

the journal of

SEPTEMBER 1977

THE BMW CLUB



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ISSUE 311

SEPTEMBER 1977

editorial

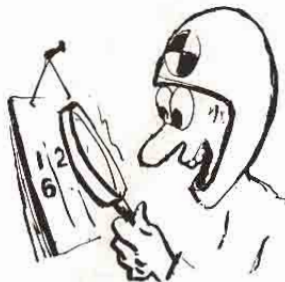
To making spelling errors I have resigned myself after many years of doing so and seemingly making no progress in the improvement stakes, but for letting technical clangers get past me I cannot forgive myself. On returning from a 3500 miles sojourn in the near west of Europe, returning refreshed and being in a position to read the August Club magazine having almost forgotten that I had edited it made me wonder who the clown was who professed that the new R45 had the same bore as the present models; of course that was utter dribble and should have read 'the same stroke'. As yet I have not been bombarded with requests that I produce my credentials.

Having confessed, I can now return to riding with a clear conscience; riding through that period of the year when high mileages seem a 'doddle', personally fostered dangerous incidents seem few and too many other drivers seem to be suicidal imbeciles. Packing into two weeks a mileage which normally takes between two and four months to cover certainly puts you in peak form. That feeling of diplomatic immunity which seems to accompany me as I ride on the Continent, telling me that the ignorance plea will see me though any situation of law enforcement, still lingers as the swervery of the Scottish borders or the Cotswolds are taken with the same abandon as the hairpins of the Black Forest or the vineyard bordered bends of the Garonne.

Finally, from enthusing over riding, I make no apologies for excluding bikes from this month's front cover. Last month's club activities involved people more than machines, and people are as important. G W

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

'LICKIN' & STICKIN' 1st October at home of Ken Wells. Address above



diary of events

where the sections meet

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

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

SEPTEMBER:

4	NORTHERN	Support Jumbo Run
4	MIDLAND	Support Jumbo Run
7	SOUTH EAST	Natter Night
11	LONDON	Mystery ride, meet 11.00 hrs outside The Pub, Enfield, N. London
11	WESTERN	Visit Dean Forest Railway Society, Parkend, Glos. 14.00 hrs Take B4234 from Lydney
13	LONDON	Natter Night
17/18	LONDON & SOUTH EAST	Camping Weekend for Thruxton at Wyke Down Service Station 3 miles east of Andover, off A3093 signposted for Walworth Industrial Estate.
17/18	NORTHERN	Social Weekend Llanberis
18	YORKSHIRE	Visit to Beamish Museum. Approx. 3½ mls north west of Chester 1e Street, Co. Durham. Meet car park 13.00 hrs
21	SOUTH EAST	Natter Night
23/25	MIDLAND	Joint camping weekend with Midland Sidecar Club at Wenlock Edge. Campsite Opposite Plough Inn on B4371
25	OXFORD	RAC/ACU Training Scheme Talk
27	LONDON	Best Bike Competition for Pre /5 and for /5 onward
28	EAST ANGLIAN	Meet at the Cricketers

OCTOBER:

5	SOUTH EAST	A G M
8	MIDLAND	Run to Nottingham Goose Fair. Meet on Derby Road Outside the AA Office 14.00 hrs
9	LONDON	Run to Stratford upon Avon Motor Museum, 1 Shakespeare St Meet at Beacons Field Town on A40 at 10.30 or outside Museum at 13.00 hrs
9	NORTHERN	Meeting Lowton
9	WESTERN	Meet at The Old Tipling Philosopher 14.00 hrs
11	LONDON	Slide Show
16	YORKSHIRE	Visit to Triumph Works, Meriden. Meet Manor Hotel, Meriden 10.30 hrs
19	SOUTH EAST	Natter Night
23	NATIONAL	A G M Manor Hotel, Meriden 14.00 hrs
25	LONDON	Darts Match
26	EAST ANGLIAN	Meet at The Cricketers
30	OXFORD	'Summer' Slide Show
31	LONDON	Visit Bluebell Railway, Horstead Keynes, off B2028, South West of East Grinstead. Meet Spencer Arms at 10.30 or East Grinstead town centre at 13.00 hrs.

NOVEMBER:

2	SOUTH EAST	Natter Night
8	LONDON	Natter Night
13	NORTHERN	Meeting Lowton
13	WESTERN	A G M and Bring & Buy Sale. Old Tippling Philosopher 14.00
16	SOUTH EAST	Natter Night
20	YORKSHIRE	A G M and Film Show at A E Autoparts 14.00 hrs
22	LONDON	A G M
27	OXFORD	Bring and Buy Sale
29	EAST ANGLIAN	Natter Night
30	SOUTH EAST	Natter Night

Readers Letters

A Tale of Two Silencers

In July of '76 I lost the ever popular battle of rusting genuine BMW silencers. The battle was conceded at the crucial time of T minus six weeks of a continental tour. Not wishing to repeat this expensive exercise I enquired of the address of Messrs Breakwell & Green. A pleading letter brought tales of gloom as the waiting list was something in the region of nine weeks. That left me with no alternative but to try Rafferty Newman pattern silencers at £12.50 each. It was a thirty mile round trip to get them and on offering them the bike discovered that a hacksaw and hammer were needed to make them fit. Well fit they did not not 1100 miles later, an ominous rattle started emanating from the left hand silencer. Upon removal it was found that the baffles were loose, so straight back to the shop I go for a little customer feedback session. Upon producing the article to the spotty faced individual I was greeted with 'What do you expect for such a cheap price'; tempting words indeed for experimenting with one pattern Bum doubleyeaw silencer to see if it could be reshaped as ear muffs. The lad not thinking for one minute that the cheap price was more than likely equivalent to his weekly wagepacket. However, the chief storeman was grateful for my pointing the defect out and asked me to inform him of any further troubles.

Apart from the noise these silencers made the holiday was satisfactorily completed visiting 10 countries in as many days.

BUT! After one winter and some 8000 miles they rusted straight through again at the wrong time like 4 weeks before my honeymoon in Luxembourg. A panicky pleading telephone call and letter to Messrs

Breakwell & Green explaining my predicament produced the kind of friendly reply motorcycling is all about.

Hence whilst returning from my wedding in Yorkshire I collected for the sum of £65 a beautifully made pair of /6 style short wheel base stainless steel silencers which are quieter than the genuine variety. They fitted perfectly, look a treat and more important of course saved our honeymoon. I give my thanks from my wife Audrey and myself to Iwan and wish him a prosperous business.

Trevor Stafford

Where do 'they' go

The rather puzzling suggestion that BMW intend to introduce a smaller model should be seen in its domestic context.

German motorcycle insurance rates are truly astronomic; i.e. £1000 for a 20 year old on a Kawa Z1000. A by-product of this is that motorcycle insurance is now classified according to engine power and no longer by cubic capacity. Young people and economy-minded souls are therefore attracted to the 27 P.S. (Pferde-Stärke=Horse-power) class which is much less exorbitant than the higher classes. This 27 P.S. class encompasses the 250 cc two-strokes and most 350 cc four-strokes including the new 350 Moto Guzzi. Indeed, there already exists a conversion kit to bring a BMW R60/5/6/7 into this class. Incidentally, 27 PS (DIN) is approximately 30 HP (SAE)

BMW, being nothing if not astute, feel, no doubt, that they can grab a piece of this market in marketing a direct competitor to the new 350 Guzzi V-twin, especially as the much loved 250 singles have been dead a while now.

Pictures of the new machine have already been shown in 'Das Motorrad'. I don't have details to hand, but the bike is

Continued on Page 6

PINKING

From Tom Stephens

the Saga of Pete's Motorcycle

It all began when he was dumb enough to buy one of those nasty BMW things called an R60/6. I told him at the time, 'don't, it pinks and it don't go, buy an R75 like me'. So, of course he didn't, he opted for the sixty.

Shortly after running in had been completed 'IT' appeared, PINKING. It pinked. Never was there such an enthusiastic timing setter. Up a bit, down a bit, even occasionally right. Each movement of the points was carefully tried out on the road. It got so bad (his trying to find the ultimate timing point that is) that I even conned him into buying my old timing light for a tenner.

Then, of course, someone whispered in his ear, 'needles', that's carburetor needles to you. So the same thing again. Up a bit, down a bit, right now and again. And lo and behold, up a bit helped; it knocked 2 to 4 mpg off his fuel consumption, but it did help.

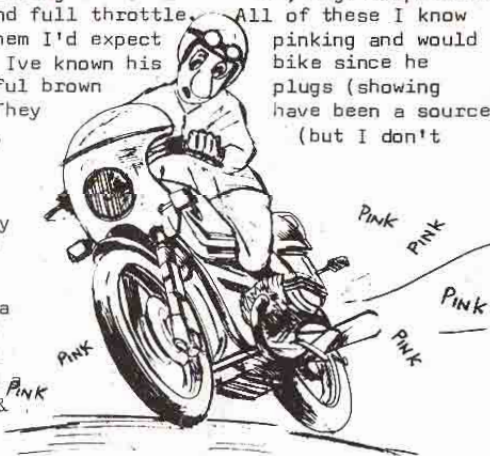
All the time I had thought electronic ignition was the answer. It had stopped my R60/5 pinking when it was an R60, so he bought the Lucas type and fitted it. The usual results were achieved. It went better, returned better fuel figures, could use lower grade fuel, and reduced, but did not cure, the pinking. "Keep trying Pete, don't give up. One more try and you've got it licked." One more try. Well, that turned out to be gas flowing of the heads. So off come the heads, and off they went to a guy Roy Laithwaite said was very good with Jap engines. Two weeks later they were ready and reinstalled. Over the next two or three thousand miles Pete comes to the conclusion that there is no difference here. So what now?

At about this point we hear of a story about a dealer, an Irish dealer, who on a visit to the factory stired them up a bit and they got out their experts to tell him why an R60 pinked. The story is that there is a seating washer on a jet in the carb and after some time (like running in?) this washer no longer does it's job. Now, this story came to me at least 3rd or 4th hand and I'm in no position to vouch for its accuracy, but it would seem that the point was that this washer passed excess air or petrol and in this way induced pinking. So, if owners of pinking R60's believe this load of old cods walop, go out and check your washers, there's not many in a carb.

But I ask you, leaky washers. I've been brought up to believe a petrol engine pinks for a variety of reasons, and that's not among them. Low octane, high compression, bad chamber shape, low speed, high gear and full throttle. All of these I know and have a feeling for. With either of them I'd expect pinking and would know what to do. However in Pete's case, I've known his bike since he bought it. Never have I seen such beautiful brown plugs (showing correct mixture) during its whole life. They have been a source of envy to my R75, 'cos I can't match 'em, (but I don't pink). So what now?

Now watch this bit, because it's here I think my brilliance shows so clearly. "Why don't you, er, why don't you measure your compression ratio?"

Well, I might as well have said 'lend us a fiver' 'cos all he said was 'how?' It so happens I've got a compression gauge. So we went out, warmed up his engine and did a compression test. It returned 170 psi & 174 psi. A positive indication at last. We also had a look for the cylinder base



gaskets. You know, scrape the goo away and have a peer. Lo and behold there did not seem to be any gaskets. Here at last is something that could be the answer. 174 and 170 psi show a compression ratio of 10 and a bit to 1. At this point neither of these two things was good enough to state that this machine had high compression or that this machine had a lack of gaskets.

The next step was to measure the compression ratio properly. Here many a humble mechanic may give a vote of thanks to Mr Vincent and his book. So off we went clutching our graduated glasses and our cups of water and tried. In fact Peter did it first on his own with 3 in 1, then me and him did it once more using water. This is what we found. Right side 32 cc. Left side 30 cc. This came out to a ratio of 10.9 : 1 left side and 10.35 : 1 right side.

So there you are. This machine is pinking because it's compression ratio is higher than thought and too high for the grade of fuel used.

Here is a table of combustion chamber volumes and the equivalent ratios:

<u>C.C.</u>	<u>Ratio</u>	<u>C.C.</u>	<u>Ratio</u>
30	10.09	36	9.31
31	10.66	37	9.09
32	10.35	38	8.88
33	10.07	39	8.66
34	9.08	40	8.48
35	9.55		

A 1 m.m. packing gasket is equal to 4.241 cc.

As yet the motor has not been stripped so we don't know if there is a gasket under the cylinder. When the heads were done the base joint was not moved or disturbed, but when the time comes it won't take long to have a look. Bear in mind that this engine has had some metal removed from the heads. It's possible that as it left the factory one cylinder at least had a ratio of 11:1. Very near racing specification.

Now then, all those with pinking R60's rush out and have it checked.

Seriously I think it's important that we find out where we stand on this point. Pinking is so common on R60/5/6 and I suppose /7 that I really am surprised no one has, as yet, to my knowledge, damaged an engine. I'd like to see those who know how to check their own motors and those who don't, get it done.

If, as I suspect, that for one reason or another these or even all machines are being sold with excessively high compression ratios then it ought to be corrected.

London members at least can expect to be asked to take part in a checking session. Then, at last, we may lay this pinking problem.

READERS LETTERS CONTINUED

optically very similar to the present models, apparently using the present engine castings and a frame of slightly shorter wheelbase. The capacity will be about 450 cc. Of course, the new bike won't be cheap, but neither will the 350 Guzzi

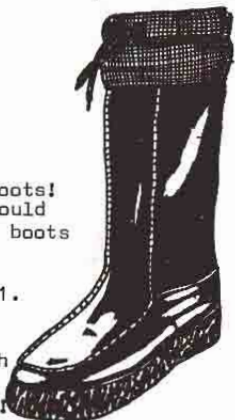
Back to BMW overall strategy, one must remember that a considerable amount of financial incentive is provided by the German Government to those firms wishing to invest and provide employment in economically-stricken West Berlin.

As an aside to the above arguments it might be interesting to know that the new Yamaha triples are seen on German streets in increasing numbers while /7 B-Ms are standing in dealers showrooms. This has led to the situation where BMW dealers are giving big discounts on their machines eg R100RS for DM 9888 = £2,470(?) on the road. These effects will also, no doubt, soon make themselves felt in the UK. So British B-M bikers, look out for falling prices!

John Anderson
Hilden, West Germany

The Day I Left the Derriboats at Home

From London to Derbyshire
without Derriboats
what gripping adventure will
Ron Hunter thrill us with next



Tuesday 5 July 0630 hrs Clapton. Left home not wearing Derriboats! Had wrestled with conscience overnight but weather very hot. Could R60/6 manage without? Time would tell. Was wearing Fell type boots as I was visiting Peak District.

0940 hrs reached Chesterfield after a couple of stops up the M1. Had very good view of crooked spire from the A617.

What a lousy road the M1 is, but average travelling speed 62mph Fair. Saw Arthur and Clarice up the middle lane near Newport Pagnell with two tables and three chairs tied to the roof rack! True!

From Chesterfield, nipped down to Matlock on the A632 and turned up the A6 towards Bakewell. Stopped at caff for large mug of coffee, three sugars, 15p. bacon sandwich and fill up with nicotine. Sleazy, but filling.

Turned off A6 through Millers Dale and Tideswell, very pretty in places, then A623 and A6061 towards Mam Tor. Plenty road works.

Had to take Winnats Pass to Castleton due to more road works. Saw two BM's coming up as I descended. One silver grey, like mine, the other a black combo. Are you in the Club lads? Gave a phrenetic wave and went down in third gear. Felt sorry for all the kids struggling up with rucksacks, did the same thing myself in the Scouts. It was supposed to be good for you and didn't make you go blind.

Through Castleton and Hope which weren't a bit like I remembered them when I was twelve. That was a while back. Up the A6013, across Ladybower reservoir and stopped in layby on A57. Beautiful view of Kinder Scout. Had tea from flask, more nicotine and lazed for half an hour in the sun. Nice.

Then on to Glossop (what an offputting name). Snake Pass three miles one in fourteen. What a superb piece of country, all green and soft limestone. Anyone not been? Must be the finest bit of scenery in the country.

Took the A624 to Chapel-on-le-Frith. A bit breezy on that stretch, A6 to Buxton, and A515 to Ashbourne. Manuze thirty pence a bag, the notice said, I believe it. Road sign on left, Shirley Hollington Alkington, what a name to conjure with! This on A52 to Derby. (Went to tech. there many years ago.). Then A38 to Burton-on-Trent. Popped in to see sister, had three cups of tea, short chat and three roll ups. Restful.

1600 hrs and 266 miles, left Burton. Couldn't face the M1 again so took the A444. Even humping it a bit down the A5 couldn't average more than 44 mph. Moral, M1 nastier but faster!

1850 hrs, last 125 miles non-stop arrived home. Another nice day out, a total of 393 miles in glorious sunshine. Had pang of conscience about leaving Derriboats at home, but promised them a jaunt around Wales next month. Cheers!

P.S. Since my Scottish trip have adjusted the timing. Got rid of the pinking and averaged 65 to the gallon.

COVER PHOTOGRAPH : left to right - Eric Potts, Margaret & Bruce Clarke, Jack Gibbs, Ken Wells, 'Doc' Ralph Wynroe. Taken at Doc's Day on Sunday 31 July 1977.

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vintage vapours

...in the beginning

from Joe Greenwood

The time chosen by BMW to introduce their motorcycles to the British market was not auspicious.

Competition for sales amongst the home manufacturers was intense, and we had just entered the depression of the 30's which continued until the outbreak of World War II, and returned after it of course.

The first importers were BN Aircraft of Hounslow, Middlesex, in 1930, starting with four models - the 500 S.V. R52 price £85., the 500 O.H.V. R57 at £95, the 750 S.V. R11, also £95 and the 750 O.H.V. R16 at £100.

At that time there was a very wide, perhaps too wide choice of top class machines from our own factories, Norton, Velocette, Rudge, AJS, Sunbeam, Matchless, Triumph, Ariel, Raleigh etc and even wider choice from the assemblers of proprietary components, such as Rex Acme, Coventry Eagle, Zenith, OEC, OK Supreme, HRD, McEvoy, etc, etc. O.H.V. and O.H.C. singles and twins, 250 cc to 1000 cc all with saddle tanks, positive-stop foot change and some with four speed gearboxes, standard or at option.

Most of these were very attractive looking bikes and O.H.C. Nortons and KSS Velocettes particularly so. The Norton became the classic 'International' model in 1932 and the KSS Velocette was known as a bike which 'would turn round on a 'tanner' and give you 'threepence' change'.

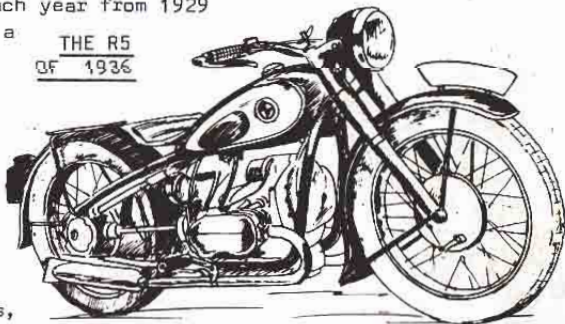
This then was the opposition, and to English eyes those early BMW's did not have much going for them. Undoubtedly they had virtues, as we came to know, but these were too well hidden in 1930. At a time when a dealer would spend money advertising 'genuine Works scarfed lug frame, pegged and silver solder brazed' as a valuable feature of the sports/racer he had for sale, the pressed-steel frames of the R11 and R16 had negative appeal. As did footboards, heel operated transmission foot brakes and a three speed gearbox operated by an enormous lever and quadrant.

The following year, the entire BMW range had pressed-steel frames and Matchless and Ariel both marketed an exciting new multi, a four cylinder O.H.C. 500 cc machine, which would not have made the uphill task of BN Aircraft of Hounslow any easier. In either '31 or '32 the BMW agency passed to AFN Ltd of Isleworth, also Middlesex, but in spite of excellent road test reports in the motorcycle journals, plus the fact that BMW each year from 1929 raised the world speed record with a specially prepared 740 cc engine, sales remained very slow.

It was not until the R5 burst upon the scene in 1936 that the BMW marque came into it's own in England. It looked 'right' to us and my goodness it was right! Our major factories all had one in their experimental shops.

(the late Joe Craig, Norton racing chief, rode a BMW whilst at Nortons, BSA's, Matchless' and back at Nortons).

THE R5
OF 1936



The press drooled over it (and to hell with the advertisers!) and with the racing version, J W West finished either fifth or sixth in the Senior TT of 1937, which means that Stanley Woods would probably have won with it.

Now I'm quite sure that the superlative engineering which marked BMW as makers of by far the best motorcycles made anywhere in the world, was available to us from 1930 on, but it was not until it was presented in a package eye-able to us, that we, or rather the great majority of us, bothered to look.

On the road, the handling was impeccable, the low centre of gravity plus the modest weight of 360 lbs or so made it a joy to ride. The silence was uncanny, far quieter than many cars of the period and virtually no mechanical noise. But in spite of this remarkable refinement, the performance was entirely competitive with it's contemporaries and the acceleration was better than most. 85 mph was the claimed speed, and BMW never exaggerate in this respect. Neither is it an exaggeration to say that a new standard in motorcycles had been set, and that BMW retained the leadership won by the magnificent R5 to this day.

section news

MIDLAND NEWS:

From Brian Lewry

After much jocular speculation by some Midland members the last Sunday in June saw Sheila and I bound for Ely Cathedral via Watford Gap. Owing to an oversight on my part it had been previously stated that members could meet at Watford Gap at 1 p.m. or Ely Cathedral at 2 p.m., making the assumption that the 90 or so miles separating the 2 meeting places could be covered in an hour. Those who questioned the feasibility of that idea proved to be correct, as even clocking an average of 80 mph we still managed to arrive half an hour late. To those members who travelled with us from Watford Gap to Ely I would like to reassure them that Club runs are not usually planned to be quite so hairy! For the benefit of the Club could not (or would not) make it the Cathedral turned out to be well worth visiting. We duly inspected the boilers as commented on by Les Anderson....

At this point I would like to extend a warm welcome to new members of the Section namely, Stephen Parker, Jim Stone, Jeff Bott, Chris Ward, Michael Grinter, John Wilson, Richard Huddleston and Harvey & Dorothy Gaston. Hope to see you all at future events - get that camping gear out and come and join us.

Once again the Section sampled the air of Staffordshire at Whetton Mill joined by members of the London Section. Friday evening saw an above average number of tents pitched in what looked like fairly dull wather but luck was on our side as Saturday and Sunday were to be unexpectedly warm. Members whiled away the time chatting in the sunshine. The more energetic ones viewed the local scenery on foot and the not so energetic toured the area on two wheels. For the lady driver of the broken down invalid car it was a good thing that some of our Section happened to be on hand at Buxton to assist her by effecting a roadside repair. The bright sunshine on Sunday tempted other members to visit us on site. Some of them amused themselves with a water fight - only those quick off the mark stayed dry ... Janice Simmons proved quite a formidable shot with a water carrier as Ian Barkway and Paul Barlett will testify.

To Alec and Betty Alexander who came to the Melbourne Hall meeting to bid us all farewell I would like to say 'Bon voyage' and good luck for the future in your new life in Germany. A wet day and 80p admission to The Hall convinced us all we were not so hungry for culture and we beat a hasty retreat to spend the afternoon chatting and tea drinking at yours truly's.

Glad to hear that Bob and Margaret Clayson are on the mend after their recent spill, and congratulations to Bob Wakeman on his recent marriage. All the best for the future Bob.

WESTERN NEWS:

From Trevor Fielding

Our first Section run got off to a good start on 15 May with our visit to the Welsh Folk Museum at St Fagans Near Cardiff. The weather was fine and sunny, some 14 turned up, and I arrived to find them sat on a grass bank enjoying the sun. This museum is set in a delightful spot, and covers a great deal of Welsh history through the ages. In the grounds are an old Welsh farm house and chapel both complete with the very old furniture of the period.

In the museum building are many items of great interest, covering farming, music and costumes. We strolled around for some two hours or more, and ended up to a welcome sit down at the cafeteria outside in the warm sunshine for refreshments. The museum closes at 5.30 so we all departed homewards.

Our next trip was to Dodington Park, now in the county of Avon, on 19 June. The sun had a day off, it was a grey cloudy day, but at least it was dry. There was again much to see as that day they had a medieval fair with many stalls around. Mike Thompson and his wife Barbara together with Roger, wife and Emma Jane sported a ride on the Dodington Express train and departed from the station in a royal fashion. Mike had a go on the coconut shy, and on the bow and arrows to try and hit the bullseye, then we all watched the jousting, the knights of old on their steeds in costumes fought out their duels with large crowds all around the arena. We then visited the carriage museum, which contains many types of horse drawn carriages including an old stagecoach, and a Hansom Cab.

To anyone who has not visited these two places, which are of great interest, they are well worth a visit on a Sunday afternoon.

Our third run was on 24 July, a visit to our hosts, members Brian & Ros Gwinell at Hillberry, Nr Painswick, a very delightful spot in the Cotswolds. I set off from Bristol just as the rain stopped and had a good run up, but got slightly lost in Painswick's one way system. However, I sorted that out. The track which leads up to Brian & Ros' was a little narrow and somewhat bumpy in places; I do not think I would ever make a scramble rider. Anyway I never fell off the BM. Thanks for that wonderful cooked lunch Ros. The house set in a wonderful spot has a truly magnificent view over the Gloucestershire countryside with the Malvern Hills away in the distance; with the sun shining it was quite splendid. Our first members to arrive were from the Midland Section who were on a caravan holiday, and had motored motored up from the Forest of Dean. Ivan Rouse and his wife, Sheila and Tony, Roger, his wife and Emma Jane then arrived, together with Tom from Cardiff, Mr & Mrs Sid Thomas, David from Bath, then the lads from Gloucester, Allen, Tony, Gordon Ian and his wife. Brian and Ros took the more energetic ones for a walk up to the Painswick Beacon while the lazy ones sat around talking. Another visitor we were also pleased to see was Jack Gibbs and his wife who came down from Oxford. We then had a very first class tea which we all tucked into, I can only say our thanks to Brian & Ros and the girls for a truly wonderful afternoon.

The section would like to wish Gordon who married Stephanie on 7 July all the very best for the future. Must say that up to now he still looked very well after the first few weeks.

On a sadder note, we have lost a member, Tom Allen who was killed as a result of a road accident in June, he visited us at the Clubroom once last winter up from Plymouth where he was stationed in the Marines. I would like to record the Section's sympathy to his folk, in their very sad loss.

Another new member has joined us and we welcome to the Section Martyn Purslow of Bedwas, Gwent; trust the BM is going well after the mishap.

Looking ahead to our Section meetings at the Old Tippling Philosopher Inn starting in October, the second Sunday in the month through to Spring of '78, meet from 1 p.m. onwards.

YORKSHIRE NEWS:

From James Clegg

Belvoir Castle was the venue for our last outdoor meeting, yet again very well supported.

The Castle which is at present owned by the Duke and Duchess of Rutland, is a magnificent structure with large well kept grounds and like a box of liquorice allsorts has something inside for everyone. The allsorts range from a vintage car to beautiful candleabra, the most striking exhibit being an enormous silver punch bowl which cost £610 in 1635 and by now is priceless I expect. When we had finished our tour we had some light refreshment (hard on the old wallet though) and then went outside where we were entertained by a Scottish Pipe Band. Very nice end to a very nice day.

Good to see Stan Wood from the Northern Section and his wife Chris, plus Gillian and new edition. Have you ordered her a set of leathers yet Stan?

Last, but not least to the gentleman on the pay gate who let us in for a 25p reduction, thanks. It's nice to be recognised as human beings now and again.

Please note a change in our calendar of events. The September meeting is now at Beamish Museum approx. 3½ miles west north west of Chester le Street in Durham. Meet Beamish Museum car park at 13.00 hrs. The visit to the Triumph Works at Meridan has now been arranged for Sunday 2 October at 10.30. Please meet outside the Manor Hotel, Meridan on the A45 at 10.00 p.m. prompt.

Our Christmas Dinner and Dance has been fixed for Friday 3 December at Ingwood Restaurant. A deposit of £5 is required, which should be sent to me at 40 Westcroft, Honley, Huddersfield as soon as possible so I can inform the owners of the numbers. Any other section members who wish to come, can I'm sure, be found a bed for the night.

OXFORD NEWS:

From Jack Gibbs

We often hear complaints about lack of variety in nationally organised events. Repetition of camping is target No.1, and this provides the opportunity to plug the Club's AGM due to occur in October. If WE provide the ideas, Peter Gowland our National Social Secretary will do all the hard work. A personal thought is to make the Club's AGM a social occasion. The venue can provide all requirements and is sited bang in the centre of England. In an effort to enable more club members to enjoy the fun of camping without the initial high outlay your Committee requests the reaction of members to the this suggestion A tent, two, three or four berth, and all requirements i.e. air beds, cooking equipment, lighting, chairs etc be purchased and sited for the summer season on a site in mid Devon or elsewhere. The cost would be £100 - £150. The lot to be rented to members at say £10 per week. The 2nd season would be expected to prove profitable. The regular campers will agree Club and Section camps are probably the best attended of all Club events - and many members who join in on day visits say they have never camped and the cost of gear prevents their trying camping. Well this could be of benefit. Please give me a ring, Oxford 722761 or drop a line. We will start the scheme at Easter next year if interest justifies. Note. This proposition is open to all Club members

At section level repetition is less difficult. Again it is necessary to remind readers of priority problems, but our Docs Day on 31 July must be classed as perfection. In the July issue I suggested all the members who enjoyed last years Doc's Day would come this year and promised a pleasing surprise for first timers. I wasn't wrong! I have left it to another section member, who happens to be our editor, to cover the event elsewhere in the Journal, but I cannot restrain myself from recording that after marshalling the bikes into Dobbins Lane and lining them up at about 80° to the kerb I enjoyed one of the most memorable sights in all my sixty years of motorcycling. All those lovely Bee Emms and all their so well

dressed riders gave me a kick, even greater than when following and admiring a string of Bee Emms more than $\frac{1}{2}$ mile long.

Space prevents me telling more of this Oxford Section event other than saying about 30 members returned to Docs home for tea and cakes on the lawn, finally to disperse at 7 p.m. Again we say thanks Doc for everything.

We return to the George for our September meeting on Sunday 25 at 2.30 p.m. Two Senior Road Safety Officers will put us into the picture concerning the future of RAC/ACU Motor Cycling Training Schemes. We invite all club members who are actively involved in this activity to bring along fell instructors who are not club members.

NORTHERN NEWS:

From Geoff Wilson

There was an unplanned multiplicity of events in the north during July. Not only was there a section meeting but there ended up being TWO camping weekends, at the same place, on consecutive weekends. Why? Because well, its not worth telling really, but the Butterworths and the Rosiers who took advantage of both weekends will not be short of tales to tell; one group because of evacuation from their tent necessitated by incessant rain and the other group because they enjoy camping at Lupton. As to why there were TWO camping weekends at Lupton saving personal embarrassment prevents me from admitting anything. However lack of advertisements in the motorcycle press for the hill climb we normally attend on this weekend told most of the northern crowd that we had arranged things on the wrong weekend and meant that the trio of southern members who turned up for outnumbered the northerners, I could say they swamped the northerners but that verb I will save for the rain which mercilessly poured down for the weekend. Good weather and good sport greeted the members who came at the second attempt.

Traditionally the finale of our summer events, the Llanberis Social Weekend happens this month. A hot pot supper will await you at 21.00 hrs on the Friday night, and the lanes of north Wales will be at your disposal for the rest of the weekend. Break your bikes in gently for winter see you there.

'DOC'S' DAY number 5

If a certain one hundred and fifteen motorcyclists had been asked to attend a 'garden party' on a Sunday afternoon in late July, the entrance ticket being membership of BMW Club, then response, I suspect, would have been minimal. However, for 'garden party' read 'Docs Day', and that July Sunday is transformed



into a club event or rare quality.

It's only very recently that I had my suspicion confirmed that 'Doc' was not christened that three letter word and in fact also answers to the name Dr Ralph Wynroe. Such was my acquaintance with 'Doc' until about 11.30 on that Sunday morning when a hearty greeting met us as we entered the drive of 31 Dobbins Lane. For this day the family Porche had vacated the garage and seemed to have been 'beamed' into the centre of the lawn. The reason was soon clear as within the next couple of hours the garage and drive looked like the end of the BMW factory assembly line. As bikes filled up the forecourt, their riders disappeared through a small door to emerge in a garden which if part of a modern day building plot, would have been the site of about a dozen semi-detached 'little boxes'.

It was soon discernable why the neighbours were standing at their front doors feasting their eyes on all the gleaming machinery, all their furniture must have been on 'Docs' lawn. Even a three piece lounge suite would you believe. As the early afternoon passed the gathered horde were fed on paté and pizzas, 'fromage' and flan, and tomatoes and tea; most of it Doc's home made fare served up by himself, his family and the Mrs Gibbs and Appleyard. Ann Gibb's attempts to reach a group of East Anglian members with a tray of apple flan were almost worthy of a bravery award.

There was never a sign of food running out, though the tea flow was reduced to a trickle at one stage, and it was surely everyone's confidence in the Doc's organisation that made us all drag ourselves from the comfort of the sun bathed lawn onto our bikes for a leisurely guided run.

Sixty machines lined up 'Le Manns' start style in Dobbins Lane as Doc lead off at a leisurely pace, which personally time rarely allows me to travel at. The run certainly provided a spectacle for all who saw us en route and culminated in a visit to the one time royal residence, Ashridge House.

There, for many, came the parting of the ways, although Dr Wynroe's hospitality was still not ended and a number of members returned to help him finish off the leftovers.

For Jenny and I the 300 mile run home was a fitting end to an exceptional day as a guest of 'Doc' and as one of a great band of riders representing seven out of eight of the Club sections. Long may the 'Doc' and the Oxford Section enjoy this wonderful day.

GW

The photographs show two aspects of 'Docs' Day





Roadworks in the Southern Tropics

PART II

Marilyn & Murray Turner continue the
tale of their travels in Eastern
Australia



The following day, we casually rode on through Ingham to a tiny little town called Cardwell, where we decided to stay for two nights and have a good clean up of ourselves (the riding gear and our trusty German steed). I noticed here also that the oil leak from the rear of the engine had stopped and so the oil that I was topping up every day or two, I put down to the 900's heavy oil consumption that they appear to have a name for. We discovered a few other people here in the caravan park who were also from our own state of Victoria. They journey up here every year for the winter, along with thousands of other older (retired) people to avoid the freezing southern temperatures. An excellent idea. Don't be fooled by the myth that all of Australia is heavily basked in sunshine all year round, only the most northern areas, such as up here in Queensland, are treated by mother nature like this.

Whilst we were soaking up some of this beautiful warm sunshine on the little beach a couple of fellows pulled up on a Kawasaki 900 four from Byron Bay, just south of the Queensland/New South Wales border about 1800 kilometres south. Well, they thought that they were a long way from home, so when we told them that we were from the very bottom of Victoria, about 4000 kilometres south, their mouths dropped ever so slightly! I have read reports of the Kawasaki 900 being an excellent touring bike, however, I can only quote the riders comment to us, and that was 'well, you're riding the right sort of machinery!'; so work that one out yourself.

Back on the road again through Innisfail, to our destination of Cairns and Monsman. Tropical Cairns is a fairly large centre being the most northern city of Queensland. It enjoys an ideal climate all year round, with an average maximum temperature of 29°C, and an average minimum of 20°. Sugar is a major industry for the region and the tall canefields give way to spectacular mountain slopes covered in thick rainforest.

Staying two nights at Cairns we put in a bit of relaxation with a cruise of the everglades on a beautifully maintained paddle steamer and a train trip to Kuranda on the Atherton Tablelands, a very picturesque journey of 34 kilometres, through difficult mountain country and 15 tunnels. The line was built in 1884 by men using only picks and shovels and took four years to construct. Spectacular views are to be seen of Basson Gorge and the Stoney Creek Falls.

We rode back up onto the Tableland the following day, passing through Mareeba, with a quick look at the magnificent Tinnaroo Falls Dam, Atherton and the very old town of Ravenshoe. We decided we would slip out from here towards Mount Garnet and have a look at Innot Hot Springs, which proved to be a bit of a disappointment, although we did actually get a look (and a feel) of some hot springs. We were nearly run off the road here, by a driver who preferred to use most of the narrow pavement himself. The rest of the days ride was on a very narrow winding and rough road back out to the coast, to Innisfail, where we set up camp again for the night. I was very weary after hauling our grossly overladen BMW along and around the tight curves.

The roads had been so rough, even the major highways, that our poor Bee-Emm was bottoming the rear suspension a lot of the time. I like the warmer temperatures up here in Queensland, but I dislike their roads. The headlamp had flown out four times in this state, and hung on the wiring loom.

The next day we had our first close look at a pineapple plantation at Ialby. It's quite a long process growing these, for each one takes two years to grow and only one pineapple to a plant. Continuing down the Buice Highway we stayed that night at a terrible caravan park at Home Hill in the middle of the town and the following morning inspected the local rice mill.

Pushing further south to Mackay for lunch we intended to stop the next night at Rockhampton, but it would have been dark upon arrival, so we stopped and camped at Lotus Creek. We find it much easier to erect the tent in daylight. We found this particular stretch of highway to be the most boring part on our trip. There's very little to be seen, with the only two places worthy of mention being Lotus Creek and Marlborough. The country varies from being quite barren to being heavily timbered and boundary fences for properties are non-existent. Wandering stock is quite a menace and a hazard throughout and at one stage I had to really clamp on the brakes (in broad daylight) when a kangaroo bounded across the road in front of us. Our night's camp out at Lotus Creek was quite an education. Here we were on one of the major highways of Australia and the caravan park was operating on its own electricity, generated by a Leyland six-cylinder diesel engine, which annoyingly droned away all night. What a place, no electricity and no hot water.

Passing through Rockhampton the next day we stopped at Gladstone, at a supermarket, for some supplies and when we returned to the Bee-Emm we found two men gazing at it. They questioned us about the bike and the trip and when I told them that the bike cost us \$3,600.00 they almost fell over, remarking that we could have bought a Volkswagen for that money. Well, I'm afraid I couldn't explain the peculiar looks they had on their faces, for I think they thought we were mad! I must admit there were a couple of times throughout the four weeks when I thought they could have been right.

That night we stayed at Gin Gin and between here and Bundalberg, stopped at a farm and bought a pineapple for 15 cents! We only bought one for that was all the Krausers would hold.

At Nam... the Sunshine Coast, they have this craze for building large models

of everything, for they have built (only completed the day we arrived) a model of a large cow, which overlooks the highway looking quite effective, this being five times normal size. At another pineapple/banana plantation, there is a large, four storey pineapple, which you can go inside and learn the full process of pineapple growing, through to the cannery-processing, with the aid of audio-visual equipment. You can also purchase here, some of the most delicious tropical meals you've ever set eyes upon, with layers of cream on top literally inches thick!



The next morning was spent shopping in the capital city of Queensland, Brisbane, which was preceded by a night's stay in the Glasshouse Mountains. After encountering a certain amount of difficulty trying to leave Brisbane, with all its one-way streets, we visited some friends at Sunnybank, a southern suburb of Brisbane and then down to the Gold Coast where we stayed the next three nights at Broadbeach. Marilyn had a certain amount of trouble getting me away from here as we didn't really have time to stay long, but the lovely warm temperatures and the beautiful clean sands they have here, just makes me want to stay on, especially when you think of the very low temperatures we experience down south. You can lay on the beach sunbathing up here at 8 o'clock in the morning and this is the middle of their winter. The Gold Coast here is a very highly commercialised year round holiday playground and the place is full of Victorians who come up, some for several weeks/months to soak up the warmth. Some people feel it's overated, but I love it.

After visiting some friends at a tiny little town called Tumbulgum we rode on to Grafton where I put two new spark plugs in the bike. They recommended changing them after 15,000 kilometres, however, these had been in for over 20,000 yet were still running quite OK. This was the only maintenance I carried out on the bike for the whole trip.

Riding south down the Pacific Highway we stopped just north of Newcastle, the home of the massive (but still not their biggest) B.H.P steelworks. We had a most interesting tour over this complex which has an annual raw steel capacity of 2.1 million tonnes. The average workforce here of 10,400 earns a fortnightly wage of about \$3.2 million.

After battling our way through Sydney's Thursday afternoon peak hour traffic we for our night's camp at Mittagong, which was to be very wet and windy. We wanted to stay in Sydney for a night or two, but time did not permit. Sydney, the capital city of New South Wales is Australia's biggest, busiest and richest city, also being sister city to San Francisco. I don't think I could stand living in the place but, nevertheless, it still fascinates me. We spent a week here on our honeymoon, and since we went to a show in the Drama Theatre at The Opera House, we said whenever we were here again we would take in another show in one of the other remaining theatres of which there are three. However, we just could not afford the time.

Pulling our tent down in the rain at Mittagong, we were providing a show for a middle aged couple in a caravan opposite us. Whether they watched thinking we were crazy or just wondering where we put everything I don't know, however we did manage to create quite a bit of attention at various caravan parks throughout the journey, whilst unpacking and reloading again in the morning. One such morning, no less than five people had gathered around the back of the Bee-Emm just watching where everything fitted!

Well, the big freeze was certainly on in earnest now as we rode through Goulburn and stopped at Yass, where our hands were red - cold and the rain was coming down like it was to be the last downfall.

Continuing down the Hume Highway (commonly known as blood alley) we crossed the border at Albury-Wodonga, back into Victoria and proceeded for our final night's camp (I mean freeze) at Benalla. The BMW was completely covered with ice the next morning and just as we were getting out of our sleeping bag, some people walking past the tent were heard to say 'Imagine sleeping in a tent last night in this frost!'

At least mother nature turned on a relatively nice sunny day for the final leg of our run down through Seymour although it did get up rather windy as we rode into our own capital city of Melbourne, and finally back home to Geelong.

Well, on the whole, it had been quite an enjoyable and exciting holiday, not without its anxious moments of course, however I'm quite certain that on a couple of occasions, if we had been travelling by car, we would have been involved in some collision, so on reflection we must concede that motorcycle travel must certainly

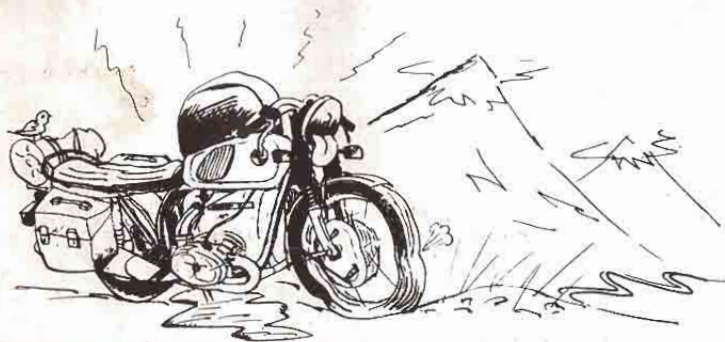
have its advantages as regards safety.

The total distance we rode for the trip was almost 9000km with petrol consumption being quite often between 60 and 65 mpg. Amazing! The entire cost of the trip, which includes food, petrol (\$72.00) and camping fees, was a mere \$370.00 which is incredibly cheap for two people for four weeks. We both thought we would be tired of camping out after this time, however we weren't for we felt like keeping on for another four weeks, as we were nearing home. We weren't even saddle sore, which speaks highly for the BMW's comfort. We were a little stiff on the long stretches. As we all know, you can't move around much, especially riding two up, but sore, definitely not.

We are presently preparing for our next holiday which is a six week trip up through Adelaide, Alice Springs, Darwin, Wyndham, Broome, Perth and home again. We will be driving Marilyn's car, a 1971 Hillman Hunter auto-sedan (did I hear some boos?) as this journey includes hundreds and hundreds of miles, travelling on bad dirt roads through sparsely populated areas and we just haven't the time (or desire) to ride a heavily laden motorcycle through such rough and slow going conditions. Besides we haven't enough room to carry any spare fuel and water, for it would be absolute foolishness to undertake this trip without doing so.

If we can possibly manage it, next year we would like to do a tour of Europe. Here's hoping.

If any members in Britain come out to Australia to do some touring, they will be most welcome at our address. I'll amend that statement to say any members throughout the world.



the

end

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

Commencing 14.00 hrs on Sunday 23 October 1977

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

HINTS AND TIPS - From Ray Brown

1. For easy tyre changing and reduced chances of marking your wheel rim use Dunlop T20 tyre levers
2. A successful universal leak sealant is SILICON GREASE. Use it around the terminals of your leaking battery or on the rubber covers where your throttle cable enters the carburettor top (slide models). This grease will increase the repelling life of many rubber and nylon components.

from Dick Fuller

Members of more than some four years standing will remember

a series of articles I wrote under this heading after I emigrated to this country at the beginning of 1972. For various reasons these dried up after a while, possibly to the great relief of some, but the Editor's plea for more contributions has galvanised me, glutton for punishment that I am, into action. There has been much of interest technically and generally about BMWs in recent Newsletters, and I'd like to add my tuppence-worth on a number of points raised.

ELECTRICS

It was 'One Track' of Motorcycle Sport and V O C renown who referred to the Vincent's electrics as 'Mr Miller's geriatric glow-worms', and, I believe, Cycle magazine who immortalised Lucas as 'the inventors of darkness'. Whilst there surely can never have been a BMW wretched enough to warrant comment so damning, there must be many of us owners of older BMs still soldiering on with 6v electrical equipment which, once the envy of all on two wheels, is now depressingly inadequate. You know the symptoms. The indicators which seem connected to the throttle and cease to function at tickover with the lights on, the headlight that crawls reluctantly from dip to main beam, the lethargic croak of a horn which once caused Arthur and Clarice to start with terror at fifty paces; the ever more frequent brush changes and tweaking of tired springs, the baffled peering and poking at the mysteries of the voltage regulator, the commutator which looks a mite bald after the umpteenth skim. The man responsible for changing my dim past is one Dave Lindsley, who markets the 'J.G.' Conversion Unit, about which many people appear still to be sceptical. For the benefit of anyone who doubts that it is possible, by replacing the old mechanical voltage regulator with the 'J.G.' electronic unit, to make a 6v 90w dynamo produce twice the wattage at twice the voltage, the cost a mere £22 into the bargain, I would recount my experience over the last 12 months and 15,000 miles.

The unit was fitted easily in a couple of hours, the biggest problem concerning squeezing a 12v, 12ah battery into the space available. The horn requires no modification but operates at twice the frequency, and will move a pantechnician at fifty paces and leave Arthur's ears ringing for several minutes! A Tridon electronic flasher relay was used for the indicators, as this gives a constant flashing rate regardless of bulb wattage (the old BM's have only one bulb each side). As to the lights, I use a Marchal Amplilux headlamp which has two separate q.i. bulbs, one for dip and one for main. This is wired so that dip remains on when main beam is deployed, and the bulbs used are 55w main and a massive 100w dip. Thus current consumption is a constant 112w on dip and 167w on main beam, plus indicators and stop light occasionally, which the dynamo is well able to support even at our national speed limit of 55 mph, and in S.A. we ride with lights on all the time. This magnificent headlight makes those of most other vehicles look positively feeble and has excellent beam patterns; a friend says it looks bright enough to weld with! The battery has needed topping up semi-annually, so obviously it is not overworked. I unhesitatingly recommend the 'J.G.' unit to any owner of a 6v BMW.

DAMPER RODS

I must add my name to those of J Gulliver and Geoff Wilson on the subject of self unscrewing suspension damper rods. In my case it was a front one (I have an Earles-fork R60) and was due to vibration caused by an unbalanced front wheel in the good old days when I went everywhere flat-out. I was on my way to Port Elizabeth at the time and suspect that cruising at 90mph + on the awful road surfaces through the Transkei aggravated the situation. Both the front units were reassembled with lots of Loctite and that was four years ago; a fair milage on dirt roads and a few


motorcycle mountaineering trips have caused no further bother. Never had a rear one undo itself, though.

TYRES

I was alarmed by Ray Swann's remarks about the lack of wet grip of Roadrunner tyres. My alarm was caused by the fact that I would have lashed out about R90 (£60) for a pair about a year ago had the local dealers been able to supply 350 x 18s. Then, thankfully, I discovered the excellent Metzeler C55 covers were available in Jo'burg for R27 each, and have been using these ever since with excellent results. I've sworn by Metzeler's since I bought the R60 with the original C5s on nine years ago. They give just the right handling, grip well wet or dry, and last well. Taking these three points one at a time; I'm always appalled to see a rib froth tyre on an Earles-fork BM (that's a fast way to get killed), and the K70s I used for several years did not stand up to the front brake very well. I'm one of those nuts who actually enjoys riding in the wet, and like to go like the clappers in such conditions, and in this part of the world, where it can be dry for five months and then dump down two inches in half an hour, good wet grip is vital for the rider who has miles to cover. C55s give me just 7,000 miles on the rear and a projected 3,000 miles on the front, taking 2mm as the minimum tread depth; a K70 front was always in a bad way at 8,000 miles. Fortunately, I have a tame garage proprietor whom I pester to balance my wheels on an electronic balancer used for cars; it's one hell of a struggle, but my tyres always wear down evenly.

CLUTCH BOTHERS

Had an interesting fault develop a few months back. I was in Johannesburg over Christmas when suddenly the clutch mechanism developed a lot of play, just like a cable breaking in fact. A few hundred yards later the play returned to normal, and then gave intermittent repetitions of this trouble for a number of weeks, functioning quite normally between whiles. I knew there was negligible wear on the linings despite over 74,000 miles use, although they looked like polished wood. Eventually the clutch jammed solid and could not be freed at all, so I had to ride the 60 miles home (including a mountain pass) employing the BMW clutchless gear-changing technique and engine tractability to the full. Stripping revealed that the lining rivets had loosened on both sides, allowing the lining to tear itself to shreds at each reversal of load on the transmission, and eventually lumps of lining had jammed the pressure plate back. Bear this snippet in mind - it may happen to you one day.

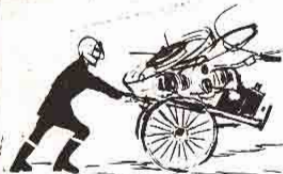
	METZELER TYRES *** METZELER TYRES *** METZELER TYRES *** METZELER TY		
	100/90 H 19 Rille 16		£18.50 + VAT 8%
	120/90 H 18 Block C88A Touring Speed		£20.00 + VAT 8%
	325 S 10 Block C5 (for greater grip & wear)		£15.00 + VAT 8%
	325 S 19 Rille 12		£14.00 + VAT 8%
	METZELER 325 H 19 Rille 12		£16.00 +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

TONY & BARBARA MELLING have moved. Their new address is: 8 Grant Drive, Walmer Bridge, (off A59 west of Preston), Preston. Tel: Longton 615333

DO YOU FANCY HELPING THE EDITOR ?

- 1) Has anyone the facility for taking black & white prints from colour transparencies? Requests won't be frequent.
- 2) If any of you have particularly interesting Black & White prints of anything relating to BMW's (bikes or club activities) or you think you would grace the magazine cover let me see your photo's. G W

mutual aid



FOR SALE: For /5,/6 perfect condition, Krauser Plastic coated crash bars £15, Krauser Pannier Frames and rear carrier £18. New chrome Tower rear carrier £6. Apply to: Don Butterworth, West End Lane, Warton, Preston. 0772 632468

FOR SALE: 1960 R50 barrels, pistons and cylinder heads plus bits and pieces. Offers. Tel: Rotherham 893560

FOR SALE: BMW Chrome pannier carrier £18. Green left hand side panels £4. /5 black magura levers pair £9. /6 clutch levers £4.50, /6 headlamp reflector £9. /5 r/hand switches £7.50. /6 left hand switches £13.50. Rear lens £6. R90S complete set of forks £340 ono. Rear wheel £99 ono, right hand CV Carb £50 ono. 'D' type and wrap round crash bars £24 and £20, all above items are new, unused and unmarked. Pair of slightly used CV carbs £60, used 14mm spindle for front wheel in good condition £35, soiled rear mudguards £15.

WANTED: /6 frame Apply to Arthur Elmes, 88 Harden Drive, Bolton. Tel Bolton 32266 after 14.00 hrs

SWAP: my black smoke R90S fairing fitted with Krauser aerofoil mirrors for your black smoke fairing plus £15 (Cost £30)

FOR SALE: Krauser parcel rack £5 (still in wrappings). Craven carrier (used twice) and craven panniers, need painting - offers. Apply to: Vincent Willey, 10 Richardson Terrace, Washington, Tyne & Wear NE37 2QQ

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

WANTED: 1 pair /6 side panels, any colour. Apply To: D A Smallwood, 12 Selderdale Drive, Wyke, Bradford, W. Yorkshire.

WANTED: R50/5 speedo or will exchange for R75/5 kilometre speedo. Also wanted 25/7 rear drive for R69/S or will exchange for 27/8 rear drive unit. Mike Leader 25 Graymar Road, Little Hulton, Worsley, Manchester M38 6PB. Tel 061 799 6319

WANTED: for 1960 R60, rear hub. Right hand cylinder with or without piston. Apply to G Fenwick, 23 Burnham Drive, Leicester, LE4 LHQ

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 and 22.30hrs. If you have problems obtaining batteries for your digital watch he may be able to help you. All repairs carry a normal guarantee.

FOR SALE Craven Carrier, Panniers and Top Box sprayed in Daytona Orange. Offers, Apply to Ray Brown, address above

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

Speed rated to 112 mph

325 S - 19 £14.00

400 S - 18 £17.00

Speed Rated to 130 mph

325 H - 19 £16.00

400 H - 18 £20.00

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

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

Chrome Plated Machine Badge - £2.25

Enamel Lapel Badge - .50

Waterproof Cloth Badge - .80

Adhesive Helmet Badge - .20

Available from John Wood, National Treasurer - address inside front cover, or available at the Club rooms from Section Secretaries.

If applying by post please include a bit extra for post and package

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