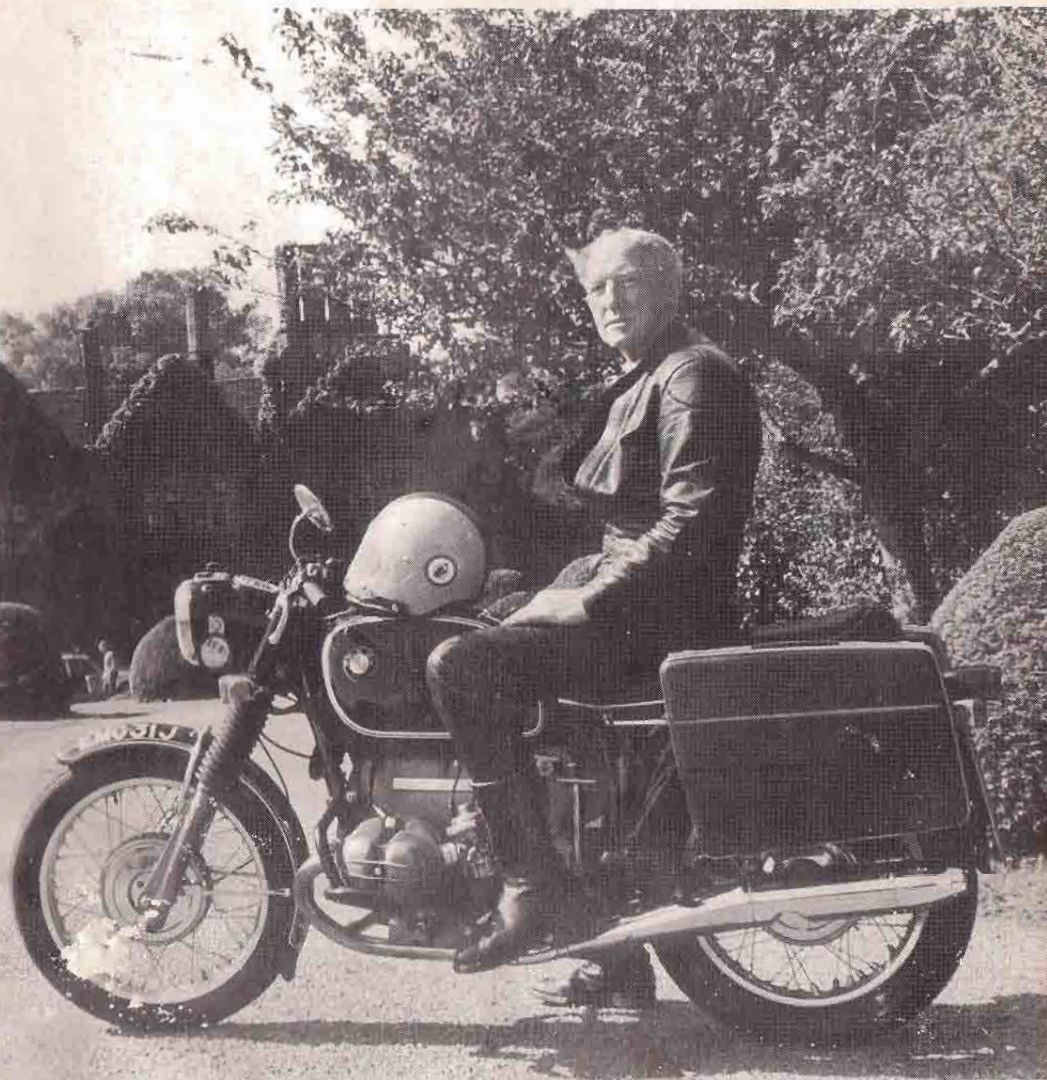


# the journal of

February 1978

# THE BMW CLUB



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### WELL, IT'S LIKE THIS!

It all began quite innocently when Geoff decided to change the points on his bike, but at the same time thought he would renew a leaking front camshaft oil seal.

Then .... due to the oil seal not wanting to free itself from the cankcase;

..... due to trying to complete the oil seal change, renew points and plugs in an attempt to visit Stan & Chris Wood (which we never did);

..... due to meeting family commitments on New Year's Day;

..... due to his gearbox making queer noises on the way home on New Year's Day;

..... due to fitting a gearbox loaned by Ian Barkway;

..... due to violent storms on the night of 2 January he was called to work on the third when he had arranged things that it should have been a mechanicing day;

..... due to his bike battery cracking in the extreme cold because of a clumsy move on 4 January;

..... due to forgetting that one of his trial's wheels only had half its complement of spokes fitted;

..... due to stripping threads on the drain plug hole of his spare final drive unit (low geared);

..... and due to it now being only about 12 hours until he must leave for London to begin the Exeter Trial (well it's not that he MUST, but I guess he will);

..... he didn't have time to write a 'profound' editorial.

Jennifer



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

## diary of events

where the sections meet

	<b>NORTHERN:</b>	Catholic Church Hall, Lowton, Nr Wigan 2 miles east of M6 on south side of A580
	<b>YORKSHIRE:</b>	A E Autoparts, Legrams Lane, Bradford on east side of west circular road.
	<b>MIDLAND:</b>	Venue varies - see below
	<b>WESTERN:</b>	The Caldicot Community Centre, Newport Rd Caldicot, Gwent.
	<b>LONDON:</b>	Spencer Arms, Lower Richmond Road, Putney, London
	<b>SOUTH EAST:</b>	The Fountain Inn, Barming, Maidstone, Kent
	<b>OXFORD:</b>	The George Hotel, Littlemore off A4142 south of Oxford
	<b>EAST ANGLIAN:</b>	'Cricketers', Danbury Common, Nr Chelms- ford, Essex. off A414 Chelmsford/Maldon Rd
<b>FEBRUARY:</b>	5 LONDON	Ride to Beaulieu. Meet Spencer Arms 10.30 hrs
	5 MIDLAND	Meet at Paul & Winifred Barlett, 7 The Crescent, off New Birmingham Road, West Midlands
	8 SOUTH EAST	Natter Night
	12 NORTHERN	Meeting at Lowton - Talk on First Aid 14.00 hrs
	12 WESTERN	Natter
	14 LONDON	Natter Night
	17/18/19 NORTHERN	Social Weekend at St John's in the Vale, Keswick, Cumbria (see Jan Magazine for details.)
	19 YORKSHIRE	Meeting at A E Autoparts - Slide Show
	22 EAST ANGLIAN	Meeting & film night
	22 SOUTH EAST	Natter Night
	26 MIDLAND	Sunday Lunch, Leamington Spa
	26 OXFORD	Annual General Meeting
	28 LONDON	Natter Night
<b>MARCH:</b>	8 SOUTH EAST	Natter Night
	12 MIDLAND	Meet at Ivan & Betty Breakwell's, 23 Plant Lane, Sawley
	12 NORTHERN	Meet at Lowton - Annual General Meeting
	12 WESTERN	Natter
	14 LONDON	Natter Night
	19 LONDON	Run to Coalport Chinaworks Museum, Coalport, Telford. Meet at Spencer Arms 10.30 hrs
	18 YORKSHIRE	Works visit to CCM Motorcycles, Bolton (NB Saturday)
	22 SOUTH EAST	Natter Night
	24/25/26/27 NATIONAL	Weekend at Warren Bay, Caravan Park Watchet, Somerset
	26 OXFORD	Natter
	28 LONDON	Natter Night
	30 EAST ANGLIAN	Meeting and Film Show at Rose & Crown, Norwich Rd, Ipswich
<b>APRIL:</b>	1/2 NORTHERN	Social Weekend at YHA, Dufton, Cumbria
	2 NORTHERN	Meet at home of Geoff & Jen Wilson, 4 Scaur Close, Lazonby
	2 EAST ANGLIAN	Run to Duxford Air Museum
	5 SOUTH EAST	Natter Night
	9 WESTERN	Meeting
	9 NORTHERN	Meet at Lowton
	9 LONDON	Treasure Hunt. Meet at Dutch House Pub, Sidcup, Kent 10.30
	16 YORKSHIRE	Bowes Museum Car Park 13.30 (Nr Barnard Castle)
	11 LONDON	Natter Night
	16 MIDLAND	Day Run to Stratford-upon-Avon
	19 SOUTH EAST	Natter Night
	22/23 NORTHERN	Social Weekend, Llandudno

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## section news

### WESTERN NEWS:

From Trevor Fielding

The Section now has a new meeting place, so will all WESTERN MEMBERS NOTE that the Section will now meet the second Sunday in the month at the CALDICOT COMMUNITY CENTRE, NEWPORT ROAD, CALDICOT, Gwent, which is situated just up the road from The Old Tippling Philosopher Inn. Turn left at the roundabout, the entrance is right opposite the Shell Garage, continue up the drive to the top building on the left. Our meetings will be held up to March 1978.

We held our December meeting in the new venue, and my thanks to our ex-social secretary Roger Young and his wife for making the arrangements. We had some 30 members turn up including the ladies. The large room can accommodate us, it is fully heated for the cold winter meetings and the bar upstairs is open for a drink before the meeting starts; quite comfortable to down a pint and get to know one another.

At our meeting we had a very good slide show given by member Tom Morgan of Cardiff on one of his trips in Western Australia from Perth to Darwin by coach. This was one of the trips to remember in a very hot climate, on very rough roads, at times just a dirt track and dusty to say the least; the passengers at various stops took turns to wash the coach down. The scenery however more than made up for that chore and for most to the trip it was blue skys and wonderful sunsets photographed by Tom on this long 17 day tour of the Western side in a once in a lifetime journey. Thank you Tom for a very entertaining slide show with a first class commentary.

Looking ahead, we are going to have an evening out, and arrangements are being made for a meal and drinks to be held on Saturday 18 February 1978 at the Park Hotel, Falfield, situated on the A.38 between Bristol and Gloucester. Will members please let me have bookings by 10 February at the latest. We need support for this night out.

Our section is still growing, and we have some new members. It is always pleasing to meet new faces. We welcome to the Section, Mr Brian S Higgs of Bridgend who rides a new R100/7, Mr John Francis of Gorseinon, Swansea, Mr Martin Geoghegan of Compton Martin, Nr Bristol who has lashed out on a new R80 (I understand he owned a Honda before) nice to meet you Martin. Mr Louis R Perrier of Weston, Bath, Mr Philip H Jordan of Exeter in Devon who rides an R75/5, I hope to meet you in the future. A guest from the BMW dealers in Bristol was Martin and his wife who contacted me by telephone. He sells BM's in Bristol, which he told me are doing well, so we may see more new faces yet.

### YORKSHIRE NEWS:

From James Clegg

It was decided at last year's AGM that we should try something different with regard to our Xmas Party, so this year's get together took the form of a Disco/Dinner Dance at Ingewood Restaurant, Halifax. There were two sites of which the Club was on the latter one which gave yours truly plenty of time to greet members and prop up the bar, (not necessarily in that order). The four course meal was excellent and I'm sure everyone there enjoyed it. There were a few large parties like our own. The single men though were very well catered for with a party of women from a nearby toffee factory. Yes, there was plenty to 'chew' from! Midway through the night there were various games, with the Club it seemed providing entertainment for everybody else. Howard Robinson won the knobbly knees, Alan Dean's wife, Cynthia won the best legs and Jen and Geoff Wilson won the game where the lady had to make a 'mummy', so to speak, of the gentleman by wrapping him up in 'loopy paper'!

Glad to see John Badminton back at work after his accident. Is the next thing on the cards an RS John? Well folks after our Alpine Run a rather warmer venue for our

February meeting; A E Auto Parts. Meet at 2 p.m. for a film show given by John Wright on his recent visit to Japan.

#### NORTHERN NEWS:

From Bill Madeley

As you can see at a glance the Northern News is short in content this month. My apologies for this to those members who may have enjoyed the 'sagas' of the Northern Section's successful attempts to achieve once again the ultimate in motorcycle club life, that of a happy, interested and active membership. If the Northern News was instrumental in achieving this success our thanks must be given to Geoff and Jennifer for printing the situation as I saw it almost word for word. Sadly though the lengthy epistles have been a two edged sword for they have put an impossible burden on them both to fit the News into the fabulously successful magazine that they have created.

Our meeting this month will have a 'guest' speaker. Peter Anderson, a northern member and a surgeon at B'don General Hospital, has very kindly offered to give us a lecture on elementary first aid. I doubt very much if many of us has the remotest idea of what to do in the event of a road accident, or any other accident for that matter. So for the benefit of some possible unfortunate victim in your future life I sincerely ask you to attend this talk.

Our social weekend at St Johns in the Vale this month is already a guaranteed success, so I'm in the happy position of not having to beg you to come. If you do decide to come please let John Groves or Geoff Wilson know you are coming. If you decide not to come, I'm only sorry to say that you will miss a fabulous weekend, let's hope you can make it.

#### EAST ANGLIAN NEWS:

From Bob Hunter

Having just completed this year's calendar I am happy to inform everybody that due to popular demand section events this year will take place, believe it or not, in EAST ANGLIA, so we are looking forward to the support of all you chaps from Norfolk & Suffolk, but more of that later on.

To avoid confusion, details of starting times and places and exact locations of venues for runs will be published in this column one month in advance. This month's gathering (22 February) will again include a variety of motoring films now a regular feature of our winter meetings. (Please try to arrive before 8 p.m. though!)

Now, we are not completely oblivious to the moans of section members and in an effort to appease our northernmost comrades we have arranged, in conjunction with Revetts (motorcycles) of Ipswich that our March meeting will take place at the Rose and Crown, Norwich Road, Ipswich (next door to Revett's) on Thursday 30 March at 7.30 p.m. We have a film show laid on and we would like to meet any BMW owners (members or not) so pass the word around please. Should this be successful we will arrange regular meetings in the area. If you have any suggestions ... you'll find me and Roy at the bar .....

As for section competitions this year, the popular 'Sumpscratchers Rally' will be repeated on 4 June (more details later) and I would like to introduce another, the 'EAST ANGLIAN TROPHY', a photographic competition. Throughout the year carry your camera with you and if you see anything worth snapping, snap it, and you might win the Trophy. The theme is simply 'motorcycling' and when judging we will be looking for originality, quality and photographic excellence (whatever that is!). To enter submit your best two black and white or colour prints, any shape or size, to me or Roy Gravestock before 1 September, judging will be at the September 27 meeting. The contest is open to all members of the BMW Club by the way! So get snapping (Rude polaroid efforts will remain the property of the Committee!)

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

MIDLAND NEWS:

From Brian Lowry

The first of our indoor meetings started with a swing this December at the home of Tony & Barbara Melling at Preston. Many people expressed surprise at the choice of venue, but they forget that the Midland Section has members from Cornwall to Cumbria. Luck was with us as the day dawned bright and fine. A couple of hours on the road found us at the Melling home along with a good turn out of 40 or 50 people. Barbara really did us proud with an original idea of individual piping hot Lancashire Hot Pot portions and other refreshments - our thanks to you Barbara.

Tony produced a trophy for presentation to the furthest travelled member on a BMW to an unusual Midland meeting. The winner turned out to be a new member Dave Hursdon from Coventry, who had just popped up to join the Club. He also popped home again before the winner had been decided. Well done Dave!

Two films with a travel flavour were shown which made interesting watching - thanks to Ian Barkway for his projectionist stint.

The return journey was made in the rain, the weather obviously having overstretched itself by trying to remain fine all day.

Apologies for the briefness of this month's news but today is Boxing Day and inspiration is lacking due largely to the festive fare.

LONDON NEWS:

From Bruce Clarke

How very disappointing it was, after all our advertising in the magazine etc., when the BMW Concessionaires failed to appear. No word from them either; and a club room crowded almost to full capacity, sorry lads. Poor Alan Hills on his first club night as Social Secretary took the full brunt of people wanting an explanation, and he no wiser than you or I.

Alan's arrangements for our Christmas Dinner at the 'La Popote' restaurant went very smoothly indeed. A turnout of some 50 people, despite slightly inclement weather, shows how popular this type of evening is, with a good meal, good friends and wine flowing from start to finish, an evening one could not fail to enjoy. Geoff Wilson joined us for the evening having ridden from Penrith and seemed to be enjoying himself considerably, even though on strict orders from Jennifer not to do so! Poor Jenny had to be left at home unable to take leave from work on this occasion.

The following evening we had our Christmas Party with loads of food prepared by the publican's wife and some of our lovely ladies. Patsy Hadley cooked two chickens and a turkey, it really was good to see how she organised Nick to work with the carving knife, I bet he's good at washing-up too! Dorothy Kiralfy baked the cake and superbly iced it with the BMW logo. Well done girls and thank you. The club room would be/less interesting place without our ladies, I wonder if we cater for them enough within the club, I think not!

Away from the festivities, I am glad to report that Eric Rosenthal is back in the saddle having recovered from his little spill. Eric was not too badly injured but I know he is never happy travelling by public transport or being kept from his BM even for a few days.

We welcome three new members to the section, Tim Penrose from Wimbledon with his R60/7, Denise Lissenden whom I believe to be our only lady owner rider in the Section. Number three is Adrian Rivett, Adrian is known to many either for his racing, in particular on the I.O.M. in the TT sidecar events or for his work on bikes at his Brixton workshop. About time he became a member anyway.

I look forward to seeing you all at our meetings.

OXFORD NEWS

From Jack Gibbs

The section's festive season got off to a moderate start. En route to the Mince Pie Party Alan Seddon's bike lost a few sparks, we learned Eric the Camera was in hospital after a tumble and my failure to inform our host Jim of change of date found the club room containing the aftermath of a very hectic party the previous evening. The season of goodwill came to the aid of all. A certain well known member in an equally well known Porsche pulled up on the M40 to aid Allan, we later learned that Eric Rosental's injuries to body and bike were much less serious than first reported and even before my arrival Vic Doswell had organised a fatigue party to clear the club room, prepared tables for eats, and arrange for the excellent slide show which he gave later.

As always, members brought far more mince pies and other eats than could be eaten during the afternoon, but again as usual the surplus found a good home at our local orphanage.

More good news was the opportunity to congratulate Paul Cullan James and Sarah on their forthcoming marriage just four days hence. That is if Sarah continued to ignore dear Ann's advice to remain single.

While the dozen or so ladies gossiped in the club room (how we love to have them) the fellows held inquests outside on Bee Emms. Allan S was on hands and knees either making sure his sparks were O.K. or praying they were, while the largest crowd gathered round the Big 'Un' owned by K Elder from the South Eastern Section; 30,000 miles on the odometer in under 18 months was the cause for concern. Colin Bembridge was heard to say 'take that to a dealer for part exchange with that mileage and tha'll git nowt for it', and that prompts the question. What mileage does one expect and obtain from the new breed of Bee Emm? Colin and I recalled the days when we both rode BSA A10 outfits and for three consecutive years around 1960 covered 25,000 plus miles, and Colin then had two arms so you know his were hard miles.

Next to 1978. This month 26 February we start our Section AGM at 3 p.m. Business is as informal as possible. Nominations and propositions will be accepted from the floor, but please make a special effort to attend. Major changes in management will occur.

The meeting in April is the Big One. The Gymkhana and National Camp at Jim's home in Swanmore, Southampton. The promised progress report is limited to stating, satisfactory at this stage and all details will be in next month's Journal. Meanwhile, remember accommodation is available for non-campers and the date 28 April to 1 May inclusive.

SOUTH EASTERN NEWS:

Dops ..... ! I forgot, nobody ever sends me any, do they? ..... G W

DIARY OF EVENTS CONT ...

<u>April</u>	25	LONDON	Natter Night
	26	EAST ANGLIAN	Meeting
	29 / 1	NATIGNAL	Camping weekend at home of Jim Kentish, Bishops Hill House, Swanmore, Southampton

NOTE: There is a regular informal meeting held on the third Sunday afternoon of each month at The Hawes Inn, South Queensferry, (on the Firth of Forth) Scotland.

COPY DATE : 1 MARCH FOR APRIL MAGAZINE

CORRIGENDA Page 19 of January 1978 Issue - Item (4) 40000 should read 4,000  
Item (5) 60000 should read 6,000.



# COME FLY WITH ME TO AMERICA

## Part 3

The story so far George was breathless after visiting Milton Hall (BMWMOA second furthest travelled member in the summer 6 months of 1976, having ridden 46,000 miles) and left Virginia en route for Washington

Next stop was with BMWMOA committee member Paul Lewis in Arlington, just outside Washington,

with whom I wanted to discuss ideas for creating links between our two clubs.

This we did over an excellent but very reasonably priced evening meal. Early next morning I took the bus into Washington, and spent the day doing the sights and visiting museums. Washington is a very beautiful place, with spacious avenues and elegant buildings. It is a purpose-built capital, and its designers have done well in blending dignity into the functional layout of a modern city.

By now I had come to the end of my second week, and it was time to move on another two hundred miles to West Orange, New Jersey, to the home of wealthy businessman and American Motorcyclists Association vice-President Mark Rosen. To reach Mark's house meant a ride along the twelve lane wide New Jersey Turnpike. This was my first time on such a broad strip of highway, but I was later to ride on one even wider and more frightening.

Bright and early on the morning of Sunday 21 August, Mark and I set off <sup>on</sup> our R90Ss to the Pocono Raceway in Pennsylvania to see a round of the National Road Race Champ ionships. Being with Mark meant VIP treatment at the racetrack, something which I enjoyed immensely as we strolled into all the prohibited places, and I was introduced to all the top racers and other distinguished personalities. The racing was good, but surprisingly I thought the safety precautions and the marshalling left a lot to be desired. Sidecar racing is still treated as a novelty.

Monday was given over to shopping, and again I was surprised at how low prices are in America. It shows just how great our inflation has been. In the evening we rode down into New York, which must be one of the simplest cities in the world to get around in, with its streets running east to west and avenues from north to south, each one-way in alternate directions. We tried to get into the bar on the 109th floor of the World Trade Centre, but they would not let us in because we were in denim and motorcycle boots, so we settled instead for a sidewalk bar in Greenwich Village.

Leaving West Orange next morning I headed north into the Adirondack National Park, which has wild thick forests and hundreds of lakes. The park is not tarted up like the others I had seen. Instead it was a more rugged character and I would imagine its forests are teeming with game of all sorts. It was beginning to get distinctly cold, and once again I was

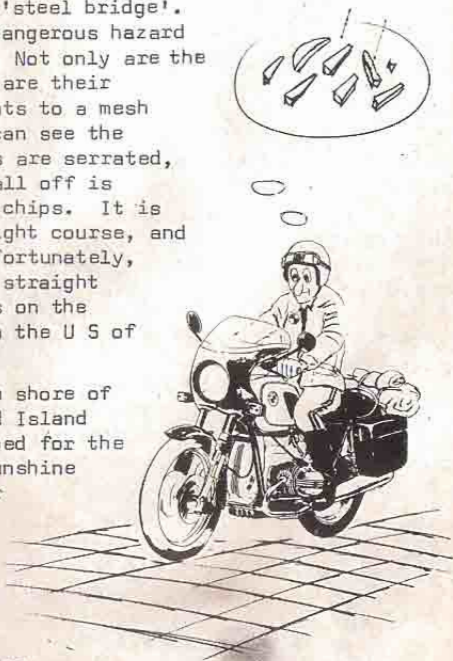


forced to dress up. When I made my evening stop my motel room, right on the shore of Tupper Lake, cost me fifteen dollars (just over £8) which sounds expensive until you remember that it was in a prime position in a holiday resort, and my cabin was intended for four people. As in all the other motels I stopped at the owner of the place went to great lengths to make sure that my bike spent the night under cover right outside my room.

Not for the first time I woke to the sound of heavy rain. As I strolled around my comfortable quarters collecting together the belongings I had spread around the room, I tried again to imagine what pleasure people can get from camping, but it escapes me. The television weather forecast the previous evening had said that fine weather would spread south from Canada, so without waiting for breakfast I headed north again to meet it. A couple of hours later I was on drying roads approaching Ogdensburg and the Bridge to Canada. I stopped for lunch and to buy a few more things (like a Swiss watch for my daughter) before making for the bridge over the St Lawrence River to Canada. After having passed through both the American and Canadian customs and immigration posts, I thought it was something of a rip-off then to have to pay one dollar fifty to America for the privilege of riding half a mile over what is known as a 'steel bridge'. These abominations are just about the most dangerous hazard ever to be put in the way of a motorcyclist. Not only are the superstructures constructed of steel but so are their road surfaces. On rides across on what amounts to a mesh of two inch square holes through which one can see the water below. The upper edges of these holes are serrated, so any motorcyclist unfortunate enough to fall off is likely either to be shredded or turned into chips. It is impossible to maintain anything like a straight course, and the only way to ride on them is slowly. Unfortunately, they tend to be situated frequently on fast straight roads, and there are never any warning signs on the approach to them. If you are ever riding in the U S of A, watch out for steel bridges.

On then into Canada and ride along the north shore of the St Lawrence River, through the 'Thousand Island Parkway' to Kingston, Ontario, where I stopped for the night. Finally away again in magnificent sunshine on the last stage down the MacDonald-Cartier Freeway (the 401) to Toronto. Although the speed limit is sixty, most people seem to go at around eighty, which gets particularly interesting at those points on the approaches to Toronto where the road widens out to fourteen lanes. The expressways through and around Toronto are most impressive but no place for those of a nervous disposition. I think they are probably the most potentially dangerous roads I have driven on, particularly in the rush hour. I arrived back at Cy and Jo Patterson's house at 3 p.m. with 14634 miles showing on the odometer, a total of 3329 for the tour. Jim Kentish and Harry Wood turned up half an hour later, and we all talked excitedly and incessantly until 2 a.m.

Our last day on the other side of the Atlantic Friday 26 August, 1977, began with a typical Canadian breakfast of delicious pancakes, sausages and maple syrup. Then it was down to the airport to load the bikes again onto the pallets, a task completed much more quickly this time. More shopping, lunch and a visit to the CP Tower, at 1840 odd feet the world's tallest free standing structure. Our farewells at the airport in the evening were made with not a few tears and lumpy throats. All too soon after having landed we were back in the 747 for another



comfortable, though slightly rougher, flight home. Would you believe it was raining heavily when we landed at Gatwick, only then to learn that some \*\*\*\*\* at Toronto had neglected to put the bikes on the plane. However, all's well that ends well, and we collected them two days later from Heathrow.

So that folks is my brief account of an all too short tour in the New World. If you could have come and didn't, you missed out badly. If you think a similar trip should be arranged for the BMW Club, perhaps in 1979, and you would like to organise it, I can supply most of the information you would require. As for me, I intend to return soon for another tour, this time I hope in the south-west corner of that great country. And if what I heard being said by BMW owners everywhere I went in America is anything to go by, watch out Britian - the Yanks are coming.

THE END

## Readers Letters

M C Kerridge  
75, The Ryde  
Hatfield, Herts AL9 5DN

### Drive

In anticipation of an erratum sheet being issued to the list of members, please note that my address is not as shown on the list but should read as above. Any member resident in the area or passing through is welcome to drop in for a cuppa and a natter. Also, the members' list could perhaps be more useful if arranged in some geographical order, no small task, but if time and a clear head over the Christmas period permits I shall set myself on and copies of the resulting list will be available on request or sent to the journal for duplication and distribution.

On the subject of tyres. I have recently had a pair of Continentals fitted by a dealer who maintained that the offset red band around the periphery of the rear tyre should be on the drive side. (This is of course on the right hand side of a BMW but the left hand side of most chain driven machines). It was some time later that I realised that the arrow marked 'drive' on the wall of the tyre points in the opposite direction to that of rotation. Is this correct?

Finally, I have just spent a sunny December afternoon cleaning my bike rather than riding it. Have I got my priorities wrong or is the satisfaction of having a clean machine in the garage equal to or greater than that gained from riding around on a dirty one.

Martin Kerridge

Martin, How I wish more members would offer to carry out their own suggestions. That way we can progress without further burdening the already overworked few.

On the subject of tyres I have always been of the view that rotation direction arrows must point in the direction of rotation on tyres fitted to a rear wheel. If the same tyre can be fitted to a front wheel satisfactorily then the arrow should point the reverse way. The theory being that a rear tyre must operate at its best under acceleration and a front tyre under braking i.e. an effective rotation reversal. Has anyone any other ideas? GW

### Ignition Again

Why don't BMW fit electronic ignition to their machines as standard? R100RS owners must curse when it's time to check the points. We fitted a BOYER transistorised ignition system to our machine (R90S) and having done that forgot the points for good. It was very easy to fit, and made an instant improvement on fuel economy, starting was much easier and it also seemed to give more power (any BHP figures available?) Acceleration was improved, as was top speed, which we haven't actually found yet. There aren't any straight roads here and only one small section of dual carriage way in Newport, known locally as 'the motorway'. The most we have been able to achieve on Isle of Wight roads is 125 mph at 6,500 rpm, two up. Luckily we are quite friendly with the island's 'nasty' motorcycle cop, he usually just warns us. He has

a special prayer mat for a 'Bee Emm'; they have still got Nortons down here - all three of them. To go back to ignitions. Robin Jenkinson has a Lucas Rita system fitted to his RS, but we aren't very impressed with it. (Don't tell him though!). The Boyer is fully advanced at 4,000 rpm as opposed to 6,000 rpm for the Lucas, which is a bit high.

Ray Brown (I.O.W.)

### Honouring Good Service

All too often we hear complaints of bad service and lack of interest shown to members of the purchasing public, ourselves in fact, so I feel a word of praise is due to two dealers I have passed my cash to recently. The first is Highwayman Leathers of London. Margaret and I had our suits made by this company and the attention afforded us by Mr Derek Radley, the owner, is certainly beyond the general approach one receives. Nothing seemed too much trouble for him. First class in every way.

Second is a local motorcycle dealer, not BMW I hasten to add. The lads at Lamba Autos in Cheam, Surrey, are some of the most helpful people I have come across within the motorcycle trade. Lamba stock a large amount of biking equipment, in particular helmets and clothing, they have the agency for 'Motomod' wet weather clothing. These lads are always willing to help out, I would not hesitate to recommend either of these dealers to anyone requiring service and satisfaction.

Bruce Clarke  
Cheam, Surrey

..... in my Shed

The other week while in my bike shed I took a chance notion to change my gear change side footrest from <sup>the</sup> 4" long to a 6" long as fitted to the brake side. 'Tis now practically a pleasure to change gear without dipping one's foot (awkwardly at times.) What a vast improvement, comfort and ease. I also fitted a ROUND gear lever rubber, completely covering the end of the lever and in fact curling round the corner onto the stem; thus no sharp edges and saving on boots.

The second incident to occur in my shed was that without warning BOTH my Fiamm horns

went off full blast, and the ignition was off. I had to pull both connections from the horns - my electrician reckons on a faulty relay, so I am waiting for a new one (Bosch). I understand WIPAC make a good substitute.

The carburation on my 100/7 is good but not exactly even at low revs. Plugs and timing are O.K. Has anyone any experience of Flow Meters? Can they be bought at a reasonable price?

I have one irritating problem which came out when a garage checked the tickover. The compression readings on each cylinder are 150 and 120. I reckon this means attention necessary to the valves on the 120 side. Has anyone any views?

Hurry up extra daylight!

Peter Dickson  
Fife Scotland

All in the mind?

Concerning the letter from Dave Higgs and his comments on Rainurages, I always ride on Metzlers and have only on one occasion suffered the dreaded wobbles, and this not due to tyres. I like your comment 'if your nerve will stand it', this I am sure sums up the situation. On leaving Brussels when the new section was first opened I noticed these ridges and rode as I thought accordingly. On my return trip due to a miscalculation of the time (three hours to complete 205 miles in the dark) I forgot all about the rainurages and drove along this road into Brussels at 95 - 100 mph. No problems. Perfectly relaxed. So is it all in the mind? If you do not know the ridges are there, you ride relaxed, when you see them does a little tension creep in? I think this also lines up with the way Dave says the police rode. The time I had the wobbles I was on an English fork 'Be Em' so you know what the problem was.

Fred Secker  
(National Secretary)

Please send any notification of changes of address to Fred Secker - address at top of Page Two



# Christmas Festivities

facing page

The YORKSHIRE SECTION held their Christmas Party at the Ingwood Restaurant near Huddersfield on the first Friday night in December  
(Top Picture)



On the night following the NORTHERN SECTION dined at the Lord Daresbury Hotel near Warrington



this page

In mid December the LONDON Section held their annual dinner at La Popote Restaurant in the West End



Having attended all three gastronomic events I was left in no doubt that all is pretty well with the Club at present GW

## ROAD TESTS OF CURRENT MODELS

Geoff Wilson

On the 12th October 1977 the R80/7 was first introduced to England at Goodwood

tests the 785 cc 55 hp version

# R80/7

It is almost four months since the R75 was replaced by a larger lunged graduate. The reason for the change is not so clear although the changes, other than engine capacity, are mainly visible and perhaps sufficient to induce the uneasy R75 owner into taking the plunge and replacing his assets, at the same time getting 5 extra BHP for what is in fact the same amount of money, following the Autumn 1977 10% price reduction. An offer one could hardly afford not to take advantage of, it seemed.

It was Horsmar's of Liverpool (recently returned to the role of BMW dealer) who gave me the chance, and the London Section, who gave me the excuse and motivation to ride an R80/7 for 550 miles through what were almost the two darkest periods of daylight in 1977. That was the plan anyway, but of course as always, an over ambitious itinerary of en route visiting meant that the riding stretched well into the longest periods of darkness as well. What follows is purely a rider's assessment of the new machine, since the R80 read only 216 miles on the odometer when I straddled it and 743 when it was returned to the showroom. No time for quality testing.

My route was via the Birkenhead Mersey Tunnel (toll 15p, 10p cheaper than for cars by courtesy of the BMF who successfully fought against one common price), the industrial NE Wirral, the congested lunchtime streets of Wrexham and Ruabon to Oswestry and on to the solice and testing grounds of the Welsh Border roads through Welshpool to Ludlow. Too much time spent with Joe Greenwood, whose writing comes second only to his speech power, saw me late on the fog bound A456 to Kidderminster and the M5, M6 and M1 to London. Evening rush hour tested the 500 mile old clutch and my patience along with the stability properties of the bike during queue jumping and bus dodging. A hot bath at the Preston's lodging house in New Malden (I couldn't get Brenda to scrub my back) prepared me for the night's festivities which made for fairly steady progress the next morning and a wine fogged head prepared a lethargic body for the M1 - M6 trek back to Liverpool. More motorway than I had planned, but time was the bogey.

So back to the start and the motorcycle. To an experienced rider of BMW's the first mile on a new model must always be a disappointment, because be the machine of 600 cc or 1000 cc displacement the differences are difficult to detect since all models back to the 1969/70 /5's feel much alike and it so easy to settle into the rhythm of the bike and let the capacity variance have its individual affect. So it was with the R80/7(s), the S being used solely to differentiate this 55 bhp 9.2 : 1 c.r. model from the 50 bhp 8.0 : 1 c.r. (N) branded model. Only the higher powered engine is in the bikes imported into Britain at present, demanding 98 octane fuel, which the test model used at an average rate of a gallon each 55 miles. It was coincidental that fuel level dropped below the level of the 'auf' tube just as the count down boards for Watford Gap Service



Area loomed out of the fog. Four gallons of fuel refilled the tank. Worth remembering is that 3litre of fuel is the claimed capacity held in reserve; this gives a total usable capacity of 4 gallons plus 3 litres (4 2/3 gallons) although the fuel tank is of 24 litre capacity (5.28 gallons). The difference being partly attributable to the recessed tank cap which must make the final 1½" of tank unfillable due to air locking.

From the word go the 80 displayed a peculiar trait with which I am all too familiar. The first press of the starter button produced a fire but it went out. Subsequent attempts made it pretty evident that there was just no combustable in the combustion chamber. Fortunately the 28 ah battery on present models is sufficient to turn over the engine whilst the throttle is pumped with the starting carburetter in full use. Gradually fuel was sucked through and the engine purred into life. As the engine warmed the rise in revs was compensated for by the gradual rising of the cold start lever until in the 'off' position when the engine idled in all but silence (to Shoei clad ears anyway) and with scarcely a rocking couple. The engine was an enthusiastic revolver even at such a low mileage and the whole bike very responsive to the throttle, (still the old magura handle grips, where are the promise softer rubber ones?). Much question asking threw no light on just how this change in engine characteristic has been brought about. Certainly not simply by increasing the capacity by 45cc, and even though the carburettors being flat topped look dissimilar to the previously used CV ones, the official communications state that they are Bing V64 units used on the R75/5, feeding inlet and exhaust valves of the size used in the 750cc models. Yet spin the engine did, almost as if it was not labouring under the weight of flywheel we have become used to, making for acceleration which is gratifying in London traffic but sometimes embarrassing if used without discipline on the wet and dry roads of an English December. Acceleration marginally surpassed that of the 750, perhaps obviously, and took the bike into my category of being fast enough for safe overtaking. Somehow the engine characteristic has changed quite perceptively, I wish someone would tell me how.

I can say with certainty that the gearbox has not altered, internally anyway, but it has received a face lift, to what ends I am in doubt. A study of the jargon word for the quadrant link gear shift system 'KINEMATIC', throws no light on the matter, being an adjective describing 'motion viewed without reference to force'. So in no way can a manual gear shift process be called kinematic, and so long as square profile teeth are trying to mesh directly together at engine speed, 'force' will often manifest itself as a noise in the gear box. Of course, gearboxes vary from unit to unit and this one was not particularly good (or I wasn't so good at using it), but since gearclusters mesh quite readily (on a downward shift) after a tweak of the throttle I felt that the R80's quick response to throttle aided gear changing. What I do like about the new lever arrangement is that the gear lever itself is hinged at the same point as the rider's foot, i.e., at the footrest, and foot and lever are as one unit. It has to be said that from new (or almost) there was play on the main quadrant link pivot shaft; I assume





aid kit; but like all legendary devils they turn out D.K. in the end. The padding in the seat nose is less but the material in the seat much firmer, almost like polystyrene, and it is made into a wider seat. The filling doesn't give a posture spring feeling to the seat but it does form to the contour of your caudal regions, providing firm support over a large area, and it works. The seat doesn't need to give any ground to the suspension, but a very tall rider might have difficulty in fitting his knees inside the fuel tank recess, at the same time retaining his place on the lower deck of the two level saddle.

Of course a firm seat does demand complementary suspension which it got from the rear units but the front teledraulics were a bit sticky. I suppose the tyres also could be called 'a bit sticky', for sometimes they weren't. In the damp conditions prevailing here straight line braking caused the rear Continental tyre to give up its effort from time to time.

The long used drum rear brake still surpasses the capabilities of modern road tyres, but the single disc brake as fitted to the front of the R80 does not. Single disc front brakes are retrograde, even in dry conditions. Why do we put up with them?

Handlebar switchgear is the same that we have become accustomed to on the /7's as are the dials and warning lights. The whole handlebar area does however take on a changed appearance due to the fitting, by spring clips only, of a moulded foam plastic cover to the steering head and yoke between the two handlebar switch consoles. It is a good way of hiding the tangle of control cables and wiring and is certainly superior to running the wiring down the inside of the handlebars where they make handlebar removal or changing a major task. Like the cosmetics but a look under the skin did reveal that the alloy dust caps are no longer fitted to the top of the fork legs since the new moulding covers the whole area. Another non-ferrous component on the R80 is the headlamp shell. That also is now of a plastic nature; 'yuk' did you say, I



that the play will only get worse. But surely the fact that on a strange machine I never missed a gear during the whole test proves the 'box to be fairly foolproof.

Perhaps the sign of a good motorcycle is that it will suit most fools, irrespective that they come in all shapes and sizes.

So what of the riding position Legendary you say, and so it remains, still suited to riders with bladders to match the 200+ mile range. The legend has been peppered with a legislative devil-in-the-seat in the form of a first

didn't; I remember that a largely plastic CD 175 Honda I once owned retained its as new looks better than any machine before or since. A mouse may corrupt an R80 headlamp but rust won't. If BMW are leading the way in the use of self coloured moulded plastic components, I'm all for it. Of course, mudguards have been non-metallic for many years now, but the front one is definitely on the decline. The dropping of the round section front fork bracing bar in favour of a larger diameter wheel spindle and pressed steel plate to support the front mudguard did away with the need for a support fork for the lower half of the guard. This in turn has led to a shortening of the blade and on the test machine the trajectory of mud from the front wheel took it up to beneath the fuel tank nose and onto the voltage regulator and repeat start prevention relay. These electrical components are well protected and should never suffer from weathering, but mudguards should be made to perform the duty their name implies.

Even the fitting of a plastic flasher heads led to the /6 being branded 'the plastic BMW', but they will still be black and plastic when the audible turn signal bleeper has lost its voice. I found the noise an embarrassment; that was after I had stopped wondering who or what else was making that silly noise. The realisation that the noise ceased when the clutch lever was operated made me free wheel round a number of corners in congested areas just to stop pedestrians gazing at me. If it was my own bike I would disconnect the audible signal and rely on the well sighted visible one.

Apart from the single key system for locking petrol tank, steering and seat little else new was brought in with the R80/7. The cross braced frame common to all /7s is certainly an improvement if it is that which makes the machine less likely to wobble, myself I think the smooth revving of the R80 engine has rather more than a little to do with the fact that a steering head shake was impossible to induce. During the test there was no additional tail load.

Instrumentation was the now standard steeply angled dials with 'quiet' green digits, decipherable at a glance in day or night; and brake and clutch levers the black plastic (again) coated ones which fall perfectly at the most powerful part of a standard size hand. The clutch lever in particular makes a valiant effort to make light work of what is perhaps the most workmanlike and maintainable clutch on any motorcycle, but which I suspect must become lighter if it is not to raise criticism in years to come.

BMW's are still the motorcycles by which all other touring bikes are judged, and the R80 will certainly be a good standard for all others in its class. It is capable of 70 mph plus 10% for over 200 miles without a stop, making such a trip easy for even the most out of practice rider. More acceleration than it provides should never be needed but brakes to match will be. It is a lightweight machine in its capacity class, but its bigger sisters are as light and at present it seems that 'greater capacity selleth the bike'. But thank goodness that for the riders too whom every penny counts BMW still provide machines with similar trappings over a three capacity range, and let's hope that the present range remains stable for some time to come and that the sentiment 'when it is not necessary to change, it is necessary not to change' is heeded, lest the change be for the worse.

My thanks to Horseman's of Liverpool, in particular Alan Brodrick and Harold Devenport, for providing NHF 6285 for the test.

<u>AIR FILTERS</u> /5 /6 /7	£2.00	<u>QUARTZ HALOGEN</u> 60/55W Headlight Bulbs
<u>SPARE BULB SETS</u> /6 /7	£4.50 inc Post.	£3.50 inc Post
/5	£4.50 inc Post	
<u>BOSCH SPARK PLUGS</u> (W230 T30 for R60's)	90p per pair inclusive	
(W200 T30 all others)		

Apply to Ian Barkway, Pleasant View, Back Street, Cotehill, Carlisle CA4 0DR



# The M.C.C.

From Pete Antram

## 1977 EDINBURGH TRIAL

Machine preparation for the trial was again easy, a check of cables and bearing play, and a decision to be made - 'yes, that back tyre will do O.K.'

This is the big advantage of an MCC Classic Trial being not so severe as to damage things or cause excessive wear, but still being a good sporting challenge.

Using the R69 outfit also cuts preparation time by doing away with the need to nurse a series of chains eg. the BM takes about two hours to fettle, whereas I used to take a weekend for the BSA A10.

Comes the night of the 8 October and I pick up Roy Laithwaite, my eager passenger from his home, and we have the usual dismal ride up the M1 in patchy mist to a Service Station at Coventry for the start. A look round at the 'opposition' reveals Jack Pouncy (over 70 years and still going strong) without his incredibly scruffy but old faithful DOT 250 cc outfit. 'Whats up with the bike, Jack?' 'Failed the DOE test - no front fork damping'. 'Well, well, Jack, who would have expected that' we say, tongue incheek, reflecting that it's amazing that's all it failed for. However, he threatens to have it right for the 'Exeter', and meanwhile rides a little Yamaha solo to preserve his team.

Also in this team is the potential winner of the sidecar class Neil Browne with his father in the chair of his BSA A10, which looks as neat and well prepared as ever.

03.01 hrs arrives and No 31 outfit (us) rolls away through the thickening mist to breakfast at Findern on the A34. Remembering last year, we use the plastic forks 'double banked'; used singly they shattered into a thousand pieces and everyone got a share!

A slight upset here for those of us with small tanks; as the promised early pump attendant fails to show up, this is soon solved by getting his rival across the road to open up.

We changed the back wheel for the spare which has the better tyre on, another old BM advantage, the spare fits any wheel on the outfit.

Low the trial proper starts. The night run is to soften you up, the trials hills looking even more impressive when viewed with tired eyes through a misty Derbyshire dawn!

Still with mist patches, but with daylight coming fast, the early hill is dealt with 'clean' until the first real test, a steep grassy, rutted climb known as Litton Slack'. The main problem here is to get away from the standing start at the bottom of the hill with enough speed to overcome the ruts near the top.

We do get away well, but alas, the sidecar wheel is grabbed by a rut which pulls the outfit off line, it loses speed and we fail the hill. We have to return to the foot and go round, but wait at the summit to see how Neil Browne and dad gets on, as they are really on form this year.

Lovely, a perfect climb, never even looked like stopping, rewarded by a spontaneous round of applause from spectators and competitors alike.

We continue clean up 'Millstone Edge' which includes a timed Special Test. We make a special effort here to see if we have the legs of Neil. The site is a disused stone quarry and the test consists of starting from a standing start at



Line 'A' at a flag signal, rounding an uphill left bend, down a short straight to a complete circuit left-handed round a marker, then a right hand bend with a sharp drop in the middle of it to stop astride the finish Line 'B' - time from starting signal to stopping astride 'B'. Our effort pays-off, we are seconds faster than Neil.

On then to the second real test, a very steep (some say 1 in 1½") stoney track edged by stone walls known as 'Bamford Clough'. To encourage us we expect to find Roy's wife Pat at the top with goodies!

The BM had never previously got the better of Bamford, so I'm going to try a new-to-me method - standing on the rests and leaning forward in similar style to the solos, hoping the forward weight bias will assist us over the steps at the top. Comes our turn, and like magic we are up and over clean; Bamford beaten at last, and from the look on her face, no-one more pleased than Pat. Partaking of the goodies, we note Neil is also clean here, so barring any silly mistakes, he has as good as won the class.

On to 'Haggside' and 'Haydale', another Special Test at 'Bennetstone', and 'New Tunsted' and 'Taxal', all worthy hills and good fun, but not 'stoppers'; refreshed by more of Pat's goodies.

The sun breaks through and the Derbyshire countryside is gorgeous in autumn colours. The reservoirs are blue and we are having a great time. We complete the remaining hills clean to the finish at Buxton Pavilion Gardens, and the post mortums are held in the cafe.

Another tip here is to bring your own food, unless cardboard sandwich and polystyrene roll is your favourite.

The trial was over, we were pleasantly tired, pleased to have conquered the fearsome Bamford, and the bike was running well, if only we had got up Litton.....

Pat and Roy returned home in Pat's 'Robin', while I was to stay overnight with friends in Rugby. A few miles down the road the heavens opened, and it stayed wet for the rest of the day. At the motorway we waved cheerio, until the 'Exeter'.

Just for interest, when the results were totted up, we got a 2nd class award, while Neil Browne and his dad won the sidecar class. They also won the 1977 Exeter and Lands End, also with 1st Class Awards which brought them a coveted 'Triple' Award. Being also members of the winning team with Jack Pouncy in all three trials, brought them the Team Championship, and as he was best motorcycle competitor in 1977 the Baddeley Cup. That made 9 awards for 3 trials, I did say he was on form and on a 1954 BSA A10 as well!

Perhaps we ought to exhume my old A10 after all.

The End

# TYRES TYRES TYRES TYRES TYRES TYRES

In our last episode of our investigation into tyres (the last planned one) we take riders' views of the tyres which most of us will have experienced at one time or another from

## METZELER & Continental

1. Over 30,000 miles in eighteen months has given Kidge Elder plenty of opportunity to judge tyres he has used on his R100RS.

"My R100RS was originally fitted with Metzeler's front and rear, a combination I found good. The Metzeler front tyre lasted the life of the original rear, a Continental which produced handling which was O.K., and a Michelin which suffered a very fast wear rate of 2,500 miles.

I then changed to Continentals all round which produced a high speed wobble but could be improved on by using higher pressures (32psi front and 36psi rear) with harder suspension settings. I have since fitted two more rear Continentals, the second producing wobble characteristics as with Conti number one, but the third was a marked improvement, nearly good.

I will go back to Metzeler's".

2. When John Trout bought his January '75 R75/6 it had 22,000 miles on the clock and was fitted with its second Continental ribbed tyre on the front and its third K112 Continental rear cover.



"Using 28 psi (front) and 30 psi (rear) I found it weaved on 80mph+ corners and weaved/tank slapped at 100 mph+ in a straight line. I found the front tyre broke away rather easily if I rushed into a corner without power on, and the rear crept out excessively if I powered it round. It also whipped and wobbled if I shut off or attempted to change line drastically. I didn't like it much. I played with pressures and found that a general reduction in pressure reduced the frame weave or flexing; I suppose it allowed the tyres to flex instead but it lowered the speed at which the rear began to creep; still not very good.

My best compromise was 26/27 psi. Interestingly these problems didn't exist at all with a passenger and any amount of gear sensibly distributed with 30/33 psi in the tyres and suspension hardest.

After a mishap, I had occasion to rebuild the machine and I had read that the /7 frame was more rigid. I purchase one and gusseted my swinging arm in excess of the amount used on the later /6 and /7's. I fitted the bike's with the original springs although I have since concluded that I require a stiffer pair. I fitted stiffer front fork springs and used SEA 20 oil (I have since changed to 400 oil, but I find it's low viscosity does not give such a secure ride.)

I added another disc, one was really enough below 70 mph and I rounded it all off by fitting a pair of Dunlop Red Arrows 410x19 front and 425x18 rear. I stretched the front mudguard bracket to ensure clearance.

The difference is fantastic, obviously not only due to the tyres, but until 6000 miles when the centre groove of the rear tyre was almost gone it never weaved. From 6000 miles on it started to wiggle again at 80 mph, but not dangerously.

It does not creep any more and it really hangs on during fast in, fast out, changes of line, and it does not loose out much in the wet. I have been much happier apart from one problem with the front tyre. After about 4,500 miles it began to wobble at about 41 mph. I found the top plate was loose and tightening cured it,

almost. On further investigation I found the front tyre tread was deviating a  $\frac{1}{4}$ " over about  $\frac{1}{10}$  of the circumference and I believe this has been the cause of the low speed wobble. I now have a new rear tyre and am putting up with a slight tendency to wobble, but I don't feel it's enough to worry about as the tendency only lasts from 41-43 mph.

I say again, this overall job, including the tyres has been very successful. Had it not worked I fear I would have had to change boats, or is it wheels?"

3. Geoff Wilson has used Metzeler tyres for the last 60,000 miles on his /5 excepting one diversion into Continentals.

"My experience of tyres on BMW's is limited to say the least, having ridden only 8000 miles on anything other than Metzellers; 4000 miles on a Continental K112 on the rear only with a Metzeler Rille 12 up front, and 4000 miles (approx) on Dunlop Trialsmasters front and rear.

That paragraph speaks for itself. I have never found the need to try anything other than Metzeler Touring Specials or Rille 12's having found a constant source in Brian Anderson. The diversion into Continentals was necessitated by inavailability of Metzellers before Brian began importing them, and an all to nothing wear rate of 4000 miles on a 50/5 was just not good enough, and the famous Conti early warning system I found disconcerting. Whilst not admitting to being a coward in wet conditions I do admit to being respectful and perhaps do not demand too much of a tyre while wet weather cornering, but they must be good at getting rid of a lot of water during straight line travelling, and the Metzellers are. However when the road engineers design the road to take the water by fluting the surface, the ribbed Rille 12 has problems. It seems to meet itself coming backwards and it panics, although never seems to completely go to pieces if the rider is prepared to stick with it. However if grip under braking on wet roads is anything to go by then the Metzellers should be good under severe wet road cornering.



The wear rate I have constantly achieved is 6000 miles per rear cover and 20000 miles per front cover. The front only being changed because by that time I reckon that a new inner tube is needed anyway, and because a friend might be shouting for a 19" tyre to fit his 1930's 'Austin Chummy'.

I have changed tyres under roadside conditions and find the Metzellers fairly easy to cope with providing I haven't forgotten my small bottle of washing up liquid to lubricate the tyre with.

Quickly reverting to those 4000 miles on Trials Universals. If any of you think you have problems with your highly developed road tyres change to trials tyres; they handle reliably with any air pressure from 5 psi to 30 psi and give an added dimension to cornering; it's like frame flexing but it is really 'knobble' flexing and that is a sure early warning system. You also have a reasonable degree of control when you take to grass."

4. Kidge Elder has just tried the ultimate in Metzellers and found that a little something else helped even them.

"For the last two months I've been riding on Metzeler Touring Speed low profile tyres. The rear has done 4,500 miles and has 1-2mm left. Front and rear tyres were fitted together and gave rise to a high speed weave (26/28 psi) at 93 mph +, but the addition of ACP tyre balancer almost completely cleared this and allowed a puncture, leaving at least 15 psi in the tyre (helpful when you're 90 miles from home in the sleet at night). I find these tyres definitely better than any of the usual profile Conti or Metzellers giving greater feel and confidence, whether scratching or at high speed on motorways. Still, perhaps I'll try Dunlop this year."

And finally some comments not easily categorised but relating mainly to .....

 **DUNLOP LIMITED**

**&**

**AVON**

5. Martin Kerridge says

"I purchased my R60/6 secondhand. The rear was shod with an Avon Roadrunner and the front with a Continental RB2, a combination definitely not recommended. Although no ill-effects were felt at high speed, at speeds up to about 30 mph front end wobble was much in evidence, and at any constant speed below this the amplitude of oscillation would increase to frightening proportions until a handful of throttles relieved the situation. A new pair of Continentals solved the problem".

6. Now here's some news about a tyre which those of us who do the shouting perhaps never consider using, but maybe Ken Green has something to teach us when he says

"I have found the Avon SM mk 2 very satisfactory on the rear wheel of a short wheelbase 75/5, fitted with Konis. It lasted approximately 13000 touring miles loaded with camping gear and pillion, giving excellent grip in both wet and dry conditions. This was matched to Continental and Metzeler ribbed front tyres." (The SM Mk 2 is speed rated to 113 mph)

7. Bob Porecha rides an R69 from 1958 when tyres and bike enjoyed a longer partnership.

"I use a TT100 3.60x18 front and 4.10/25x18 rear. The pressures I use are 20 front and 28 lbs rear. I found them to be ideal after trying out various pressures. 12000 miles are not a lot of miles on a rear tyre I admit, but I feel that the service and confidence TT100s give during their short life, are worth every extra penny one pays to buy them. If you want a hard wearing tyre, try Avon SM or what they used to call the 'Cling Tyre' in the good old days, but do not expect it to perform like a TT100.

I have been told that there is a Dunlop tyre on the market which fills the gap between K70 and TT100 known as K70H. This one has a K70 centre and TT100 outside edge pattern. I hope to try this one when my present TT100 has past it's prime, and will let you know how it stands up against the TT100."

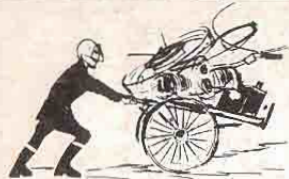
8. Ray Brown decided to advance the improvement already obtained by fitting Dunlop Red Arrows to his R905 (see December issue).

"The next step was the purchase of a pair of Lester cast wheels from Colin Seeley. These really do make another improvement in handling. They are very, very strong (remember the excerpt from Bahnstormer in November's issue and the reference to strict tolerance in wheel construction). At the time we purchased the Lesters (Spring 76) the Americans had carried out various tests on different cast wheels and the Lesters had come out on top. In one of three tests, a Lester wheel was fitted to a specially constructed swining arm unit, and drop-tested, resulting in the frame being bent, but with the wheel suffering no ill-effects. Tyre changes are easier on cast wheels - no rim tape or spoke ends to worry about. This is where the Dunlop TL10 tyre levers come in; they are about an inch wide, and 10 inches long, and fit into the tool try under the seat quite easily. The edges of the levers are a bit rough when purchased, so should be properly smoothed off first. By using a broader tyre lever, this also reduces the risk of marking the rim. Another point in favour of Lesters - they are very easy to clean, only seven spokes to worry about."

Thanks to everyone who over the past few months has bothered to let me know what they knew about their tyres. I hope all those who didn't are a bit wiser. GW



## mutual aid



**REWARD:** for stolen R50 1960 Black, original French registration plates: 114 GE 82. Apply to C L Bates, 108 St Pancras Way, London NW1.

**WANTED:** Black leather panniers suitable for /5. Please contact Phillip Jordan Te: Exeter 57696, 12 Jennifer Close, Exeter, Devon EX2 4RB

**FOR SALE:** 1970 75/5 immaculate example in polaris. Rebuilt by J H Haines for workshop manual. Deep amp conversion, stainless exhausts. Krauser Bars. Quartz headlight. Craven panniers and top box, new varta battery, excellent tyres, headlight fairing £725. Purchasing R100. Apply to C Leighton-Thomas, 5 Lansdown Crescent, Bath Tel 311233

**FOR SALE:** Pre/5 frame, bare i.e. no earles forks and swinging arm. Exchange preferably for earlier frame or any earlier parts. Apply to John Lawes, Bowbury House, Kirk Langley, Derbys. DE6 4NJ. Tel: Kirk Langley (033 124) 334.

**FOR SALE:** 1 pair steel silencers for short wheelbase /5, a little rust. No sensible offer refused. Apply to J H Clegg, 40 Westcroft, Honley, Huddersfield

**FOR SALE:** P-Reg 75/6 has to change into a house, but, Oh it goes so well! Windscreen, Krauser Panniers (the smaller ones) D bars, etc etc 19,000 motor-way miles at £1,295. Victor Melleney, 40 Grosvenor Road, London W4 4EG. 01.995 1960 or 01.743 8000 Ext. 2089

**FOR SALE:** JVC - TV Radio Cassette Recorder with carrying case (A£20 extra) Mains batt. will fit panniers. Brand new under guarantee in makers box - unwanted gift. Value £245. For sale at £180. Victor Melleney, 40 Grosvenor Road, London W4 4EG 01.995 1960 or 01.743 8000 ext. 2089

**FOR SALE:** Good Companion Two man cotton tent with 'A' poles and nylon fly sheet. Good condition, inner needs a spring clean £30 ono. Apply to Les Anderson 131 Clifton Road, Balsall Heath, Birmingham 128SW

**FOR SALE:** Drum to single disc conversion £140. Pair 75/6 carbs £50 ono. Pair 100S/RS 40 mm cv carbs £75 ono. Carbs like new. New alternator stator £25. New starter motore £60. Five speed gearbox £260. Crankshaft and flywheel £50. New /7 camshaft £20. 75/6 speed/rev counter complete £30. 60/6 kilometre speedo £10 /6 headlamp shells £30 ono. 750 cylinder heads £30. 750 cylinder heads £30. New /7 rocker cover £10. Plain right hand sliders £15. Caliper left hand sliders £25. Bottom yoke and stem £20. Single master brake cylinder £10. Steering damper unit £10. Petrol tanks various slightly scratched etc £15 up. /7 new locking petrol cap £6, /6 horns £2. /5 positive battery lead £1. /6 left hand short stem mirror £2. Footbrake pedal and rod £3. Front and rear mudguards £15. New BMW chrome pannier rack and carrier for leather or craven panniers to fit lwb /5 and /6 £18. New yellow crankshaft thrust washers £3. New switches /5 left £7.50, /6 left and right £13.50 each. Rear lamp lens £6. /6 headlamp lens right hand dip £5. Matt black indicator complete with lens £6. Rear mudflaps £2.50. BMW paint sticks green, burgundy, curry, granada 75p. Old type petrol tap £5. /5 fork brace £13. Perforated disc £25. /5 black magura levers pair £7. /6 clutch levers £3.50. Inter-galactic laser unit £35 (firearms certificate needed). Pair moped type fabric panniers with hard poly liners, locks and reflectors, new £6.50. Carriage extra. Apply to Arthur Elmes, 88 Harden Drive, Bolton, Lancs BL2 5BX. Tel Bolton 32266

**WANTED:** Speedometer for R50/5. Apply to Mike Leader, 25 Graymar Road, Little Hulton, Worsley, Manchester. Tel 061 799 6319

**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 3676 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

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