

the journal of

NOVEMBER 1977

THE BMW CLUB



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ISSUE 313

NOVEMBER 1977

editorial

I am sat here red faced and glowing, full of egg and chips, pen poised to fill in the last vacant space of this magazine as my equally red faced wife thrashes the keys of the typewriter in an attempt to get the copy to the printers before the ferry we must be on bound for Ireland leaves. Today our faces are red from an afternoon run round the fell roads of Lakeland in the wake of the holiday makers seen off by the falling temperatures.

WHAT SWITZERLAND DOES TODAY

Yesterday my face was red as I fought back the anger brought on by reading the leader columns of a recent 'Good Motoring' magazine, the publication of the group known as the Company of Veteran Motorists. Whilst I am pleased that their membership form acknowledges the existence of motorcyclists it makes me seethe to read of this company advocating that we follow another European country's example in passing a law which denies riders the right to overtake on the offside of vehicles stopped in a traffic queue.

In the same column they almost insist that the French are correct in using headlights in daylight and that again England would do well to follow their example.

From an organisation whose aim, as far as I can see, is to foster courteous and safe driving through enabling its members to display a badge which I suppose commands some respect (and withdrawal of it on conviction of a traffic offence), I find it sad that they are prepared to make such unqualified statements and apparently haven't even considered recriminating the drivers who open doors in front of progressing motorcyclists or exit from junctions into our path. Perhaps too many of their members are being lost because their accident free driving record is being marred at the wheels of a motorbike.

(Cont. Page 3)

diary of events

where the sections meet



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

- NORTHERN: Catholic Church Hall, Lowton, Nr Wigan 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 - see below:
- OXFORD: The George Hotel, Littlemore off A4142 south of Oxford.
- WESTERN: Old Tipling Philosopher, Chepstow Road, Caldicot, Gwent.
- LONDON: The Spencer Arms, Lower Richmond Road, Putney, London
- SOUTH EAST: The Fountain Inn, Barming, Maidstone, Kent.
- EAST ANGLIAN: Cricketers Public House, Danbury Common

- NOVEMBER:**
- 2 SOUTH EAST Natter Night
 - 8 LONDON Slide show by Jim Kentish 20.00 hrs
 - 13 NORTHERN Meeting, Lowton
 - 13 WESTERN AGM and Bring & Buy Sale , Old Tipling Philosopher 14.00 hrs
 - 16 SOUTH EAST Natter Night
 - 20 YORKSHIRE AGM and film show. A E Autoparts 14.00 hrs
 - 22 LONDON AGM 20.30 hrs
 - 25 LONDON Beer Keller night, corner of Moulton Lane and Brooke Street, London W1. (more of a dining session than drinking do) Details from Alan Hills.
 - 27 OXFORD Bring and Buy Sale
 - 30 SOUTH EAST Natter Night
 - 30 EAST ANGLIAN Meeting & Darts Match

- DECEMBER:**
- 2 YORKSHIRE Annual Dinner
 - 3 NORTHERN Annual Dinner, Lord Daresbury Hotel, Warrington Tickets only from John Groves Tel 051 625 2500
 - 6 LONDON BMW Talk on /Bs.
 - 11 NORTHERN Meeting, Lowton
 - 11 MIDLAND At the home of Tony and Babs Melling, 8 Grant Drive Walmer Bridge (off A59 west of Preston) Leave M6 Junction 28. Turn left into Leyland, follow signs to Longton.
 - 11 WESTERN Meeting, Old Tipling Philosopher 14.00 hrs
 - 14 SOUTH EAST Christmas Party
 - 18 YORKSHIRE Christmas Party
 - 18 OXFORD Mince Pie Party
 - 20 LONDON Christmas Party
 - 21 EAST ANGLIAN Meeting

- JANUARY:**
- 2 LONDON Natter Night
 - 8 NORTHERN Meeting, Lowton
 - 8 MIDLAND At the home of Ken & Margaret Wells, 8 Field Close, Houghton on the Hill, Leics.

EDITORIAL Cont..

So the politics goes on, and so will our riding so long as not too many of us wallow in the warm glow which winter rides produce without doing our responsible bit to keep it like that, and I suggest more is needed than the displaying of a C V M Badge.

section newsEAST ANGLIAN NEWS:

From Bob Hunter

Firstly, let me clear up a bit of confusion that has arisen concerning a certain R60/6 owner who is frequently seen wobbling along in the slow lane, often overtaken by milk floats and inva-cars and easily recognisable by his size 7 DERRI BOOTS,, RON Hunter of course, that intrepid adventurer from London E5, not to be confused with that orange leather clad R90s rider, frequently mistaken for a low flying aircraft over Chelmsford ad much abused East Anglian Social Sec., Me, BOB Hunter. (The old one's my dad!) I have it on good authority that DERRI BOOTS will shortly be available on the National Health .. Me, I'm tough, I ride in bare feet!

Nextly, 11 September saw the culmination of many months of hard work - the 1st Sumpscratchers Rally (a 12 Bike Road Trial) I think that everybody who came will agree that it was a success, not too easy, not too difficult even our lady R60/6 owner, Annie Redman had a bash (?) and beat half of the blokes as well. The sight of the eventual winner, Alan Hipkins, partly submerged on his R90S at about 60 mph in the Danbury ford will be long remembered over camp fires of burning DERRI BOOTS (sorry!) Many thanks to the marshalls, Pete Brown and Roy Gravestock, for ensuring a completely trouble-free event. We'll be organising another one, so all you cowards who prentended you were on holiday this time will be able to have a go.

Chris Boon and Annie Redman would like to thank Fred Secker for his helpful advice on their recent Channelcrossing to Belgium, it's true you know, you can't go anywhere without bumping into another club member.

Finally, by the time this reaches print the Section's A G M will have been held and after our first 12 months I think you will agree that we have just about got things sorted out and we've even got some money in the Bank. Important committee changes will be published next month.

OXFORD NEWS:

From Jack Gibbs

Watched television last weekend and saw Ken Messinger competing in this year's World Hang Gliding Championships. Those members who enjoyed visiting Ken's establishment in July will be pleased to know Bob Tucker is arranging a second visit, but, this time on a Sunday, for members to enjoy another inspection of this exciting sport.

More mundane was the subject for our September meeting, but the importance of Road Safety and it's application to motor cycling occupied two hours of interesting debate. Senior Road Safety Officers from Berks & Bucks, plus five section members who are RAC/ACU instructors in four different centres provided information concerning all facets of this complex problem. Pam, our regular shorthand writer took notes which, when transcribed to longhand will provide an article for next month's journal. One personal reminiscence is surprise that our own Senior County Road Safety Officer knew so much concerning the BMF and quoted it as being the correct and best authority to approach Parliament concerning one item discussed. Another was the lack of knowledge concerning the government supported private company STEP and its possible take over of Learner motor cyclist training. More about all that next month.

Section business was minimal. John Curtis was co-opted as a Committee member. Jim's (Jim Kentish) Camping weekend was discussed and referred back until after the next committee meeting. Next month it's our Annual Bring & Buy and comedy show. We have a buyer for a good R90/5 and that is quite serious.

Gossip.Pete, Adrienne and Daffy Gosden arrived on their new R100S which is still under going the running in ritual.

Percy Curtis on his R100S disclosed the concours distinction of his famous R69S

now in warm storage, but being transferred to his new home. Naked suspension springs are now clothed, and thats only a starter.

Photographs of Doc's Day were admired and belated thanks to Eric Rostental for the excellent pictures. Film, its speed etc and other data would interest those of us with less expertise.

Pete Gowland, National Social Secretary, a frequent visitor to all sections, plugged the 1978 Caravan weekend over Easter and still seeks advice on none camping National events.

I have learned why George Mendoza has been absent from recent meetings. Change of job, sale and purchase of houses, and most important marriage, is the cause. Congratulations and all our best wishes for your future to both of you. Premature thanks to all the club's retiring officials and our promises to support those who continue or are newly elected.

NORTHERN NEWS:

From Bill Madely

At our September club meeting, the current trend of non-participation with regard to social activities was discussed. It was no surprise that no clear reasons emerged from the discussions of why members no longer take advantage of the social weekends organised for them. However the views of the committee on the subject were aired, and it was stressed again that unless members took a more active interest, social occasions would become a thing of the past, due to the disinterest of the section members being responsible for the dampening of the committee members' enthusiasm for organising them.

The annual dinner was discussed at the meeting and later between committee members. At the time of writing it has been decided to hold an annual dinner, but not on the scale attempted in the past. It will be a much smaller affair catering for about 20 people. It is sad that the section has over 100 members, which with wives and friends, could give us a potential of 200 people which would of course give us enough scope to be able to make it into a grand affair and a night to remember. However, I can guarantee that those who attend will have a marvellous night. (See diary of events for details)

Traditionally our last social weekend of the year, The Llanberis weekend, as it has become known, although the venue is about 2 miles from Llanberis, was a great success. In spite of the fact that only 7 people had booked for the weekend, with only four weeks to go before the event, 22 people turned up for the final get together. Again it stressed the lack of interest among Northern members, as only 13 of these were actually section members. Our good friends Jack Gibbs and his wife Ann attended, and Jack remarked what an ideal place it was for a club weekend. Of course I did agree Jack, maybe you could convince other members of the fact in time for the event next year. The Bunkhouse has a potential of being able to accommodate 45 people, now that would be a real get together. Unfortunately I contacted the flu bug just previous to the weekend, and I only managed to get to the Bunkhouse tea time Saturday. In fact I only got up out of my sick bed Saturday afternoon.

Throwing our things on the Bemm I set off weaving groggily down the road, misjudging completely my stopping point at the first junction I came to, and almost fell off when I eventually did stop! Pulling the Bemm upright again, I glared suspiciously at the front wheel for the benefit of the few amused spectators who'd witnessed my antics and moved off again muttering in my beard nasty things about BMW stability. After a few miles the utter joy of riding a motorcycle overcame any weariness I had, and I settled down into the familiar rhythm born of many years in the saddle. Arriving at Betws-y-Coed we met Ray Reade who had gone up to Llanberis to visit us all there, but having no clear idea of where we were staying, had given it up as a bad job and was on his way home. Never mind Ray, I'm sure you enjoyed the ride through Wales. Our overdue appearance at the Bunkhouse was met with the usual good natured sarcastic remarks; at least I assume they were good natured and after a few

problems of meals and accommodation, the night settled into the discussion of bikes, with a few of the assembly disappearing up the road to the nearest pub. Sunday dawned bright and clear and developed into probably the best day, weatherwise, we have ever had in Wales. Apart from London member Eric Rosenthal being rammed by an 'unknown' Northern member, and the now annual occurrence of Dave Shelldrake breaking his screen, the day's club run was a fabulous day out. The run alternated between leisurely sight seeing and high speed bend swinging through the incomparable roads of Wales. To take part in such a club run, is, in my humble opinion, what club life is all about. To lead, or to follow, such a group of highly experienced riders is the ultimate in motorcycling pleasure. To follow such a group of riders peeling off for a fast sweeping bend, is a thrill and a joy afforded to too few of us in this life. May we never lose this aspect of club life, we would never be able to replace it. Thank you all for your company.

YORKSHIRE NEWS:

From James Clegg

Our September meeting was at Beamish Open Air Museum, Chester le Street, Durham. The museum is set in approx. 200 acres and depicts the Geordie way of life years ago though at the moment the site is only in its infancy. The first thing to see is a ten minute film showing how the community grew up and learned to live with various adversaries and how they used the mineral wealth, coal, iron etc. At the moment the site holds a railway station of the period, with a small length of track with steam train and coaches. There is also a Newcastle tram in working order which can take you to another part of the site where there is a mine and farm. Much, much more is planned for the site and when it is all finished it will certainly be a wonderful spectacle. A 100 yards walk up the road takes you to another part of the museum, Beamish Hall, which is full of all the relics of the old shops and various industries.

Our next meeting is on 20 November, our AGM. Prompt start at 2.00 p.m. Film show to follow, featuring Imola 200 and Champions on Two Wheels.

MIDLAND NEWS:

From Brian Lowry

For those members who made the journey to Bishops Cleeve for the National event at the Bank Holiday they were rewarded with an entertaining weekend in glorious sun shine. Our thanks to Gordon Diplock for the work put into the gymkhana events which took place on the Sunday. This was followed by the more energetic amongst us enjoying a rounders match - the North beating the South hands down.

Two weekends later saw us camping at Whetton Mill for the second time this year. Friday night went on record as being one of the coldest camping nights and the following Saturday one of the wettest! We were thankful of the hospitality and warm fire to be found at the local in Butterton, especially those who tackled the steep climb up that hill. Sunday changed to welcome sunshine and tempted us out on a trip round neighbouring Derbyshire, re-affirming my feelings that Whetton Mill is one of the most pleasant places to be camped.

The last camp of the year was held as a joint event with the West Midlands Sidecar Club at Much Wenlock. The degree of dampness this year did not quite match that of last year's thunder storms. The Plough over the road from the campsite proved a popular eating place with more than ample portions of piping hot food.

A working farm at Aston Scott within easy distance of Much Wenlock gave an opportunity to those interested in seeing at close hand a collection of farm animals amongst them shire horses, long horn cattle, geese and ducks and a chance to see butter being made. The afternoon rain did not stop the outdoor cider making, using equipment that could obviously tell a tale or two judging by its age. It proved very informative and those of us who saw the cider making process and took a turn at man-handling the grinder and press will probably never feel the

Readers Letters

The Mishap

(or should leathers be compulsory)

I suppose being middle aged, fat and balding, that motorcycling is to me at least mentally retarding (think about that one). Well given summers like '76 any hot day would find me in shorts, bone dome and pumps, spare tyre to the fore, flying around the countryside soaking up the sun (and flies and chippings). Not no more!

On a mediocre Sunday (12 June) Margaret and I set out at about 10.30 hrs for my adrenaline boost on our R90S, Margaret dressed in sweaters, slacks, boots and Belstaff nylons, me in leathers. Around 15.00 hrs rain, so a stop for Helly Hansen suits before continuing on wet tarmac. No problems, but I notice slight discomfort around left temple caused by creased bin liner (helmet liner) under full face helmet. After 100 miles or so, quite painful, but being me and late for tea I carried on only to sail gaily into an unmarked right angle left hand bend. I realised, half way round that no way was the bike going to negotiate it at that speed (55-60) so I did the only possible thing, kept cool, calm and PANICKED. Now events immediately after this are a little hazy but either I touched the front brake or leant so far over that foot rest and/or BMW 'D' crash bar touched down; whatever it was the bike dropped leaving rider and passenger to complete their journey on arse and elbow with slightly damp gravel as a base. Fortunately the nearest traffic was about two miles away, the first car in our direction giving us a lift to nearest large village and ambulance station. Margaret suffering shock, fractured collar bone, cracked shoulder blade, bruised sternum and sprained ankle etc., me having damaged pride (first and I hope last mishap since I was 17.) I accepted the lift only after trying to restart and ride with bent forks and the rest.

However, there has to be a moral somewhere. Imagine the same incident with me half naked in shorts and pumps. Our Hellys melted into plastic blobs

through to my leathers and Margaret's Belstaff and slacks. I suspect that I would have spent something like 4 - 6 months in and out of hospital having skin grafts and causing an even longer waiting list for the appendicitis, hernias, gall stones, ulcers and other problems caused by 'no fault of their own' type of illness. Also, food for thought, how much cause can be attributed to the uncomfortable 'bin liner' against left temple, which, prior to mishap was most noticeable?

So if we choose to ride two wheels or three or four, should we not be protected against self inflicted (or otherwise) damage? i.e. should bone domes, (siks too) seat belts, protective clothing all be compulsory, I think yes but my opinion should keep readers letters going for a few months.

Rob Clayson

P S Damage sustained to R90S caused by gate post into field, cockpit fairing, headlamp, crash bar, fork tubes, flashers silencer etc. but the sturdy frame, bless it, when checked no sign of distortion.

Rust Eating Maggots

I'm a proud owner of a R60/6 and have been a member of the BMW owners club for nearly a year. Unfortunately, I have been unable to attend any of the sections meetings as I seem to be out of the country a great deal of the time. Mind when I get the chance I ride a great deal and cover very long distances. Living in Montrose, Scotland also poses its problems as there seems to be no near section. Still I hope in the not too distant future to get to one of the section meetings and a rally. I'm not the only BM owner in my area there's at least six other owners.

I read with great interest the Tale of Two Silencers by Trevor Stafford as my left hand silencer has decided to come apart at the seam. I had the offending seam braized up only to find that after I had stripped down for a rechrome that the metal was so thin a series of tiny holes had appeared. A touch of the rust eating maggots. Since I don't want a genuine BMW replacement I enquired of Gus Khun's about a pair of stainless

Mary Dudgon says

this is My Special

On the front cover a pair
to complement each other
Mary & Outfit

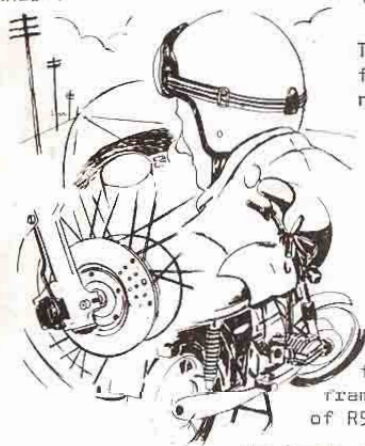
As I climbed aboard my BMW R60/Steib outfit, in the car park at the Limb Centre, the Limb Fitters exclaimed... they had come to see me off ... 'that is why she is breaking so many limbs, it is the strain put on the artificial leg, while kick starting with her own leg'. To me they said 'You must have an electric starter'!

Ah! I thought, this way I will get a new BMW. Arriving home I broke the news to Roy & Tony. They agreed and told me to phone around the dealers to enquire the price of a new 750cc engine, or a second hand one.

However, to cut a long story short, Ron Slater of Hughenden M40 came up with a second hand R75/6 with a mere 152 miles on the clock. Next Dave Dickinson of Tintern Garage supplied the R60/2 frame and the already modified Earles type forks.

Now we were getting somewhere. Next the wheels. We had a new Norton rear hub, which we used for the front wheel, with two centres turned by Roy, of aluminium, on to which we fixed Suzuki discs. Instead of the BMW dampers we fitted Koni from Hughenden. A modification on positioning of these was necessary to fit the calipers behind. For the rear wheel we used a BMW hub, again with an aluminium centre to hold the disc, a Triumph cast iron one this time, but with a Suzuki caliper, in order to keep them all the same, including the sidecar wheel which sports a small Suzuki hub suitably widened. Large discs were fitted on the front, medium on the rear, and small on the sidecar, thus balancing the braking power and enabling the outfit to pull up in a straight line. It was because of my disability that we had decided on hydraulic brakes on all three wheels coupled together and operated by the front brake. The hand brake operates the second brake on the front wheel.

All hubs are fitted with special bearings.



The modern rear loop from an R75/5 was welded to the frame, together with all the necessary lugs etc. needed, after all the unnecessary ones had been removed. Tony made the glass fibre seat pan, then a firm in Birmingham made the modern type seat.

Next the frame, forks, sidecar chasis, carrier etc. went away to be blasted then electro-statically nylon sprayed, in white. Ivan Breakwell supplied the stainless steel exhaust pipes, silencers and suspension covers.

I wanted an R90S tank, and luckily Dave Dickinson had one in stock, though it had to be cut away in the well and a piece manufactured to clear the top frame tube. A first class job was done on this by Les of R90/6 fame!

The handlebars I thought would be a problem, as I had been looking for Triumph 1970/71 Daytona type. Dealers seemed to think I meant high rise American-market style. However I sat on a Police BMW and decided those bars were the shape for me. Next all the handlebar fittings, new type switches, headlamp, consul, mirrors etc all from Dave D.

The mudguards, sidecar chassis, sidecar body and mudguard we manufacture anyway.

Next the electrics. My electronic friend Paul was roped in here. He made up the

loom, filled the headlamp and space under the seat with relays, coils etc; really went to town on it, as it were. The wipers, and sidecar lights are Lucas, and the powerful spotlight, Hella; the horns are Range Rover.

The final drive bevel gears were on something of a trial and error basis to start with. I was to try 8/25s, but in actual fact they were 11/33s in an 8/25 casing, the result being far too high gearing. Then I tried the 7/27s from my old R60 (which had done 145,000 miles) these were too low. So Dave D. built up a new set of 7/25s excellent in all gears.

It all started to go together in Easter 1976, and I finally got it on the road on 21 August 1976, ably assisted by Alan Dean and Phil Griffin. Recently we fitted a Brealey-Smith cockpit fairing, a quartz clock and volt meter.

Readers Letters Cont.

steel silencers as a replacement and was quoted the sum of £95 for a pair. This to me seems to be rather expensive especially as Mr Stafford got a pair for £65. I would be grateful of the full address where he bought them or of another place that sells stainless steel silencers at a reasonable price plus the name and address of a good CDI system for my model as I intend to fit one shortly.

Thanks for a great little club magazine I find many of the tips useful and the stories most enlightening. Finally after having owned Blstaffs and Trialmaster suits which started leaking through the seams, particularly around the crutch after a period of time, there is only

one suit that I have found is 100% waterproof, warm and looks smart and doesn't cover you in filth, as does the waxed variety. That's the Motomod two piece suit. I've never been wet or damp when I've worn this suit and I've ridden in some really wet Scottish weather. The suit is not cheap at £65, but for me it's the Rolls Royce of waterproof suits.

Cheers,

Tim Castleton

Stainless Steel exhaust pipes and silencers are obtainable from Ivan Breakwell 23 Plant Lane, Sawley, Long Eaton, Notts (the address was in the July Magazine).

For a good capacitor discharge ignition system try Boyer, 38 London Road, Bromley, Kent. Tel: 01 406 1515

MIDLAND NEWS CONT.

same about that particular drink again!

Saturday evening gave us the choice between the usual gathering for a natter at the pub or a folk evening in the landlord's Assembly room thus helping to round off this year's camping season

Dialogue

Scene: 'Sea front, Whitby

Speakers: Club member (quite a 'famous' one) and a 1'le Yorkshire lad.

Lad (tugging at member's arm) 'Mister, are you going out for a swim?'

Member 'No son, these are leathers, not a rubber wet suit. What's more my feet arn't that large'.

A HINT FROM RAY BROWN

Ray suggests that if you are having problems with throttle cables breaking on your Dellorto type carburettors where the cable leaves the top of the carb. then consider fitting a new cable guide as fitted on the newer 905's which rise vertically from the mixing chamber top

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

BOL D'ORin a hurry
to the**GOLDEN BOWL**

Tom Stephens tells how he eventually arrived at the scene of the fifth round of the FIM Coupe d'Endurance series at Le Mans in mid September, in the company of Club members Alan Hills and Christine, Vin Harvey, Alan Cowperthwaite, Brian Lowry & Sheila and Kevin Ives & Sue, most of the time that is

It was at the last Whetton Mill camping weekend that I heard of this trip to the Bol d'Or, but it wasn't till Monday that I knew there were spare tickets. Immediately it seemed here was a very interesting weekend jaunt. I hadn't been racing for some small while, not so much as a Saturday club race at Brands.

First thing I did at home was dig out all the relevant papers 'Blast, passport out of date in March, MOT's in date, insurance that's in date and best of all got enough money for the trip. So it was on if I could see Alan Cowperthwaite.

A mild bit of fiddling took care of that. I work Tuesday nights but I had to get off to see Alan at the Club. He was duly found, approached, paid and in return I was given the details. Be at Portsmouth 9 p.m. Friday 16 September, Albert Johnson Quay, Brittany Ferries Boat.

I must be the original belt and braces man. Like to be sure that's me. Like with the green card you don't need insurance till something happens then if there's any get out the beggars will take it. So it seemed to me the thing to do was to have a green card, even for a weekend. That is until a £25 price tag was put on it. From that moment my all purpose Common Market minimum insurance became OK and I'd get more at the border if necessary. Passport next, no problems except it was expensive at £5 for a year and have you ever tried to find a 'photo' taking machine at a minute's notice?

It was all done by Friday, passport, picture and money. For those of you who heard me claim I'd got 10 and a bit franks for my pound, well it wasn't true. I'd done better by a couple of points, but not 2 franks worth. But it was a nice delusion.

Friday night, 5 p.m. saw me entering the Kingston By Pass heading for Portsmouth. A nice comfortable cruise down was the plan, and so it turned out. But, it's not very far and by 6.30 p.m. I was sitting in Brittany Ferries Lounge with a cup of coffee in my hand waiting for someone else to turn up. So I sat, 7.00, 7.30, 8.00 8.30, by this time I was quite certain it was the wrong night. There was about 100 other bikes on the Boat, many of them BM's but not my club member mates. 8.45, I'd better find out the last moment I can by a ticket. '9.30 Sir, we close up just after' says the man. Well, now I knew. Nearly nine now. Then at 9.05, 'hello Tom, bin here long'. 'Horray, at least two of us have got the wrong night.' Between 9.05 and twenty past the others arrived. Just nice time to be last on the boat. However our ticket holder had done his job. We had the use of two berth cabins. So find them, dive in, spruce up and off to the bar.

Quite by chance we ran into another club member, Michael Fairley. He just happened to be off on a short holiday. A plan of campaign was needed for the trip. It seemed best if we camped well away from the circuit. That way we would have no trouble with race goers and we would have less far to return Monday morning.

So that was it. The place chosen was Fougères, a nice little town with a castle.
Lost in France

At about 10 a.m. Saturday we were on our way. At least the rest were, I'm sat on the wrong side of a swing bridge while the rest disappear into the distance. After a few minutes one of 'em returns and sees my problem. In a few more minutes the

bridge closes and we really are off. Straight into St Marlo - lost. It's a maze of little streets. Right road at last and we were heading east for Fougères. Once out into the countryside the speeds climbed, till we were cruising at 80 plus on narrow D roads. Now I'm having trouble keeping up. Around the corners I expect to be in trouble, but down the straight, wow, I can't keep up here either. After an hour and a few towns, Fougères hove into view. 'hope someone knows where he's going'. Someone did and pretty soon we were in a camp site brewing up. Then, as it's early Saturday it was off to the supermarket next door to fill up with bread and wine and anything else we wanted. My problems were simple, no more room to carry anything so a bottle of wine and a tin of milk did me. Then it was load up and off again. Same sort of thing with me just hanging on. Oddly enough, I was in second or third spot when the column broke up. It was over a sharp right turn at some traffic lights when we recollected there were three members short. Nothing for it but to carry on. In this manner we arrived at Le Mans. The place was well sign posted, there was no trouble finding the circuit. Now for the first time we met up with crowds of French riders.

The first gate looked crowded so on to the next. That turned out to be several miles down the road, and left up a side road straight into a traffic jam. 3 or 4 miles and a couple of hours later we seemed to have reached a spot on the edge of the track which seemed to be our limit. We had been stopped by a cop. The road was just too full. He had neatly cut our column in two once more. The front disappearing in the crowd. After a few minutes trying to get by and being stopped we were allowed to leave the bike and walk up looking for the others. Finding them neatly parked by a camp site. 'Hang on, wait for us' - let's see if we can catch up. Lo- when we returned to the machines we were permitted to ride forward.

And so it was we got parked at the circuit and found those we lost on the road. In the middle of the conversation it came to light someone had heard they were charging 60F to get in. 'Too much, I'm not going'. 'What do you expect, it's always high over here', and so it went on. Until in expectation four of us struck out in what appeared to be a good direction. We couldn't have picked a worse way. It was about a three mile hike in an afternoon temperature of 75°F carrying Krauser boxes, helmets and the rest. For myself with a rucksack not too bad, for the others quits a trip. Even so I was for giving up within 100 meters of an entrance because I could not see it. However, get in we did after paying our 60F (about £7.50) for the 24 hours. Programmes free!!

But weren't it nice to do nothing but sit and watch bikes, which as the fatigue wore off and we took more notice, began to look good, then very good, then fantastic.

A fast motor cycle well handled is a joy to watch. But you ain't seen nothing till you've seen it in the dark. True to tell, you don't actually see more than a headlamp and it's beam, so I suppose it's mostly in the mind, but you can hear the gear change and watch that beam sweep through the bends. These riders did not slow because it was dark. In fact, the fastest lap was put in at night.

After a rest and some food we made to have a good walk around taking a check on the track every so often. What with side shows and eating places it was more like Hampstead Heath than Brands Hatch, but always with a gap at the railing to watch the race.

At about 12 midnight it was time to get our heads down. We chose a spot in a railed off camping area. There were toilets of sorts and water. Better than the outside campsite which didn't seem to have either. We slept under the stars, I in a sleeping bag the other two under a space blanket.

The side shows and the eating places and the racing went on all night, but I didn't stir till seven. Then to food - a light breakfast and back to the track.

The racing boys were still at it. Our 'Gus Khun' BM wasn't in sight and we were told it had dropped out. Just one BM left, but not a fast one. By this time the

TYRES TYRES TYRES TYRES tyres tyres

Debatably the most talked about problem concerning BMW's, even since before the advent of the /5s is that which has become commonly known as 'wobble' at low speed and 'weave' at higher ones. The reason for these manifestations has often been attributed to tyres and in an attempt to pool the information harnessed in the heads of club members, and others, we have tried to collate as much relevant information as possible in the following pages, relating principally to TYRES.

It must be remembered ~~that~~ 'stability' has always been the aim of the motorcycle designer, and that instability had been evident in BMW's and other motorcycles long before the /5.

As an aperitif it is interesting to hear what Len Setright has to say in his recently published book 'Bahnstormer', as he discusses the frame design of the /5s.

'More interesting than its strength, however, was the controlled stiffness of this frame; laterally it was fairly resistant to distortion, but longitudinally it was deliberately compliant, von der Marwitz believing then as now that too much stiffness is undesirable in a roadster frame, however appropriate it might be to a racer. In particular he was concerned about a shake originating as a lateral movement at the rear tyre and being transmitted through the frame to the steering head to emerge as a low-speed wobble; this had to be countered by strict tolerances in wheel construction and in lateral stiffness of the rear tyres. Responsibility for the latter was shared between Metzeler and Continental, the former achieving the desired results by the insertion of laminae of hard rubber in the tyre side-walls, the latter achieving the same results by specialised carcass construction. There is evidence to suggest that selective testing of finished tyres was done, only the best being delivered to BMW for original equipment on their motorcycles; whether a rider might find replacement tyres as good when the time came to fit them was rather less certain than the probability that he would have steering troubles if he tried tyres of any other make or size!.

.... And that is from a long time student of our marque; but equally important are the facts as told by the people with whom all of us can discuss the soles of our bikes.

Firstly from the General Manager (Motorcycle Division) of the BMW Concessionaires GB Ltd

'..... only Metzeler, Continental and Michelin are recommended. No other tyre is officially recommended by the factory and we cannot stress this point too strongly.

One of the contributory factors involved ⁱⁿ one of the Sussex police accidents, was in fact Avon tyres in our opinion, coupled with wrong rear suspension settings, incorrect steering head pre load (should be for /6 & /7, 35 CPK) and under inflation of rear tyres for high speed riding'.

From the Service Manager of Avon Tyres Ltd.

'The Avon Company have purchased a BMW R90S for progressive motorcycle tyre testing. The fact ^{that} this machine was shown in an advertisement for Avon tyres cannot, we believe, on its own, raise any implication that BMW have recommended Avon tyres for this machine. Incidentally, this machine handled beautifully on Avon Road-runners and was recently ridden round the I.O.M. T.T. Circuit'.

Of the recommended fitments as shown in the chart he says ... 'This information is based on the normal road going requirements of the average rider and for a machine in standard trim, but, in cases, other factors can affect the handling of a motor cycle such as weight, height and riding position of the driver and the fitment of auxiliary equipment such as fairings, panniers and top boxes, in some cases, can lead to individual handling problems on any machine'.

From the Depot Service Administration Controller at Dunlop Service Headquarters U.K.

..... 'The question of the fitment of Dunlop tyres to BMW motorcycles has been in front of us for some time, and while we are of the opinion that our TT100 and Red Arrow range of tyres could be fitted to these machines using low profile combinations BMW have not yet given their approval for the fitment of any low profile tyres. Until such time as this situation changes we feel therefore unable to make any recommendations for the fitment of TT100 and Red Arrow tyres to this marque.'

So now you know. Whether you take any notice or not is up to you of course. Either way, below is a list of recommended tyres and others which manufacturers offer as suitable for various machines.

PRODUCTION LINE FITMENT TYRES

	METZELER		CONTINENTAL		MICHELIN	
	Front	Rear	Front	Rear	Front	Rear
R50/5 R60/5 /6 /7 R75/5 /6 /7	325 S 9 Rille 12	400 S 18 Block C66 Touring Special	325 S 19 RB 2	400 S 18 K112	425 S 19 M38	400 S 18 M38
R90/6 & S R 100/7 S & RS	325 H 19 Rille 12	400 H 18 Block C66 Touring Special	325 H 19 RB2	400 H 18 K112	NOT FITTED AS ORIGINAL EQUIPMENT	

OTHER RECOMMENDED TYRES

R50 R60 R69 R69S	325 S 18 Block C5	350 S18 Block C66 Touring Special	Unfortunately the Block C5 is not now made in the 350 x 18 size as originally fitted and this recommended pair denies the rider the facility of wheel interchangeability for which these models are noteworthy
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TYRES OFFERED BY MANUFACTURERS AS SUITABLE FOR BMW MACHINES BUT NOT APPROVED BY BMW FACTORY

	AVON		MICHELIN	
	Front	Rear	Front	Rear
R50/5 R60/5 /6 /7 R73/5 /6 /7	360 S 19 Roadrunner	425/85 S 18 Roadrunner	SEE ABOVE	
R90/6 & S R100/7 S & RS	360 H 19 Roadrunner	425/85 H 18 Roadrunner	325 H 19 S41	400 H 18 M45

Tyre Speed Rating Code (i.e. 400 V 18, 400 H 18, 325 S19)

V = rated to exceed 130 mph
H = rated up to 130 mph
S = rated up to 112 mph
Uncoded = rated up to 94 mph

K 112



REAR TYRES

Continental

RB 2



FRONT TYRES

K112 Special rear wheel tyre, for high mileage coupled with uniform wear. Excellent sideslip resistance, even on wet roads and when banking. To be used together with RB2. No handling problems on longitudinally fluted roads.

RB2 Front tyre to be preferably used with the K112.

METZELER



TOURING SPECIAL

Of course, Metzeler has been the manufacturer most often associated with BMW's for many years and they produce a wide range of tyres suited to BMW's, but not fitted as original equipment. The fact that a tyre is as originally fitted does not make it suitable for all riders in all circumstances. There are tyres such as the BLOCK C5, a pattern suitable for use on the front wheel and provides quite an increase in tyre mileage plus the advantage of increased grip under heavy braking and in wet conditions. For anyone anticipating a long 'overland' type journey where high mileage is involved plus rough roads the C5 with a Touring Special C66 at the rear is a must.



RILLE 12

RACING-PROFIL
BLOCK C7

At the top end of the scale are the 100/90 H19 Rille 16 and 120/90 H18 Block C88A Touring Speed.

These are high performance road tyres for the sports minded rider and have a 90% aspect ratio (i.e. height = 90% width), so in other words the tread width is increased along with traction and braking force transmission without changing the tyre diameter. Due to the profile there is more contact area on cornering and it is on fast bends where these tyres show their advantage to the full. These tyres are best used in pairs but the Rille 16 front tyre can be used with any Metzeler rear tyre of conventional section, for normal street use. The 120/90 H18 Touring Speed is a close fit in the swinging arm and as such cannot be used in short wheelbase /5's as the tyre will rub.

RACING
PROFIL
RILLE 14TOURING
SPEED

RILLE 16

Racing tyres can also be used if desired, the 325 V19 Racing Profil Rille 14 and the 400 V18 Racing Profil Block C7.



BLOCK K

The Block K cover has an extremely broad 'foot print' and is a tough tyre particularly for use on the rear wheel of a sidecar pulling machine.

Next month see what members have to say about tyres they have ridden on.



BLOCK C

AnExtra

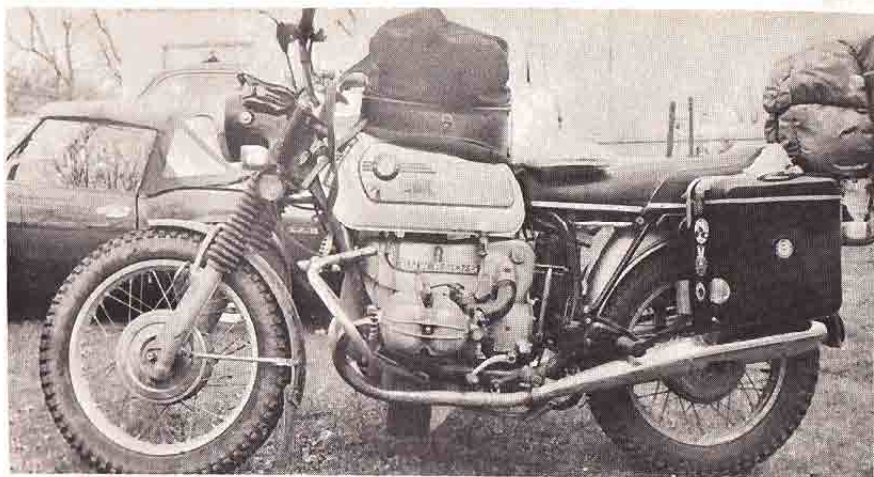
Geoff Wilson

Quarter Litre

Time marches on inevitably circumstances change, opinions change, attitudes change, mine have done anyway. As time advances so does the reading on the odometer, and when that figure tops 50,000 and the bike registration book bears witness to the fact that the machine is three and a half years old comes a moment of decision when circumstance, opinion and attitude become inextricably involved. For change in circumstances I blame my BMW. It happened that at the same time as greater adventure called BMW ceased production of the R50/5. Dealer desire to free himself of this obsolete model shortened the price tag to the length of my very stumpy cheque book and here beginneth the involvement in the BMW Club, an apprenticeship in motorcycle club life and a renewed interest in long distance touring which was to ensure that my bank balance would never reach the dizzy heights which would secure a new flat twin of German manufacture again (to date), the 50/5 saw to that. It seemed ill at ease in the garage with suspension extended and engine cold. It cried out to be ridden, to be loaded to the gunwales with camping gear, panniers, saddlebags and tank bag - and myself. I got no joy whatsoever from looking at its oh too practical shape. To retain my interest in that two wheeler I had to be astride it, preferably with Jenny on the pillion using all 9" of suspension travel, mastering the gear change technique and endeavouring to live with other club members on bigger capacity machines. I was happy to do just that for three years ignoring the business practice of leaving cash for investment to cover depreciation and renewal of assets, so when that moment of decision arrived part exchange was out of the question.

I didn't want to exchange it anyway. My bikes have never taken on an individual identity which justified a christening ceremony or birthdays but that bike had shaped my character and now SEC 7M was responsible I think for the thoughts which occupied my mind for 50% of my days; thoughts that involved forthcoming trips, club activities, mechanical problems (there were a few), and the more general ways

This picture tells something of why I didn't want to forsake the R50. We had done a lot together



of a motorcyclists life, but perhaps most of all thoughts about the availability of 750cc engines and the problems of transplanting a 75/6 motor into a /5 everything else. Would I really retain the time evolved understanding between myself and SEC 7M. Remember the theorising that went on when Dr Christian Barnard accomplished his first heart transplant. There were people who said that a body's character was the 'heart' (if popular song writers wrote medical journals that would certainly be true) and that transplant surgery could lead to schizophrenia. I reassured myself that the BMW did not have the complexity of the human being and was sure that the weld reinforced rear wheel, the front mudguard with the scratch across as a result of the headlight falling out onto it, the flattened exhaust pipes and all those scars on the frame which were like the pages of an adventure novel, would still be there even if I replaced the engine. The real 'heart' of the machine would still be there but the whole body would be rejuvenated.

Thus convinced, the search began for a suitable engine. Not an easy task I assure you, and one which can be fraught with problems. It's a fact that engines usually do not stay with their mileometers and distance travelled is probably an idle guess. As to the way the engine has been run up to the point where an insurance company regards the machine as not worth repairing, pure contention. In most circumstances I regard myself as being blessed with superb and sometimes dangerous optimism, except when it comes to purchasing internal combustion engines, especially ones which have been parted from their petrol tanks and electrical systems and no way are they going to display their knocks and rattles.

It was soon obvious that no one was going to come to me begging that I purchase their just run in, 4000 miles old R75/6 motor. That orifice beneath my nasal cavity was undoubtedly going to have to earn its place on my face by advertising the fact that Wilson wanted an R75. Early on in the campaign a small impression was made in the mind of Cliff Prosser (BMW Concessionaires employee) who at the time was doing a round of Open Days in the north. 'Wilson wants an R75' was the message. The show moved on to a Lancashire venue, and Cliff was perhaps on the verge of sealing a 100/7 when the condition arose 'providing I can get rid o my 75/6 engine which I was preparing to replace my 60/5.

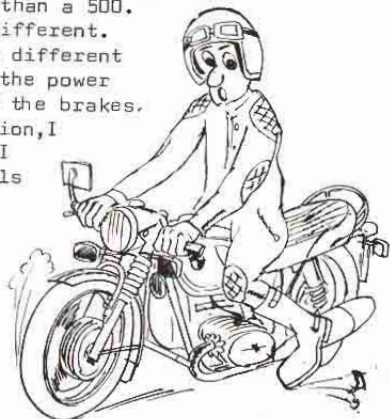
Well, would you fancy that? Eventually Wilson had that 75/6 engine, and what was more important it was completely in pieces. When I first saw it, it looked like an exploded view from a workshop manual. It's previous history was not important. I could measure the wear there and then, and I could rebuild it to my own specification.. The deal was clinched and it included a 32/11 ratio final drive to match my new found power source.

Over six months elapsed before the 75/6 ousted the 50/5 and it was only the prospect of high taling it to the South of France with increased vigour that moved me to the final push. The problems of the swap-over, I will lumber you with some other time, but the problems which arose after the swap over I will elaborate on now.

It's first 'road test' was over roads that I knew, like the way home from work, over roads where gateposts and hawthorn bushes are my braking distance boards and the feel of a dry stone wall against my shoulder the indication of a correct line through a bend. But someone must have moved the gateposts nearer the apex of the bends and those dry stone walls closed in on each other because riding had become that hairy pastime which I had almost forgotten ever existed. Naturally, I suppose, cruising speed had increased and the brakes weren't so effective, just as efficient but not so effective. Well, they should be as effecient, they were the same brakes as had been on the R50, but something seemed not to tally. It wasn't that the bike was just taking longer to retard because of the higher speed at which brakes were applied, but at junctions it was reluctant to stop at all using the technique to which I was accustomed, namely rolling off the trottle, as the front brake was applied, easing on the rear brake pedal, and then when almost zero velocity was reached, to whip in the clutch lever. All

this, often enough, without even dropping down the gears. To the experienced rider an obvious indication of my having ridden many miles astride two strokes where 'engine braking' is not in the glossary of commonly used phrases. The first clue I had as to why the bike was not stopping came when making a last ditch effort to slow up as fast as a car in front of me I hastily dropped through the gears at the same time as braking. As soon as the clutch was disengaged the rate of retardation increased markedly. I was not aboard a new bike, it was the same one that I had ridden for the previous 50,000 miles, that's how it felt anyhow as I cruised on roads which could be travelled no faster on a 750 than a 500. BUT the power characteristics of the engine were different. The power came in or more importantly died off at a different place and at all but the lowest throttle settings the power output of engine exceeded the retardation power of the brakes. No longer could I anchor up in my established fashion, I had to change my technique. I hasten to add that I still have the original brake linings on both wheels which testifies to the extreme hardness of BMW's linings and to the fact that under anything other than severe use they can become polished and in my view less effective. It also shows that a constant pillion companion demands considered use of the brakes if their comfort and companionship is to be ensured.

I still have my wife as a passenger which maybe proves that I've solved the retardation problem.



The second major upset caused by the 750 transplant happened after well over 1000 miles had been travelled on the 'new bike. It took all those miles for the combination of circumstances to be right or wrong which ever way you look at it. (A stab in the back for 500 miles road tests). We were in Southampton after a 5 hour run down the M6, M5 and M4 heading for the ferry to Cherbourg. Never before had I realised that in the rural north west of England rarely are we forced to ride in the 30 - 35 mph range. Those speeds are usually accelerated or decelerated through. But that morning as the early shoppers made their way into Southampton they impeded our progress at about 32 mph. The fuel tank was nearly empty, the panniers were full (about 23 lbs in each) and the rear carrier was laden with camping gear, when we experienced for the first time the notorious low speed wobble which I had previously regarded as a figment of the feint hearted imagination. There was no doubt that I was now in a rare situation to diagnose the fault. With a 500 cc motor in the same frame with the same tyres there were no problems, but at that speed with the 750 cc motor the problems were real. I am sure that



under such loaded conditions the /5 and /6 frame is not capable of coping with the across frame vibrations set up by the explosions in each combustion chambers at the frequency at which they occur in the higher gears at the 30 - 35 mph speeds. In a crowded city street the only solution was to whip in the clutch and rev the engine beyond the frequency which causes the frame to resonate. When the conditions were right I experimented and found that the wobble was most easily induced on the overrun, and that once set up no reduction in speed would eliminate it. For a reason I cannot explain, the wobble was identical to the one experienced on my machine when a sidecar is attached, at about 20 - 25 mph.

Plenty of thought was given to the subject as we crossed the English Channel as we considered the possibility of riding the periphery of France without running at the problem speed.

The first few miles in France relieved us of our anxieties, as with the steering damper in use we oversteered our way in good old thru'penny bit fashion clear of Cherbourg. And that is how it was for the next 3,000 miles, giving the appearance of being either novices or anebriated as the damper friction prevented me riding a straight course at below 20 mph.

So there you have it. Same frame, same tyres, same steering and swinging arm bearings, same riding style, but DIFFERENT engine gives wobble where never was wobble before.

I am keen to get the chance to load a /7 to the same extent to test the effect of the reinforced frame.

To put everything into perspective it must be said that only under very heavy loading has my machine acted in this way and that I am prepared to tolerate it to the extent that I will say 'Does anyone want a 50/5 engine?' I'll put the cash aside to pay for the extra tyres.



affliction, a knife & fork were permanently welded in his hands the accompanying photo was taken (BC) just after having the operation and only proves that he was young MANY years ago, despite what some members think.

I'm sure that there must be lots more amusing photos around, how about sending them to the Editor.

OLD TIMER

Who, When, from Whom?

We certainly had some fun in the sixties as Bruce once said, we had some very pleasant weekends at St Briavel's. There was a future President of the BMW Club who was not really an early riser however the introduction of a large hairy sheep dog through the back door of his tent brought about a rapid exit, see photo.

At one time poor old B.P. had a terrible



BOL D'OR Cont..

race had been on for 16 hours. The first dozen bikes were equally as fast as the night before. There were only about 25 machines on the track now, out of 65 starters, Quite a casualty rate.

So it went on. The pace not decreasing, nor the numbers. Wheelies under the Dunlop Bridge, hard work in the pits. The crowd by this time was on the increase and in some places we passed through was so thick it was difficult to move. So having had a french traffic jam we left early and stared for home. At that time the order was Honda, Kawasaki, Honda and bringing up the rear the odd BM and Ducati which, by the way, sounded more BM like than the BM itself.

Hence home and waited for Wednesday to find out what happened, who won and what went wrong.

Was it worth it? That's like asking is a BM worth it. Yes, if you like racing. I could say it was an expensive way to end up with a diff neck from camping out, but I won't, it certainly was an arduous weekend, but a most interesting one.

For the Record The first BMW home was ridden by J Danzer and F Fitzard from Germany. They finished 12th just behind Phil Read and Tony Rutter on a 997 Honda. Sorry to say they had seen Christian Lean and Jean Claude Chemarin pass them 88 times in the 24 hours on their winning Honda.

MUTUAL AID

FOR SALE: New R90S forks complete £290 ono. New rear wheel complete £75 ono.

Pair used /6 CV carbs £50 ono. Right hand /6 carbs £25. Late /6 swinging arm and shaft £20. New BMW chrome pannier carrier for leather or craven panniers to fit LWB/5 and /6 £18. New wrap round type crash bars £24. R60/5 inlet and exhaust valves £3 and £6. Crankshaft thrust washers coded yellow £3. /5 left hand switches £7.50. /6 left and right hand switches £13.50 Rear lamp lens £6. /6 headlamp lens right hand dip £5. Indicators complete with lens, matt black £6. Used front and rear mudguards £15. Rear mudflaps £2.50. Green left hand side panel £4. BMW paint sticks green, burgandy and curry 75p. Old type petrol taps £5. Some other stuff see last month's mutual aid.

WANTED: /6, /7 frame and voltmeter a la 90S. Arthur Elmes, 88 Harden Drive, Bolton, Lencs BL25BX. Tel Bolton 32266

FOR SALE: R75/5 £800 complete with fairing, air horns and spot lamps. Apply to: Tom Stephens, 14 Long Meadow, Torriano Avenue, London NW5 2SU Tel 01 485 8955

25% OFF normal retail price for watch repairs. Ray Brown, a member from the Isle of Wight is a professional watch repairer and will deal with repairs by post. Contact him at 13 Sandown Road, Lake, Isle of Wight. Tel Sandown 3676 between 09.00 & 22.30 hrs. If you have problems obtaining batteries for your digital watch he may be able to help you. All repairs carry a normal guarantee.



METZELER

METZELER TYRES *** METZELER TYRES *** METZELER TYRES *** METZELER T	
100/90 H 19 Rille 16	£18.50 + VAT 8%
120/90 H 18 Block C88A Touring Speed	£20.00 -do-
325 5 10 Block C5 (for greater grip & wear)	£15.00 -do-
325 5 19 Rille 12	£14.00 -do-
325-H 19 Rille 12	£16.00 -do-

400 5 18 Block C66 Touring Special	£17.00 -do-
400 H 18 Block C66 Touring Special	£19.00 -do-

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

CLUB REGALIA *** CLUB REGALIA *** CLUB REGALIA *** CLUB REGALIA *** CLUB REGALIA

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

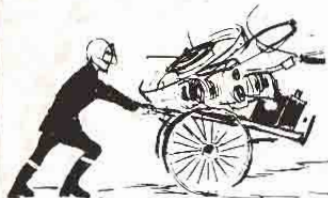
Available at the Club rooms from Section Secretaries.

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

A word to impress your friends with KINEMATIC it describes the new quadrant linkage gear shift on the 1978 R80/7 and subsequent models.

LICKIN 'N STICKIN - 3 DECEMBER 1977 at home of Ken Wells - address Page Two

COPY DATE - 1 DECEMBER FOR JANUARY 1978 MAGAZINE

mutual aid

FOR SALE: R69S 1964 31,000 miles only. Bike now surplus to requirements but I would like to sell to a Club member. Best condition hence £800. Apply to: Mr J W Eley, 3 Ascot Drive, Felixstowe, Suffolk

FOR SALE: 5 gal. petrol tank suitable for /5 and /6 As new, £55 only. 1 pair /5 rear dampers, approx 5000 mls only £10. Apply to Ken, Green,

45 Warwick Avenue, Sands, High Wycombe, Bucks, Tel: High Wycombe 32585

FOR SALE: For BMW /7, front wheel, complete less spindle & disc, also rear rim only, both as new, price for two £60. Apply to: I Felton, 120 Elmcroft Road, Ipswich, Suffolk Tel: Ipswich 48453

FOR SALE: Bosch contact points /5 onwards £2.60. Oil Filters used as original equipment by BMW £4.24 for three - available now. Also available in December Pattern Oil Filters £3.24 for three. will fit /5 onwards all include P & P. Varta 28 amp batteries to fit /6, /7, to order, must be collected £30. Please contact Andy Wright 12 Heybridge, Castle Road, London NW1 Tel 01 267 8110

FOR SALE: To fit Earls fork models, rear mudguard (with wiring) £10, headlamp shell £10, r/h handlebar lever unit £10, exhaust pipes with clamps £5. Apply to: Mike Kitchen, 18 Handsworth Crescent, Sheffield, S. Yorkshire Tel Sheffield 443694

FOR SALE, For the R60/2 (Earls Forks Models), 1 Headlamp shell & switch £5.00, 2 Damper Units (front) £20.00, 1 gear box, £30.00, 1 Mag £25.00, 1 Dynamo £25, 1 seat £8.00, 1 Rear lamp housing £6.00, 2 Stainless steel silencers suit outfit as both right handers, excellent condition £1400. each. 1 alloy rim £4. Sundry other spares available also.

For /5s. 2 short wheelbase 'Dudgdon & Wilde' carriers with back rack £20.00 to clear. 1 short wheelbase 'Dudgdon & Wilde' carrier without back rack £14.00 to clear. Apply to Mary Dudgdon, Fermain, 40 Ludlow Road, Bridgenorth, Salop WV16 5AF Tel Bridgnorth 2724

FOR SALE: For Earls fork models, 1 standard petrol tank, very tatty but functional with non-leaky tap and key for toolbox £8.00. 1 pair of high handlebars with cross-strut, good condition £2.00. Apply to Andrew Kenny, 39 Charles Street, Berkhamsted, Herts, Tel: Berkhamsted 2910.

CONTINENTAL TYRES *** CONTINENTAL TYRES *** CONTINENTAL TYRES *** CONTINENTAL TYRES
FOR /5 /6 /7

Speed rated to 112 mph

325S - 19 £14.00
400S - 18 £17.00

Post & Package £1.25 for 1 tyre. £2.00 for 2 tyres. Apply to Peter Hodgson, Jet Tyres, Haycliffe Lane Mills, Wibsey, Bradford. Tel: 74988 (work) 598109 (night)

Speed rated to 130 mph

325H - 19 £16.00
400H - 18 £20.00

SPARE BULB PACKS /5 /6 /7

Including one each of:

Quartz Halogen H4 60/55w
Panel (Capless /6, /7) 1.2w
(/5 capped) 3w

Side Light/Parking 4w) 10 items
Rear/Brake light 5/21w) £4.50
4 x Ceramic Fuses) inc P&P
Indicator 21w)

BOSCH SPARK PLUGS ALL MODELS 90p per pair

AIR FILTERS /5, /6, /7 £2.00 inclusive

REPLACEMENT HEADLAMP BULBS

/6, /7 H4 QH 60/55) £3.25 inc. P & P
/5 QH 60/55)

Apply to: Ian Barkway, Pleasant View, Back Street, Cotehill, Carlisle

FOR SALE: Spares for Pre and Post /5 BMWs by fast mail order service. Accessories imported from Germany to your order. Repairs to pre and post /5 BMWs by appointment. Contact Bob Porecha, 78 Byne Road, Sydenham, London SE26 5JD Phone 01 778 3314 evenings/weekends

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