being unable to escape from captivity in order to make comments upon your noise problem (PW THOMAS - January Newsletter) I feel that I could be sufficiently qualified to make comments regarding this complaint. Unfortunately you did not reveal sufficient information to assist me in forming a possible theory about the causes, ie, the mileage covered, and lubricant used. However, whilst not being at hand to listen to the patient's ailment or examine him, I am able to offer some suggestions.

Firstly, it should be understood that all gears of the parallel spur type teeth do create a certain amount of noise. In your gearbox you have three helical constant mesh gears designed in this way especially for quiet operation, because they are in constant mesh. Then you have left three pairs of parallel spur gears in constant mesh, but with a difference; each pair are under load only as long as a lower gear is selected and maintained, otherwise they revolve unloaded and freely. The three helical constant mesh gears are permanently under load whilst the engine is driving the back wheel. So much for this brief outline of the function of these gear clusters.

Now, assuming of course that the gear teeth profiles are of the involute type, normal bearing wear of shaft races and wheel bushes should not produce abnormal vibration frequencies (noise), however I do not entirely dismiss the possibility that the gear box manufacturer (I doubt that BMW make the gears) may have made an error over various tolerances relating to:- (1) shaft axis centres, governed by box race borings. (2) gear tooth profiles. (3) tooth spacings (4) squareness of teeth upon wheel. (5) pitch circle run out (6) over length teeth (7) over thick teeth (8) irregularity of tooth spacing around circumference of wheel (9) excessive radial clearance of wheel bearing. I mention these nine possibilities in order to demonstrate the amount of machining and accuracy that is needed in producing a gear box. Now there are a further three considerations. You state there is nothing obviously wrong; well with all due respect to the person/s who examined this box, there may be a defect/s that an experienced person may discover upon close examination ie, tooth flank scaling, excessive radial clearance or drift of respective gears, or gear oil of insufficient viscosity. The manufacture of gears is a

highly specialised and exacting science, and because of this it is often very difficult to discover the causes of gear noise.

There are in my opinion certain courses of action you could embark on, beginning with the simple and graduating to the difficult and near impossible:

- 1) be sure that the noise you are hearing is abnormal, compare with other members machines if possible, either by riding theirs or they riding yours, to gain a number of opinions.
- 2) Find out if other users use the same grade of oil as you are, if not, try the same, (I'm referring to viscosity rating, not make)
- 3) If you feel satisfied that there are no 'damaged' teeth, experiment. Try running the gearbox with HYPODY 80 gear oil, or recommended oil with an additive especially for gears, for example WYNNS.
- 4) If none of these suggestions in these paragraphs produces the desired effect and the noise is still abnormal, then reexamination is called for.
- 5) This last suggestion has to be a complicated one, first careful measurements need to be carried out on all relevant components and compared with new parts or another gearbox parts, that in operation was known to be quieter than your own. Or 'trial by substitution', replacing laygear cluster and 2nd and 3rd speed gears.

The operation outlined in paragraph 5 would need to be carried out by an engineer with the necessary equipment, and the whole exercise would be quite invaluable and protracted. This is about all I can do in the way of a remote analysis for you Mr Thomas. If you eventually resolve this problem I, and other members, would be very interested to know how you achieved it.

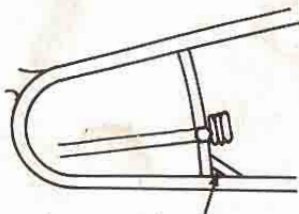
#### Marrying a /2, /5 or /6 and a sidecar

Geoff Wilson

I know a number of people who are combining the qualities of the /2 BMW frames and the /5 or /6 engines to make a rather special sidecar outfit.

I listened with interest at the 'Elephant Rally' as a friend explained to me that the German 'type testing' organisation will not allow this modification unless the frame has the bracing piece as shown in the diagram.

Surely the insistence on such a modification has been justified somewhere along the line.



the required bracing piece  
(on both sides)



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## mutual aid

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FOR SALE: 1959 R69 mostly original, MOT. Engine a bit tired, surplus to requirements hence £375 ono.

Apply to Tony Wight, 45 Darlton Drive, Arnold, Notts

Tel: Daytime Chesterfield 75967. Evenings

Nottingham 201621 or Jim Bookey at

Woodborough 2069

FOR SALE: /6 left hand fork slider for drum or disc brake £10. Hydraulic brake reservoir for single disc £10

Apply to Dave Howard, 29 Yates Close, Gt Sankey, Warrington

FOR SALE: /6 or LWB /5 Craven Carrier with Haggarty Remp Panniers & Fittings £25.

Krauser Carrier & Parcel Rack half price £13. Apply to Brian Lowry,

65 Lathkilldale Crescent, Long Eaton, Notts. Tel: 68563.

FOR SALE: R75/6 Rear Bevels, Low mileage offers. Apply to Ivan Rouse,

20 Moorhill Road, Whitnash, Leamington Spa, Warwickshire. Tel: Leamington 20415

FOR SALE: R69S engine, new, complete with carbs and clutch. New stainless steel

exhaust pipes and silencers for R69S. Old type gear box, second hand. Two piece

leathers, dark blue, inside leg 27" waist 34". AGV helmet, white small. Paso jet

open face helmet. Offers to: P Curtis, 2 Green Acre Mount, Tilehurst, Reading,

Berks. Tel: 0734-24025

FOR SALE: For /6 & R90S, a few copies of BMW workshop Manual. Supplied in loose

leaf binder £5 each plus 50 p post & package (Xerox prints) Cost of master copy

£12.75. Also new chrome Tower rear carrier for /5 & /6 £6. Apply to

Don Butterworth, White Coppice, West End Lane, Warton, Preston, Lancs.

WANTED: Sealed beam unit and head lamp rim. 1 rocker box cover for /6. Apply to:

Dave Howard, 29 Yates Close, Great Sankey, Warrington, Tel: Warrington 55139

WANTED: Information on where an 8mm fixed pilot reamer with 4" long pilot can be

purchased (for valve guide reaming). Apply: Tom Stephens, 14 Long Meadow, Torriano

Avenue, London NW5 2SU.

WANTED: For R90S, Petrol filler cap (non-locking) Apply to: Peter Molloy, 86

Woodford Road, Poynton, Stockport, Cheshire Tel: 061-709-3156

WANTED: For /2 model, Avon fairing. Friction Damper Assembly complete. Pair of

exhaust pipes, front mudguard. 7/25 gears. Offers to: Stephen Megivern, Chestnut

Ridge Road, Moravia, New York 13118, USA.

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12v. voltage regulator. Tel: 01-622-9102 after 7 p.m. Tony Winlow

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