

the journal of

April 1978

THE BMW CLUB



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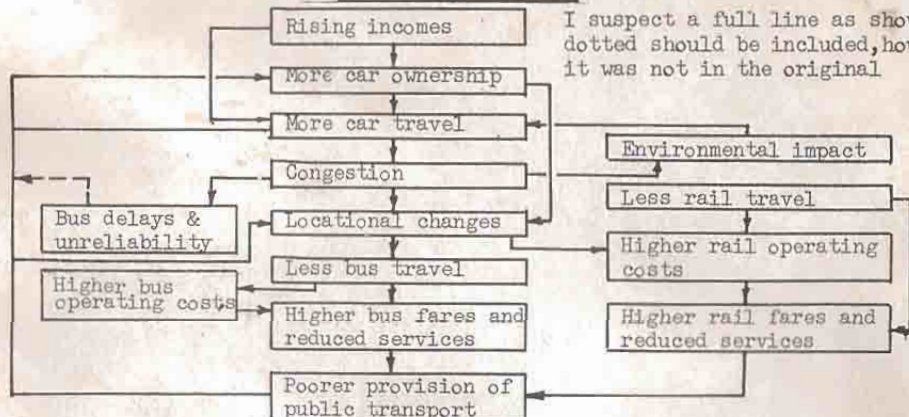
ISSUE 318

APRIL 1978

editorial

THE COST OF MOBILITY

I suspect a full line as shown dotted should be included, however it was not in the original



The diagram titled the Mobility Syndrome is quite thought provoking showing how increased car ownership can lead to a journey of ever decreasing radius circles with the destination not requiring a map to find. If for 'car' we substituted 'motorcycle' would the 'inevitable' journeys end be many more enjoyable years away?

Continued on Page 21



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

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
WESTERN:	The Caldicot Community Centre, Newport Road Caldicot, Gwent
SOUTH EAST	The Fountain Inn, Barming, Maidstone, Kent
LONDON:	Spencer Arms, Lower Richmond Road, Putney
OXFORD:	The George Hotel, Littlemore off A4142 south of Oxford
EAST ANGLIAN:	'Cricketers', Danbury Common, Chelmsford, Essex. off A14 Chelmsford / Maldon Road

APRIL: 1/2 NORTHERN

2 EAST ANGLIAN	Social Weekend YHA Kirkby Stephen, Cumbria. On Sunday meet at the home of Geoff & Jennifer Wilson, Lazonby.
3 LONDON	Run to Duxford Air Museum
5 SOUTH EAST	Ice skating night. Meet at Streatham Park Ice Rink 19.30
9 WESTERN	Natter Night
9 NORTHERN	Visit American Museum, Bath. Meet in Globe Pub
9 LONDON	Meeting Lowton
11 LONDON	Treasure Hunt, Meet at Dutchouse Pub, Sidcup, Kent 10.30
14 WESTERN	Natter Night
16 YORKSHIRE	Avon Tyre Co Trip. Meet in Unicorn Pub in Melksham 19.00
16 MIDLAND	Run to Bowes Museum, Barnard Castle. 13.30. (See Section News)

19 SOUTH EAST	Day run to Stratford upon Avon. Meet by Clock Tower in Market Place at the east end of Wood Street at 13.30 hrs
22/23 NORTHERN	Adults 50p, Children 25p. Family tickets (2 adults and up three children) £1. Entry to Motor Museum.
23 LONDON	Natter Night
23 SOUTH EAST	Social Weekend, Llandudno

25 LONDON	Meet South Eastern Section, Barming. Spencer Arm 11.00 hrs
28/1 NATIONAL	Meet Club Room car park 13.45. Visit Kent & East Sussex Light Railway, Tenterden Station 14.30 hrs
30 OXFORD	Film Night (Castrol) 19.30

<u>MAY:</u> 3 SOUTH EAST	CAMPING WEEKEND AT JIM KENTISH'S, BISHOPS HILL HOUSE, SWANMORE, SOUTHAMPTON (DETAILS ON PAGE 22)
9 LONDON	Natter
12/13 NORTHERN	Natter Night
14 NATIONAL	Social Weekend, YHA, Friday Night, Ilam Hall, Saturday Night Grantham
15 LONDON	BMF RALLY, EAST OF ENGLAND SHOW GROUND, PETERBOROUGH
17 SOUTH EAST	Ice skating night, meet at Streatham Ice Rink
21 LONDON	Natter Night
21 YORKSHIRE	Pub run to Midhurst, Meet at Spencer Arms 10.30
23 LONDON	Visit Cri ch Tram Museum, Derbyshire (see Section News)
27/29 NATIONAL	Natter Night
28 OXFORD	WEEKEND TO BE ARRANGED
31 EAST ANGLIAN	Natter Night
31 SOUTH EAST	Natter Night

DIARY OF EVENTS CONT...

<u>JUNE:</u>	2 EAST ANGLIAN	Second Annual Sumpscratchers Rally
	6 NATIONAL	ISLE OF MAN INTERNATIONAL ASSEMBLY
	6 LONDON	Natter Night
	7 EAST ANGLIAN	Run to Norfolk Broads
	11 NORTHERN	Meeting Lowton
	14 SOUTH EAST	Natter Night
	17/18 MIDLAND	Camping Weekend
	18 YORKSHIRE	Visit Ironbridge Open Air Museum. Meet in car park 13.00
	18 LONDON	Visit to Maidstone Fire Brigade. Meet Spencer Arms 10.00
	20 LONDON	Natter Night
	25 WESTERN	Visit to Shuttleworth Flying Display
	25 NORTHERN	Visit to John Bacons Farm, Kirkby Hardwick, Sutton in Ashfield, Notts
	25 LONDON	Visit to Oxford Section with visit to Blenheim Castle and tour of Oxford Colleges. Meet at the George, Littlemore
	&	
	SOUTH EAST	Oxford 12.30 - 13.00 or Spencer Arms 10.15
	25 OXFORD	Visit from London & South Eastern Sections.
	28 EAST ANGLIAN	Natter Night

This diary of events varies considerably from the one sent to me by our National Social Secretary. It's not his fault, it's the fault of you section chiefs who aren't informing Pete G. of additions and alterations to your calendars. It takes me too long to check section news' against the diary of events. Anyhow, if you kept the diary correct the section news' should not need to list forthcoming events.

Also, respect copy date and the fact that the GPO only guarantee three day delivery on 1ST CLASS MAIL.

Consider yourselves told off!! GW

Section News

OXFORD NEWS:

From Jack Gibbs

The Section AGM on 26 February was well supported and the club room was hard pressed to cope, so apologies to the many new members on their first visit to whom we could not extend the usual welcome. Just two of them deserves special mention, Simon Newell and girlfriend, Simon rides a 90/6 and is only 19 years of age and Adam Cleave who left the show drifts of Dorset to travel 180 miles.

The Committee met at 12.30 to finalise requirements for the Camp and Gymkhana at Swanmore 28 April to May Day. Only outstanding item was expected attendance, however have no qualms, no one will be disappointed as you will read elsewhere.

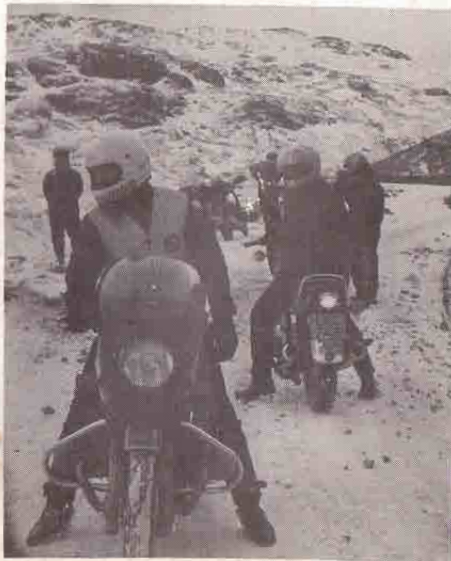
The AGM followed. The Chairman reported continued success in all things. Membership increased during 1977 to 72 and already 1978 indicates further increase. Attendance was excellent. Two outstanding events. Jims Camping weekend and Docs Day when attendance exceeded 100 persons were recalled and the Chairman extended special thanks to both Jim and Doc. A vote of thanks was to be conveyed to Editor Geoff Wilson and wife Jenny for producing an outstandingly good Club Journal and also to the many section members who had contributed articles and letters for publication. A silver tray, milk jug and sugar bowl was presented to our host Jim who for the 16th successive year had provided the club room, heating and lighting free of all charges. For the 6th successive year the Chairman/Secretary did not seek re-election and this time meant it. Treasurer Richard Appleyard had taken over the club's finances so neither could he accept nomination. Dame Fortune once again smiled on the Section and officers emerged as follows, Michael Warrilow, 4 Wisemans Close, Swindon - Section Secretary. - Martin Cole, 270 Beaulieu Gardens, Blackwater, Camberly, Surrey - Social Secretary - Ian Todd - Treasurer - Frank Alderton - Auditor - Bob Tucker, Doc Wynroe, John Curtis & Barry Gibbs - Committee Members. I remain as a very inactive Chairman and very

happy to know the new officers and committee will maintain and improve our very good section.

NORTHERN NEWS:

From Bill Madeley

"Nothing succeeds like success" is the time honoured phrase that could be applied to the Northern section at the moment in this phase is our existence. Nothing illustrates this more than the fabulous weekend we had at St Johns-in-the-Vale in February. Over 30 people turned up at the hostel amid snow and ice, and although the bikes parked outside the hostel weren't all BMWs (we let a few oriental misdemeanours in!) the people who constantly bemoan the BMW rider for not 'using' his bike would have had to shuffle off and find someone else to vent their unreasoning spleen on. Not that we have to, or even want to, prove anything by riding in the dead of winter, it was done for the sheer physical pleasure motorcycle riding gives us all, at any time of the year. As it was the weather was near perfect, with bright sunshine and clear mountain views most of the weekend. Maybe I'll admit to being a little bit cold - just a little bit, but that was a very small price to pay in return for one of the most enjoyable weekends the section has had. The two club runs we had both ended with snow and ice blocked mountain passes, with riders sliding back down sideways and one or two of us cheering them on thinking they were demonstrating high speed drift!! All great fun if you like that kind of thing, if not, I wouldn't recommend you going next year; - me; I'm not going it frightened the living daylight out of me. But to come to a point, if there is one; in view of the criticism leveled at our riding techniques on our last club run I would like to say that riding at the rear of the column most of the time I thought that the riding was superb for a club run, clean, effortless, safe and stylish, a joy to watch and be a part of. Our thanks for the weekend, must of course go to Geoff and Jennifer who organised the whole thing, with some help from Ian Barkway, on behalf of the members who attended, thanks for a super time.



Gareth Jones asks 'are we coming or going' on Honister Pass?

At our February club meeting Peter Anderson endeavoured to instruct us in what to do in the event of an accident on the road. He stuck to the very basics and didn't try to confuse us with highly technical information. A simple and informative talk which we all appreciated Peter. Thanks a lot. Also at that meeting we have to thank John Yates, Ian Horner and their friends for putting on a film show for us. There is a tremendous amount of work involved in getting a film show organised and our very sincere thanks must go to Ian and John for doing it for us.

I'd like to end with a little gem from our Lakeland weekend. It was a little bye to play between Kidge our 'guest' from Kent and Ricky our Suzuki swing rider. Among many serious questions posed by Kidge was one 'What's the lowest pressure you would ride on in your tyres?' Within the space of a blink the answer went flashing back 'flat!'

SOUTH EASTERN NEWS:

From Ruth Verrall

Although at the time of writing the weather seems determinedly evil every other Wednesday our stalwarts still faithfully arrive, sometimes reinforced by visitors like the East Anglian contingent we welcomed in February. I think everyone usually has an enjoyable evening - especially when our resident comedian, Dave Sturrock, is in attendance..

Our April run is scheduled for the 23rd - St. George's Day - and the dragons we'll be conquering are the steam locos of the Kent and East Sussex Light Railway. We shall leave the Clubroom car park at 1.45 p.m. and rendezvous with those members preferring to go direct to Tenterden Station by 2.30 p.m.

We intend leaving the Railway at around 4 p.m. and moving on to nearby Rolvenden, to the C M Booth collection of historic vehicles - bikes, cars, Moggies - you name it, he's apparently got it. We hope there will be something for everyone during the day, so come and join us.

In May we'll be supporting the BMF Rally and Jim Kentish's weekend, while any other runs organised will be listed in next month's News. (Diary of Events please GW)

WESTERN NEWS:

From Trevor Fielding

We have now passed most of the winter months by, and the Easter is now over, and trust that all who came to the National Caravan/camping weekend at Warren Bay enjoyed their visit to the West Country. We must all be looking forward to the spring and summer and the Western Section starts its runs programme this month with a visit to the American Museum at Bath; this event along with others throughout the coming months was planned out at our January meeting by our Social Secretary Chris Wren with help from Simon Littlewood from Bath and Sid Thomas of Port Talbot. Our trips will cover most of the Section area around the West Country and Wales, and details of runs and meeting places will appear in the magazine, we hope to see some section members who are unable to get to the meetings in the winter, so when the run is in your area do come and join us we shall be pleased to see you. We had a very good number turn up at our January meeting, the second held at our new venue Caldicot Community Centre, which we had to hold in the bar that afternoon our usual room being taken over by another party. Once again we had several new members turn up.

At the February meeting Social Secretary Chis Wren gave a film show and talk on First Aid to some 15 emembers who turned up, and Chris explained some basic items on first aid. Thanks to Chris for a good talk, I am sure we went home a little wiser.

The next event to report on was our evening out for a meal on Saturday 18 February held at the Park Hotel, Falfield at which we had some 26 members and guests turn up, in spite of the very cold weather, and the blizzard which was about to hit this part of the world, which had already caught up with our Social Secretary Chris Wren. He could not make it as it was snowing before he set out. Tom Morgan from Cardiff armed with his camera was busy throughout the evening taking various photos of us all either eating or drinking. In all it was a good evening get together and I trust all who came enjoyed it. As Brian remarked, it's the one evening when motorcyclists dress up.

More new members have joined the Section and we welcome the following Mr Sid G Archard of Merriott, Nr Crewkerne who rides an R80; Colin G Carey of Capel Llanill-tern, Nr Cardiff who turned up with Chris Wren at the last meeting; Terry James of Birchgrove Swansea; William Jones of Tredegar who I met at the BMW Dealers in Cardiff on an open night; Peter Marsh of Bath again who rides an R80, Peter is in the fire service and also collects firemans badges and uniforms, he has quite a collection, who turned up at our January meeting on his R90S; Mr Michael W Venn of Wellington, Somerset who sports an R100/7 and Mr Ian M White of Bradford-on-Avon Wilts R60/5. Thanks to new members for your support, and to those whom I have not

met, hope to see you soon.

LONDON NEWS:

From Bruce Clarke

Not too much action in the London area of late so news is very brief this month. Our natter nights seems to attract a good attendance, section membership is still very much on the increase, as is the number of newly registered BMS, in fact one rarely sees a pre /5 outside the club room these days.

Our thanks to our hosts of the Midland Section, the lunch and the social afternoon was a most enjoyable event. On every occasion someone has to try to mar the event, I refer to 'that Mrs Preston', well I mean, it is a bit much to win three prizes isn't it? Then just to add further insult Francis Wright won two prizes. Thanks again Midlanders, a good event to be sure.

Looking to the future, Alan Hills has arranged a Treasure Hunt. Quite a lot of time and effort is involved to sort out and check the clues so PLEASE give Alan YOUR support and be at the start, the Dutchouse Pub, Sidcup, Kent, 10.30 a.m. 10 April 1978.

YORKSHIRE NEWS:

From James Clegg

Our February meeting which was very well attended was the last held at A E Auto Parts until November and our AGM. It's now out on to the roads come, snow, rain or possibly sun? John Wright gave us a slide show on his recent working visit to Japan and enlightened us very much as to the Japanese cultures and way of life. The factory where John was working started work at 8.45 but everybody from management to shop floor had to be there 30 minutes early. This time being taken up by doing physical exercises supposedly to get the workers both physically and mentally ready for work. Another interesting thing happened when John stayed one weekend at the home of a fellow employer. He noticed that the wife seemed to be avoiding him and only after a conversation between husband and wife did she speak to him. Apparently Japanese wives are not allowed to speak when people are present unless the husband gives his permission. Also the paddy fields and orange groves which surround his house were totally cared for by the wife who is referred to as the "Farmer".

Sorry about the sudden cancellation by CCM of Bolton, it just seems to be one of those things where works visits and the Yorkshire Section are concerned. Hope no inconvenience was caused and that you all enjoyed our Shires run.

Our April and May meetings are as follows:

16 April: Bowes Museum, Barnard Castle. Turn off A1 at Scotch Corner on to A66, signposted Brough, Penrith. Turn off A66 towards Barnard Castle, museum approx. 1 mile from Town Centre. Meet 1.30 p.m.

21 May: Crich Tramway Museum. From Chesterfield take A61 Derby road to Alfreton, then take B5035 to Crich or down the A6 through Matlock, turn off onto B5035 midway between Matlock and Belper. Meet 1.00 p.m.

EAST ANGLIAN NEWS:

From Bob Hunter

Peering through the smokey haze enveloping the 'Cricketers' Club room last night (22 February) it dawned on me that the East Anglian Section was expanding, not just drifting along with a hard-core of regulars, but growing with many new faces I had not seen before. It was brought home to me when I had to queue for a drink at the bar. That was the last straw. A check with secretary Roy showed over 60 members on the books and news that the 'Cricketers' is changing hands shortly so I think the time is ripe for a change of venue. So please, if you know of a friendly local pub or club with a LARGE club room, somewhere between Chelmsford and Colchester please let me know.

On Sunday 2 April we will be visiting the Duxford Air Museum, near Cambridge, make

your own way there, meet at about midday.

Also, campers, don't forget the Gymkhana at the end of the month, recruits for the E.A. Squad are still needed.

Finally, our planned invasion of the Norfolk Broads has been re-scheduled to 7 June to avoid clashing with the BMF rally, for time and location see this column next month. (Diary of Events please. GW)

MIDLAND NEWS

From Brian Lowry

February's meeting was at the home of Paul and Winifred Bartlett of Dudley. The bright sunshine set the scene for a very interesting and enjoyable afternoon. Winifred's catering gave me an opportunity to try the legendary 'great pudding' (and very nice it was too, recipes obtainable from Paul) and the delicious apple pie left me with a desire to have been the only attendee. Still it was good to see the other members. And some time or other I will have to get into my leathers (..... must get myself a shoe horn!)

Alan Cowperthwaite from the London Section, a regular at camping weekends and Kidge Elder from Kent, joined us for this indoor meeting. I hope you thought it worth the trip lads. Pat Ruth arrived on his new RS making us all green with envy - and talking of green, Tony & Babs Melling have returned to BMWs after a short excursion into Moto Guzzis' with a green 75/6.



I am thinking of selling my bike and making an offer to Keith Wheeler for his Gold Wing outfit. It must be the fastest outfit on the road - judging by the size of that enormous toilet roll I caught sight of in the chair.

Paul rounded off the afternoon with an organ recital (it's amazing what you can do with an organ)

'The Sunday Lunch'

February 26 saw some 106 (and a half!) members and guests at Leamington Spa's Royal Pump Room for Sunday lunch. People arrived from all over the country and I am afraid that owing to lack of opportunity I was not able to mix 'as I would have wished. I was assured however by all present that it was a successful and enjoyable venture - one to be repeated, hopefully, later in the year. Things were so hectic that I did not get chance to thank everybody who had donated a raffle prize, so may I now take this opportunity of thanking you all very much on the Section's behalf.

Two new 'dealer members' joined us for the lunch, Roy Pidcock of Pidcock Motors, Derby and Kel Prince who has taken over at Trinity Motor Cycles, Leicester. Welcome to the Club you two and all you other new members, I am pleased to say too numerous this month to mention individually.

The success of the event was ensured by the help of many; thanks to them all, Alan Graham, Ian, Shels, Angela, Sheila, Ellen, Margaret, Ivan and Ken.

*An Invitation
to meet
Nicky Hensen
&
Susan Hampshire*

I was in something of a dilemma. I had written a couple of letters in order to set up a meeting with Nicky Henson and Susan Hampshire, but the demands on the time of two people as gifted as they are make it difficult to arrange an appointment. The charming replies I got to my letters were an indication of the pleasant nature of the couple I was later to meet, and eventually we manage to arrange that I would see them at the Savoy Theatre, where they are appearing in a very successful production of Shaw's 'Man And Superman', between matinee and the second house. Being undecided what sort of reception I would get if I turned up in boots and Barbour jacket, I went instead in my car. I felt rather foolish when, on arriving at the stage door, I found Nicky's R90/6 parked outside, and on entering their dressing rooms I found riding suits and crash helmets hanging up. "Oh yes" Susan

explained "we go everywhere on the bike. We have done 15000 miles on it in the last twelve months, which is not bad when you consider how little spare time we have for pleasure trips".

Susan was introduced to motorcycling when she met Nicky. I asked him what machines he had had before taking to a BMW. "I started off at an early age like a lot of people on a BSA Bantam" he told me. "Since then I have progressed up the scale to a number of Bonneville's and Nortons. I was very unlucky in having three bikes in succession stolen. The last one was a rather attractive looking customised Norton, but it turned out to be nothing but trouble. When that one went I bought a BMW, and I'm very happy with it. I hope soon to buy an R100/7".

I was intrigued that such a famous actress as Susan Hampshire, well known for her portrayal of sophisticated young ladies like Fleur in "The Forsyte Saga", should be so obviously attracted to riding on the pillion of a motorcycle, but although she is clearly well-educated, well-spoken and at the top of a very competitive profession, there is nothing of the snob about Miss Hampshire. "I'd like to get a bike of my own" she said "but I haven't got a licence yet, so I shall have to start with a small Japanese bike first, and then I'd like to get one of the new 450 BMWs when they come out".

I asked if they, or more particularly their agents, were not afraid that they might get injured. "I think they would rather we didn't go everywhere on a motorcycle" Susan said, "but Nicky is a very safe rider and he never takes risks". They admitted to having had one ^{the} accident when riding a Norton. It seems that a GPO van had to brake suddenly at ^{the} same moment that Nicky was looking over his shoulder before pulling out to overtake. "Susan saw what was going to happen and she did the right thing" he said, "she jumped off, and I went into the back of the van. I were both covered in bruises. The funny thing was that we were appearing together in The Taming of the Shrew, which called for us to have a few fights on the stage and for me to throw her around a bit. I could hardly lift my arms, and everytime I touched Susan she winced".

I noticed that their R90/6 sports a backrest for the passenger, American style, and GB plates. "Susan loves that backrest" Nicky told me. "When she was appearing in Chichester I used to drive her down everyday and she would lean against it and learn her lines as we were going along. Then when we had time we took day trips over to France for a break".

I was beginning to feel even more foolish that I had worried about turning up at the theatre in riding gear and explained how I have, in the past, experienced unpleasant reactions when I have arrived at swish events on a motorcycle. Cont P 17

ON THE GRAPEVINE News from Germany is that the 450cc R45 horizontally opposed twin BMW is now in production and we have confirmation that the model should be in Britain about September time.

PRICE ALTERATIONS

1 March 1978: R60/7 - £1699.00 R100/7 - £2199.00 FLOORS - £2999.00
R80/7 - £1999.00 RLOOS - £2499.00

Readers Letters

Revs & Ratios

I refer to the letter headed 'Ignition Again' in the Feb. issue by Mr Ray Brown. He states 'The Boyer is fully advanced at 4,000 rpm as opposed to 6,000 for the Lucas, which was a bit high'. Why is it a bit high? Surely the ideal system would ensure that maximum advance coincided with maximum permissible engine revs. If that were the case and the Boyer advance was correct for maximum revs, the setting at 4000 rpm would be too far advanced. I've always understood that a mechanical system was inefficient and that its curve was a compromise due to its limitations as a crude device. The electronic system does not suffer from these limitations to anything like the same extent and can be designed to more nearly approach the ideal. He says his friend has a RITA system fitted and 'is not impressed'. What does he mean? Was the bike's performance adversely affected? If so, in what way?

I have a 90/6 fitted with RITA and whilst I can't eulogise its instant effects with the same certainty as Mr Brown with his Boyer, I can say that the engine is smoother and that starting is improved and of course, there's no maintenance. I have made one or two tests. I gradually increased plug gaps and it was not until 46 thou that a slight missfire occurred at full speed - 113 mph on the speedo (reckoned to be about 108 mph) and with touring screen and panniers. My normal fairly firm riding produces 60 mpg - a 100 mile test, not exceeding 60 mph, gave 69 mpg and another 100 mile test, not exceeding 45 mph gave 77 mpg.

I'm afraid that Mr Brown has been carried away. He claims 125 mph at 6,500 rpm where there are no straight roads - two up and he still hasn't found his top speed! By my calculator that makes his mph at 1,000 rpm as 19.23 mph. If he checks his owner's manual he will find

with normal gearing, the true figure is 16.9. Using this correct figure his speed at 6,500 rpm would have been 109.8 mph. Were his figures correct his bike would be doing 140.9 at the makers recommended top speed of 7,300 rpm! Perhaps he has fitted a couple of outsize clock main springs in the drive system! Incidentally, a friend fitted RITA to his 750 Ducati Sport and is delighted with it - it transformed its starting which was pretty grim. I have double front discs, bleeper, extended sump, twin horns and crash bars as well as touring screen, voltmeter and clock, and I think the 90/6 a great bike. The clock has been fitted with a Zener diode and gains about 5 sec a week. The only snags - too upright a side stand position - the bike, when left on level concrete at a garage, fell over - it had been pulled forward by the stand spring. Lately too there has been inconsistent leaking past float needles. One manual suggests fitting new needles at 12000 miles. However I intend to fit Viton tipped needles from the Amal Concentric - a tip from a BMW mechanic who has had the same trouble. I have also fitted weaker throttle springs at the carbs together with larger diameter hand grips with marked improvement. Another tip that may interest members. The manuals say that the voltage regulator is non-adjustable. I can't. I've done it! No bother at all, just take care. I am contemplating fitting auxiliary head lamps - can anyone recommend them and give some idea of their effectiveness? My tyres are Michel in S4J and M45 and I prefer them to Continentals.

Alan W Ray
Ulverston

On talking to Alan about his reason for wanting to alter the output of the voltage regulator I learned that, as does any item of electronic circuitry, RITA makes very slight current drain on the system, just sufficient to

to reduce the voltage on the system by about 0.2v. Negligable voltage considering the improvement in spark the system achieves. In order to bring the voltage back to that which had been produced with a contact breaker points ignition system Alan simply increased the tension of the spring which holds open the voltage regulator contacts by bending it very slightly. This in turn increases the voltage at which the armature pulls in and the contacts are made. The amount of bending necessary can only be gauged by trial and error.

It is only the pedantic amongst us who would find this rectification necessary. GW

..... In Print Shortly

In the 'new' highway code there is to be for the first time a reference to the need for motorists to be aware of motorcyclists.

The total number of states in USA who have repealed helmet laws is now 23. Six and a half weeks after the fifth, Dakota, repealed its helmet laws ten motorcyclists have died. Nine wore no helmets, the tenth required by law to wear a helmet because he was under 17 years was wearing a helmet but it was not strapped on.

Concerning the Editor's mention of insurance, I really wonder how many members have read the small print on their policy.

Fred Secker
General Secretary

Don't all jump to conclusions, we also need to know how many of these 10 deaths were caused by head injury. GW

Tyre Response (1)

At the moment Bob Hunter and I are investigating the possibility of a mix of Michelin and Avon tyres for our 90S's. I'm running as you know, on an S41 P22 Michelin front and M45 rear and am delighted with handling and roadholding, but a bit unhappy about rear tyre wear. Bob is on Roadrunners and is also generally happy except for a very worrying high speed wearing tendency (90+ mph). He has had his rear Roadrunner on his 90S for 4,500

miles and is only down to 5mm. The logical mix would therefore seem to be the Michelin front and Roadrunner rear. We've done a short test, by swapping front wheels, and the initial results are that the above mix feels virtually identical to Michelin's front and rear. So it would seem that the handling characteristics are determined almost entirely by the front tyre, and that putting the Avon on the back should virtually double the rear tyre mileage. I hope to do a bit more mileage on this combination to confirm the initial findings, and if successful I'll be fitting an Avon rear when the Michelin wears out. Anyway I'll let you know if we find any snags with the arrangement.

Roy Gravestock
Chelmsford

Tyre Response (2)

After reading the articles in the magazine on tyres, it prompts me to give my experiences, even if there will be no further articles.

In 1974 I bought a 60/5 which had Metzlers fitted, these were fine and the rear lasted 10,000 miles. There was slight front wheel wobble for about 2,000 miles as John Trout found at approx 40 mph.

At 10,000 miles I fitted a Continental rear and at 14,000 a new Continental front tyre. These did reduce the wobble to being nearly undetectable.

By handling fine I mean mixed town, touring and high speed motorway work, solo and two up with a pillion. I have not experienced 'frame bending' on the BM or the previous YDSF (Yamaha) and road markings made little difference; these were on tyre pressures of 30 psi front and rear with an extra 3 psi when fully loaded.

At 20,000 miles I fitted a Roadrunner rear and this has been the best yet, feeling even more competent in the wet although many people say this is a mixture that does not work (Roadrunner/Conti).

The only bad experiences encountered were on the A2 just before the M2 where ridges in the road - possibly as drainage ridges run length way's not across the road, the

bike suddenly felt as if the tyres had deflated to 15 psi and this at any speed from 30 to 90. The best way to cover this area of road was to drive flat out & relax. Unfortunately the traffic does not always allow this behaviour.

At present the BM is in the garage with my wife trying to persuade me to sell it as she bought me a new XS 750 Yamaha, although I want to fit a sidcar to the BM, any helpful advice as how to get my 'wicked' way would be helpful.

Thanks for an excellent magazine.

Burton Urquart
Bicester

Tyre Response (3)

Reliability and roadholding have always been a popular topic in the club magazine. The most recent relating to various tyres. What appears from these articles is that most makers can supply tyres to fit the BMW model range. I have always found that peace of mind with your chosen tyres can make a big difference. How often have you had to stop and check tyre pressures because you have convinced yourself that one or both must be low or flat, only to find all is correct. I agree with GW when he mentions the caution needed on wet or varying road surfaces, it doesn't seem to be a very good idea to test tyres to the limit to prove a point. I get concerned when people mention their latest drift or front wheel slide.

Travelling at a snail's pace has never interested me and I have been fortunate enough to have had the experience of riding different models at one time or another. Models from the short wheel base 75/5 up to my present 100/S seem to suffer from high speed handle bar flutter; it isn't bad enough to be dangerous but can cause concern. Struggling against this flutter only seems to make things worse and one of the cures used to be the damper, but of course the makes say that we no longer need one, I can't agree with this.

Tyre wear and pressure, the correct loading of the machine and of course the

correct functioning of all cycle parts must alleviate most of the problems encountered. However I find that riding the bike solo makes it more susceptible to road peculiarities than when a passenger is being carried. Loading with camping equipment doesn't cause any problems, but I do take a little time balancing the load.

The size and fixing of some top boxes and panniers leaves a lot to be desired, the panniers flap and top boxes move about which must cause problems. My own Krauser panniers are guilty of this, so I use a strong webbing strap from the rear sub-frame across the lid to the rear mounting bracket this holds the panniers really firm and is a good insurance against the lids accidentally opening up and scattering equipment across the road.

A word of warning. I noticed at a recent meeting that someone on a 90/s had been tempted to fit a lower rated tyre. I wonder if he has thought of the consequences if he was unfortunate enough to be involved in an accident and an Insurance Company noticed his tyres?

Mike Warrilow
Swindon

..... Bag of Bolts

In case no one else makes comment on Phil Thomas' clattering valve gear, here are some of my suggestions. If the noise is definitely rocker gear produced, then near silence should be obtainable even with /5 plain bush type, although before anyone else says it my own machines doesn't testify to it for much of the time. Two basic points to check (assuming tappet clearance is correct) (a) that push rods are not fouling on the push rod tubes where they exit into the head (b) that there is negligible end float on the rocker arm. There need be no end float and still have free movement.

If the noise from the engine is really bad suspect a worn timing chain.

Geoff Wilson
Editor

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.



Barry Cook R90/6
Howard Robinson

THE M.C.C.

R60/5

Tim Wilkinson

R60/5 &

Geoff Wilson

R75/5/6

50th EXETER TRIAL

made a 'solo' attack on the hills of the Exeter Trial back in January making the Club representation the highest it has been for a good many years.

The figure should have been six but Pete Antram fell foul of appendicitis and denied Roy Laithwaite the thrills of being his chairman. It has been mooted that the BMW gods vented their wrath on Pete for threatening to use his BSA outfit. Last minute repentance was no cure unfortunately. Sure not to miss the event completely Roy & Pat Laithwaite, with the Gosdens and the Clarkes gave the quartet a real send off from the start at Reading as 'indian file' they headed for the West Country.

Barry, Howard and Tim were really out to embarrass the trial & trail bike riding competition, their only concession to the hills of the event being the fitting of trials tyres; narrow bars and screens were even retained. Geoff's bike was slightly more special in that the gearing was as usually matched to R50's



Left Howard - Above Tim

and not the higher gearing that should accompany a 750cc engine. Wider handlebars gave him a control advantage over the other three and security bolts in the rear rim held the tyre in place when very low pressures were used. A front mudguard that was made to stand off the tyre was too prove advantageous. But he'd done it before.

In the days when Europe ruled the motorcycling roost, and Britain in particular, the MCC trials were testing grounds; and they still can be. There was at least one lesson learned during this Exeter, a /6 front mudguard won't clear mud (propective 'overlanders' please note). Compare a /5 and /6 front guard mounting arrangement. On a

Cont Page 17



The 492 c.c. B.M.W. Flat Twin

This continues Alan Baker's description of the 1954 o.h.c. racing engines as it appeared in THE MOTORCYCLE ON 28 July 1955 (all acknowledgements to Motor Cycle)

At the rearward end of the half-speed shaft, which is carried in two ball bearings in a Duralumin housing, is a bevel gear; with it mesh two bevel gears embodying short, hollow shafts which transmit the drive via solid shafts to the camshafts. The axes of the pair of bevels just described coincide in plan view but are inclined slightly downward in front elevation. Two closely spaced ball bearings support each bevel hollow shaft, the outboard end of which is internally splined. Lubrication of the gears is by splash from the big ends.

Engaging with the splines of the hollow shafts are male splines at the inboard end of the solid drive shafts. Each of the solid shafts has an integral bevel gear at its outer end and runs in a ball bearing pressed into the inboard half of a cast iron housing. Split longitudinally in the vertical plane, the housing is held to the cylinder head by the three pairs of studs; the two outer pairs also serve to retain the Elektron cam-box covers.

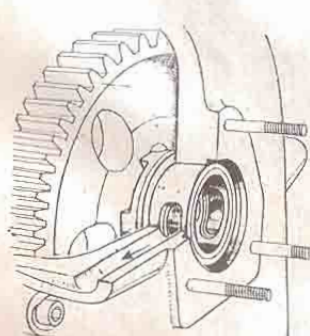
The camshaft drive-shaft cover tubes screw into the cylinder heads; their inboard ends have no positive location and are sealed by internally spring-loaded grommets, of synthetic rubber, fitting into counter-bores in the crankcase casting.

A usual double ohc arrangement is employed. In the case of each cylinder head the two camshafts lie close together within the split housing and each operates its

retrospective valve through a short, straight rocker. The scheme is a compromise between the single ohc and the conventional double-cam layouts because, although the reciprocating weight with the rockers is higher than with direct-operated

valves, there is less power loss since two spur gears replace the usual five. Certainly the reciprocating-weight aspect cannot be serious since the engines can run up to 9,500 rpm.

The BMW layout is, in fact, well adapted to a horizontally opposed engine.

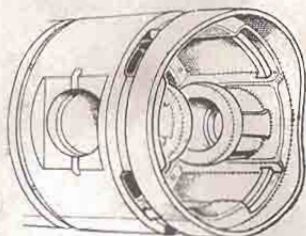


Three interesting internal details: (left) the engine breather, driven from the half-speed timing gear; (above) the single-row roller big-end bearing

cage, the bars of which are relieved for lubrication purposes; and (below right): thickened-up gudgeon-pin bosses and oil-return slots in the full-skirt piston
Four rings are fitted.

In the normal manner for a 180 degree twin, the cylinder axes are staggered in plan view (the left cylinder is the farther forward) and, as mentioned earlier, the camshaft drive shafts are in line. Thus the right shaft drives the forward cam shaft and the left shaft drives the rearward camshaft.

Camshafts and rockers run on needle rollers; the outer races of the camshaft bearings are suitably grooved so that the camshaft-housing holding-down studs form covers to prevent rotation of the races. In each case the camshaft bevel is integral with the

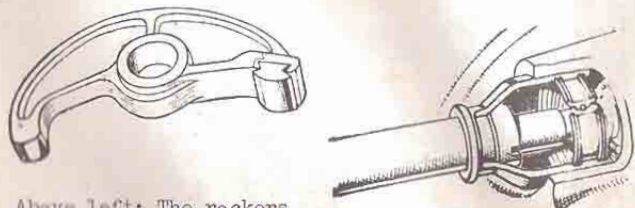


coupling gear, and its end thrust is taken by flanged bronze collars. The rocker spindles are carried in the camshaft housings and have eccentric ends for valve-clearance adjustment.

The method of locking the rocker spindles is simple and ingenious; on one end of each spindle is a serrated washer which is located on the spindle by flats. With the serrations engage similar serrations on a short arm, the other end of which is bolted to the housing. If the bolt is slackened and the serrations are disengaged, the spindle can be turned by one serration or more and the serrations then re-engaged. For valve timing there is the usual vernier coupling between each camshaft and its driving gear. Valve overlap is equally disposed on each side of top dead centre and totals 120 degrees; the cams provide an opening of 320 degrees.

The rockers are I-section steel forgings, hardened in the bores, and are unorthodox in having cam-follower pads of chilled cast iron a material which has proved exceedingly durable. A shrunk-in, dovetailed fit is employed for the pads, and the rockers are lightly peened over them on each side for security.

Owing to the close spacing of the camshafts, lubrication at each cylinder head is reduced to a single metering jet which sprays oil copiously on to the rubbing faces of cams and followers. The bevels and coupling gears are lubricated partly by splash and partly by oil from the crankcase which flows along the downwardly inclined camshaft-drive cover tubes.



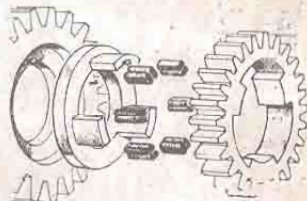
Above left: The rockers are fitted with dovetailed in chilled-cast-iron pads. Above right: Camshaft drive-shaft cover tubes are connected to the crankcase by spring-loaded, synthetic-rubber grommets.

Each cylinder head contains a part spherical combustion space giving a fairly wide valve included angle of 82 degrees. The valve seat inserts are shrunk in; manganese steel is the material of the inlet seat, and bronze is used for the exhaust seat. Both valve guides are of bronze which has a fairly high tin content.

Diameter of the tulip head of the inlet valve is 40mm and that of the stem is $8\frac{1}{2}$ mm; sodium cooled, the exhaust valve has a convex head of 36mm diameter and its stem diameter is 11mm. Duplex coil springs exert a load of 97lb with the valves on their seats. To reduce overall engine width, a stepped form of split collet retains the light-alloy spring collars.

Downdraught angle of the inlet ports is 15 degrees and their bore at the flange is 32mm. Mounted directly to each port is a flat box containing a guillotine-type throttle which gives an unobstructed inlet when fully open. The throttles are controlled by a double-drum twistgrip and are individually adjustable for synchronization. Air reaches the throttles by two long, tapering bellmouths attached to the throttle box stubs by rubber hose and clips. From trumpet extremity to throttle measures approximately 8in, and from throttle to valve centre is about 4 $\frac{1}{2}$ in.

Sparking plugs (one per cylinder) are located above the cylinder axes and the fuel-injector nozzles below; their respective holes emerge into the combustion space on a common diameter between the valves, but the plug holes are canted to enable the plugs to clear the camshaft drive shafts. One plug thus points forward and the other rearward. Like the fuel pump, magnets and sparking plugs, the injector nozzles



To avoid tooth overloading, the oil-pump driving gear embodies a simple shock absorber.

are of Bosch manufacture and have a minimum delivery pressure of about 570lb/squ in. Fuel gravity fed from the tank to a paper-cartridge filter mounted on the right of the crankcase above the cylinder. From the filter petrol passes to the pump, which is of plunger pattern - very similar to the type used on a compression-ignition engine. There is no direct rider control of pump delivery.

In the pump body is a diaphragm which is subjected on one side to induction pipe depression by means of a balance pipe system connected to the two throttle boxes. Attached to the diaphragm is a rack-rod engaging with a gear on each of the two plungers. Movement of the diaphragm caused by opening or closing of the throttle thus rotates the plungers; such rotation varies the internal porting and with it the amount of fuel delivered by the plungers. Surplus fuel is pumped back to the tank. An adjusting screw permits basic setting of the mixture strength. Lubrication of the pump is effected by engine oil from a separate half-litre container.

To give plenty of time for the mixing of fuel and air, injection of petrol occurs appreciably before the end of the inlet stroke but the timing is not critical to within 10 degrees and is adjusted by means of slotted attachment-bolt holes in the pump body. Ignition timing is fixed and is the same with fuel injection as it was when carburettors were employed (incidentally, the same applies to the compression ratio, which is 10.2 : 1).

Apart from providing a worthwhile gain in power - owing to the unobstructed induction system and the thorough atomization of fuel which occurs in the cylinder, fuel injection is stated to have given an improvement in specific fuel consumption of about 15 per cent; the consumption now obtainable on full load is 0.44 lb/bhp/hour - an extremely low figure.

Almost full skirted, the pistons have a scraper ring below the bosses for the taper-bored gudgeon pin. Three compression rings are fitted and the lowest has a taper face with drainage holes to assist oil control. The piston crown is of nearly pent-roof shape and fits closely into the head space at each side to promote squish. To accommodate the contour of the valve heads, the valve cutaways are convex and concave respectively under the inlet and exhaust valves.

In each case a ground joint is employed between cylinder head and barrel; after the ringing in is completed six studs are screwed into the head. The head is then fitted to the barrel, the studs pass through bosses in the barrel, and on to them are screwed sleeve nuts having splined instead of hexagonal ends.

Owing to their advantageous cooling location, the BMW cylinder barrels have very modest finning by current standards. Die-cast in light alloy, they normally have shrunk-in liners, but chromium-plated bores - plating direct on the aluminum - have been alternatively employed with complete satisfaction. The engine examined had liners; they have a spigot which enters about $1\frac{1}{2}$ inch into the crankcase and is cut away fore and aft for connecting-rod clearance. Six studs secure each barrel to the crankcase.

A taper on the rear of the crankshaft accommodates a 22 $\frac{1}{2}$ cm diameter flywheel clutch. The clutch body is in two halves which are held together by a ring of eight bolts; the inner face of the rear half forms one of the driving surfaces. Sandwiched between that face and the pressure plate is a single fabric faced driven plate; the plate has a splined centre which transmits the drive to the gearbox mainshaft.

The rear half of the clutch body has internal peripheral teeth with which engage similar external teeth on the pressure plate. Actuating force for the pressure plate is supplied by six non-adjustable springs seating in the front half of the clutch body. Clutch withdrawal is by means of a thrust rod passing through the hollow gear-box mainshaft; a hemispherical pad, jointed to the end of the rod seats on a cup in the centre of the pressure plate.

Forward half of the clutch body has a spigot fitting into a bore in the back of the rear main-bearing housing. There is a leather oil-sealing ring within the bore

and the spigot has a spiral groove to assist in preventing oil from entering the clutch housing. Clutch cooling is effected by a series of concentric ribs on the back of the clutch body and by air ducts in the housing.

Of conventional, all indirect design the gear box has a top gear reduction of 1.3 to 1 and normally has five ratios, although four have been used on certain circuits. The complete engine-gear unit is supported at three points in the frame; one each at front and rear of the lower portion of the crankcase, and a steady point above cylinder level in the crankcase half of the gear case.

The engine starts to run smoothly at about 4,000 rpm begins to produce real power in the region of 6,500 rpm and peaks at 9,000 rpm at which speed it is stated to have an output of 58 bhp.

The Exeter Trial Cont..

/5 the top support is over the top of the mudguard, on a /6 it is between the tyre and the guard, and on a /6 it acts as a ledge on which mud clogs. Even worse, you cannot remove the mudguard to clear the mud without removing the front wheel, and if you are already up to your 'welly tops' in the proverbial, then removing a wheel, QD or not, is not so Q. That is why Barry on his R90/6 retired, leaving the three to gain finishers certificates with Geoff winning a third class award, his first ever.

It was good to see Vic Doswell working hard on one of the hills, helping make the event possible for us to ride in; Vic having been a BMW campaigner in the trials of the '60's.

At the trials end, in Sidmouth, a Club welcoming party of equal strength to the 'send off' one awaited the finishers. Alan Hills, Denis Upton, and Philip Jordon cheered them in.

Those of you who know John Stock of old will be interested that he avidly supported the Club contingent although Honda mounted himself.

An Invitation Cont

"That never worries us" said Susan, "we even went on the bike to a charity concert at Windsor Castle, where we were introduced to Prince Charles. The Police on duty there couldn't believe their eyes when they saw us getting out of our riding suits with our evening dress on underneath." "Yes" Nicky said "and they all roared with laughing afterwards when they saw Susan stuff her elegant ball gown back inside her trousers, put on her crash helmet and ride away on the back of a motorbike!". If that doesn't indicate a true enthusiast, I don't know what does!

We talked and talked the way motorcyclists do, before I suddenly realised that I had taken up almost half of their two hour break between performances. Before I left, as I have no doubt all Club members would want me to do, I invited them both to drop in one evening at a London Section meeting. Whether they will be able to find the time I don't know, but if they do I am sure you will find as I did that they are two of the nicest people you could wish to meet.



This invitation was arranged, accepted and reported by Club President George Saunders

Geoff Wilson

takes a

TL R60/7

to Ireland

(Continued)

The R60/7 equipped with luxury touring pack had borne Geoff & Jennifer as far as Holyhead. The next leg involved a Sealink Ferry.



We were ready for the 3 hours sleep we grabbed on board but not for the pushing and heaving uphill into the port town of Dun Laoghaire and less ready for the wait from 07.00 to 08.30 for the first petrol stations to open. The tank took on 4.8 gallons of petrol at 94 pence per gallon (another reason for not running out in Wales) proving the exact capacity of the tank and providing consumption figures of 49.58 mpg for a night-time ride which was almost 50% motorway and 50% 'A' class single carriageway road through the highlands of North Wales. This consumption figure was to remain fairly constant for the duration of the test although for the following five days we were not to see a motorway and hardly an 'A' class highway.

Some refuge and breakfast was sought at the timbered home of BMW owner Tim Wardell near Naas but the rain continued as we prepared for the road again, and with nothing better to do we forged a route via Port Laoise (of prison camp fame) and Michelstown to Killarney. The beauty of Irish roads is that tar spraying and grit spreading after tar spraying and grit spreading allow the roads almost to soak up water and wet weather riding can be safe and predictable. What isn't so predictable, at first anyway, is the action of local drivers, and looking at the state of some of their tyres we were not surprised at some of the wet weather antics. I firmly believe that driving skill is directly related to survival possibility and seeing as how the probability of having a vehicle behind you when deviating from your normal position on the road in rural Ireland is pretty low, flasher signals and good road positioning seem only for the ultra cautious. The beauty of the Irish driver, however, was that never did he seem to blame us for some of the crossthreadedness that occurred at a few junctures (not only junctions). We treat the local driving habits with quiet sympathy with the hope that their driving skill may never need to improve; that will mean that the roads remain such a haven for the two wheelers.

Unfortunately, the pleasures of remoteness and solitude bring with them disadvantages. The expense of freighting a tin of baked beans from Lancashire to Killarney means that the consumer must pay for the added costs. Food is expensive and choice would seem to be limited as would the places in which to eat it, especially after the end of September when the 'close season' for tourism begins. Most B & B signs disappear, tourist information bureaux put up the shutters, (unless you are lucky

to find a travel agent who still has his tourist information under the counter), and sheep take over many of the camping grounds. Fortunately the Irish hospitality can not be quelled by any date on a calendar, so out of season visits pose no real problem.

Such experience was gathered as we rode north to cross the Shannon Estuary Ferry and headed for the Bay of Galway by way of the moonscape terrain of the Burren. At times riding became euphoric as the roads which contoured round the 'eggs in a basket' terrain gave way to arrow straight stretches which rose and fell across corrugated plains bringing uninhibited whoops of joy to the mouths of the four of us and causing suspension to operate to the extremes of its capabilities.

The roads of Western Ireland certainly make for rarely found effortless high speed riding which in turn leaves little time, to say nothing of desire, to view the scenery. It comes almost as an intrusion into your assessment of the quarter mile of road in front of you when another car appears or romantic thoughts about Galway Bay demand your mental attention. Not such an intrusion are the donkey carts, agricultural necessities, or the assorted animals which wander aimlessly on the by-ways. In Ireland creatures of the farmyard are as much part of the road furniture as are the road signs which bear little resemblance to our 'international' ones. We had no difficulty in understanding them, just the opposite, in fact what doubt can there be about a sign which says 'YIELD TO THE RIGHT'.

Strange to say but themammals of Ireland did not cause so many desperate situations and none in fact to put the single disc front brake to any trouble. Deliberate tests of this brake did highlight a couple of points to me who is an almost full time user of drum brakes, front and rear, on my own so called 'superbike'. Quite definitely the single disc was worse than my well tried twin leading shoe drum, but the effort needed to effect retardation was markedly less. The mechanical advantage of the hydraulic disc pad system is greater than the bowden cable cam operated brake shoe set up. The expression, 'grabbing a fistful' of brake lever means something with a drum brake but more applicable to the hydraulics would be 'taking two fingers' to the lever. We found no benefit in really heaving on the lever as can be had from doing so on a cable operated drum set up.

The single cam twin shoe rear brake was as good as a rear brake need be and even with two riders and all but the kitchen sink aboard the brake was more than capable of breaking traction between tyre and road (and we don't use bad tyres).

It's worth mentioning that experience has proved that bovine creatures are usually more interested in chewing the fresh grass at road sides than leaping in front of your front wheel and canines although adept at nipping the hooves of passing rams find touring BMWs rather less passive and requiring swifter reactions if jaw and boot heel are to make contact. In such instances a dummy attacking move is more effective than an easily anticipated defensive. (Save your brakes, save your tyres, and save time).

One creature, resident in Ireland but not indigenous to the Country, which didn't respond in the expected manner to an attacking move, was a Renault van, a very utility looking model piloted by one very sporting individual who it would seem



Luggage with machine aboard the Shannon Ferry

(City only by virtue of having a ruined cathedral on site) where in the Middle Ages monks sought seclusion and knowledge; and today the situation still provides the former. Not wishing to cause damage to valves or pistons, the R60/7 was never called upon to work hard that day making a complete contrast to only a couple of days prior when riding had given no ground to sightseeing.

Our final night's stay in the Republic was on a camp site which the owner said he should have closed for the season over a week previous but people 'just kept turning up'. Perhaps his problem was that he didn't have a gate on his field. The choice of site left us handy for the early morning ferry from Dun Laoghaire to Holyhead, and even the five mile ride provided the parting memory of two horses grazing untethered on the lush grass of a large busy roundabout not far from the centre of Dublin.

Sadly the combination of a camp breakfast and good swell in the Irish Sea made my stomach unable to import anything I had eaten in Ireland back into Wales. Jenny never even knew of my absence from the lounge deck, she slept like a baby. Perhaps a rough sea crossing is no worse than being my passenger.

Thanks again to motorcycling and BMW for providing another leaf in the book of life.

editorial continued

Irrespective of the sentiment expressed in that block path personal mobility is still encouraged, thank goodness; and if enforced movement can be made more comfortable and safer we should favour it.

There are a number of reasons I can think of for wishing that I lived to the south of England's great natural divide, the line that joins the mouths of the rivers Ouse and Exe. One of them being that that half of the country must boast some of the best lit highways of our road network. Only recently John Horam, Transport Under Secretary, told MP's that the cost of lighting the remaining unlit 45 km of the M1 between London and the M6 would be about £1.8m and that operating costs would be about £85,000 per year. He also disclosed that consideration is being given to lighting the M1/M6 junction. A small cost it seems for making motorways safer and in my opinion more comfortable to ride on. Much of my motorway riding is done at night when other class roads hold little attraction and the relaxation and increased visibility which road lighting brings comes as welcome relief; and it's only at night when I realise how steep is the incline down to the Whipsnade interchange or how sharply the tarmac ribbon deviates as it wends its way through Birmingham. GW

FRONT COVER - Peter & Adrienne Gosden with Daffy (the dog). It has taken five years to get these two, I mean three, on the cover of the magazine and now they have graduated to an R100RS. However the R75/5 pictured was theirs from 1972 having been AMC and Vincent riders previously. Pete and Adrienne both began riding in 1959 and Ade still keeps an immaculate BSA Bantam (Sports model she would hasten to add). Their Matchless outfit has taken them to five Elephant Rallies, some snowy ones and along with other machines they have visited most European Countries (including the Isle of Wight). Road trials hold some attraction for them as well.

HIRE OF CLUB TOOLS

Keith Sanders, the Club tool hire secretary, whose address appears on Page 2, holds a fairly comprehensive set of special tools for use on the engine, gear box and final drive of £50/R60/R69/R69S and 50S machines. Not quite so comprehensive is the set he has for /5 and /5 machines. These tools are not easily come by and the Club would welcome the change to improve its sock of tools, if anyone has any surplus to requirements.

FIM RALLY : The next week is your last chance to join the Club Team to this year's International Federation of Motorcyclists' Rally in Italy. Contact Alan Dean - address Page 2

CAMPING, SOCIAL & GYMKHANA WEEKEND
28 APRIL 1 MAY AT JIM KENTISH'S
HOME BISHOPS HILL HOUSE SWANMORE NR SOUTHAMPTON

This is an attempt to put on a National Event with something to suit all members. Most things will be provided free of charge including camping, hot beverages throughout, bangers for bonfire cooking and cooking facilities for non-campers and those who wish to picnic. Local shops close at 5.30 Saturday but milk, eggs and limited bread will be delivered on Sunday. Excellent food at moderate charges is available near by.

Bed & Breakfast is available but it could mean a journey of 10 miles to Southsea. Parkside Motors the local Bee Emm bike agents are providing a large marquee free of charge. A few persons who bring a sleeping bag only can be accommodated, but first make reservation by contacting Jack Gibbs or Pete Gowland.

PROGRAMME: Saturday: Inter - Section games, bonfire 20.00 hrs with dance and sing song until midnight (officially)

Sunday: Meet day trippers from other sections. Gymkhana - the main event starts at 14.00 hrs. Bonfire 20.00 hrs.

Monday: Break camp at 14.00 hrs approx.

(Don't let rumours of a 10 mile pre-breakfast run put you off attending!)

Here's how to get there: (Tel: Wickham 832378)

From Newbury A34, or from London M3 - A33 Winchester bypass to lights TL A333 (SP Portsmouth) to Bishops Waltham - A333 Waltham Chase, at 2nd X roads after place name sign TL (butchers shop on corner) SO to X roads TR - House entrance top of hill on left. Ignore Swanmore signs.

From Guildford A3 to, or from SE A272 to, Petersfield A272 to X roads with A32, TL (south) to Droxford - TR SP Swanmore. Follow 3 miles (ignore Swanmore signs). House entrance top of hill on left.

From South (M27) turn off at junction with A32 (north) to Wickham TL A333 - follow 2 miles - just past junction with A334 TR (SP Swanmore). House entrance 1 mile on right over brow of hill.

PLEASE SEND ALL CHANGES OF ADDRESS TO FRED SECKER, NATIONAL SECRETARY
 - ADDRESS PAGE TWO

TYRE ROTATION

Last months letter from Martin Kerridge raised the question of the reason for tyres having an approved direction of rotation. A phone call from Bill Madeley (he having read the letter) produced the more correct answer amplifying what was stated at the end of the letter.

A tyre is made up like a narrow bandage applied to the length of an arm, in an overlapping fashion (like the slates of a roof). Run your finger over the bandage one way and you will pull up the edges, but the other way you will just drop from one lap to another. Relatively your finger is the road and the bandage your tyre. Under fierce acceleration plus other condition, a wrongly applied tyre might be pulled apart. Fit a front tyre with rotation arrow reversed since most force is applied to this one under braking and rotation is apparently reversed.



news
 from
 the **BMF**

This year's BMF Rally is to be held at the East of England Showground, Peterborough on 14 May. BMF member club members will be allowed to camp on the showground on the Saturday night (at some cost). Another excuse for us to get together and help Bruce Clarke make this year's Club special effort really special.

mutual aid

FOR SALE: very reluctantly, due to a recurrence of ill health, 1975 N Reg BMW 60/6, in very good condition and appearance, as new tyres and tubes, taxed until August 1978, mileage, 17,500. Avon carrier, D type crashbars, cockpit fairing with clocks, stainless steel exhausts. Green tank and guards, drum brakes. £1,100 ono. Also with bike spare cables and manuals. Apply to R Holme, 27 Ferrand Road, Littleborough, Rochdale, tel: Littleborough 76303

FOR SALE: Drum to single disc conversion £140. Pair 75/6 carbs £50 ono. Pair 100S/RS 40mm cv carbs £75 ono. Carbs like new. New starter motor late /6 £60. Crankshaft and flywheel £50. New /7 camshaft £20. 60/6 kilometre speedo £10. Length of rope suitable for noose £17.50 /6 headlamp shell £30. 750 cylinder heads £30. New /7 rocker cover £10. Plain right hand slider £15. Caliper left hand sliders £25. Bottom yoke and stem £20. Single master brake cylinder £10. Steering damper unit £10. Blue 3 gall petrol tank for Steam Packet Co to damage £15. New /7 locking petrol cap £6. /6 horn £2. /5 positive battery lead £1. /6 left hand short stem mirror £2. Footbrake pedal and rod £13. Front and rear mudguards £15. New BMW chrome pannier rack and carrier for leather or craven panniers to fit lwb /5, /6, /7 £18. Yellow code crankshaft thrust washers £3. /6 left and right switches £13.50 each. Rear lamp lens £6. Matt black indicator complete with lens £6. Rear mudflap £2.50. BMW paint sticks green, burgundy, curry 75p. Old type petrol tap £5. /5 fork brace £13. /5 magura levers pair £7. /6 clutch lever £3.50. Pair moped type fabric panniers with hard poly liners, locks and reflectors, new £6.50. Coming shortly /7 frame. Carriage extra. Apply to Arthur Elmes, 88 Harden Drive, Bolton, Lancs. BL2 5BX. Telephone Bolton 32266

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FOR /5 /6 /7

Speed rated to 112 mph	Speed rated to 130 mph
325 S - 19 £14 . 00	325 H - 19 £16 . 00
400 S - 18 £17 . 00	400 H - 18 £20 . 00

Post & Package £1.25 for 1 tyre. £2.00 for 2 tyres. Apply to Peter Hodgson, Jet Tyres, Haycliffe Lane Mills, Wibsey, Bradford, Tel 74088 (work) 59801 (night)

**METZELER**

METZELER TYRES	METZELER TYRES	METZELER TYRES	METZELER TYRES	METZELER TYRES	METZELER TYRES
100/90 H 19 Rille 16					£18.00 + VAT 8%
120/90 H 18 Block C88A Touring Speed					£20.00 + VAT 8%
325 S 29 Block C5 (for greater grip & wear)					£15.00 + VAT 8%
325 S 19 Rille 12					£14.00 + VAT 8%
325 H 19 Rille 12					£16.00 + VAT 8%
325 H 19 Block C5					£17.00 + 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 front tyre. £1.40 per rear tyre. 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 CLUB REGALIA

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

Available from Richard Appleyard, National Treasurer, (address on Page Two), or at the Club Rooms from Section Secretaries (Include a bit extra for postage)

We have been informed of a firm with a rather inappropriate title who are producing 'touring screens' to fit R100RS machines. They replace the existing transparent section and are higher. The price being £33 + VAT, a 15% discount being made to Club members. Apply to Witney Farm Supplies Ltd, Crawley Mill, Crawley, Witney, Oxon. Tel Witney (0993) 4263. (They aren't likening an RS to a tractor are they?)

THE add at the top of this page will mean a lot to active Northern Section members. We hope to see you around in future Dick. Keep in touch.

mutual aid



WANTED: To fit /5, windscreen, headlight rim, & reflector
 Apply to Burton Urquart, 22 Turnpike Road, Bicester, Oxon

WANTED: for R90S, BMW or Krauser 35 ltr panniers and frame, also carrier, seat fitting, also Bell or Shoei full face medium size crash helmet. Apply to Bert Hardwick, Abingdon 21424 or 52 Sellwood Road, Abingdon

WANTED: Handbook and workshop manual for R26. Also 2 pillion footrests. Apply to Archie Bowman, 6 Shady

Grove, Hilton, Derbys.

WANTED: Set of exhaust pipes for a long wheel base R75/5. Anybody replacing a half way decent set with stainless Apply to M Andress, 3 Manor Road, Cosby, LE95SY
 Tel: Leicester 862430

WANTED: 1 pair of /5 alloy indicator bodies, with or without reflectors and lenses any condition. Am fed up with aralditing my own plastic ones together when the self tappers fall out. Apply to Mel Cooper, 11 Burke Road, Malton N, Yorks

WANTED: R90/S C/Heads and carbs. Cash or Exchange 100/7 heads and carbs. Apply to Neal Williams Tel (Work) 01 240 2626

FOR SALE: R90/S new pistons and rings std. £25; R90S engine top cover and badges £8; 25 amp HR battery £10; voltage regulator £6; front hub bearings complete (disc type) £5; rear rim £5; exhaust clamps /6 type £2; 1 1/h CV carb 32mm £25; BMW chrome rack for 35 litre panniers £12. /7 rear dampers complete £30
 Apply to Neal Williams Tel (Work) 01 240 2626

FOR SALE: BMW R90S 900cc 1974 model Daytona Orange. 20,000 miles approx. Fitted craven rack, crashbars, cycle guard burglar alarm, £1,450 or will haggle.
 Phone 01 337 9365 after 6 p.m. (Worcester Park, London) or 01 554 5573 after 6 p.m.

FOR SALE: Bosch spark plugs R50/60/2 long reach T2 W 240 £1 per pair inclusive R69 & S long reach T2 W260 £1 per pair inclusive. Apply to Ian Barkway, Pleasant View, Back Street, Cotehill, Carlisle CA4 ODR Tel: 0228 61241

FOR SALE: Chrome wraparound crash bars £5. Apply to Tony Barkway, 59 Edward Street, Burton on Trent.

FOR SALE: SF Sports fairing kit, Orange, unused. Unwanted gift. £100. Tel: 01 363 7601

FOR SALE: Craven panniers, top box and carrier (the carrier is not a genuine BMW one). Offers. Apply to Dick Mason, 316 Priory Road, Hull, North Humberside.

FOR SALE: R75/5 spares. Front bearing carrier £5. Sum £3. Cylinder £15. Fly-wheel £15. Crankshaft £35. pistons £15 pair. Swing arm and shaft (short wheelbase) £20. Fork brace £8. Tool box £2. Speedometer £10. Front brake plate and shoes £15. front hub £20. Apply to Brian Anderson, 150 Dollis Hill, London NW10
 Tel 01 452 1426

FOR SALE: Oil filters £1.50 each 3 for £4. Contact points £2.60 each. Halogen bulbs £2.60 each. All include P & P. Above to fit /5 on. Please state which model. Varta 28 amp hr Batteries fit /6 on. Collected £30.50. Posted £32.00. Apply to Andy Wright, 12 Heybridge, Castle Road, London NW1, Tel 01 267 8110

10% DISCOUNT: Slocombes of Neasden will give you 10% discount on spares and accessories, on production of a current membership card.

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

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 3 Louis Road, Lake, Isle of Wight. Tel: Sandown 3393 between 09.00 and 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.

IMPORTANT: RAY HAS JUST INVESTIGATED THE INNARDS OF THE TIME PIECES FITTED TO BMW BIKES AND RECKONS HE SHOULD HAVE NO PROBLEMS REPAIRING THEM. OVER TO YOU.
 PLEASE SEND ITEMS FOR INCLUSION IN 'MUTUAL AID' TO THE EDITOR - ADDRESS PAGE TWO