

# the journal of

June 1978

# THE BMW CLUB



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## editorial

ISSUE 320 JUNE 1978

No philosophy in this month's leader, just simple fact that the Club weekend at Jim's house on Bishops Hill was first class. A weekend of camping in privacy with beer and sausages, with folk music thrown in, all completely free to members leaves someone with the cost to bear. Some of it was the Club's cost, but much of it was Jim Kentish's; what it didn't cost in cash it cost him in time and wear and tear. Of course Jim knew this and accepted it as he promised to do, but we all owe him a big 'thank you' and perhaps a little apology for in some instances taking advantage of his warm hospitality. Few Club events can have reached so high a proportion of the membership, and rarely outside the Isle of Man can such a variety of BMWs have been gathered in a few acres. I shudder to think how long it would take Jim, Jack & Ann Gibbs, and the Oxford section helpers to recover from the rigors of the weekend, but I blame any mistakes in this magazine for the rest which the weekend left me gasping for, and I was only a guest enjoying the weekend to the full.

Another fact is that just about when you are reading this the new 450 and 650 cc BMW will be being launched to Europe's press, and don't try to contact me 'cos I should be en route to remotest Yugoslavia.

For Kidge Elder and Scotsmen! Well, certainly for Scotsmen .....

There will be a Club Day Run to Oban via Glencoe on Sunday 11 June 1978. The plan is to meet Tony Melling at Tyndrum Cafe, 5 miles north of Crianlarich on A82 at 11 a.m. and thence onto Oban.

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



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

## diary of events where the sections meet

- NORTHERN:** Catholic Church Hall, Lowton, Nr Wigan  
2 miles east of M6 on south side of A580
- YORKSHIRE:** A E Autoparts, Legrams Lane, Bradford  
on east side of west circular road
- MIDLAND:** Venue varies - see below
- WESTERN:** The Caldicot Community Centre, Newport Rd,  
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 ANGLIA:** The General Arms, Little Baddow,  
Nr Chelmsford, Essex

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

- JUNE:**
- 4 **EAST ANGLIAN:** 2nd Annual Sumpscratchers Rally
  - 6 **NATIONAL** ISLE OF MAN INTERNATIONAL ASSEMBLY
  - 6 **LONDON** Natter Night
  - 11 **SOUTH EAST** Visit to Weald & Downland Open Air Museum, Singleton  
Nr Chichester on A286 meet in car park 14.30 hrs
  - 10/11 **MIDLAND** Camping Weekend, Ranksborough Hall, Oakham
  - 11 **NORTHERN** Meeting, Lowton 14.00 hrs
  - 14 **SOUTH EAST** Natter Night
  - 16 **YORKSHIRE** Visit Ironbridge Open Air Museum. Meet carpark 13.00  
(see Section News)
  - 18 **LONDON** Visit to Maidstone Fire Brigade. Meet Spencer Arms 10.00
  - 20 **LONDON** Natter Night
  - 25 **NORTHERN** Visit to John Bacon's Farm, Kirkby Hardwick, Sutton in  
Ashfield
  - 25 **LONDON & SOUTH EAST** Visit Oxford Section. Meet at The George, Littlemore  
12.00 - 12.30 or Spencer Arms 10.15
  - 25 **OXFORD** Tour of Oxford Colleges. Meet at Littlemore for Plough-  
man's Lunch 12.00 Leave 13.30 for tour. Late comers  
meet at St. Giles Car Park, Nr Martyrs Memorial 14.30 hrs
  - 28 **EAST ANGLIAN:** Natter Night
  - 28 **SOUTH EAST:** Run to Brenzett Aeronautical Museum, Ivychurch Road,  
Brenzett, Kent. Meet 18.30 - 19.30 at The Ship in Rye  
on Rye-Appledore Road or 20.00 at Museum.
- JULY:**
- 1/2 **NORTHERN** Welsh Borders Weekend. YHA, Bridge, Church Stretton
  - 2 **EAST ANGLIAN** Run to Wisley Botanical Gardens (Woking), meet at The  
Ship Pub, Ripley High Street, Main A3, 12.00
  - 2 **MIDLAND** Day Run, Derbyshire. Meet Yeoman Car Park, Kingway, 12.00
  - 4 **LONDON** Natter Night
  - 9 **LONDON** Run to Beachy Head (Picnic). Meet at Spencer Arms 10.30
  - 9 **NORTHERN** Meeting, Lowton 14.00 hrs
  - 12 **SOUTH EAST** Natter Night
  - 15/16 **MIDLAND** Camping Weekend, Whetton Mill, Nr Ashbourne, Derbyshire
  - 16 **YORKSHIRE** Visit Calton Towers. Meet Car Park 13.00
  - 18 **LONDON** Natter Night
  - 23 **WESTERN** Visit to Rose & Brian Gwinnett at Painwick
  - 26 **EAST ANGLIAN** Meeting
  - 26 **SOUTH EAST** Natter Night
  - 29 **NORTHERN** Barbon Hill Climb, Nr Kirkby Lonsdale.

DIARY OF EVENTS CONT..

JULY:	30	MIDLAND	Day Run, Windmills
	30	OXFORD	Bob Tucker's Treasure Hunt
AUGUST:	1	LONDON	Natter Night
	9	SOUTH EAST	Natter Night
	12/13	MIDLAND	Camping Weekend. Forest of Dean
	13	NORTHERN	Lowton Meeting 14.00 hrs
	13	WESTERN	Cwmcam Forest Drive, Gwent
	15	LONDON	Natter Night
	19/20	NORTHERN	Bryn-du, Llanberis Social Weekend
	20	EAST ANGLIAN	Thetford Forest Picnic. Meet at A134 Thetford to Kingslynn Road. First picnic area on right 13.00
	20	OXFORD	Meeting at Windsor. Details to follow
	23	SOUTH EAST	Natter Night
	25/28	NATIONAL	GREEN CARAVAN AND CAMPING SITE, WENTNOR, NR BISHOPS CASTLE, SHROPSHIRE (4Op per night)
	29	LONDON	Natter Night
	30	EAST ANGLIAN	Meeting

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NB. Some Section Secretaries are still informing me of section events without letting Pete Gowland, National Social Secretary know. As far as Diary of Events are concerned pretend I'm not here. GW

**Section News**SOUTH EAST:

From Ruth Verrall

Only a few of us went to Watchet at Easter, but those who braved the gales, rain, sleet etc had a very enjoyable weekend. Our highlight was definitely the steam train ride - none of your plugged-in electrical rubbish or smelly diesels - this one had real smuts!

A couple of weeks after that a team consisting of Kidge Elder, Hugh Scott and my other half took part in a quiz evening organised by the Vintage MCC. I think we came second, but since they started on the bottles they were being awarded for correct answers before the end of the contest, the final count was a bit hazy. In any event it was a lot of fun and a good chance to meet some different faces.

On 23 April it was back to steam railways again for our run to Tenterden and the Kent & East Sussex Railway. We had great support from the London Section, to whom we say many thanks for coming, and also to the weatherman, who put on the best day so far this year especially for us. I must say that being Tail-end Charlie behind another 20 or so bikes is great fun - the expressions of people watching our progress through Kent were incredible, and I wish I'd had more time to concentrate on the bystanders than on my driving. However, that way lies lots of 'oh nasties', so I curbed my inclinations and thereby managed to avoid running up Keith Millar's back.

*Our plans for June are as follows:* We thought a bit of history would make a change from things mechanical, so on 11 June we'll be visiting the Weald & Downland Open Air Museum at Singleton, near Chichester in Sussex. This is a collection of historic buildings from different places which have been re-erected in a lovely setting to give a fascinating insight into times past, and is well worth a visit. It's near enough to Chichester to lunch there before hand, and a little closer to the date we'll pick out a convenient hostelry for a drink afterwards.

Kidge keeps insisting that the area around Rye in Sussex is the best motorcycling country ever, so on 28 June we're going to see if he's right. We'll meet at The Ship in Rye, on the beginning of the Rye-Appledore road, where those in need of assistance can indulge, and go from there to the Brenzett Aeronautical Museum,

which includes among its exhibits a Dam Busters bomb - hope the floor's reinforced - and other relics from the Air Force's war. It should be a good run for a summer evening if the roads really are as interesting as Kidge says - I'm certainly looking forward to finding out.

MIDLAND:

From Brian Lowry

Sunday 16 April marked the opening of the Midland Section outdoor meetings and the good turn-out was very heartening.

1.30 p.m. saw some 30 bikes gathered in the centre of Stratford-on-Avon to visit the Motor Museum. It turned out to be a lucky choice of dates as the side streets to the Museum was lined with gleaming Bentleys of varying models, the Museum playing host not only to our Section but the Bentley Owners Club as well. Judging by the number of Bentleys with 'tax applied for' on them it was for most of them their maiden outing of 1978.

The Museum proved of great interest to even the non-mechanically minded visitors who could not fail to appreciate the dignity and workmanship that went into those famous models turned out in the past by such firms as Rolls Royce, Daimler, Jaguar & Mercedes. An interesting explanation overheard as to why the doors of one particular grand old motor opened away from the front of the car - the opposite to modern models was that it just would not have done for the footman to have been standing in front of his employer as he got out of the car ...!

After visiting the Museum we took a stroll through the main street down to the River Bank and the meeting drew to a close with most members having partaken of refreshments in the local cafes.

A mention here must be made of two of the Section's keenest 'day-runners' Ron and Iris from Cornwall who popped up for the outing. Hope you enjoyed the visit and had a good ride back.

Next meeting 11 June, Ranksborough Hall Camping Weekend .

(Brian, that last line tied in with nothing in the Diary of Events I received from Pete Gowland. I presume you are correct. Also, you might know where Ranksborough Hall is, but does every other Club member? GW)

OXFORD:

From Mike Warrilow

The end of another month looms up and I've just remembered GW's warning about copy dates. It's a bit of a job to report the Oxford Section's news due to most of our meetings falling towards the end of the month, so if I'm not careful the report can be stale news.

I have however been in touch with Jack Gibbs who seems to be having an attack of nerves over the Jim Kentish weekend. He's worrying about the weather, if there will be enough sausages, has he got enough loos, will the event be well attended and dozens of other things? I expect when the day arrives everything will go down O.K. and that he will get the support he deserves. (It did and he did GW)

The Section membership has nearly reached the 70 mark and I would like to take this opportunity to welcome new and not so new members to the Section and indeed to the Club as a whole.

I attended the Western section do at the American Museum and the visit to Avon Tyres. Another successful meet was with the Midland lot at Stratford. Three good and very different events. So for the member who is prepared to make the effort the 'other' sections in the Club will make a pleasant change and give you a chance to meet new faces.

COPY DATE : 1 JULY for AUGUST MAGAZINE

PLEASE SEND ALL CHANGES OF ADDRESS TO FRED SECKER, ADDRESS ON PAGE TWO

YORKSHIRE:

From James Clegg

Bowes Museum at Barnard Castle was the venue of our April meeting which I am told attracted some 32 people and 21 bikes with a few new members swelling the ranks.

Our meeting on 18 June is a visit to Ironbridge Open Air Museum at Telford. From the north leave M6 at Junction 12 onto A5 carrying on this road to Telford, then A4164 signposted Ironbridge. From the south leave M6 at Junction 10 onto A454 to Bridgenorth. When entering Bridgenorth take B4373 to Ironbridge. Meet 1 p.m. in large car park by the bridge in front of Railway Hotel. Signposted in the immediate area!P Ironbridge.!

Friday 16 June is our Alpine Dinner where as usual people who completed the run will receive their prizes. There is unfortunately a limit of 30 people so it's a case of first come first served. Please telephone Barry Cook, Leeds 790908 to book aplace. Dinner is served at 8 p.m.

LONDON:

From Bruce Clarke

April began in grand style for Margaret and I. We were fed, watered and sheltered by Geoff and Jennifer Wilson for a weekend. On Sunday further entertainment was supplied by the lads and lasses of the Northern Section and club members from across the border. Over 40 members arrived during the afternoon at the Wilsons' home, the culmination of the Northern Section social weekend. Sincere thanks to all for a very pleasant weekend with special thanks to Jennifer who managed to feed and water everyone who turned up. I feel regretful that we do not see many of our Northern members at our National events. I wonder why? What about it lads?

The section treasure hunt by Alan Hills was, by all accounts, very well arranged. The winners were our own experienced treasure hunters Pete and Adrienne Gosden, who tied with Jim Randall. Alan & Chris say thanks to everyone who took part.

A fine day, weather-wise and socially, greeted all those who met our neighbours the S.E. Section on the 3rd weekend in April for a visit to the Kent and East Sussex Light Railway. Despite a certain amount of rivalry and fairly good natured bantering, inter-section visits prove to be very popular events.

Our last club evening of the month was a film show. Judging by the crush in our club room the evening was a success. Our thanks to Alan and Tom Stephens who supplied and operated the projector.

Well, what can one say about the weekend at Swanmore? To open up ones land to some 200 motorcyclists really takes a lot of courage, then to let them camp and thoroughly enjoy themselves deserves all the thanks that can be passed to Jim Kentish. Thanks also to Jack Gibbs and the lads of the Oxford Section for all their efforts to ensure the success of the weekend. Despite the inclement weather the weekend was most enjoyable. For those of us who travelled to Ireland last year we had the added bonus of meeting Paddy and Janet Maddock and friends from the Emerald Isle. I hope they enjoyed themselves as much as we did on our visit to them.

One of my final tasks of the weekend was to empty the chemical loos, a somewhat tricky job as the disposal pit was down a rather steep slippery path - yes you've guessed it, I slipped and ended up the wrong side of the bucket, (I now hold the record for the fastest trouser change!)

(Thanks for the credits Bruce - G & J)

WESTERN:

From Trevor Fielding

Our last meeting of the winter at the Caldicot Community Centre on Sunday 12 March was very well attended, both by Section members and 'the law'. Our two visitors were PCs Mike Gunter and Geoff Adams from the Police Traffic Department Gwent Constabulary, who came along on their patrol BMW motorbikes for an informal

chat about their duties in the county and of course a demonstration of the breathalyser. Well, of course, several of us did partake of our lunch time pint or two with the odd half for good measure at the bar. Volunteers puffed into the bag with trepidation. Chris Wren who had arranged this visit was the first in line and the results were most interesting. I did offer as I had my usual intake but as I was smoking (thank goodness) never did find out if I was over the limit or not, however after an informal talk questions from many of the members were answered on various subjects ranging from bike riding to helmets and the law. I am sure all who came felt as I did it was a very good to hear the policeman's point of view, and I extend the Section's thanks to them both for a good afternoon. Further, they then invited us to visit their Traffic Headquarters on a Thursday evening in May, more about that later. When they had to depart PC Mike Gunter climbed on to his mount, pressed the starter, and behold it would not start. A flat battery was the cause, so it was all hands to push the bike which soon burst into life. We all I think had a good laugh including our guests.

At Easter it was good to see some old friends and new ones in the West Country and I'm sure they had a good time. The section's members who came, Chris Wren, his wife and family, Ian Henning and his wife sharing a caravan with Brian & Ros Gwinnell and Mike the junior, all said they enjoyed the luxury of a caravan fitted out in style. We had brave ones such as Martin Geoghegan who arrived on his 80/7 complete with tent.

Our first summer club run on 9 April was to the American Museum at Claverton Manor. It was quite a sight to see a line of BMWs on the move, and more were awaiting when we got to the car park. The museum at Claverton Manor House, set in beautiful grounds, overlooks the vale of Limpney Stoke and shows many aspects of American life from the seventeenth to nineteenth centuries. We spent the entire afternoon at this very interesting place, and if you are in the Bath area on holiday it is well worth a visit. It opens from 2 p.m. to 5 p.m. from March to October daily.

We had a good turn out for this event, and some visitors included Mike Warrillow and his wife from Swindon, now in the Oxford Section, also recent new members Peter Woodland & his wife and young Michael. Peter rides a R90/6 with new sidecar fitted for his family, also Mr Tony Oliver and his wife of Rangeworthy, Nr Bristol, Tony rides a R60/7. Another recent couple to join us are Ian Penrose and his wife from Frome, Somerset, Ian rides an R60/5, also John Samuel from Stroud, Glos with an R75/5, Step Whitehead from Bradford on Avon rides an R100/7, Alan Speake of Pontehill, Nr Ross-on-Wye rides an R90S. The section extends a warm welcome to all these new members, and for their support my thanks. The Western Section membership is growing fast.

#### NORTHERN:

From Bill Madeley

To the club motorcyclist the month of June is synonymous with the Isle of Man TT races. We all know that one of the greatest TT riders of all time will be riding again this year and we all should know that the Northern Section meets at Tynwald on the Sunday night of race week, with we hope all other section members. Sadly, I won't be able to afford to join you this year, but my thoughts will be with you all, have a great time there.

25 June is our annual visit to John Bacon's farm, to enjoy his family's unbelievable hospitality and to view their equally unbelievable collection of motorcycles. If you haven't been, I would very strongly recommend that you make the trip. If you have been, I've no doubt that we'll see you there again this year.

In spite of the mix up in booking, or maybe because of it, our first weekend at a Youth Hostel was a fabulous success. For one reason or another, quite a few members missed our meeting place at Devils Bridge at Kirkby Lonsdale. Don Butterworth was one member that did make it though, and it was he who 'masterminded' our first trip, straight to the pub at Dent for our lunch and the inevitable chasers. It was suggested not unkindly I hasten to add, that Don doesn't use maps to get

around Britain, he uses a publicans guide book! Anyway Don thanks for a great time had by all. I'm not sure that we can thank Steve Barratt in the same way for it was he who took over the leadership after lunch, and he led us through monsoon rains, sheep stampedes, mud baths, he even tried to use us as target practice for the Army!! but, as I said, a great weekend finished off superbly at Geoff and Jennifer's home. I could write a wholepage about the hospitality enjoyed there, but I know they would not print it; so I will content myself by saying that on behalf of all who were fortunate enough to be there, thanks a million, very sincerely.

I really don't know what to say about our Llandudno weekend organised by John Yates, I've run out of superlatives. The great times we have there is almost too good to be true. This time we overflowed the hotel and spilled into another one. This of course caused some problems for John and our hosts Maureen and Peter, which they coped with admirably well and our thanks must be given to them for doing so. Our thanks also to Geoff Roe and Tony Moores for organising the film show on Saturday night. The numbers attending were so large that it necessitated splitting into two groups for our runs out. The group I was with seemed to consist of, not to put too fine a point on it, the more 'spirited' members of the Club. A measure of this competence of our group was that at one stage of our ride, we were swapping machines like musical chairs, and riders were handling machines they had never before ridden. The speed of our group didn't drop, the lines round the bends never varied, apart from one particular swap, when the rider very sensibly made sure that the 1000cc of Oriental fire engine didn't run amuck. A really outstanding ride. The Welsh roads bear mute testimony to the great time we had there, with their layers of rubber and cylinder head alloy.

(Thanks, again Bill G & J)

#### EAST ANGLIAN

From Roy Gravestock

At last I've managed to get my hands on the club 'Bic', I nicked it from Bob Hunter while he was busy polishing his new bike for at least the tenth time. Thinks - these cops can't be too badly paid!

As Bob mentioned in the April magazine, attendances at our meetings have been rising fast, and our clubroom has been just a trifle seething, which would seem to suggest that as the weather improves, and more and more of our members come out of hibernation we'll be really bursting at the seams. The solution to this particular problem has been to arrange a new watering place. So our June meeting and all subsequent meetings will be at the Generals Arms, Little Baddow, Nr Chelmsford, Essex, which involves a move of a whole  $1\frac{1}{2}$  miles! Directions from Chelmsford: A14 Chelmsford - Naldon road as far as Danbury, turn left at first cross roads after entering 30 limit, the Generals Arms is then about 1 mile on the left. I'm sure that several of our members will be delighted to hear that the beer is from the wood (and very nice too!)

Recent events have included a meeting in Ipswich, at which we were happy to meet some of our more Northerly members and a highly successful run to the Imperial War Museum Reserve Collection at Duxford Aerodrome. The latter was memorable in that we counted 22 BMW's and met visiting members from London, Midland and South East sections (that man Elder sure gets around!) However, the highlight was surely provided by one of our more mature members who tried to demolish the pay box with his brand new bike whilst fumbling for his small change!

I was a bit disappointed that the section could only muster two members (plus better halves) at the Watchet weekend, plus one brave couple, Geoff & Maureen Woods who paid a day visit in pretty atrocious conditions - bet they slept well that night. All in all a splendid weekend.

Finally, don't forget our photo competition, any photographs on the subject of motor-cycling; to Bob Hunter or myself before 1 September. Get snapping!

# that 1935 R 12 again

When John Lawes' R 12 was put to the test as reported last month, Ian Barkway came along too. Here's what he thought.

How many people would have the chance of riding an R12 BMW of the vintage year of 1935. Well when I was asked, I jumped at the opportunity of riding a 750 cc side valve horizontally opposed twin, a forerunner of the models that we ride today. Off we went, Mr Editor, Wife and myself to the home of our vintage and veteran friend in Derbyshire.

What a beautiful day, Autumn leaves scattered on the ground, a watery sun shining through what was left of the leaves on the trees, turning them into shimmering gold, dry roads, and an air of an era past.

After collecting the R12 in as near original condition as one could get, and still be able to ride the big black classical machine, what with its pinstriping, individual seats, one mounted on the rear mudguard, plus a hand change lever; we were aware of the remnants of a bygone age.

Out into the main road, Mister Editor in the pilots seat, and myself on the distant rear pillion, holding onto the grab handle in front of me, much to the amusement of Jenny, who was left in the drive. As we disappeared down the road, me holding onto the grab handle, and feet firmly positioned on the foot boards, sitting in a rather upright pose looking over the top of the rider's helmet, or as in the older times over the rider's cloth cap, the seat seemed so far back from the front of the machine. Still in the times of this machine it wasn't deemed proper to have bodily contact out in public with one's pre-war girlfriend ..was it! I could touch both my knees together without coming into contact with the front seat!

We turned off the main road into the byroads, which were more in keeping with the character of the machine, that was by now plonking away, like most old side valve twins do. After Geoff had mastered the 'handshoullever', we seemed to travel with the greatest of ease. Although there wasn't any rear suspension, save for the independent springs in the rear seat, there wasn't any undue discomfort from bumps in the road. Still at forty or so miles an hour there really aren't any bumps any way.

After a few miles we decided to stop for the inevitable picture session, from this angle, from that angle, coming up the road, going down the road, the cameras clattered like the ageing valves on this beautiful machine. Who said Bee Emmes were quiet?

Then it was my turn in the hot seat ..... what a nostalgic moment. What with levers that were the wrong way round, a hand change lever with a car type gate and wait for it, a kick starter with a bowden cable operated advance-retard lever on the left hand twist grip. Method of operation - roll the grip to the retard position give a side ways kick, lo and behold the motor chugged into life. Slowly. Then advance the ignition, pull in the clutch, select first gear in the 'H' type gate and then things are as normal. Once away you seem to travel back in time, when things moved at a more leisurly pace, also when things took a lot longer to happen.

I even got a few waves from the few people that were about on this autumn afternoon. They seemed to appreciate this, the more sedate style of transport.

After a short ride round, it was back to the village green where I had left Geoff with the cameras. I again succumbed to the pillion seat, which in it's self was an experience. Alas we headed back to the main road, and back into the modern style of cut and thrust motoring. I think it would do most people good to travel back in time every once in a while, and see how our forefathers had this, their unhurried style of transport, and how much better their lives must have been for it.....

## ROAD TESTS OF CURRENT MODELS

An RS in a cloak of provocativeness

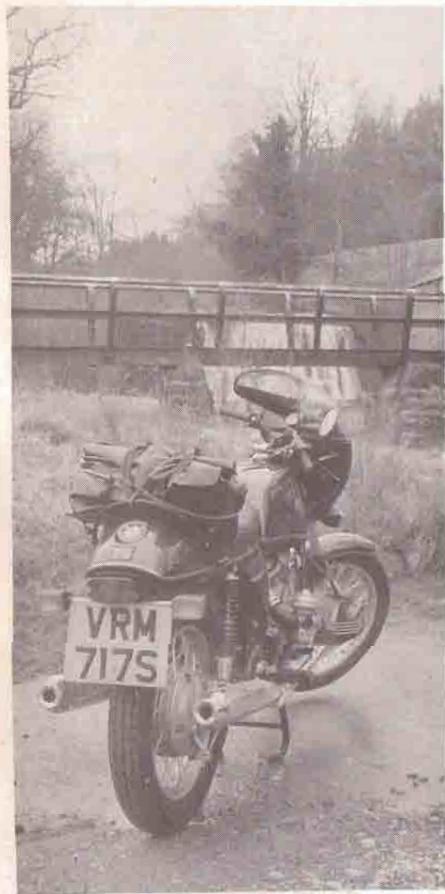
If the R100S can hold down its 'racing machine' title being swathed in its conservative decency endowing fairing then the 100S, with a not unsimilar engine, the highest gearing of any model in the /7 range (overall 1:2.91 standard) and dashing red livery must deserve more than the simple S brand

Though willing to justify my riding a motorcycle in all weathers I'm also willing to concede that the R100S deserves only to be ridden in the best of conditions. If you're the sort of rider who frequently dons bulky water proofs and big fleecy lined boots, don't do so if your transport is going to be the S machine, which demands a character match met only by a rider clad in tightly fitting leathers and who is willing to keep his toes well tucked in.

Sadly, my mid February week long loan of the R100S, from Lloyds of Cokerbrook, was dampened by snow, hail and fairly cool dry spells; and I was unable to bring myself round completely to paralleling the changeless sporting character of little compromise.

Perhaps more simply, the bike beat me, and it comes hard, though that also means qualifying. A brick wall would beat me if I battered my head against it long enough, but less painful would be the beating handed out by an Olympic Champion over 100 metres. The R100S beating is like the latter, not brutal but one brought about by greater eligibility. Wet weather is the equaliser of most machines of greater than 500cc capacity and it was a pity to have opportunities wasted which might have helped me increase my ability to be a worthy rider of the S.

Nevertheless if there is no other argument in favour of large displacement engines, so long as they are engineered into a frame so developed as the present /7 one, it is that they instil into the rider that virtue, humility. Humility, because at high speed you will have no cause to blame the bike for any traumatic moments, except for the fact that on left handers, even at speed on sweeping bends, it was all too easy to ground the toe peg on the centre stand, causing many sparks to fly and heads to turn. On right handers deliberate effort could not bring about grounding of anything, even when the tarmac looked alarmingly close to my eyes. The R100S must be respected and unless you're arrogant in your opinion of your



'a case of who  
is testing who'

# R100S

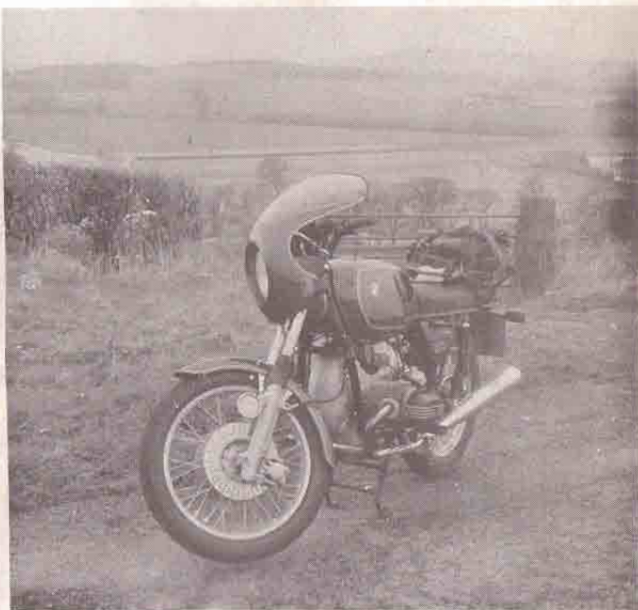
own riding be prepared to back off. Of course, I'm talking about a machine which displayed 212 miles on the clock when I picked it up and 850 when returned to the showroom. Its handling would be at its best, and could and would only deteriorate as cycle parts wore. No doubt much credit must go to the present /7 frame, common to all models, even the RS, as testified to by the lugs on the frame which are associated only with the disc brake fitted to alloy wheeled models.

I was demonstrated, very unpleasantly, just how bad can be frame flexing when one very dark night on the M6 a feeling that the rearwheel was not following the front one was proved correct when I found that a nut and bolt which secures the rear sub frame to the main cradle had dropped out. Thankfully, I had a correct replacement in my spares kit and we retrieved the handling we had become accustomed too. I dread to think of the damage that could have accrued without early diagnosis. I presume that /7 owners must still tolerate the ridiculous engineering which necessitates removal of both these bolts for removal of the battery, an operation rarely carried out I admit (for battery replacement I'd say perhaps each 60,000 miles of average running) such is the quality of the run of the mill VARTA battery. More frequent battery removal will be necessary to repaint the very thin metal battery carrier which has so many sharp edges that paint has not a 'Feline in Hedes' chance of hanging on for long.

While in the region of the battery, worth mentioning for its Disney Land appearance is the 'elastic band' which holds on the two side panels bearing the 1000cc insignia. On the test machine the panels rattled annoyingly and cannot now be dispensed with without exposing the turn signal bleeper and wires to the elements. One club member has already suggested replacing this elastic band with a spring, what a sound idea.

However, back to riding this machine which in common with many of its capacity reduces the tedium of straight roads because it is on them for less time than slower machines (nothing like stating the obvious) but at the same time reduces the need to make the best of bends and roundabouts (I will not expound on that; it might verge on irresponsibility), since time lost at road deviations is so readily made up. If you've lapsed into that style of riding take up smaller bike riding for a short time but allow yourself only the same time for each journey. Then try the 100S

I've already said that the S requires respect, it also requires impassive, if not impassioned riding brought about through 99% concentration on the job in hand. Top gear was of little use below 50 mph and for smooth progressive riding on B and C Class roads gearshifting was frequent. The kinematic gear shift and responsive throttle action (more of that later) facilitated it. Above 50 mph top gear was very usable but between 50 and 70 any of the top three gears could be used without strain, and it was in this range that I met my first problem. All BMW's I have been used too have

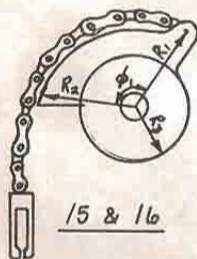


been fitted with speedometer and rev counters which were geared such that in top gear the needles in each instrument were parallel. This was not so on this 100S and a number of times I tried to find another gear which would give me this situation. I suppose the reason is something to do with all capacity machines now using a common speedometer face with perhaps only change in gear size in the speedometer head. But certainly at speed a glance at speedo and tacho did not satisfy me so readily as if both needles had been parallel. These small points that make for peace of mind are so important to safe riding.

Meanwhile, as I lapsed into the world of mental arithmetic Jennifer was being pounded by mud and water thrown up from the back wheel. The matt black rear mud-guard has gone the same way as the front one, in being shortened, the gauge of the material from which it is made is also markedly less than on previous models; but as I've said before about plastic based materials, they will not rust and if it helps keep down costs why make it thicker than it need be. If the guards get so thin as to allow chippings to penetrate them we will complain, but better matt black 'plastic' than chrome on oxidisable mild steel. I would suggest putting back the lost thickness in the form of extra length, at both ends of all the rear mudguards in particular. I can almost tolerate a bike spraying itself with muck, but not spraying its riders as well.

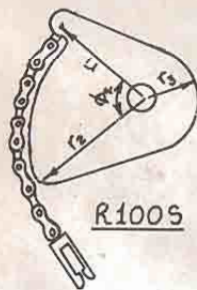
Another rider related point much discussed by /7 testers is the seat with its integral 'patch yourself up' outfit in the nose and coupé type chamfer on the tail housing a useful storage space. For a six footer with a slightly less than straight arm riding style the seat is first class, since he or she will sit to the rear of the first aid drawer on plenty of padding, but for anyone of lesser dimensions who is forced to sit over the said drawer such praise would not be applicable. A fairly short friend who passed that opinion also said that the seat was too wide for him and that the seat pan sides chafed his thighs. Passenger comfort was excellent I'm told; though acceleration as produced by the 65 bhp producing 100S demanded serious use of the grab rail and led me to investigate further the speedy response to throttle.

BMW's though noteworthy for many things have not been so for out and out acceleration. It seems that attention to a few things, not least carburation has changed



15 &amp; 16

that. But of greater significance I think is a change in speed of throttle opening, increased by means of effectively increasing the gearing of the twist grip. The diagram shows how an increase in cable movement has been achieved for equal rotation of the twist grip. Noticeable is its effect on responsiveness but not noticeable is the increase of power which pure science tells us should be required by the right hand in opening the throttle. I am hoping a few of you will let me know if this change is present only on the R100S and not on other models in the /7 range. I've not investigated further myself yet.



R100S

Perhaps a result of being 'throttle happy' (I refer to the bike not the rider) was the fuel consumption figure of 44 mpg; a constant figure achieved over three tank fulls of fuel, making switching to reserve necessary at 200 mile (exactly) intervals.

Little more need be said that does not apply to other models, except that reading through the small handbook supplied was interesting for two points I had not come across before.

The first is useful. Page 43 advised inserting a welding rod into the fork legs to check the fork oil level. It

$r_1$  is greater than  $R_1$        $r_2$  is greater than  $R_2$

$r_3 = R_3$

Cont. on Page 19

## LUGGAGE

## LUGGAGE

## LUGGAGE

Here beginneth the second in this series of member participation investigations. Following the first one concerning tyres we thought it natural to discuss now that item of a riders equipment which debatably is blamed for obscure handling characteristics as much as tyres. We will delve into .....

## LUGGAGE CARRYING

In one way or another almost all of us must have experience of luggage carrying on our BMW's, but it simply relating to the performance of 'elasto-straps' in the wet or ABS in sub-zero temperatures.

The Old Testament informs us that 'we brought nothing into this world, and it is certain that we can carry nothing out', but the touring motorcyclist must certainly do his best to carry plenty during his allotted span.

To the casual bystander, or should I say by-car traveller, the thought of crossing continents without the security and 'kitchen sink'swallowing properties of a boot or hatch back seems inconceivable but to the 'I wouldn't travel by any other means' motorcyclist luggage carrying is an applied science. With the help of any number of manufacturers and dealers we can equip our machines, for better or for worse, to carry our bait box to the factory or life sustaining necessities across the Sahara.

Sadly there is no standard to which manufacturers must comply when producing carrying equipment. We quite satisfactorily concluded that legal requirements succeeded in ensuring that within limits we could not buy a bad tyre; this isn't so with luggage carrying equipment, and God forbid that it ever should be so, but remember that a broken strap on a tank bag could lead to that bag dropping towards your front wheel and jamming it, or a fractured pannier frame being as terminal as a broken clutch lever in certain locations; and there is little to be gained in cursing your friendly pannier salesman when on a wet night your equally wet sleeping bag bears witness to the watertightness of his product.

To the experienced eye so many of an equipment's bad and good points are easily spotted simply by observation, and although the adage 'you get what you pay for' seems usually to apply in the luggage equipment sphere, a good look will sometimes prove to you otherwise. Having to produce goods down to a price invariably results in inferior quality and the rider intent on putting his gear to hard use will do well to look and listen long and hard at what the riders with experience have to say. There is the cue, get writing.

In the mean time, lets take a brief look at what some of the top of the market manufacturers have to offer in the way of SOFT WARE and get an idea of what to look out for.

**EURO DESIGN:** Illustrated are E.D. leather panniers fitted to their RC4 rear carrier. Panniers come in two sizes and a choice of quality leather or simulated leather (£23 to £38 per pair). See how straps come from the back to reduce strain on the rivets and note the reinforced rear panels. Tank bags are available for fixing to a tank frame or as a strap on accessory. Fairly inexpensive ranging from £10.99 to £14.50.

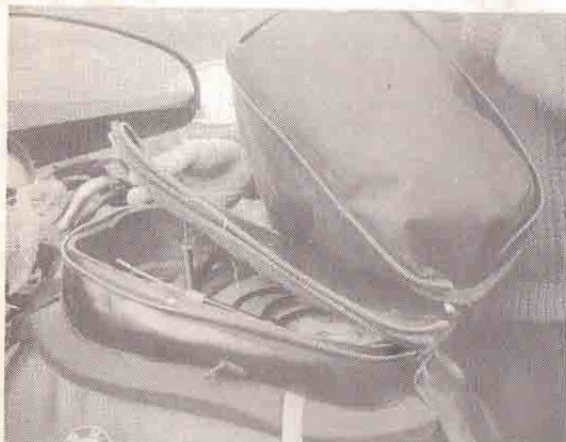


**EURO DESIGN**



Being new in the luggage carrying game T.T. have styled this bag on the BMW genuine one. There are faults in the rivetting, paintwork protection, alleged waterproof cover and strap leather. Good points are suppleness, capacity and a transparent map case which can be positioned according to how full the bag is filled. Quite obviously the bag is made down to a price and as such could prove unreliable. A good example of spoiling the ship for a ha'penneth of tar. (Approx. £20)

**T Leathers**



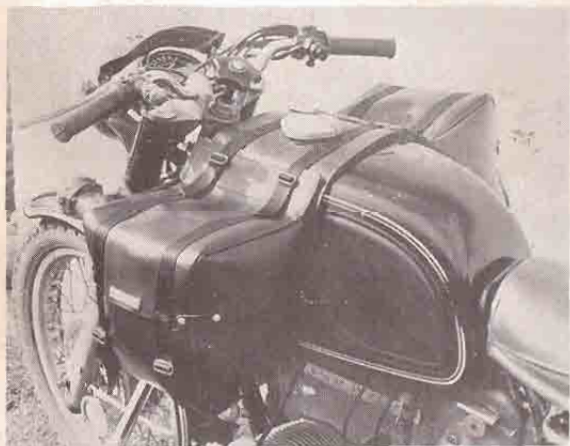
**HARRO: Elefantenboy**

Virtually beyond criticism and even the price (£35/£40) is becoming more acceptable. Sizes and styles vary. For the owners of bags which fit /5 & /6 tanks, a longer rear strap can be bought to make the bag suitable for the longer re-styled /7 tank.

The time honoured complaint about the Elefantenboy is the almost unusable map pocket, as the bag fills the pocket goes out of sight.



**HARRO**



**SWAGMAN:** Jim Riley is an Englishman whose dreams matured in Australia. His swagman tank panniers, saddlebags and rally bag (not shown) are definitely products of experience. Heavy guage cloth-backed PVC is used with nylon stitching. Reinforced corners of the tank panniers and straps which don't depend purely on the security of a rivet for strength are points worth noting. The tank panniers are available in two sizes, the larger being 3"

**Swag**

**COBRA:** A whole touring luggage concept from John Ward, a motorcyclist and an Australian. His leather-cloth tank bags, saddle bags and stuffa bags are designed with security, accessibility and waterproofness in mind. The tank bag and saddle bags (opposite) clip to tank cover which doubles as a tank protector as well. Small padlocks can secure the luggage to the cover. The webbing strapping the cover to the tank is chosen for its non-scratch properties. The stuffa bag is double zipped for easy access and the rear saddlebags have infinitely adjustable buckles.



## COBRA®

There is always a problem with sewn together leather cloth in that a needle often makes a larger hole than is needed for the thread. All the seams on Cobra gear are overlapped inside to overcome that problem.

There are tank bags in various styles; they all fit to bases secured to the tank and are easily removable without removing the base. Choices of fixings include toggle fasteners, spring clips or velcro

Puzzled why Cobra? Well, there was once an Englishman who could not say 'Coba'! .....



deeper than the smaller one. Two PVC rally bags (like a big kit bag) can be used strapped to a saddle which throws over the pillion seat to make a versatile saddle bag arrangement.



**man**



# iceland saga shock horror



Barry  
Cook

Barry Cook & Peter May had scrambled  
their way down to the farm settlement of  
Grimstadir

The wind was now biting cold, it being around 5.30 p.m. and as we stood shivering a truck disgorged a lanky German youth, hitch hiking of course, who stamped around a bit and then elected to see if we could use one of the farm buildings to shelter in. The very wonderful farmer said yes and we charged over to a barn full of grass and settled in. The farmer was still harvesting the grass and we helped him and his sons to stack it in the barn which warmed us up a bit. He stipulated we should not start any fires in the barn which we agreed with of course. Damp grass is quite warm you know. We brewed some soup and shared it with our companion who just had some bread and chocolate to live on - he was scrawny by build not surprisingly. As we munched away up came two other youngsters, one Swiss, the other Belgian, also hitching about, but separately. During a long chat they told us how cheap Britain was compared with Europe in general and how easy it was to hitch rides except on Sunday when the family went for a drive in the car.

The night passed comfortably but when I awoke I was dismayed to find hundreds of small black insects crawling all over my pillow - needless to say I didn't lay in and spent a good few minutes brushing my hair out. The morning was cool but clear and a good day seemed likely. A few miles up the road we were going to come across Eelfoss and Dettifoss the latter being the largest waterfall in Europe. Naturally there was no signpost to Eelfoss but we found one pointing to Dettifoss and made our way over more boulders to a clear area for parking vehicles. The fall of water threw up a large plume of water vapour into the air and the noise was loud enough to hear a quarter of a mile away. The falls could only be reached by a bit of rock climbing which suited Pete but I elected to hide behind some huts to escape the wind. The river itself, the Jokulsa a Fjollum, was again grey with ash but it really thundered through the gorge on its way to the Arctic and was the most evil bit of water I have ever seen or want to see again. It gave off an aura of malevolence unlike anything I had experienced before. I was glad to get away. As we approached the north coast the land fell away to flatlands and we crossed the estuary over a modern bridge. We now came upon a petrol station and cafe and changed some travellers cheques getting a better rate than at our Banks in England. The ride in this bit of Iceland was good, it had turned out warm and sunny and we could put up with the bad road when it was like this. We passed the French kids again and exchanged waves before riding into Husavik, a large village on one of the inlets in the north coast. All large towns and villages have tarmac laid down in the centre which is some relief. We stopped for a breather and to make plans. The problem was time, we were lucky if we covered 20 miles in an hour because of the rough going and we had to plan our stops with care. Neither of us fancied camping in this lot. We thought we could make Akureyri over the mountains and stay the night there. As we approached the mountains ominous black clouds gathered overhead and as we climbed higher over the pass it began to drizzle. Combined with hairpin bends and that biting wind it really suited me! Going down

the other side brought some relief and we pulled up in a quarry to have a brew. As we were drinking a police motorcyclist rode past on an Ambassador 850 and seeing us stopped for a chat. He was in his early twenties and could speak good English telling us his was the only Guzzi in Iceland, there being a dozen BM's and Harleys in Reykjavik plus two bikes in some joint on the N.E. coast. It began to rain again and he was off like a flash back to town since he had no waterproofs. I would have thought that was the first thing to buy. The bikes went off the road in winter of course. We rode through the town and found a Youth Hostel with vacancies. It was quite a large place and had good shower facilities which pleased me because I was still prickling after the night in the barn. We made a big meal and were joined in the room by a man from Oxford no less who was touring here having spent two weeks moving around. He recommended we go to Myvatn which is a geographically interesting spot, hot springs, sulphur holes and so on. I just wanted to keep warm. The next morning we bumped into the German man who had been with us in the barn - he was so sick of the cold he was thinking of getting to Reykjavik and flying home. There is a light plane service all over Iceland and it is cheaper to fly than to take a bus. We prowled round the town centre for a while, changed some money and bought some bread - what a rip off that was, £1 for a flat cake. The only things we bought for food were bread and milk and they were twice the price over there, usually that is. We fired up and headed for Myvatn chased by clouds, wind and occasional rain. We hit the rough bits again. By this time I was so cheesed off I just rode over everything, rocks, holes or whatever. I cannot say I was in control all the time but the bike stayed with it if I let the front wheel go where it wanted. There is a small village used as a base at Myvatn with two hotels £26.00 B & B and both were well used; American jeeps outside obviously the ideal tool for riding about the country. Most of the vehicles had large radio antennae waving about front and rear and I assume were used in emergencies if the weather turned rough. We filled up in a petrol station and hid behind the wall of a shop waiting for Pete. As I stood shivering like mad two young boys dressed only in trousers and a jumper grinned at me and asked if I was cold. You should be here in Winter they said. No chance.

Our plan this day was to attempt to make the N.E. coast and ride over the mountains back to the port but we were so far behind schedule we had a re-think. The only sure place for shelter was dear old Grimsstad and the barn, if the farmer was amenable, so we made tracks. Leaving the village we passed a geothermal station looking very space 1999 with pipes all over and huge clouds of dense white steam billowing around. The rocks here were orange and red and over a hill we came upon an area where sulphur pit bubbled and hissed. Warning notices in six languages told you where not to

walk which sounded reasonable but it surprised me that the smell was

not particularly strong even with a runny nose. Some time

later we stopped by a road works scheme and sheltered behind a tractor to

make some soup. Conversation was not

sparkling to say the least, you never get chance

to say look at the wonderful scenery because it wasn't there.

We climbed higher over some hills and came upon yet another waterfall,

which roared and grumbled in fine form.

We got to Grimsstad about 4 p.m. frozen stiff and luckily we were allowed to use the barn again.

We set about making a hot meal which helped us feel better. The barn was nearly full of grass now and we used some to block up cracks in the doors and windows. We got into



0 40 80 120 160  
Kilometre

our sleeping bags early to keep warm since it was too cold to read or talk and tried to make the best of it. I had brought my Thermawear along just in case and I promptly got into it. I covered the bag with the rest of my gear and borrowed Pete's Stormguard and put that over everything as well. The wind got stronger during the evening and sounded menacing as if daring you to be up and about. I had a comfortable night and woke about 8 a.m. and promptly looked for any little black things crawling about. There were none, presumably frozen to death. I went to the window to see what it was like. The wind was still howling away and it was ~~|||||~~ snowing! Oh my God, this country, sleet and snow sweeping across the land; the hills in the distance were a uniform white and the bikes outside were covered in a fine film of ice. Back into bed for several hours, yelling the good news to Pete who shrugged his shoulders philosophically. Pete never panics or allows emotion to overcome him, unlike me. We rose about 1 p.m. and got dressed while we prepared a meal. After this Pete was quite prepared to set off and try to make the N.E. coast, but I had to say I could not make it in this weather and was not going to budge while this weather lasted. Back into bed we went. Too much sleep gives me a headache but I was unaffected by this prolonged spell thank goodness.

The morning dawned quieter and I impressed upon Pete that I just wanted to get back to the port and stay in the Youth Hostel and wait for the boat. He resigned himself to this and we went out to the bikes. The sleet had been coming in from the left and covered both machines pretty thoroughly. I got on to turn the engine over and nothing happened. I checked I was not in gear and tried again. No luck so I pushed the bike round the side of the barn to get out of the wind and took out the plugs. I turned it over and slush and water spewed out of the left plug hole. I called to Pete to come and look as I cranked the engine to try and get it all out. I tried soaking some up by poking toilet paper down the hole but there was still a lot left in. Now began a right pantomime trying to start the thing. Up to now both machines had started readily despite the pouring rain and cold they had suffered but it had to come to an end I suppose. I checked the float bowl of the left hand carb. and there was nothing in it but petrol. There was a slight gap between the plastic air tube and the air cleaner cover, the other hoses were tight, so I assume it got in there. But how did it get through the carb and not leave any trace? Luckily the cylinder was not a BDC or there would have been a right mess of rust left behind. I changed plugs and there was a good spark on both but it would not fire. We tried running and bumping but the earth was so damp we just locked up the rear wheel and skidded. We resorted to towing it with the Maicc but again I skidded. All this running and jumping got me warm at least, even my hands weren't too bad. Occasionally it would splutter and fire on the right hand cylinder but not enough to do any good. The kick start travel is too short to spin the motor fast enough. It must have been 2½ hours before I tried again for the last time - in fact the twentieth last time - and it fired. One of the best sounds I have heard, ignore the valve gear rattle just listen to the exhaust, beautiful. I have never been so close to tears with rage and frustration as in those few hours kicking fruitlessly away at that inert lump of aluminium. I even considered seeing if the farmer would cart the bike in on one of his wagons. I grinned at Pete who said it was just a matter of time since the sparks were good and all it needed was to spin the engine fast enough. I busied myself collecting my gear and strapped it on, the bike rumbling at 2000 rmp like a good 'un. On our way again it was simply a matter of hanging on except in one spot where we met two grading machines



clearing the road. As if things were not bad enough we now had to put up with a layer of soft, slippery earth several inches thick on top of rocks and holes. Swearing did not help much as it fogged up my face shield. We got to Egilsstadir in four hours or so and warmed ourselves in the cafe there. We met a Swiss man who had been on the South coast and it had been good weather there. He was surprised it had been so bad up North. The last 25 miles or so to the port were worse than when we had arrived, some of the roads being washed away by the snow melting. All the ponds were frozen over and the only other people we saw were two Germans who kept leaping out of their VW and taking films of the snow covered hills. We got to the Youth Hostel and settled in. A good meal was prepared and we felt relieved it was all over. We had a couple of days before the boat came, so at least we would be warm.

On the last day the young German man with the XL250 Honda limped in with a broken frame. Not surprisingly since he had collected a lot of rocks and packed them on the back of the bike. He got it welded down in the village and they made a good job of it. He had been along the South coast and confirmed the weather had not been bad but it was cold at night when camping.

The last day dragged waiting for the boat; it arrived late and then an hour was spent bading some grass on board for the Faroes. Fancy sending grass to the Faroes, how on earth they made money on that deal beats me. Then we were on board and roping our bikes to the railing. Thank heaven that was over, never have I been so glad for a holiday to be over and I cannot recommend the place for a holiday although I know people who have enjoyed good weather there.

A few facts may be of interest, food except the bread and milk we bought, is extremely expensive, as are consumer goods e.g. electric cooker, four rings £1000; 40 piece socket set £400 and so on. No wonder they were so upset about the fishing limit which brings in all their money. What the country needs is a lot of cheap hotels all over the place to cater for tourists, not luxury hotels to cater to the wealthy few. The roads are beyond my descriptive powers but I need new head bearings because the rollers were indented into the races riding over the rocks and holes. I suppose they could be improved without losing too much of the frontier atmosphere of the place, cars can get along at about 40 mph compared with our 10 - 20 mph.

If you feel like going you must be prepared for that wind and have some means to shelter from it, like a Land Rover!

The ultimate disaster happened to Pete. He had been busily snapping away with his camera and the shutter had stayed shut all the time. Some of my prints did not come out due to bad light. Rock on.

The Hoggar Mountains are supposed to be breathtaking; I wonder...!!

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should show 50mm depth. I didn't try that tool but being a /5 owner who has struggled on numerous occasions to free his alloy dust cap from the top of the fork leg only to have a pin come out of the pin spanner, the new allen bolt arrangement seems an improvement, but wouldn't a rubber plug in the top have finished the job off?

The second point puzzled me. Page 41 instructs the mechanic to dip the drive shaft oil level by inserting a rod to rest on the 'clutch housing'. Really? What a place to put a clutch.

I don't apologise for not mentioning brakes and tyres, I wouldn't expect you to take my word anyway; but if my word is worth anything I say that the R100S is not a 'touring' machine in my book, but that's not criticism since there are others in the stable that are.

Lloyds of Cockermonth, Cumbria are recently appointed new dealers. Tom Alston their Manager, has been converted from Hondas I think.

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## Readers Letters

### Best Oil?

I found the series on tyres most helpful. It might be interesting to run a similar series on the subject of oils. Given that almost any reputable oil of correct grade used under reasonable conditions will give good protection, it might be valuable to discover from members what brand preferences they have and whether there is accumulated in the club 'experience bank' any objective comparison of brands. Members' more subjective experiences on the same matter could also be helpful.

I am moved to raise this subject for the following reasons, which may open a debate.

i) Several oil company campaigns claim apparently objective superiority. Most notable is Bel-Ray who seem to have convinced many reputable dealers to stock and use their products. Many of these dealers swear by both the Racing MC5 engine oil and the gear oil. Undoubtedly it is a good product but it's outrageously expensive, imported and not available in 10w-40 for winter use.

ii) I also run two smaller Hondas which 'prefer' 10w-40. Brand choice is limited in this viscosity range. It would make workshop life far easier if I could rationalise and use the same brand oils (albeit different grades) in all my machines all year round at reasonable cost (perhaps bulk buy which Bel-Ray for one don't do) and still feel that I am using the very best.

I may be unusual in considering oils at such a concious level. Maybe members use the kind that has the best adverts, maybe they have no brand loyalty and 'hedge their bets', perhaps they use brands which are used by their favourite racer etc.

On the other hand, there may be a 'best' brand line for use in 'BMW Club BMWs' and we could all benefit from experience shared through the pages of the Journal.

Colin Nash  
Loughborough

P.S. We may even want to support oil companies that support motorcycling - there's good subjective reasoning for you.

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Good idea Colin, and one I'll follow up eventually. But please bear with me if I ask members not to bombard me with oil impregnated letters at present since I feel that until I have time and space to sort and print letters in some sort of organised fashion, as with the tyres, then little can be gained by a bevy of uncorelated views in the readers' letters column. I'll let you all know when I'm ready. GW

### Take a bow, Oxford

As a new member to the BMW Club I am writing this as thanks to all members of the Oxford Section who so warmly welcomed me at my first visit to their Club room.

After leaving Sherborne in pouring rain with banks of snow eight to ten feet high and many roads still blocked causing me several quite large detours, thinking, how mad can one get, my arrival at Littlemore to an instant cup of hot tea and such a pleasant welcome made the journey very much worth it. I might add my second visit was just as wet. Lets hope for other members' sake I haven't started another flood. Although at the second meeting more members arrived in those tin boxes (shame on them) that perhaps they already think I have. I can only add that I really do prefer my riding in good weather.

I would like to congratulate you and your wife on a superb Journal, full of interest. I must admit to being delighted at seeing my name in print (If inaccurate Jack). I would answer to Adam if the right Eve came along, and I clock 200 miles, but then whats plus or minus 20 miles on BMS.

Lastly, some criticism regarding the lack of publicity of your (now our) Owners Club. Perhaps I read the wrong bike mags or asked in the wrong places but it took me more than two years to make contact. (Here's hoping I didn't miss too much). At last in desperation I stopped another BM owner near

Cambridge who very kindly gave me Jack's address. Many thanks whoever you are.

Adrian Gleave  
Sherborne

### All Systems NOT GO

I thought you might be interested in the following information, with regards to the Masterman Alarm System, in view of the fact that it was advertised in the Journal last month.

I tried to get one fitted at my local shop (Annerley of Beckenham) but they had trouble fitting it, i.e. getting all functions to work. They contacted the makers who sent a rep down the following week to fit it to my bike (100/7). Even he could not fit it as he said there was difficulty with BM wiring but he said that they were working on a modified version especially for BMs that should be out in about 2 - 3 months.

If any other BM owners had the idea of fitting this alarm, I was thinking that it might be an idea to wait for a while and see what the makers come up with.

E J Farrell  
Bromley

Mr Farrell is correct, the Masterman Alarm cannot at present cover all functions on a BMW due to non-standard wiring when Japanese are taken as the standard. Ray Masterman is working on a revised scheme for BMWs which does not necessitate breaking into the wiring loom. In the meantime for advice or purchase please contact Roger Mowbray at Linkwell Alarms Ltd, 9 Crown Parade, Crown Lane, Morden, Surrey (Tel 01 540 1316). Tell him you heard about the alarm through the BMW Club and that you are a member and the benefit will be yours.

By the way, we understand that Ray Masterman and wife Eve are hoping to go BMW. We hope the weekend they spent with us at Swanmore had something to do with the change over from Honda. GW

### CLUB MAGAZINE BINDERS (illustrated last month)


Quality binders with gold embossed lettering to hold 12 club magazines are now available at £1.75p each inc P&P. from Tony Moores, address on Page Two. Any monies received after exhausting our present stock, will be held over until the next batch is produced.

### ASSOCIATE SECRETARY FOR USA

At the Club national committee meeting on the last Saturday in April it was decided to create an ex-officio post within the Club of Associate Secretary for America. The secretary will make it his business to be in constant contact with BMW owners in the USA (especially within the BMW Motorcycle Owners of America) and should be able to offer advice to prospective visitors to that country from his own experience. The BMWMOA will be notified of the creation of this post and it is hoped that they will put any of their members who are interested in visiting Britain in touch with our 'expert' who will help all he can, perhaps even to the extent of providing accommodation for a day or two.

The associate secretary will also advise you on arranging 'twin membership' of each Club, pen-friendships or even exchange visits.

The first appointee is our President George Saunders. He can be contacted at the address shown on page 2. (In fact George will probably be in America when you read this).

news  
from  
the 

GIVE THE BMF GREATER RIDER POWER by subscribing to MOTORCYCLE RIDER. Six issues cost £1.60 on application to Jack Wiley (Secretary) at 225 Coventry Road, Ilford, Essex IG1 4RF.

CLUB SECTIONS can obtain a 30% discount on orders for 6 copies or more for one year. The Northern Section already take a dozen of

each issue, and report that it goes well.



## Technical Topics

In the March magazine Phil Thomas asked for a solution to his clattering /5 valve gear.

This snippet came our way via the February issue of Roadrider. It could solve Phil's problems IF HE'S PREPARED TO GO TO COLORADO

### HORIZON ENTERPRISES BMW ROCKER ARM CONVERSION KIT

Owners of BMW slash-five (stroke-five to you & I, GW) motorcycles, though justifiably proud of the reputation of their machines for reliability and dependability, must admit that as time passes it becomes apparent that the rocker arm assemblies are something of an Achilles' heel on this model. Not that they fall apart or strand you on some distant highway; they just fail to hold adjustments for very long and, though the engine continues to do its job it does it less efficiently and quite a bit louder. Most slash-five BMWs with a few miles on them announce their arrival with a sound like Peg Leg Bates dancing on a tin roof.

BMW, realising the problem, updated later models by replacing the alloy bushing with a needle bearing. This modification does not totally eliminate the valve noise, but does reduce it to an almost pleasant 'ticking' in most cases. More important, the valves retain their setting much longer thereby reducing maintenance costs and keeping the engine humming along more efficiently. With the valves set properly you can also expect better gas mileage and easier starting.

BMW has solved the problem with newer models, but what about the thousands of older slash-fives still on the road? Until recently, you had just two choices. You could replace the worn bushings with stock parts and have the same old problem or you could install the later rocker arms with needle bearings. There is now a third, more economical choice. Larry Quinting, owner of Horizon Enterprises, has devised a method of machining and installing needle bearings in the slash-five rocker arms. Since I own a 1972 BMW/5 and was planning a 5,000 mile trip, it seemed a good opportunity to test Larry's conversion kit.

The new rocker assemblies arrived wired together in matched sets. It was a relatively simple job to remove the old parts and replace them with the new parts. Instructions were clear and easily followed. The only necessary tool which was not included in my BMW's stock tool kit, was a torque wrench. Once the new parts were in place, the valves were set to BMW factory recommended clearances. The next day we left on vacation.

During the next two weeks my wife Hazel and I, riding two up with camping gear, traversed 5,383 miles through all kinds of riding conditions. From sea level to 11,000 foot mountain passes. From snow storms in Wyoming, to 100 degree heat in Arizona deserts. Speed varied from a boring, but legal, 55 miles per hour to over 80 mph on one long stretch of desolate desert.

By the time we wheeled into homeport, I was getting excess valve noise from the right cylinder. I peeled off the rocker covers and check the valve clearance. The left side was exactly as I had set them at the beginning of the trip. The right side was definitely loose. But so were the head bolts. I found that torquing the head bolts to correct specifications returned the valve clearance to their original settings. If I had run the bike for a couple hundred miles immediately after installation of the kit - and then re-torqued the head bolts per the instructions sheet - I'm certain the valve clearances themselves would not have changed. I just didn't have time before my trip.

To sum up, I found this conversion unit to be of high quality materials and manufacture. Its performance was as claimed by the manufacturer.

The conversion kit is sold on an exchange basis for \$125.00. from Horizon Enterprises, Dept. B, PO Box 895, Dillon, Colorado 820435, USA.

**mutual aid** WANTED: Pair of Krauser Aerofoil mirrors to fit S fairing and/or rider impressions. Apply to Colin Nash, 9 Gibson Road, Sileby, Leicestershire LE12 7PE

WANTED: Vetter windjammer BMW headlamp adaptor and  $4\frac{1}{2}$  gallon plus tank for blue /6 ( $3\frac{1}{2}$  gallon tank for sale or part exchange). Apply to Chris Chirnside, St. Georges Cottage, Sizergh, Kendal, Cumbria CA8 8DY (Tel Sedgwick 60815 evenings - Lancaster 2245 officer hours)

WANTED: 9/32 bevels to replace standard R60/7 bevels, due to addition of third wheel. Contact John Doyle, 141 Fernhill, Arklow, County Wicklow, Ireland

DISCOUNT: Pidcock Motorcycles, Derby will sell 28 ah Varta Batteries as fitted to /6 & /7 to club members for £30.

FOR SALE: R50/5 engine complete, for details contact Geoff Wilson, 4 Scaur Close, Lazonby, Penrith, Cumbria. Tel Lazonby 584

CONTINENTAL TYRES CONTINENTAL TYRES CONTINENTAL TYRES CONTINENTAL TYRES CONTI  
FOR /5 /6 /7 ARE DOWN IN PRICE - THIS MONTH ONLY

Speed rated to 112 mph  
325 S - 19 ... .. £13.00  
400 S - 18 ... .. £16.50

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Tubes £2.90

Other sizes and prices on request. P & P 1 tyre £1.50, 2 tyres £2.00. Apply to Peter Hodgson, Jet Tyres, Haycliffe Lane, Wibsey, Bradford. Tel 74988 (work)



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METZELER TYRES	METZELER TYRES	METZELER TYRES	METZELER TYRES	METZELER TYRES
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325 S 19 Rille 12				£14.00 + VAT 8%
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325 H 19 Block C5				£17.00 + VAT 8%
400 S 18 Block C66 Touring Special				£17.00 + VAT 8%
400 H 18 Block C66 Touring Special				£19.00 + VAT 8%

Post & Package £1.20 per front tyre, £1.40 per rear tyre. Brian Anderson, 150 Fleetwood Road, Dollis Hill, London NW10 Tel: 01 452 1426 (evenings/weekends)

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

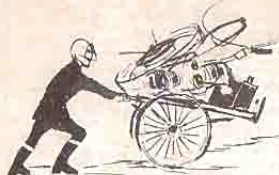
Available from Richard Appleyard, National Treasurer, (address on Page Two) or at the Club Rooms from Section Secretaries (include a bit extra for postage)

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 Forecha, 78 Byne Road, Sydenham, London SE26 5JD. Tel: 01 778 3314 evenings and weekends.

25% OFF normal retail price for watch repairs. Ray Brown, a member from the Isle of Wight is a professional watch repairer and will deal with repairs by post. Contact him at 3 Louis Road, Lake, Isle of Wight. Tel: Sandown 3393 between 09.00 and 22.30 hrs. If you have problems obtaining batteries for your digital watch he may be able to help you. All repairs carry a normal guarantee. Ray has just investigated the innards of the time pieces fitted to BMW bikes and reckons he should have no problems repairing them.

FOR SALE: Watsonian Palma Sidecar. Need attention £80. 7/27 final drive unit complete as new £80. Apply to Phil Carter, 4 Lemonius Street, Accrington, Lancs Tel 37956 after 6 p.m.

**COVER PHOTOGRAPH:** A full complement of luggage. When she is not pounding a typewriter Jennifer is ensuring that the eds. machine remains stable under loaded conditions. Just for the record, the tank panniers were made by Jenny, the tank bag by TT Leathers, the panniers by Craven and the 'Dab-Bag' by Lalham Products.

mutual aid

FOR SALE: Genuine S - Sports fairing. Blue. Complete with all fittings and instruments. Open to sensible offers. Lucas-rita transistorised ignition, complete perfect order £16. Pair Girling rear shocks, unused gift (still boxed) £16. Krauser rear carrier, black £12 to fit /6, /7 and lwb /5. Apply to M Kurzer, -12 Antrim Grove London NW3 Tel 01 722 1767

FOR SALE: Lewis Leather - black hide 'sprint' jacket 42" chest with a BMW badge. Black hide jeans 38" waist, 32" leg with belt and BMW buckle. Both in excellent condition - regularly cleaned and oiled - better than new - no scuffs or soiling £50 the pair or £30 each. Black leather side tipped boots, size 8, 14" high. In excellent condition hardly worn £6. Only reason for selling - buying a new suit from Kershaws! Two rear flashers and rear lamp, all complete on its mounting bar and wired ready to plug in £20. Alarm system by Cycle Guard, very effective, ask the Mobile police who were too inquisitive and set it off - they were impressed, less than half price £15. Apply to A A Hampton, Purbeck, Baschurch Road, Bomere Heath, Shewsbury, Salop, Tel Bomere Heath 413

FOR SALE: 1974 N Registered R75/5. One owner 40,000 miles i.e. just run in! Craven panniers and h/b fairing with Quartz 7" headlight. Heinrick leg guards, D crash bars, spot light and clock, 2 new silencers. I now live on a 3 mile long island, hence sale. Bike on mainland. £900. Please write Peter May, Maryland, Alderney, Channel Isles

FOR SALE: R69S speedo £15. The MZ advertised here last month has been sold through this column. Apply to Mike Leader, 25 Graymar Road, Little Hulton, Worsley, Manchester M28 6PB Tel 061 799 6319

FOR SALE: Agfa Selectronic S camera. Top of the range, compact range finder, electronic shutter down to 15 secs. Very useful for available light interiors. New last summer, about a dozen films through it. Device is quite as new with book and box. £60 ono or will swap for some 1935 R51 bits. Apply to Joe Greenwood, Stoneyard, Downton, Ludlow, Salop

FOR SALE: BMW R90S. P Reg. March 1976, one owner from new, 12000 mile, Krauser crash bars and rear carrier. This machine is in beautiful condition and cannot be faulted. First to inspect will buy. £1650 ono. Apply to Derek Grace, 154 Plymyard Avenue, Eastham, Wirral, Cheshire, Tel 051 327 5623

FOR SALE: Chromed carrier for small leather bags, or BMW Motocase panniers; fits /6 and /7 models; part no 46/54/1/234/639. £30 ono. Apply to Chris Norris 10 Distillery Square, Norwich NR2 4BH

FOR SALE: Right hand side silencer for short wheel base R75/5 £25. Euro Design nylon impregnated rear carrier £6. Apply to Mick Hughes, 4 Amberly Street, Poppleton Road, York. Tel: York 743142

FOR SALE: R75/7 September 1977 blue, under 4000 miles fitted sigma panniers, krauser crash bars, mudflaps, front and rear 18 months warranty. Reluctant sale due to circumstances beyond my control £1650 ono. Apply to Eric Jones, 6 Philip Road, Ditton, Widnes, Cheshire, Tel 051 424 0921

FOR SALE: R75/7 S Reg metallic black, 15000 miles vgc. Sensible offers to Patrick Carroll, 46 Bushley Close, Woodrow North, Redditch, Worcs.

FOR SALE: /7 exhaust system complete only 4000 miles, 1 year old absolutely as new, £85. Apply to Dave West, 27 Weardale Gardens, Enfield, Middx, Tel 01-366-3617

FOR SALE: Voltage regulator unit for R69S £10.00

WANTED: Side stand and dynamo cover for R69S. I can also offer DISCOUNTS on craven equipment (panniers, top boxes etc) i.e. carrier, fittings and comet panniers to fit R80/7 £68 (rrp £80) Apply to Nicholas Robinson, 18 Blackhall Road Oxford

WANTED: 8 gallon touring tank for R60/5. Apply to Ian Cunningham, 6 Augustine Road, Northam, Soton So2 OPL

PLEASE SEND ITEMS FOR INCLUSION IN MUTUAL AID TO THE EDITOR - ADDRESS ON PAGE TWO