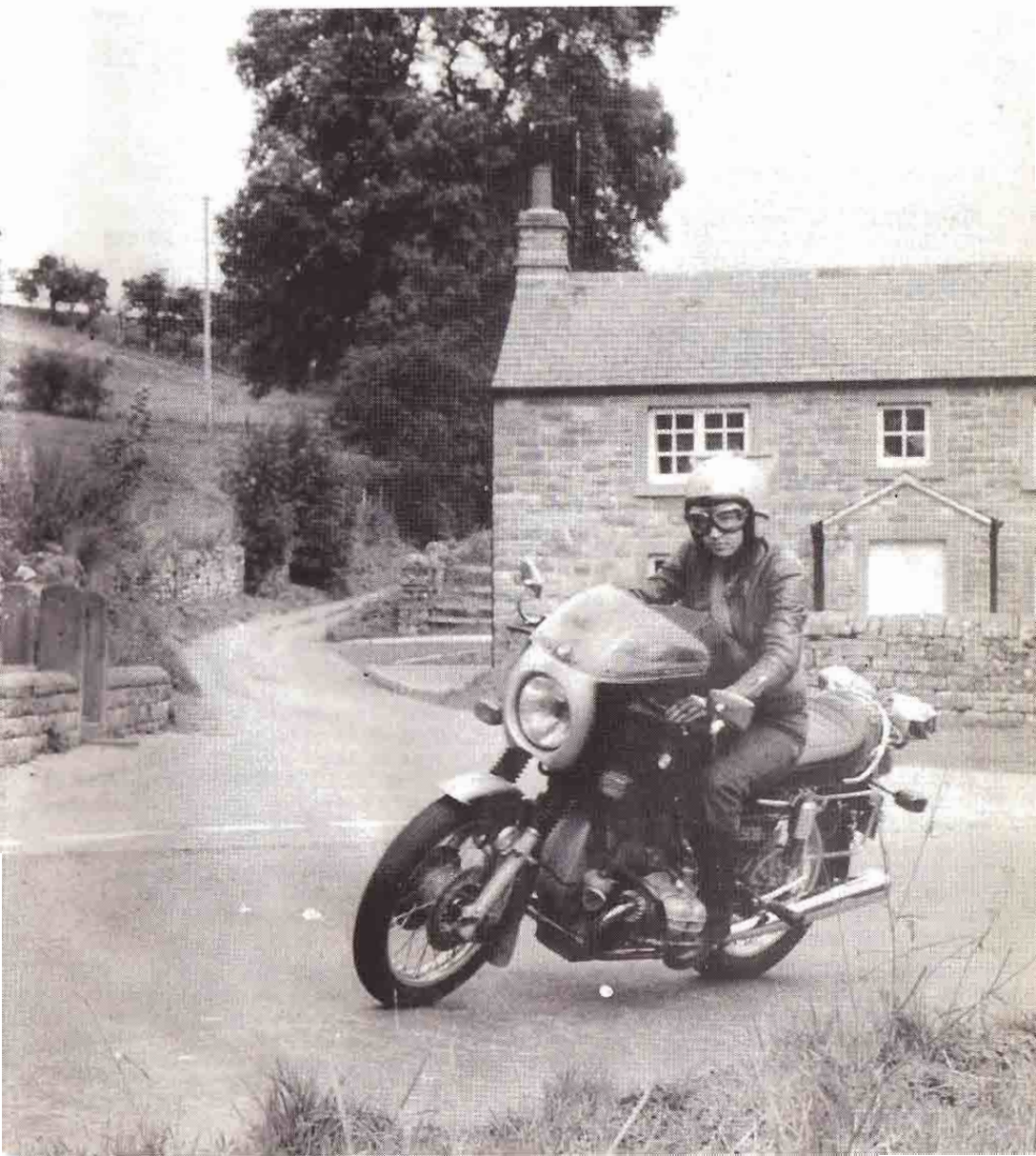


the journal of

December 1978

THE BMW CLUB



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ISSUE 236

DECEMBER 1978

Strength in Numbers?

This month's sermon is taken from Chapter I'm sorry, what I meant to say was my 'chat' point this month was sparked off by some statements made at the Club AGM last month.

It was during the course of some of us justifying the Club maintaining a fairly healthy balance at the bank and still requiring an increase in subscriptions that the point was made that as a Club we need no reserves because as responsible motorcyclists 'our strength is in our numbers'. That hackneyed phrase most certainly applied in times when numbers added up to half the number of fists which you retained in your favour in middle history but became less applicable when scientific discovery became a factor which dictated which side had cross bows and which had long bows, and is certainly no longer true in these days when most victories are won by the 'Single Issue Pressure Group'. SIPG's invariably operate on a negative basis, in that they arise out of someone's desire to oppose someone else's proposals, be it the Grammar School system, motorway building, or seal culling. They operate normally on 'safe wicket' issues and will most likely be spearheaded by middle class (though they oppose class distinction), humanist, vegetarian, anti-pollution, condescending tone whispering, pedestrian, dull and oft well financially backed individuals. In victory their efforts will be acclaimed as a triumph for public opinion; their defeats are rare.

Where does all this involve motorcycling? Well you could say that we are a SIPG with a difference. We do not bat on a safe wicket, and hence we cannot call on a high proportion of the population to support us. That high proportion who can associate with the pressure group that resists motorways past kitchen windows, or school entrance examinations, or the killing of innocent, cuddly seal calves,

diary of events

where the sections meet



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

An informal meeting of members takes place on the 3rd Sunday of each month at The Hawes Inn, S. Queensferry, SCOTLAND around 12 noon

- NORTHERN:** Catholic Church Hall, Lowton, Nr Wigan
2 miles east of M6 on south side of A580
- YORKSHIRE:** Scout Hut, rear of the Sandal Methodist Chapel, Barnsley Road, Wakefield, $\frac{1}{2}$ mile south of Wakefield city centre on A61 to Barnsley. Just past The Foresters Pub.
ALSO on last Tuesday night of each month at the British Oak Inn, Durker, Near Wakefield (Exit 36 of M1)
- 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:** The General Arms, Little Baddow, Nr Chelmsford, Essex ALSO
The Golden Start, Duke Street, Norwich

<u>DECEMBER</u>	2	NORTHERN	Annual Dinner	
	5	LONDON	Meeting, Spencer Arms.	
	6	EAST ANGLIAN	Norwich Meeting	
	9	YORKSHIRE	Annual Dinner & Dance	
	10	NORTHERN	Lowton Meeting	
	10	WESTERN	Meeting Caldicot Community Centre	
	10	MIDLAND	Meet at Jim & Sue Spence, 75 London Rd, Peterboro'	14.00
	11	LONDON	Christmas Dinner - Doggetts Coat & Badge - River Bar	19.00 - Carvery 19.45 hrs
	13	SOUTH EAST	Xmas Party	
	17	OXFORD	Mince Pie Party, Littlemore	14.00 hrs
	19	LONDON	Christmas Party, Spencer Arms	20.30 hrs
	20	EAST ANGLIAN	Meeting, Generals Arms.	
<u>JANUARY:</u>	2	LONDON	Meeting, Spencer Arms	
	3	EAST ANGLIAN	Meeting, Norwich	
	10	SOUTH EAST	Natter Night	
	14	MIDLAND	Meet at Ken & Margaret Wells'	14.00 (Address Page 2)
	14	NORTHERN	Meeting, Lowton	14.00 hrs
	14	WESTERN	Meeting Caldicot	14.00 hrs
	16	LONDON	Jim Kentish Slide Show, Spencer Arms	
	21	OXFORD	Doc Wynro'e Slide Show, Littlemore	14.00 hrs
	21	YORKSHIRE	Alpine Rally - See Section News	
	24	SOUTH EAST	Natter Night	
	30	LONDON	Meeting, Spencer Arms	
	31	EAST ANGLIAN	Meeting Generals Arms	
<u>FEBRUARY:</u>	7	SOUTH EAST	Natter Night	
	7	EAST ANGLIAN	Norwich Meeting	
	11	NORTHERN	Meeting Lowton	14.00 hrs
	11	WESTERN	Meeting Caldicot	14.00 hrs
	11	MIDLAND	Meet at Ivan & Betty Breakwell, 23 Plant Lane, Sawley, Lorg Eaton	
	13	LONDON	Meeting, Spencer Arms	
	21	SOUTH EAST	Natter Night	
	25	OXFORD	A G M	14.00 hrs
	27	LONDON	Meeting, Spencer Arms	
	28	EAST ANGLIAN	Meeting, Generals Arms Pub.	

Section News

WESTERN:

From Trevor Fielding

As the venerable Secretary 'wot' concocks our news I must thank our witty Tom Morgan (WHO?) for his excellent report on the August antics to the hills of his native land, and say that my old four wheeled crock is now better after doctoring. Someone remarked that his talents were wasted just riding around on his new BMW in Cardiff, and trodding the boards in his theatrical pastimes. Who knows perhaps his pen will be scratching further words in the near future. I am sure all who turned up for that event enjoyed themselves and also to the September run to the Exeter Maritime Museum. I was also not at this event, 'cos the venerable Secretary was on his hols in far distant wonderful Cornwall, being driven around in sheer luxury in my mates brand new T. Reg Capri. During my stay in Cornwall I only saw two BMW bikes, suppose everyone goes abroad these days.

We started our Winter Section meetings at Caldicot on Sunday 8 October with just a small turn out and natter, and some new faces. We welcome David Jaques and his wife who ride an R80/7, Ian Brookes with an R100RS, Dr Ian Gauntlett of Bath on his R80, John Ruggles of Loughor, Swansea on yet another R80/7 - nice to meet you. Other new members who have joined us recently are Michael and Jean Cox of Thornbury, both ride on R80/7's, Ian Giles from Llandudno and his wife, Glyn Jones of Malpass, Michael Panton of Whiteshill, Kenneth Rice of Llarreath and our newest member Ronald Perry and his wife who I met at the BMW dealers Test Ride Sunday to promote the new R45 and R65 in Bristol. Good to see all the lads again and the two new bikes caused great interest in those who had a test ride.

My thanks to John Morse, Sales Manager and to Martin who sells, and to Mike who services and to Mike Flint of the Concessionaires for their hospitality. Mike Flint is going to visit us on 10 December at Caldicot to give a BMW Film show so please support him and us.

We shall be meeting on the Second Sunday of each month at Caldicot up until March, and a report on our November Section AGM will follow on, with details of other plans for 1979. In closing my thanks to all Section members for their support during the past year and as Christmas is just around the corner, 'Cheers to one and all'.

LONDON:

From Nick Rainey

As newly elected Social Secretary I find that one of my first jobs is to write of the October happenings, which I always thought was one of the joys of being Section Secretary. Bruce Clarke is at the moment soaking up the Italian sunshine with the Prestons and Earwig, in, dare I say it, a VW Combi, leaving me with a list of announcements for the coming club night and a 'Don't forget the copy date for the newsletter will you, Nick'.

Mentioning announcements, we now have a very professional looking notice board for the club room that I am sure will prove more than useful on busy club nights. Our thanks to Peter Ovenden for his hard work.

The Section Christmas dinner this year will be at Doggetts Coat & Badge Carvery by Blackfriars Bridge, on 11 December. The restaurant manager has agreed to open on this night for a block booking from the section, they are usually closed on Mondays. There is space for 65 in the restaurant that overlooks Kings Reach. The cost will be £7.50, a deposit of £5 will secure a place, please let us know as soon as possible, telephone me on 01.749.7654.

Our best wishes for a successful operation and a speedy recovery to Jim Panks, who has recently returned with another cup for the club awarded at the Lion Rally, earlier this month. On a recent club night Gordon Diplock gave an impromptu display of drawings and photographs of BM's old and new, together with a few slides taken on recent club events, thanks Gordon.

OXFORD:

From Mike Warrilow

The Members who bothered to turn up at the 1978 AGM have made a few changes that will affect all the members in the club, so if you didn't turn up and don't like the changes 'tough luck' because we are stuck with them until 1980. We have a good committee for the coming year and let's hope they get the support they deserve.

This is a good opportunity to explain why I backed down from 'competing' for the President's job. The new President has in the past put a lot of time into the Secretary's job, and the BMW Club as a whole, and deserves recognition for his efforts and at the moment I don't have the time to spare that this job requires. The person who takes it on should be prepared to make himself known to sections and events which the Club puts on; if he is not then he should not take on this position. Let's face it, the retiring President took enough stick about not being over enthusiastic about camping, but I reckon if George Saunders hadn't taken such a low profile and had pushed his opinions over more forcefully he would still be doing that job. Anyway thanks to the people who supported me, next year perhaps.

The mysterious Yeovilton Air Display did take place with a fantastic turnout of two bikes (pathetic ain't it). We missed a good show so I'm informed by Vic Doswell who took the trouble to write to me. Thanks Vic I have noted your comments and forwarded your letter to the Editor.

One of the most common comments in the Club usually refers to members turning up to events in a (dare I say it) car and it leads on to the question of mileage covered i.e. is the person who travels thousands of miles per month a more enthusiastic motorcyclist than the rider that has a choice if it's raining, snowing or icy etc and comes by car. Anybody got the nerve to comment?

The year is coming to a rapid close which is highlighted by our Oxford mince pie party on the 17 December at 14.00hrs. What we usually do on this occasion is to bring our own pies and cakes etc, and have a good mix up and tasting session. This year there will be a prize for the most unusual mince pie and a prize for the most artistic mince pie, which incidentally must be edible. The liquid refreshments will be provided by the section. As usual all are welcome. Do you reckon your section can produce a better mince pie than Oxford. Well prove it.

I have just got back from our Bring and Buy Sale and I had the dubious privilege of being Auctioneer. I think all present must agree that we had a good laugh selling articles such as a hair dryer, an old empty wine bottle, cuff links and I think star prize must go to the 1979 Mayfair calendar which was supplied by John Curtis (in a plain brown cover I might add), we managed to get £3.00 for that, it's only worth £1.35 apparently. I can't mention the name of the person who purchased it, can I Mr David Justice, or that you are a new member from Warwick.

It was a better turn out than of late and I welcome the new members and the visitors from the south west. Thanks, it makes the job a little more rewarding. Whilst on about rewards I notice that our Treasurer has now got an R90S. We had better keep an eye on him nod, nod, wink, wink.

NORTHERN:

From Bill Madeley

The end of the year is almost upon us, twelve months of club life that will be remembered by some with affection and satisfaction, but some with frustration. Club life for me has meant, and always will mean a social gathering of motorcyclists intent on enjoying each other's company. The ultimate joy of the serious touring motorcyclist is to load his bike up, settle himself in the saddle, 'clunk' into first gear, and let the clutch out to take him into the far blue yonder. For me, that wonderful feel of the rear tyre biting into the tarmac is increased beyond measure if I know that at the end of my journey I will be meeting up with fellow motorcyclists. So, rightly or wrongly, whatever position I may hold in the Club my first priority will be our social calendar. Which brings me to the point I've been leading to, as I must admit to some frustration with regard to the social

events of our section. Our membership now stands at approximately 150, if you included wives, that would be in the region of 200 members. Where are you all, hiding in the woods; the mountains? If so you can come out, bureaucracy hasn't yet declared war on motorcyclist, although that day doesn't seem far off!! So let us see some of you. We have just the thing for you, a New Year's Party held at our Lowton meeting on 14 January, bring some food; sausage rolls, cakes, mince pies, or whatever you like and give us the chance to meet you and you to meet us.

This year we are inviting all BMW Club sections to join us to make it a bumper start to the year. We have booked a folk singing group to liven things along, we are running a raffle for numerous prizes. We are hoping all 200 of you will show up, but will settle for 190. See you there.

For all us YHA members, Steve Barrett is organising a weekend in the Yorkshire Dales for 27/28/29 April. So keep this weekend free in your diaries.

The Northern Section is now larger than it has ever been, but numbers on sheets of paper don't make a club, they only make a membership. A successful Club is only determined by the quality of that membership. For 1979 let us feel that quality. The heart of the Northern Section has never been stronger; Tony Moores is probably the best Secretary we have ever had, or ever likely to have. Steve Barrett our Social Secretary, a relatively new member of the Club, blew a wind of change into our section almost from the day he joined, and you will never know how much we needed it. Yes, the heart is good, it is the body we need, and that is you, dear Northern member, we need you in the Club, we need you at our Lowton meetings, we need you on our social outings. Think about it. Think once, think twice; think BMW Northern.

YORKSHIRE:

From James Clegg

Unfortunately we start this month with the news that we shall no longer be able to use A E Auto Parts, Bradford as our Clubroom. This is a very sad blow as we have used Auto Parts since the inauguration of the section some 7 years ago. As a clubroom it was out of this world. A modern centrally heated building of which we had the use of a large modern kitchen and full use of the training room for our film and slide shows. Those of you who have been need no reminding. I must say a big thank you to Mr Tony Hepworth and the Board of Directors on behalf of the Committee and all our members and last but not least to Brenda Longbottom for all her help and assistance to the Section. By the time this edition reaches you we should hopefully have found ourselves a new clubroom.

For those of you who went up to Hawes I hope you had a nice day even though the weather was a bit wet and misty.

Our next get together will be on Saturday 9 December for our Christmas Dinner and Dance. (See previous magazine for details).

Looking ahead into 1979, make a note of our Annual Alpine Run - 21 January. All entries with 50p free should be sent to me at 40 Westcroft, Honley, Huddersfield.

LATEST NEWS:..... The Yorkshire Section have now secured a new Clubroom please refer to Page 3. GW

SOUTH EAST:

From Ruth Verrall

So, having survived the Pyrennees and only fallen off a time our four in Spain, it's back to the important things of life like thinking about my Christmas present list and writing for the Club magazine.

First, a report on the South-East Section AGM; Committee re-elected unopposed, due no doubt, to the almost total apathy of members which resulted in one of the smallest turnouts for a long time. Thank you to those who made the effort to support

the Committee, and if the rest of the Section members aren't happy with the result they only have themselves to blame.

To strike a happier note, our visit to Hampton Court went off well, with a dozen of us shuffling along playing tourist in the State Apartments. We ended up in two groups for our wander round the grounds and discovered that Dick Boakes makes a worthy successor to the sea-dogs of old - he led us straight out of the Maze and the stars weren't even out to steer by. What it must be to have a sense of direction! Nice to see our Oxford Section friends again, and I'm only sorry we lost the stray Australian in the first few mintues.

13 December sees our Christmas Party coming around again, but please note there will be no Club Night on 23 December, to give the turkey and pud time to settle before Hogmanay.

As the likelihood of fine weather dwindles at the same rate as the chances of finding places to visit open at reasonable times, we haven't planned an official Club run for December. However, if 17 December is a fine afternoon and you fancy a quick blast down the M20 to escape those interminable Christmas preparations, turn off at Larkfield, find 32 Maple Close and Paul and I will be open for a chat and a cuppa. Hope to see some of you then and Happy Christmas to you all.

MIDLAND:

From Ken Wells

The October meeting was to be a run to the Nottingham Goose Fair, a repeat of an event which we held 12 months ago. Last year it poured with rain and about 20 people turned out, this year 7 October was more like a spring day, warm and sunny, however either the members found something better to do, or they were caught by surprise. Result: five members turned out. Jeff Norman, who attends anything and everything and two members we don't see a lot of, Tony Wright and Chris Mortimer, thanks for supporting us lads. After a "swift half" we set off for the Fair in Chris's car banging the exhaust on every manhole (we're well built in the Midlands)

We stopped at the Fair long enough to see Chris win a coconut, and eat an icecream, and then we were away to Brian Lowry's home to sample his nosh, but we were too late, the 'bird' had flown, still the good looking one was at home, and soon had the kettle on. Thanks Sheila.

15 October saw Midland members supporting the Club AGM, this along with the overall support from the club was very disappointing, still at least those attending had their say about how the club should be run. It's heartening to know that on fifth of the club take enough interest to either agree or disagree with what the committee do.

Had a nice letter the other day from a new member who lives in Keswick and owns a guest house; he says that just to be different he prefers motorcycle customers to car customers. Why not drop in to see him at 'Gillercomber', Borrowdale, Keswick, Cumbria. Thanks a lot Moss look forward to meeting you.

We would like to wish all BMW Club members a Merry Christmas and a Happy New Year.

EAST ANGLIA:

From Bob Hunter

Sunday 8 October was a beautiful, warm, sunny day, which was just as well because the BBC were going to make a short film of our assault on the Suffolk seaside town of Aldeburgh. Beforehand we had stuck our necks out and promised them about 20 machines, but, just to prove that everybody wants to get on the telly, 40 turned up, including somebody (Mike Champion?) on a CZ. It had to be the ultimate pose, for which even Gravestock, who as well as buying a new jacket, even cleaned his bike for the occasion. Filming and interviews took up most of the day, so thanks everybody for being so patient. Apparently the film crew were knocked out by the enthusiasm. The end result will have been screened by now on the 'Look East' programme.

Congratulations to section stalwart Ray Rees featured recently in Motorcycle News, Ray's even got original air in the tyres!

use immaculate 1956 BSA B31 was
ion to detail is awesome, he's

Stop Press .. Committee Change Shock, Horror ... After our October AGM I was invested with the post of Secretary, after Roy had taken on the job of National Membership Secretary. No change at the Treasury, keep up the good work Annie. The new Social Secretary is the 'lovely' John Milner-Smith who will be bringing with him a fresh approach to next year's activities. His first tasks will be to arrange the new calendar and dig over my front garden. Ho hum ... such is power!

AT THE A.G.M.

15 OCTOBER 1978 MERIDEN



Despite interludes of chaos and incidents of irresponsibility the good old British democratic system was thankfully the victor at the end of the day, though some may contest that when Mike Warrilow withdrew the nomination that had been made in his name and Fred Secker (ex Club General Secretary) became President uncontested. Bruce Clarke stepped up from being London Section Secretary into the General Secretary's post. Other Club officers continued as last year unopposed. As the meeting progressed it became apparent that a new Club post would be made this year, and Roy Gravestock filled it as Membership Secretary (Section Secretaries please note).

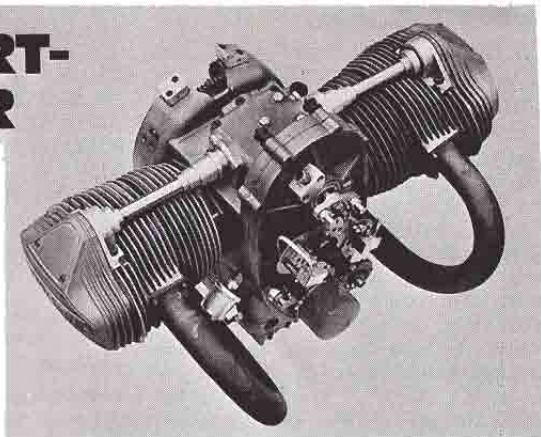
Onto the meaty part of the 'event', the discussion of the various proposals made by members. Topics were debated informally and enthusiastically. The results being that:

1. The BMW Club would use only one badge on all its regalia; that being the blue & white quadrented BMW motif with the map of the British Isles superimposed, and the word CLUB inscribed below the black outer circle. No modified version to be used without National Committee approval.
2. All Sections would receive £1.00 from the subscription of ALL section members during one financial year.
3. Club subscriptions did not increase to £7.50 as proposed by Eric Rosenthal, but did rise to £6.00 after advice had been received from the Treasurer.
4. Relevant points from National Committee findings will be published in this Journal.
5. The membership did not agree to the Club's proposal of awarding members in sporting events. It was during this debate that Fred Secker, who had been awarded the FIM Rally, we are assured that he regrets what he said.

Cont on Page 20

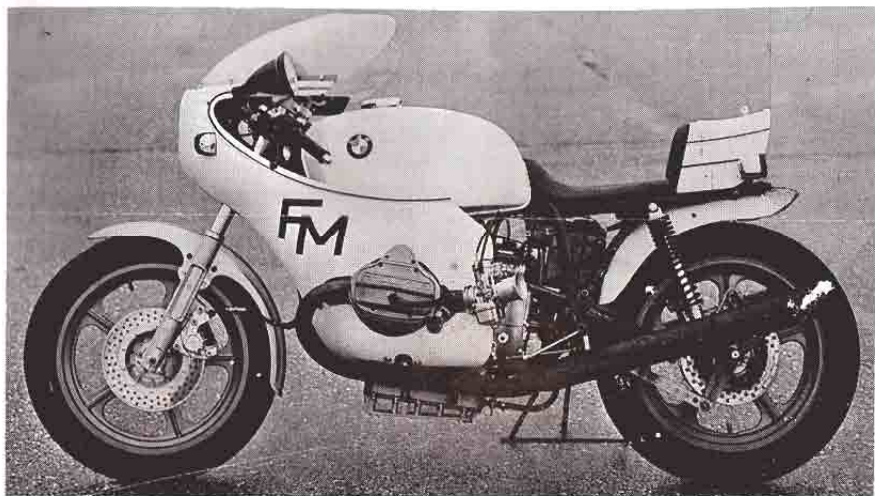
FM-FALLERT-MOTOR

When is a BMW not a BMW? If the Fallert Motor powered bike illustrated is any maxim the answer is so long as the front forks are BMW and the badge appears on the fuel tank, for I suspect the forks on this machine are ones as fitted to the R45/65 range and I'm certain that the badge is original. The frame of this enthusiast engineered racing machine (though flashers are puzzling) would seem to be basically the one we know with strengthening exercises having been done on it, most noticeable being the frontduplex to rearduplex bracing bar seen just above the swinging arm pivot. The brace was favoured by the Gus Kuhn team in their frames when they raced BMW's in 1977 as featured in this magazine during that year, and originally came out of the engineering workshops of Manchester University.



The gearbox looks familiar as does the fuel tank and rear flashers (on a racing machine!); but having said that and moving on to the engine, well, it looks more like the product of my imagination some months ago when I tried to foretell what BMW may produce in the future. Shaft driven, overhead camshaft and very oversquare, the F.M. is in fact a V twin measuring 170° between crankpins thrusting pistons up 94.95mm bores with 70.6mm stroke aluminium alloy cylinders lined with nikasil, hanging on a magnesium alloy crankcase. The 1000cc's develop 120 bhp and for 125 Deutchmarks per bhp you could buy it, ONLY the engine I mean. That works out at over £4000. If you are still interested AUTOHAUS FALLERT is at 7590 ACHERN, POSTFACH 1106, W GERMANY, Tel 07841/3008. (My thanks to Bruce Clarke and Frank Grassi for providing the sources of the above information.) GW

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Readers Letters

Clarry's Thanks

May I please record through the Journal of the BMW Club my very grateful thanks to all members and families who sent me their most sincere sympathies for the very sad loss of my dear wife Sylvia Williams who died in Hospital in Bristol recently. My heartfelt thanks go to you all and their messages takes me back many years ago when Sylvia worked so hard by the side of me to put the Western Section on the map. She worked incessantly for the Club and food, drink etc was always available for anyone who was in the 'Club'. She stuck with me through the good times and the bad times the Section experienced. However, I am paying her a tribute as many of you have done. She was a hero with her enthusiasm for the BMW Club. I can recall when we had 28 bodies lying all over our house and she didn't turn a hair and took it in her stride bless her.

Could I please whilst writing record my thanks to the Club who sent such a beautiful floral tribute to her funeral, held in Cornwall.

My special thanks must go to Brenda & Bruce Preston who were my guardian angels during my most sad period and have helped me so much since with their most precious friendship which I have so much respect for.

I am also grateful to Trevor Fielding who forwarded letters to me from people who had lost my address.

I am sorry I cannot answer all letters personally and I am sure you will understand why, but please accept the fact that I am sincerely grateful to you all.

Ladies and Gentlemen of the Club may I wish you and the Club all my greetings and thanks.

Clarry Williams
Bristol

What's it all about ?

The Yeovilton Air Display is still a mystery to me, as I did attend.

As I recall it, I arrived at the cafe at Sparkford some 5 minutes before the

advertised time, and at virtually the same moment as a couple on a considerably more modern BMW. (Can't recall the name, but not Oxford section, I believe).

We fortified ourselves with coffee and after 45 minutes decided that all the others must have gone straight to the Fleet Air Arm station; whereat we drove down to it in five minutes and parked where all the bikes were being directed.

There were no other BMW's there - neither then nor at any later time in the day.

We enjoyed the air display very much; we would have enjoyed it at least ten times more in the company of other club members.

I know that I am probably an infrequent visitor to club events, having umpteen interests and being quite long in the tooth as well, but an advertised and interesting trip like this should have attracted more than two persons, shouldn't it? - or am I going barmy?

Apropos of nothing, I had to laugh reading the article on luggage in the October issue and the awful disasters occurring to fearsomely expensive Krauser panniers. To this day I have two ex-WD canvas pannier bags sewn together with an eight inch strap at the top; I hang them on the back of the dualseat and bind the lot immovably but elastically to the bike with two aerolastic octopus devices.

They do not fall off, they do not vibrate, they are waterproof, they effect the handling not one whit. You unship the lot, sling it over your shoulder and go up to your hotel room with it.

They do rub off the odd bit of paint in a week or so; I have plenty of black Belco.

I have done tours of three weeks of up to 3,700 miles and never used all the stuff I took in them.

Still, I suppose it is true that when you pay the vast amounts now current for bikes and gear, you are entitled to moan when it doesn't work!

However, I feel people are in grave danger nowadays of losing sight completely of what motorcycling is all about - it is about cheapness, simplicity and enjoyment. The more you spend, the more you worry about it and the less enjoyment you get - this applies to nearly everything in life.



air adjustable shock absorber units

Touring motorcyclists are discerning folk. Some might say touring motorcyclists are conservative folk, always yearning for what 'was', and being suspicious of what might be; but all too frequently appears on the scene an item of motorcycling equipment which even to the gimmick hating practical man seems admirably designed for his needs, even to the extent of tempting him to jettison something he has already got which is pretty good, in favour of a replacement item which he is sure will warrant an outlay in excess of £100.

Yes, there has got to be more to it than just relieving oneself of having to clean an exposed coil spring, though S and W rear suspension units must be worth quite a lot for their functional external appearance only.

S & W means 'Suspension and Witham', and Witham means Tim Witham, America's acknowledged spring expert through development of specialist racing valve springs for most types of internal combustion engines. Things have obviously progressed since his early days 25 years ago because the suspension units we are discussing don't even have springs in them, the suspension medium being air compressed inside a rubber bag. Plastic covers with a chromium plated band shroud the air-bags, giving the units their clean appearance. Obviously the rebound properties of a 'space hopper' would be intolerable so conventional oil hydraulic damper units control the oscillations.

The attraction of these units lies in the fact that not until very high pressures does air become fully compressed, and that there is at present an inexhaustible supply of it which can be compressed into the units with a common pump via a common Schraeder valve. So immediately the failing of standard units is overcome. The failing is that if 100lb weight compresses a spring 1", a 200lb weight will compress it 2" and so on at a linear rate. The rate of compression can be changed on a standard unit by changing the spring, on a BMW not a difficult exercise, but time consuming and impractical for frequent load changes. So what is easier than effectively putting in harder springs by pumping up the pressure with a pump?

The airpressure gauge, in the photograph shown on the left inside of the leg shield, is an optional extra and is teed off the air tube which connects the air bags in each unit, ensuring balanced pressures. Initial setting up of the units is best done without the gauge, just testing what is right for you. However if you frequently ride solo, or two up, or two up with luggage, then once you have found the pressures which suit the variations you can record them for quick changes of pressure in future with out constant testings.



1. Teflon impregnated oil seal (round damper rod)
2. Leak proof fittings
3. Large volume air chamber
4. Hardened and chrome-plated piston rod
5. Three-stage rebound valving
6. Silicon lubricated air sleeve for long life
7. Nylon banded piston
8. Three-stage compression valve system

If the rear wheel is clear of the ground when air is pumped into the units the reading on the gauge increases, however if the weight of the machine is on the units during inflation then the pressure reading does not change but

the ride height increases. So at rest the pressure is just sufficient to support the static load, providing a soft ride. However as effective load increases, i.e. over bumps, the pressure in the units increases as they depress, the reading on the gauge rises, and the pressure increase is better suited to resist the bump and prevent bottoming. The 'spring' rate is not constant as with most standard units, it varies with the air's pressure and the volume of the chamber containing the air.

Gordon Diplock, whose bike is pictured, uses 70psi as his starting point and finds that a variation of 15 psi covers him for all conditions between solo riding unladen and two up with a lot of luggage, and Gordon has even been seen with the kitchen sink. He says that at solo weights he feels little advantage on the air adjustable system but its effectiveness increases as gross weight increases; comparing the air adjustable units with the standard shock absorbers that is.

There is an unconditional guarantee of two years with each unit and thereafter a lifetime factory exchange of units scheme is offered which makes new ones available at a much reduced cost.

The specification for the air adjustable units states that for the 90 and 100 series BMW's there is a longer than standard unit with an extended length of 10mm greater and an increased length of travel of 8mm, making a compressed to extended travel in all of 90mm. However there seems no earthly reason why these longer units should not be fitted to any model BMW.



The importers of absorbers are:

M R Holland (Distributors) Ltd
131a Pennygate, Spalding, Lincs
Tel: Spalding 4831 & 66144

At present the prices of the chromium finish units are £40.80p each (i.e. £81.60 per pair, including piping and 'T' piece). The pressure gauge and air pump are £21.20 extra.

Black finish units are available on special order for delivery in 4 - 5 weeks at a lower cost of £36.30 each.

BMW Club members who order any units through Ken Wells (address page two) can claim a 20% discount.

I have just started riding on a set myself, so in a couple of months I should be in a better position to let you know about the practical side of riding on air.

I list the key to the diagram opposite as displayed in the advertising blurb, but if you can see a number 1 on the diagram then you had better recommend me an optician. GW

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. Tel 01.778.3314. evenings and weekends

You may have problems getting a faulty BMW clock repaired. Club member Ray Brown is a professional horologist and can rectify many of the common breakages. He will also repair any other watches at 25% discount. Contact him at 3 Louis Road, Lake, Isle of Wight. Tel Sandown 3393 between 09.00 and 22.30 hrs

We return to the Alps

and routes difficult or
dangerous

When Mary Dudgou, husband Roy, brother Tony and friends hit the Alps it was not with skiing in mind!

It is said, that it is a mistake to return to a place the following year. However our travelling companions Ernie and Kath, (BSA 650 Lightning) wanted to 'do' the passes around Briancon as seen on our 1977 slides, so Briancon was our eventual destination. Being full of optimism regarding the weather, we set off on 7 July, Roy on his R80/7 and Tony and I on my R75/6, and BSA. We had a dry cloudy ride to Southampton, a smooth crossing to Le Havre, then a dry cloudy ride to Mehun-sur-Yevre.

Sunday mid-day we were in Thiers, Puy-de-Dome, in time for the Grand Carnival, one of the functions to mark the twinning of Thiers with Bridgnorth. By this time, blue skies and brilliantly hot sunshine greeted us, and it remained so for the biggest part of the holiday. Our route took us through the Massif Central, bright yellow broom growing in profusion everywhere, to the cherry market village of Desaignes.



Mary on the Colle del Sommeiller

On into the Rhône valley, past lavender fields and folk harvesting linden blossom to Luc-en-Diois.

Next morning we were extremely lucky to ride along with the Monte Carlo Rally for vintage cars, and to stop at their time control. It was wonderful sight, BMW, Bugati, Fiat, Rolls Royce, Mercedes to name but a few, from all over Europe, East and West. On the 12th we arrived in Briancon, at mid-day checking in at our hotel. While Ernie and Kath explore the old town on foot, we three rode off up the Clarée valley to follow the progress of the Kyaks down the boulder strewn torrent.

Whilst there we met three of Mario Artusio's 'safari' participants, the BMWs plus a Honda were in a filthy state, the Honda sporting a broken screen. I remarked to Roy "I would hate to get my BM in that state" to which he replied, "So would I, you wouldn't catch me doing that" famous last words. Somehow Briancon

didn't seem the same, traffic roared past the hotel. Last year hardly any traffic used the road. Also the town was packed with folk in readiness for Bastille day. So we decided to move into Italy, to Bardonecchia, riding over the unmade Col de l'Echelle in a cloud of dust. When it settled the scenery was fantastic. Having booked in at the delightful newly built Pensione 'Cristallo' for the Friday, Saturday and Sunday we finished the day's ride off over the Col du Izoard, through Guillestre and l'Argentiere back to Briancon.

Friday morning we made for Bardonecchia over the Col de Montgenèvre, unloaded the luggage, then we set off to climb the unmade Colle del Sommeiller of Mario's 'Stella Alpina' fame. We were now bitten by the bug, as it were, and to hell with the dust that settled like cement when mixed with the water from the melting snows! The sun blazed down from a deep blue sky, as we bounced and slithered higher and higher. We saw marmots sitting bolt upright before scurrying off to their burrows. I was delighted the way my R75/6 outfit climbed, taking the rough in its stride. The solos had an advantage, being able to pick a line, but I didn't always have the choice, but it was fantastic as well as being a challenge. Although one could not make it to the summit owing to the very deep snow drifts, we managed to get higher than the 'Stella' participants for which Ernie and I earned ourselves a badge. The

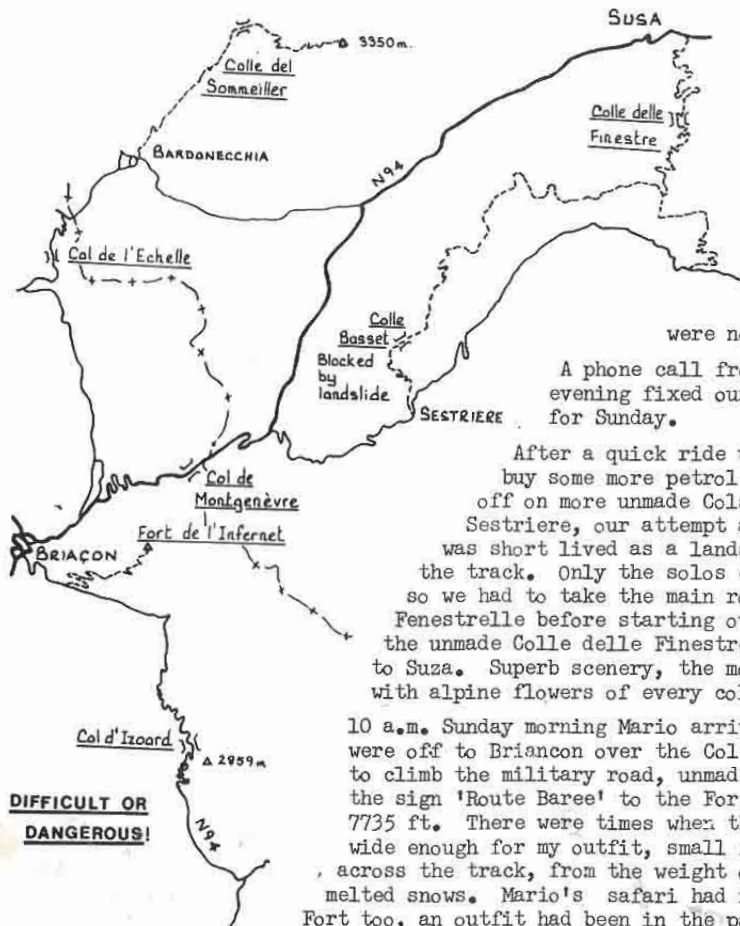
snow having had a few days to melt of course. Roy didn't get quite so high... Ernie managed to ride his front wheel into the snow drift, quickly take a photo, then drag the slowly sinking BSA out of the mud ... we

were not far off 10,887 ft.

A phone call from Mario that evening fixed our ride in the Alps for Sunday.

After a quick ride up to the border to buy some more petrol coupons, we set off on more unmade Cols. Just out of Sestriere, our attempt at the Colle Basset was short lived as a landslide had blocked the track. Only the solos could have made it, so we had to take the main road to just out of Fenestrelle before starting over the 25 miles of the unmade Colle delle Finestre and finally down to Suza. Superb scenery, the mountain sides ablaze with alpine flowers of every colour of the rainbow.

10 a.m. Sunday morning Mario arrived, and soon we were off to Briancon over the Col de l'Echelle, then to climb the military road, unmade of course, past the sign 'Route Baree' to the Fort de l'Infernet 7735 ft. There were times when the track was barely wide enough for my outfit, small fir trees bent low across the track, from the weight of the recently melted snows. Mario's safari had ridden up to this Fort too, an outfit had been in the party, a specially built one, but it had suffered in the attempt. My



**DIFFICULT OR
DANGEROUS!**

outfit shows a few battle scars too, like a dented silencer and balance-pipe, scraped bottom on the sidecar, a dragged top box after the swing-back Steib carrier became loose on a near verticle climb, and a cracked bracing strut on the sidecar.. a good thing we manufacture them. At the top it was like being on top of the world, the clear blue sky, the blazing sun, and the snow capped peaks in a complete circle around us, far above and away from the madding crowd. Our refreshing drinks kept cool in a snow drift. Much later we made our decent back to Briancon, back over the Col de l'Echelle, then up to the Gorges de la Vallee Etrioite ... unmade of course, to a mountain refuge for a drink to wash away the dust.

We returned to Bardonecchia to eat the biggest pizzas we had ever seen, plus spaghetti before Mario returned to Torino.

Next morning we made for Pinerola, Cuneo, Col de Tende, Col de Brouis to Sospel. Roy thought Annot would be an ideal centre to stop to tour around the Gorges, however it was packed with tourists, so eventually, after Col de Braus, and Nice, we found a super Auberge at the top of the Col de la St Michel at St Michel Peyresq. Unfortunately we could only stay one night, so off again via St. Andrea les Alps, Digne, Sisteron, Col de Cabre to Luc-en-Diois. Next day through Die, over the spectacular Col de Roussett, La Chapelle-en-Vercors, through the Gorges around Pont-en-Royan to Cezeriat. Though somewhat cooler, it was still dry with cloud and sunshine as we rode via Macon, Nevers, Bourges to Mehun-sur-Y. On the lastst day via Vierzon to Vouvray to buy the wine, escargot and pate, then Alencon where we saw a party of BMW club members Keith Wheeler and family and friends ... finally to Le Havre.

Thus covering sixteen days without rain, but it was a different story back in England.



Fort de l'Infernet 7735 ft

news

from

the **BMF**

Two BMF publications have been updated and revised. The 1978/79 BMF Directory of Clubs (25p) lists more than 170 member clubs and their branches, with secretaries' addresses. The latest edition, easily recognised by its red cover, also gives the full list of BMF officials

other motorcycling organisations, FIM national motorcycling organisations, and contains a useful list of films available for club-night showing. Available from Jack Wiley, 225 Coventry Road, Ilford, Essex

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cannot associate with the desire to balance a two wheeler in a howling gale as fuel is consumed often only for pleasure with a high risk of becoming a drain on the national health service. Can you blame them for not wanting to bat on our wicket?

So as I see it we have problems. As an SIPG we have little ^{to} offer which is attractive to public opinion, and in the rare offensives that are made successfully in the name of apathetic majorities we cannot feature because we are not a majority. More accurately we may be termed an 'anomaly'. An anomaly in the motoring field; something that doesn't comply with the norm, and sadly an anomaly that too many people now claim to know about and want a hand in. But we are not alone in being an anomaly. Many other groups could be termed so, and I'm sure we could do well to drop the motorcyclists verses the rest approach and join forces with bodies which could more successfully fight the wider issues which so often return to the 'personal liberty' issue, and more recently involve items of doubt as to whether what government proposes is actually proven as being what is necessary. So let us shrug off our shoulder borne chip.

It is possible that in time of economic decline that a government may for instance unjustifiably consider raising road tax as a means of attracting more revenue? Let us demand the evidence backing up the proposals and evidencing fair play.

Bring an end to us justifying our existence, let us ensure justification by others. A wide issue which could be a safe wicket one. GW

A ROUND ROBIN

Getting out a
journal is no picnic.
If we print jokes people
say we are being silly. If we
don't they say we are too serious.
If we clip things from other magazines
we are too lazy to write them ourselves. If
we don't we are stuck on our own 'stuff'.
If we don't print every word of all contributions
we don't appreciate genius. If we do print them
then the columns are filled with 'junk'.
If we make changes in other fellows'
articles we are too critical. If
we don't we are blamed for poor
editing. Now like as not,
someone will say we
'swiped' this from
some other source

WE DID

From
The
Magistrate

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

LUGGAGE

LUGGAGE

LUGGAGE

In this the last programmed chapter in the long running luggage carrying story, we bring to your notice two items of equipment which are fairly new on the British scene and satisfactorily meet extremes of financial viability.



Swagman

To complement his range of soft luggage, already featured in an earlier issue, Jim Riley introduced these Rally Bags earlier this year. The bags are produced from black welded PVC and hence should be completely waterproof. When fully open they measure 17" long, 10" wide and 21" high, and with flexible nylon rods welded into the top turnover edge, the bags can be rolled to close down to suit any amount of luggage carried. Two nylon straps with quick release buckles can be pulled tight round the bag to hold the luggage in a secure sack form. One bag on its own can be strapped to a rear carrier, but experience has proved that the sharp edges of an elastostrap, if not carefully positioned will soon wear a hole in the bag. This can be prevented by placing the bag on foam or a wood base.

The photograph illustrates the ultimate use of these bags. By using the Swagman Seat Pad a Rally Bag can be slung each side of the bike and a third mounted on the pillion seat. D rings on the pad make for easy securing. That whole arrangement costs less than £20.00.

Denfeld

Look under the seat of a /7 and you'll see that name staring you in the face. Denfeld have been



making seats for BMW's for a long time, but only very recently have this new range of their ABS panniers been brought into this country. They are obviously direct competitors with Krauser ware and do in fact use the same BMW frame for mounting too. However, instead of the latch type rear fitting of the Krauser or Motocase boxes, Denfeld have opted for a spring loaded claw arrangement which is lockable. The fasteners of the box lids are familiar style latches as used on Craven equipment. Webbing straps in both box and lid help hold contents in place when the lid is open. The capacity of each box is 33 ltr. On inspection the mounting points seem to be too low, and it will be interesting to learn whether these panniers suffer from the shimmying detailed in the October magazine which is a problem with Krauser equipment.

The cost of the panniers plus frame is £120 from the importer Bob Porecha whose address is at the end of this article. A rear carrier grid is £1.25 extra.

Amongst the editor's mail during the past few months have been these few comments.

Andy Bryar on Craven Equipment - "I have one criticism of Craven Golden Arrow panniers. I can't get a mitt hand through the handle, so I have to carry the things on the ends of my finger or else get cold hands".

Tony Melling on Craven Equipment - "My 90/6 experienced a severe tank slapper when confronted with a 90° bend. The cause of the steering malfunction was in my opinion 10lb of peat in a top box. The top box was immediately removed and so was the tank slapper".

"The panniers (Golden Arrows), well they have remained 100% waterproof and have carried as much as 40lb in each case".

Due to frequent changes of steel

"The panniers have had some 54 holes drilled in each. The holes (after each change) have been easily filled in with no loss of strength to the panniers".

Colin Nash on Eurodesign - "It seems unfair to criticise Eurodesign soft panniers because one usually 'gets what one pays for'. Fitted to a black 90/6 I found that they looked very smart until all the rivets started to rust. When fitting or removing them I found it best to have them partially empty so that the buckles could be pinched tightly - maybe I overdid it because I radically reshaped several buckles in the process. It was impossible to strap the bottom of the pannier to the frame so that no movement occurred - use of the bolt-on fixtures would remedy that but affects removability. The carrier is well finished and secure but passes a mite too close to the rear light to permit use of the rear end as a platform for tent etc. without touching the light. That doesn't arise with the 's' seat of course. (See August issue). If the bike falls over these panniers don't suffer very much. Unfortunately I have found that in a spill they get shredded up but they did a good protection job and at the price who can complain!"




HARRO

Alan Cowperthwaite on Harro and Lewis - "I use a genuine Elefanten-boy tank bag which is very good, although a tank cover is still necessary. I previously had a Lewis tank bag but as this was square it fouled the switchgear. It was quite awkward to do a U turn when the engine cut out half way!"

"Finally I feel that mention must be made of aerolastics which must be the most useful item of luggage carrying equipment."

Peter Wright on Craven Comets - "They shimmy about slightly at speed that long strut from the foot rest hanger is not rigid enough, but then if it was, it would most likely snap. I expect the rubber mounting toggles contribute to this also.



Handling has never been upset by the Comets, in fact I believe they actually contribute to better handling when laden and riding solo. The BM seems to need a bit of weight over the back wheel. The only nasty moments caused by luggage carrying occurred when a top box was used. Empty or full, this caused, or more likely aggravated, a steering wobble on the overrun down hills and on corners. Opening the throttle cured it though - so did removing the box as soon as I got home!"

Kidge Elder on an assortment - "BMW tank bags seem most suited to the bike's (RLOORRS) low bars, but tends to scratch the tank a bit. It isn't waterproof and I don't like their cover so everything goes in plastic bags. Quality quite good. I previously tried a small Lewis tank bag, it was cheap and OK as far as it went, but straps gave out after 8 months. It was not too easy to fit.

COBRA®

The Cobra Stuff Sac is useful but can be awkward

to fit and remove using the nylon straps supplied. I use aerolastics, but even they can be abused and scratch paint, but they are invaluable."

Geoff Wilson on Alligator Bag - "The redesigned BMW Special tank bag by TT Leathers International is now good value, but the front securing strap is still suspect quality. I can nevertheless recommend it at below £25.00".

TT Leathers

The list below is meant as gratitude to all who have provided information for this series and as a gazetteer for members wishing to make further enquiries.

Craven Equipment, Apollo Works, Queensland Road, London N7 7AH
 Euro Design, 51 Seabourne Road, Southborne, Dorset.
 Sigma Motorcycle Products, 40 Bracebridge Street, Aston, Birmingham BS 4PJ
 Swagman Ltd, PO Box 3, Evesham, Worcestershire WR11 5RW.
 Duágon & Wilde, 40 Ludlow Road, Bridgnorth, Salop WV16 5AF.
 Slocombes Ltd, 239 Neasden Lane, London NW10 1QH
 Gus Kuhn Ltd, 275/277 Clapham Road, London SW9 9BJ
 TT Leathers International Ltd, 3 Queen Street, Barnard Castle, Co Durham.
 Cobra Ltd, 4 Banks Road, Southport, Lancashire DL12 8JL
 Bob Porecha, 78 Byne Road, Sydenham, London SE26 5JD

and finally thanks to Bruce Clarke and Eric Rosenthal whose photographs showed up the rest which were taken mainly by the editor. GW

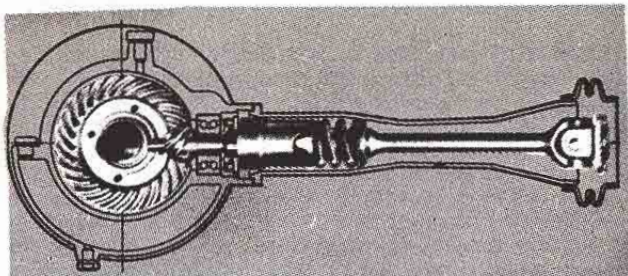
THE AGM CONT. 6. The Club year (fiscal & membership) will run from 1 Feb to 31 Jan. This means that your £6 subscription this year will run for 13 months.
 7. It was agreed in principle that the National Committee should consider levying up to £1. a club joining fee to cover the provision of a 'New Member Kit'.
 8. From hence a list of Club members will be circulated each year. Members will be asked to state if they wish not to be included on joining the Club.
 The Concessionaires Sporting Trophy was presented to Geoff Wilson and the Max Deubel Trophy to Nick Rainey and Bruce Clarke jointly.

£50 was donated to the Antelope Club in recognition of them allowing use of their premises for Club Committee meetings, and £50 was donated to the British Motorcyclists Federation fighting fund

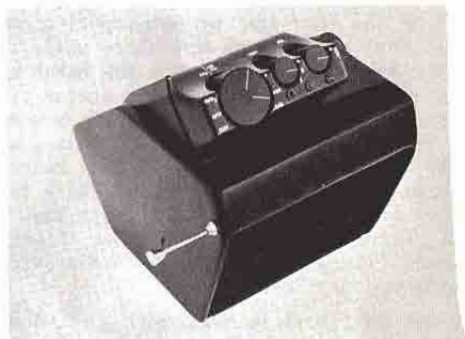
The meeting ended with well deserved thanks to all Club officials and some others. GW

bits

Since the introduction of the R45/65 range and the 1979 models we have heard about the TORSION DAMPER in the shaft. Until recently we had seen little detail of its construction, and still haven't, except for the rather fuzzy picture



reproduced here from some **advertising literature**. From this it appears to be similar to the torsion damper existing in the gearbox, the drive being transmitted via two two lobed collars engaging under the pressure of a coil spring.



and pieces

Last month we mentioned the new range of matching clothing and luggage carrying equipment that BMW have introduced to their parts list. Further additions are this multi-purpose lamp and motorcycle radio system. These complement their existing intercom unit.

The lamp, manufactured by Osram, is basically a 12 volt search light in a mint imperial shaped protective box. The claim is that it will project a beam 30m. For map reading or repair work a magnet in the case enables the lamp to be fixed to the motorcycle or to the rider if he wears a piece of metal tape on his clothing. The spiral cable will extend to 2m in length.

I am frequently using translation problems as my excuse for grey areas in this magazine, and do again here, even though I have the 'translation' in front of me. It seems that it is not only Honda owners' manuals that suffer from poor technical translation. However, it appears that this 'computer' controlled radio has manual and electronic tuning, with AM & FM variable for short and long distance reception plus automatic volume control and interference suppression (the translation says 'interference oppression' - that may be so I suppose, I mean oppose ...). The set connects in with the BMW intercom system so can be heard by rider and passenger.

Both these accessories are surely designed for use with the R.T. style fairing, which incorporates a jacksocket. However such a socket will be able to be fitted to any machine.

earwig's log

- THE PASSING OF THE WAVE

When I owned my first BMW in the 1950's I was naturally initiated into the habit of acknowledging every other BMW rider encountered by a wave of the hand. This practice went on for many years. Lately I've stopped the habit, only greeting those BMW riders who I actually know or display the Club badge. I suppose the most obvious reason for this is that with so many BMW's on the road these days, what was once a fairly rare encounter has become commonplace. It is also commonplace these days that the wave is ignored. Indulging in a further ponder on this subject I came to some further conclusions. Firstly, owing to the relatively small number of BMW's in this country in those days, a very large percentage of owners actually knew each other. They had probably bought their machine at the same dealer, met when buying spares or came into contact through our Club. So the chances of waving to someone you didn't know were low. Secondly, in those days very few of my motorcycling friends owned a car. These days only a few don't, my point being that perhaps they did a greater mileage on the bike, not having the alternative of a car, and therefore the chance meeting was more frequent. This appears to be borne out by the fact that my motorcycling car-owing friends are constantly telling me that they had seen me somewhere while they were driving their car. Thirdly, I don't believe that riding a BMW makes me or anyone else a better motorcyclist. It therefore follows that a fair number of BeeEms are badly ridden. So I say to myself - why wave to somebody who you don't know, may do more miles in a car than on the bike (through choice, I mean), and rides badly - only because he's on a BMW? I would rather greet a good rider on another make. To me the greeting has always signified a fraternal gesture to one who probably shares some of my own views and feelings about motorcycling. The BMW link alone is no longer valid for me. Although I love the machine, it no longer tells me anything about the person aboard (except, perhaps, that he's unlikely to be drawing Social Security Supplementary Benefit).

So who do I wave to nowadays? - Besides those, of course, who I know, I wave to those aboard any make of machine who display a BMF or any club badge, riders of any make with foreign plates or loaded to the gills with touring gear and riders of well-preserved British machines.

The genuine spirit of the wave has returned to me - it is no longer ignored. After all, isn't that what the throttle friction screw is for? ER

DIALOGUE

The phone rang, "Mary Dudgon?" .. "Yes" ... "The one with that beautiful white outfit?" ... "Well yes" "You don't know me, but I have admired you from afar, for a long time" ... Oh no I thought, not another of those phone calls, it wasn't. In actual fact the caller wanted me to transport him and his bride from a church in Brierly Hill to the reception in Wollaston. "What if it is pouring with rain?" I asked, "Oh we will just get wet, it is something we want to do, because both families have been into motorcycling for as long as they can remember". So on 17 August I arrived at the church, parked the BM in front of the white Rolls Royce. The weather was dry, but dull.

Eventually the wedding party came down the steps from the church, then it was introductions all round, photographs taken of the bridal pair, me and the outfit. So with confetti coming at us from all directions we set off to the reception, the bride in her beautiful off white long dress sat in the sidecar, and the bridegroom in his elegant cream suit and red full face helmet. The photographer caught us up at the restaurant, where he remarked sarcastically, it was the first wedding he had been to where the bridegroom had paid more attention to the front wheel of a motorcycle than to his new bride!

After a quick sherry to wish them well, I returned home satisfied I had helped to make some folk happy on their special day.

mutual aid

FOR SALE: Oil Filters 3 for £3.75, Points £2.75, Condensers £1.75

Halogen Bulbs £2.75. Haynes Manuals /5, /6 + 90S £2.25. Advance/

Retard Units to fit 60/75/80/100/7 90/6 90/100S & RS £20. Points with backplate

£3.50. Varta 15 amp battery £22.50 + P&P £1.50. SPECIAL CHRISTMAS OFFER BOSCH

28 amp BATTERIES £28 + £1.50 P&P. Pay for it now and have it sent after Christmas.

P & P included except batteries. Please state model. Apply to Andy Wright,

12 Heybridge, Castle Road, London NW1. Tel: 01.267.8110. Evenings & Weekends.

FOR SALE: High Screens to fit R100RS £30 each must be collected from Andy Wright

(address above) or Geoff Wilson, 4 Scaur Close, Lazonby, Penrith, Cumbria

FOR SALE: Exhaust manifold nut spanners to fit /5, /6, or /7 £4.50 collected

£5 posted. Deep sumps (5 pint capacity) collected £15.00, posted £16.00. VARTA

28 ah batteries £28.00 must be collected. Apply to Peter Barton, Dinkley House,

Dinkley Square, Mile End Row, Revidge, Blackburn, Lancs. Tel 0254.62558

CONTINENTAL TYRES CONTINENTAL TYRES CONTINENTAL TYRES CONTINENT



325 S 19 £13.62 325 H 19 £15.77

400 S 18 £17.40 400 H 18 £21.27

Prices include VAT

Inner Tubes £2.86

If applying by post please include 75p extra per tyre and 30p per

tube. Tyres will be fitted to a removed wheel for 60p.

John Brain Tyres, 273 Wimbledon Park Road, Southfields, London SW19 6NW 01.788.9307

or 422 Whitehorse Road, Thornton Head Surrey. 01.684.9245

PLEASE INCLUDE A COPY OF YOUR CLUB MEMBERSHIP CARD, OR CUT AND SEND THIS ADVERT

WITH YOUR ORDER

CLUB REGALIA --- CLUB REGALIA --- CLUB REGALIA --- CLUB REGALIA --- CLUB REGALIA ---

Chrome Plated Machine Badge £2.80 Adhesive Helmet Badge .20p

Waterproof Cloth Badge £1.30 Enamel Lapel Badge .50p

Available from Section Secretaries (Addresses on Page Two). Include a bit extra for postage



and a range of our own make leathers, plus many well known makes of leathers, waterproofs, boots, helmets and gloves etc at 45a Chapeltown, Pudsey, W. Yorkshire

SOURIAU mobile diagnostic tuning and servicing, Lucas electronic ignition systems supplied and fitted. Special rates for BMW Club members. Apply to Pete Woodland, Tel Bristol 0272.611427

METZELER TYRES --- METZELER TYRES --- METZELER TYRES ---

100/90 H 19 Rille 16 £22.00 + VAT 8%

120/90 H 18 Touring Speed £25.00 + VAT 8%

325 S 19 Block C5 £17.00 + VAT 8%

325 H 19 Rille 12 £18.00 + VAT 8%

325 S 19 Rille 12 £16.00 + VAT 8%

325 H 19 Block C5 £19.00 + VAT 8%

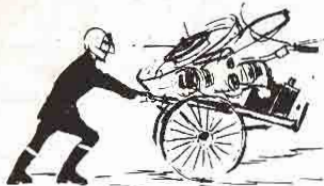
400 S 18 Touring Special £19.00 + VAT 8%

400 H 18 Touring Special £22.00 + VAT 8%

Post & Package £1.20 per front tyre. £1.40 per rear tyre. Brain Anderson, 150

Fleetwood Road, Dollis Hill, London NW10. Tel 01.452.1426 (evenings & Weekends)

FRONT COVER Our new Club Secretary, Bruce Clarke, has a wife who can pilot her own bike. Here's Margaret on Bruce's machine.

mutual aid

FOR SALE: BMW R26/1 1956, for rebuild, nearly two complete bikes. Still on German log book. £260. Apply to Glyn, Tel Doncaster 66871

FOR SALE: 35 litre Krauser panniers, latest steel frame, to fit /6 or /7. Offers please. Apply to B L Kewley Tel 051.336.6385

FOR SALE: For R69S, Clymer Workshop Manual £3.50, 1 pair solo fork springs £7.00 1 Hydraulic steering damper complete with all fittings and chrome plated knob £8.00. Chilton's Workshop Manual all models to 1972 including 69S £3.00. For /5 and /6 D Bar as new £15.00 New rocker cover £9.00. All plus postage. Apply to Scott Lawrie, Tel St. Boswells 2284

FOR SALE: A new set of Krauser panniers plus chrome rack and carrier. Also Mobelette moped 50cc absolutely new - still in box, mag wheels - yellow £145 (save £50). Apply to Ray White, Jay Cottage, Cavendish, Suffolk. Tel Glemsford 280951

FOR SALE: R60/6, 1974, 16000 miles, taxed, tested, extras, excellent condition, £850 ono. Tel Richard Huddleston 021.472.1654

FOR SALE: R60/6 1976 Nurnburg Green. Avon police type fairing, 35ltr Krauser panniers, stainless steel silencers, new rear tyre, cylinder protection bars, 16,000 miles. Immaculate £1,150. Apply to Tony O'Brien. Tel: Wilmslow 3237 (Bucks) or Milton Keynes 71166 ask for PC O'Brien Traffic Division

FOR SALE: Near-side silencer (original) for /6, /7 in good sound order £12 inc. carriage. Apply to D Currah, Croft Cottage, Garrigill, Alston, Cumbria CA9 3EB

FOR SALE: 1971 R75/5 fitted with an Avon Fairing, 75,000 miles. Asking £775. Also some spares - Pair of front fork stations £50, second hand (300 miles only) 180 w alternator rotor £22. 1st oversize R75/5 pistons (I think they will fit /6) £22, voltage control unit £12, pair of main bearing shells £10, second hand diode board £7.50. Apply to Tom Stephens, 14 Long Meadow, Torriano Avenue, London NW5 2SU, Tel 01 485 8995

FOR SALE: BMW 1959 R60/2, very good condition, recent engine and gearbox rebuild, rechromed, restore-enamelled, Craven top box and panniers. Offers in region of £800. Apply to Ian Mallinson, 87 Droomer Drive, Windermere, Cumbria Tel W'mere 5505

WANTED: the first six copies of the BMW Club Journal for 1978. Apply to David Palmer, 23 Heron Close, Salhouse, Norwich, Norfolk, Tel 0603.720.964

WANTED: Seat for R90S. some recent unplanned off-road riding has torn the seat of my R90S - has anybody got one for sale in perfect condition, preferably an early unridged' type? I am also after some dog-leg clutch/brake levers. Apply to Dave Gibson, 77 Peace Road, Stanway, Colchester, Essex CO3 5HW.

20% DISCOUNT: on S & W Fork springs and shock absorbers, contact K Wells, 8 Field Close, Houghton on the Hill, Leics. LE7 9GS. Tel: 0533 41774

FOR SALE: 'Izumi' sealed lub chain size ES 630 HSL, will fit 750 Honda. New and unused, price £20.00, will haggle. Apply to Paul Watson, 137A Kempshot Lane, Kempshot, Basingstoke, Hamps. Tel: Basingstoke 26832

FOR SALE: R60/5 gearbox £90. Brand new R60/5 cylinder head £78. New handlebars £8. Tel: Tom Green, Llanferris (035 285) 478 any evening or weekend

WANTED: Standard size pistons (complete) new or nearly new condition please for 1965 R60 (Earles fork model). Apply to E Jerrard, 257 Butts Road, Southampton

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A Christmas gift that will be useful all next year

Quality binders in BMW blue with gold embossed lettering, to hold 12 Club magazines are now available at £1.75 each including post and package. Orders please (with remittance) to Tony Moores (Northern Secretary) 71 Westwood Street Accrington, Lancashire BB5 4 BL

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