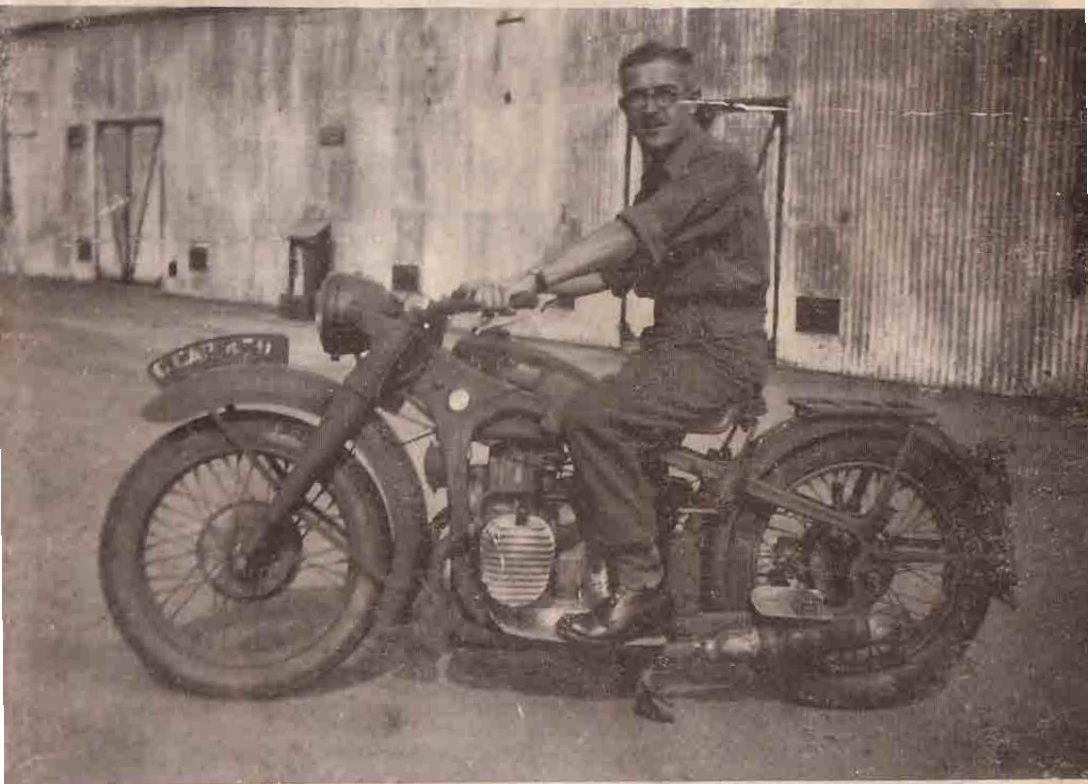


the journal of

May 1978

THE BMW CLUB



national officers

- PRESIDENT:** George Saunders, 7 Adborough Court, Chingford Avenue, London E4
Phone 01.524.4394
- SECRETARY:** Fred Secker, 13 Naverne Meadows, Woodbridge, Suffolk IP12 1HU
Phone Woodbridge 2164
- TREASURER:** Richard Appleyard, 31 Kiln Ride, Wokingham, Berkshire RG11 3PN
Phone 0734 784361
- SOCIAL SEC:** Pete Gowland, 65 Camden Road, London NW1
- SPORTS SEC:** Alan E Dean, 139 Haigh Moor Road, Tingley, Wakefield, Yorks
- TOOL HIRE SEC:** K Sanders, 31 Slough Road, Iver Heath, Bucks
- PRESS OFFICER:** H Kennard, 31 Hanover House, London NW8
- VINTAGE SEC:** J Lowes, Bowbury House, Ashbourne Road, Kirk Langley, Derbyshire
Phone Kirk Langley 334
- EDITOR:** Geoff Wilson, 4 Scaur Close, Lazonby, Penrith, Cumbria CA10 1BT
Phone Lazonby 584

& section secretaries

- NORTHERN:** A Moores, 71 Westwood Street, Accrington, Lancashire BB5 4BL
Phone (0254) 392302
- YORKSHIRE:** B Cook, 23 Branch Place, Leeds LS12 5PT Phone Leeds 790908
- MIDLAND:** K Wells, 8 Field Close, Houghton on the Hill, Leicester LE7 9GS
Phone 0533 417744
- WESTERN:** T Fielding, 24 Blethwin Close, Henbury, Westbury-on-Trym,
Bristol BS10 7BH Phone Bristol 504487
- LONDON:** B Clarke, 51 Sunningdale Road, Cheam, Surrey, Phone 01.644.7106
- SOUTH EAST:** G Diplock, 19 Mountford Road, Kemsing, Nr Sevenoaks, Kent.
- EAST ANGLIAN:** R Gravestock, 390 Dorset Avenue, Gt Baddow, Chelmsford, Essex
- OXFORD:** M Warrilow, 4 Wisemans Close, Swindon

ISSUE 319

MAY 1978

editorial

WHO IS RESPONSIBLE?

It seems traditional at this time of year to rejoice at the prospect of forthcoming summer trips having shrugged off the mantle of winter and rubbed the sleep from our eyes on being aroused from hibernation by the heightening of the sun in the sky. But many Club members this year I know have broken the tradition, perhaps it was because of the impact of Eric Rosenthal's parting quip at the '77 AGM "Bye you lot, I'll see you next Spring". That wasn't to be, and the Club seems to have defied the sluggishness instilled by winter cold and indoor meetings abounded over the dark months. Easter was early this year, and many members treat the Watchet weekend with respect not being prepared to risk to Spring having sprung, and they were right to do so, since on the Sunday snow and ice were always a threat. Such a threat was predictable, not so another hazard which seems to be born as winter passes and the Transatlantic Trophy Series heralds the start of Britain's road racing season proper. And by road racing I mean just that. The time when having sat all day gawping at the skills of the grand prix riders too many spectators leave the race circuits intent on apeing their idols as they hurtle down the motorway. Can anyone tell me why a proportion of motorcyclists think they have a divine right to travel far faster than the speed limit and more noticeably far faster than the other traffic, although the other traffic is most likely capable of travelling at the motorcyclists speed as well? Having been caught up in the exodus from Oulton Park on our return from Watchet on Easter Monday we were left in no doubt as to why motorcyclists in general are branded irresponsible. And for those of you who think this doesn't apply to BMW riders, you're wrong, as testified too by the rider who overtook us on the inside as he weaved his way to the left and right of vehicles in the busy M6 pack.

Cont. Page 22



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

diary of events where the sections meet

NORTHERN: Catholic Church Hall, Lowton, Nr Wigan
2 miles east of M6 on south side of A580

YORKSHIRE: A E Autoparts, Legrams Lane, Bradford
on east side of west circular road

MIDLAND: Venue varies - see below

WESTERN: The Caldicot Community Centre, Newport Road
Caldicot, Gwent

SOUTH EAST The Fountain Inn, Barming, Maidstone, Kent

LONDON: Spencer Arms, Lower Richmond Road, Putney

OXFORD: The George Hotel, Littlemore
off A4142 south of Oxford

EAST ANGLIAN: 'Cricketers', Danbury Common, Chelmsford,
Essex. off A414 Chelmsford / Maldon Road

MAY:	3	SOUTH EAST	Natter Night
	9	LONDON	Natter Night
	12/13	NORTHERN	YHA Social Weekend. Friday night Ilam Hall Saturday night Grantham
	14	NATIONAL	BMF RALLY, EAST OF ENGLAND SHOW GROUND, PETERBOROUGH
	15	LONDON	Ice Skating, meet Streatham Rink, 19.30 hrs
	17	SOUTH EAST	Natter Night
	21	YORKSHIRE	Visit Crich Tram Museum, Derbyshire (See section news)
	21	LONDON	Pub run to Midhurst. Meet Spencer Arms 10.30 hrs
	23	LONDON	Natter Night
	25	WESTERN	Visit to Cwmbran Police Headquarters. Meet at HQ at 19.30
	26/29	NATIONAL	RALLY & CAMPING WEEKEND AT BRIDGEND CARAVAN PARK, BRIDGE END, WOOLER, NORTHUMBERLAND. From South A1, take Coldstream Road A697
	28	OXFORD	Doc's Day
	31	EAST ANGLIAN	Meeting
	31	SOUTH EAST	Natter
JUNE:	4	EAST ANGLIAN	2nd Annual Sumpscratchers Rally
	6	LONDON	Natter Night
	9/11	MIDLAND	Camping Weekend, Ranksborough Hall, Oakham
	11	NORTHERN	Meeting Lowton
	14	SOUTH EAST	Natter Night
	18	LONDON	Visit to Maidstone Fire Brigade, meet Spencer Arms 10.00 hrs
	18	YORKSHIRE	Visit to Ironbridge Open Air Museum. Meet car park 13.00
	20	LONDON	Natter Night
	25	OXFORD	Tour of Oxford Colleges. Meet Littlemore 13.00 or in car park at St Giles, near Martyrs Memorial at 15.30 hrs
	25	LONDON & SOUTH EAST	Visit Oxford Section. Meet at Spencer Arms 10.00 hrs
	25	NORTHERN	Visit John Bacons Farm, Kirkby Hardwick, Sutton in Ashfield
	28	EAST ANGLIAN	Meeting
	29	SOUTH EAST	Natter Night
JULY:	2	MIDLAND	Day Run, Derbyshire
	2	EAST ANGLIAN	Run to Wisley (Working) Botanical Gardens
	4	LONDON	Natter Night
	9	NORTHERN	Meeting, Lowton
	9	LONDON	Picnic run to Beachy Head. Meet Spencer Arms 10.30 hrs
	12	SOUTH EAST	Natter Night
	14/15	NORTHERN	YHA Weekend, Staunton-on-Wye

DIARY OF EVENTS CONT...

July 15/16	MIDLAND	Camping Weekend
16	YORKSHIRE	Meet Calton Towers Carpark 13.00 hrs
18	LONDON	Natter Night
23	WESTERN	Visit Ros & Brian Gwinnell, Hillberry Madams Wood, Painswick Stroud, Gloucester. From Gloucester take B4073 Painswick Road, $\frac{1}{4}$ mile past Kimsbury Hotel on left.
26	EAST ANGLIAN	Meeting
26	SOUTH EAST	Natter
29	NORTHERN	Barbon Hill Climb, Lupton, Nr Kirkby Lonsdale, Cumbria
30	OXFORD	Treasure Hunt by Bob Tucker. Start at The George, Littlemore
30	MIDLAND	Day Run, Windmills

Section News

SOUTH EASTERN NEWS:

From Ruth Verrall

Our programme got off to a good start in March with a run to Warnham War Museum. We weren't able to publicize the visit due to making up our minds at fairly short notice, but nevertheless a nice round dozen people turned out and had an interesting time peering at jeeps, ration books and other war-time mementos. In all honesty I don't remember much about that sort of thing, but the - shall I say more mature - members assure me it's a very good collection.

The day was spoilt only by a hailstorm and torrential rain as we left for home, the result being that Paul kept dry in his brand new Kett suit, I got soaked in my tatty old Belstaff and the Morini reverted to its usual trick of masquerading as a heap of rust. Oh well, back to the Solvol.

In May we'll be supporting the Jim Kentish weekend at the start of the month and the BMF Rally on the 14th. I imagine we'll be nattering as usual on our two Club Nights, and on the 31 May we will be visiting the East Anglian Section to repay their February visit to us.

On 21 May the Lingfield Cavalcade is being held - historic cars, bikes, steam vehicles, etc - and some of us may be keeping an eye on that. For further details give us a ring or drop in at the Clubroom one night.

EAST ANGLIAN NEWS:

From Bob Hunter

Sadly, I have to report the recent death of Nora, the licensee of the 'Cricketers'. She helped us a great deal in our early days as a section and always welcomed motorcyclists. We will all miss her very much.

On a happier note, we've got a good location lined up for this month's run (Sunday 7 May) it's the Reedham Ferry Inn situated on the B1140 where it crosses the River Yare. Make your own way there and try to arrive at midday. Have 20p ready for the ferry. This will be a good club run for all those members who do not like club runs, if you see what I mean, as it is a pleasant riverside pub serving Adnams and Tolly and the staff will be happy to meet plenty of thirsty Be-em riders.

Treasurers past and present, Chris Boon and Annie Redman, have recently purchased a new /7 EACH! Now, I know we've got plenty of money in the bank, but that is ridiculous, the Fraud Squad have been alerted!

It's "Sumpscratchers" rally time again (Sunday 4 June) so let me have your entries as soon as possible please. Entry fee is £1.50 per machine and you will require OS Map 167 (Chelmsford & Harlow - metric) a pencil and a watch, and this year you might need your wellies as well! Only 12 bikes allowed so be quick to avoid disappointment. Finally, don't forget the 'East Anglian Trophy' photographic competition. This year's theme is 'Motorcycling' so always carry your camera with you and get snapping.

OXFORD NEWS:

From Mike Warrilow

Members who read the April Magazine will have noticed that at the Oxford AGM Jack Gibbs finally gave up his job as Secretary, not that he wanted too mind you, more that he had too due to ear'ole twisting by his wife. So Jack being Jack retired his post saying that he wanted to return to matrimonial bliss. However he managed to get voted in as Chairman, so organised chaos in the club room will still remain. On a more serious note though I'm sure that the Oxford Section members would like to thank Jack for a job well done whilst he was in office.

The March meeting was quite well attended, and our new Social Secretary Martin Cole managed to get the second half of our calendar sorted out. Most of the meetings are a repeat of last year with a few extras thrown in.

The National event at Watchet was a success, but I won't dwell on the event because it will be reported in more detail by others I'm sure.

Doc's day on 28 May at 11.30 a.m. will be our next meeting. Details as follows: meet at 31 Dobins Lane, Wendover is on the A413 between Aylesbury and Amersham. The Doc usually leaves his bike or a BMW sign at the end of the Lane so keep your eyes open. A run has been organised after lunch.

NORTHERN NEWS:

From Bill Madeley

At our AGM we again proved the exception to the general rule of a poor turn out for Club AGM's by having an almost full clubroom. Fortunately, or unfortunately, whichever way you look at it, the enthusiasm of the attendance didn't extend to many people willing to be proposed for committee members. Whether or not you were all reluctant to change the committee, meaning you were very happy with the way the Section has been running these last few months, or whether members were just not willing to take on the responsibility of a committee member, is known only to you. I sincerely hope it was the first reason, and assuming it was, the committee would like to thank you for your vote of confidence in us. Only one person was willing to stand as an alternative committee member, and that was Steve Barret. Steve was narrowly defeated for the post of Social Secretary. We would like to thank Steve for officially offering his services to the Section. Probably more than any other person he has been responsible for the fresh enthusiasm very apparent over the last 12 months at our social gatherings. - thanks again Steve.

Please watch Diary of Events next month as Norman Burrows has very kindly offered to give us a talk on electronic ignition systems. He is a qualified electronics engineer, a club member and BMW owner who has converted his machine to electronic ignition. **THERE WILL BE NO MEETING AT THE CLUB ROOM THIS MONTH AS WE HOPE MOST MEMBERS WILL ATTEND THE BMF RALLY, THE CLUB ROOM DOOR UNLOCKERS WILL**

As we are finding it impossible to book YHA hostels at short notice we are having to change venues and dates. The latest change is the Church Stretton Hostel on 1/2 July. This is now changed to Staunton-on-Wye 14/15 July. If you want to come I would advise you to book your place now, through John Groves our Social Secretary, or direct with the Hostel. At the time of writing there are vacancies at the hostel, the address and particulars of the hostel are in your YHA handbook. All BMW club members are welcome to join us there, but of course you have to be a member of the YHA. No guests are allowed in the hostels. So why not become a member of the Youth Hostel Association and join us for these inexpensive and very enjoyable weekends.

It is sad, but I think fitting, that I should end the Northern News by saying a few words in memory of Tom Westhead, who passed away in March. Tom was always a person to brighten up our club meetings with his cheerful personality, and the older members who knew him well will miss him very much. In memory of him we have decided to present Sadie, his widow, with an inscribed carriage clock. Our sympathy and good wishes go to his family.

YORKSHIRE NEWS:

From James Clegg

Just 8 people (5 machines) braved the typical pre Easter weather, heavy rain and blustery winds to meet at Holmfirth for our Shires run. Our Treasurer, Tim Wilkinson, had kindly offered to lead the party on a run of Holmfirth, round the Shires and into Derbyshire, a distance of approximately 110 miles. The weather being so bad we opted for a shorter run, this being cut even shorter by the fact that my wife became unwell, so we all headed for Tim's house and shelter. His wife Christine had put on a spread royale. Our entertainment for the next 3 hours consisted of some very merry tales of Tim, Barry, Howard and Geoff Wilson's exploits in the Exeter trial plus an impromptu film show of Tim and Chris' recent holiday in Norway. For the food and many, many cups of tea and coffee our thanks to T & C.

Congratulations from us all to Dave Smallwood and Christine who by the time this goes to press will have tied the knot.

The 21 May sees us to Crich Tramway Museum, Crich, Derbyshire. On A61 Chesterfield/Derby road turn right at Alfreton onto B5035 to Crich or, follow A6 road, midway between Matlock and Belper turn left onto B5035 to Crich. Meet Car Park 1.00 p.m.

LONDON NEWS:

From Bruce Clarke

The first Sunday run of the year may prove to be an expensive day out for certain members of the section. I refer to the three lads with very enthusiastic right hands, and their encounter with the police on the Winchester Bypass. The run to Beaulieu and the motor museum was attended by about 12 machines, possibly encouraged by very pleasant weather for the time of year. Two weeks later the proposed visit to Coalport china museum, Telford, was abandoned in favour of a shorter run due to lack of support on the day. I suggest members may have been influenced by the weather on this occasion too, this time a really grotty day.

This year's National Meeting at Watchet was, in my opinion, even better than last years. Pete Gowland's idea to book a room above a local pub proved to be a winner and enabled many of the mums and dads to have an evening out with their youngsters, instead of having to stay back in the caravans. Thanks to Pete for all the hard work he did in organising the weekend and also to Peter & Adrienne Gosden for planning the Sunday treasure hunt. They even got the clues right this year! I heard only one complaint the whole weekend, it came from Bruce Preston. I gather it was something to do with his married life and sharing a caravan with Eric Rosenthal, Margaret and myself.

In conclusion may I welcome the many new members to the section. Safe riding.

MIDLAND NEWS:

From Brian Lowry

Congratulations to our Section Secretary upon his substantial windfall. I hope his new found wealth will not prevent him from attending further Section events.!

The last indoor meeting held in March at the home of Ivan & Betty Breakwell was well attended with excellent catering. Great interest was shown in Ian Breakwell's model railway layout which was freely demonstrated to children, young and old. My thanks to all the Breakwell family for their hard work in making the meeting a most enjoyable afternoon. Thanks also for the donation of the bird box as first prize in the raffle - sorry donor - did not catch your name - Dorrie Garton from Gedling won the box and informs me that it is now inhabited by a pair of Blue Tits - well done Whacker!

The end of March was the National event at Watchet in Somerset, a most enjoyable four days for me. After the buffet and film show our party and several hardy souls who were camping came back to our caravan for coffee. The humour of one guest, namely "Big Sarah" from Hitchin, rounded the evening off perfectly. By

the way anybody knowing the whereabouts of a manufacturer of a super strong air bed kindly contact Mark & Hilary Carlin who informed me that they have worn out 3 airbeds in as many years of enthusiastic camping

I have been requested to publicly reprimand Phil Griffin for a most unusual habit of photographing members' wives in their night attire, sheepskin coats and derry boots and his wife Sue such a nice "little" girl ... never mind Phil, what ever turns you on

The Midland Section events may have seemed thin on the ground but the frequency of Nationals this year and my own desire to attend them makes the arrangement of additional events to those advertised impracticable.

ABOUT PEOPLE ... WHO HAPPEN TO BE CLUB MEMBERS

WHO?



.... at the Western Section Hotel in Majorca spent all night supplying twenty seven of us with drinks because they were "free" and found out next morning that an alcoholic clanger had been dropped. A tally roll about six feet long with cost of all drinks was presented to him by the Hotel.

.... on the same holiday got into such a state that he managed to put his anorak on inside out, cap on back to front and come out of the barbeque with three Irish coleens on each arm, still managing to hang onto a six foot potted plant he had lifted from somewhere. He denied it all next morning.

.... organised a trip to the Elephant rally about 15 years ago and turned up at Dover wearing his wife's 1940's full length fur coat, had a sidecar full of provisions even though we were staying at hotels, took us all the way there and back safely and then at 3 a.m. sent most of the party south down the M2 instead of north.

.... at a recent bring and buy sale managed to buy his own goods about three times over, put in a bid for a pair of earrings for his wife, thought that he looked very nice in them and then had to borrow to pay for his purchases.

.... has not written the Oxford News this month, having handed over that Section Secretaryship to the digger up of these momentous past events.

We suspect we haven't heard the last of him though, we hope not any way.

ANSWER: sbpfb Jack

History was made at the end of March at Mondello Park race track in Dublin when Janet Maddock, Paddy's wife (they are Club members) was the winner of Ireland's first ever recorded all ladies motorcycle race. She was also the winner of the second one. Janet rode an R100/7 at the two day meeting organised by the Fingal MCC, and she thinks her ride may be recorded in the Guinness Book of Records. Paddy is Elre's sole agent for BMW bikes and he personally looks after most of the machines he sells so Janet couldn't have a better qualified 'grease monkey' could she? Keep him at it Janet!

WE THOUGHT THIS MONTH THAT WE MIGHT HAVE NEWS OF A 1500cc four cylinder BMW but instead we must stress that due to the Editor and his wife wishing to take a holiday all material for the July magazine must be with the Editor by 23 MAY



ROAD TESTS OF PAST MODELS

In an attempt to record a 1970's impression of some of the motorcycles produced during the first 50 years of the BMW factory, as they become increasingly rare, a start is made with a

1935 R 12

How clearly so many of us must have fixed in our minds eye the cut away view of the long stroke (8½") telescopic forks which accompanied nearly all the publicity which went

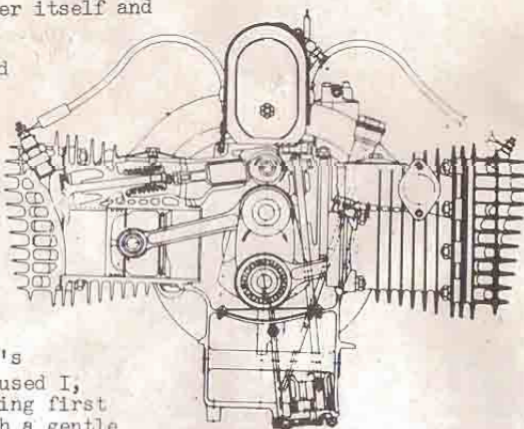
with the advent of the BMW /5 series in 1969. Publicity that would nearly have us believe that these were the first tele-forks to be fitted to BMW's. Of course that wasn't so and in fact BMW were the first to incorporate hydraulic damping in a production model motorcycle, not the first to use telescopes but the first to use teledraulics. This they did in 1935 when they introduce amongst others, the R12. They had broken away from the trailing link leaf spring suspension of their earlier models and provided 3½" of travel on a more rigid, more maintenance free unit.

It seemed to me that the forks were really the only part of this bike which I could associate with modern machines. True, it had an engine with bits which stuck out either side, but they were narrower bits and square looking; true it had two wheels, but they had half width 8" diameter drums and 'VEWER' tyres which looked as if they would have climbed Town Hall Brae. It had a clutch and a brake lever on the handlebars, but they were back to front, hinged at the bar ends not about 6" in. It had a four speed gear box, but the gear lever was poking out of fuel tank; how was I going to get my foot up there? But most confusing were the two handle bar twist grips; surely not a separate throttle control to each carburettor?

Ah well! You only live once, and this bike had lived fifteen years longer than I (I was born in 1950 so work that one out) and the chances were it was pretty good at looking after itself and it might look after me.

I didn't tell John (the R12 owner, and the BMW Club Vintage Secretary) about my questioning mind as he wheeled the bike from beneath the rest of the junk in his garage, but I suggested that he fired it up first to save me any embarrassment. Apart from that I thought I might learn something which would enable me to pilot the bike. Maybe John had guessed something because as he began the starting up ritual the commentary began.

'Retard the ignition' says he, so that's what the left hand twist grip is for mused I, 'naturally' I said as if informed 'having first turned on the fuel' he said. Then with a gentle



shove on the kick starter the engine breathed. The kick starter hadn't changed in 40 years. 'Thank goodness' I thought, 'At least I might be able to start it with the standard action of the 70's and the ignition key was of the same style as fitted on all BMW's until the /6 series.

We listened to the bike for some time as it 746cc, sidevalve engine plonked in the fashion which has not evolved away as 40 years have passed on. The machine idled contentedly and the coil ignition (other models still had magnets) exploded the fuel, which could have been as little as 74 octane, in the 5.2:1 compression ratio cylinder heads. Even in those days BMW did strange things with carburettors, like fitting a metal shield over the rearward facing part of the intake grill on the Fischer Amals. This to protect the shin or to maintain an airspace between the rider's leg and the mouth of this carburettor on the cylinder which slightly trails its left side twin (due to offset crank throws).

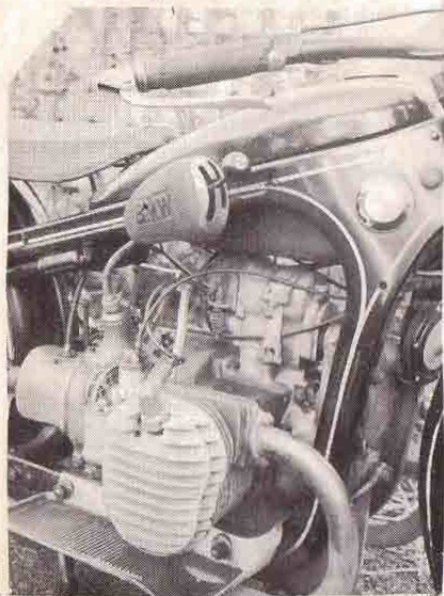
Boarding the R12 wasn't so simple either, with the pillion seat being 6" to 8" higher than the Drilastic front saddle, made from pure Dunlop rubber. However, with a movement not unfamiliar to a Tiller Girl I was on, and oh what comfort, real support, and an invitation to try it in motion. So in with the clutch (I didn't notice the hinge being at the other end) and into gear. By this time, of course, I had concluded that the H gate in the right hand knee pad was the fools guide to gear changing for people with idle left feet. Into first gear, car wise, a touch of throttle and away we went as sedately as you like. Then came the funny bit, almost indescribable, but as you change gear on your modern machine watch your right hand; is it ever still on the throttle? I bet it isn't, on the R12 you have to release your grip on the throttle and change gear with your right hand. Not conducive to swift gear changes I assure you, but at least gear changing was 'clunk' free every time.

Acceleration was just noticeable, gear changing of course not being best suited to standing quarter supertimes, but on a bike of such vintage who wants to put it to the test anyway. I felt almost reluctant to use its brakes for fear of wasting them, but use them I did, gently in the main, but severely once to quantify their power. The front, cable operated, via a wire neatly threaded down the inside of the handlebars, as was the clutch cable, was spongy but adequate for speeds of up to 50 mph and the rear, despite its age, could take all that my heel would give after easing my foot from the comfort of the foot board. Undoubtedly a heel can exert infinitely more pressure than a toe, though the lever was somewhat inconveniently placed.

As the ride progressed it became increasingly apparent that the world is full of horses for courses and always has been, and this bike was built to best cope with the performance it could offer. I never noticed the absence of rear end springing, nor the now meagre but then extravagant 3½" suspension travel at the front (this travel is of course 3½" in the line of the fork stanchions and is reduced quite a lot in the pure vertical travel because of the shallow fork angle). This bears out some recent research which says that rigid framed machines are stable up to nearly our present legal speed limit. Comfort is perhaps another matter, but the tension spring saddles were certainly up to meeting that requirement.

Once mastered, the riding technique problems gave way to sight seeing and nature study. The pace left time to savour some more of life's good things.

The fact that my first impressions and our parting thoughts were both ones of comfort I suspect that that was what was lacking in many motorcycles in 1935, and yet was what was really called for if any distance was to be travelled over the roads of that era. With a claimed top speed of just over 60 mph handling must have been secondary although my experience showed predictability to be a feature, by that I mean I could rely on the bike coping with all its performance would allow me to ask of it. If we could say that of all modern motorcycles, BMW would be having sales problems. Obviously the purchasers of the 36,000 bikes made between 1935 and 1938 were aware of their predictability.



Those riders wouldn't realise that in 40 years time those wide handlebars would not be needed because 'chunky' tyres wouldn't be common either and fork angles would have changed slightly. The concerted effort required to 'steer' the bike round corners would be obviated by rounded tyre profiles and changes in wheelbase; and who would have expected the RL2 20 hp (DIN) to progress to the 70hp (DIN) of the R100RS giving problems of tyre step out under power.

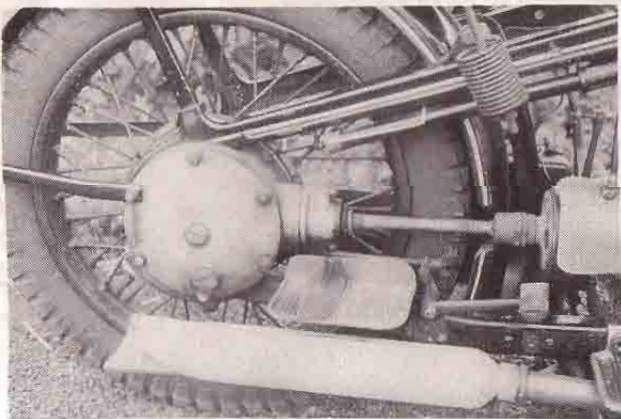
Imminent fuel starvation lead to the conclusion of the run and the discovering of a sign of the 1935 times. Removal of the filler cap from the 14 litre (3 gallon) tank revealed a large filter bag hung inside the tank, obviously destined to cope with not so well refined fuel. The bag is removable and is marked with tabs which act as a dip stick to indicate the quantity of petrol in the tank. Obviously a useful item when the chance of passing a petrol pump was less than the chance of a turn of

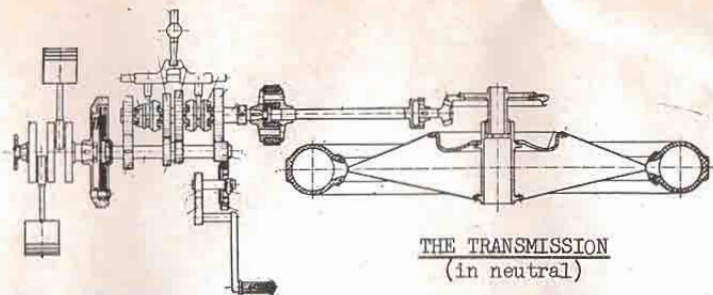
the reserve fuel tap enabling you to reach the pump.

The discovery of the reserve tap did allow Jenny (wife) to do her bit by passing a pillion rider's view as she sat in splendid isolation and elevation in grandiose Georgian style with her knees clasped firmly together behind my backside. If you think your top box gives tail end load problems try riding with a 9 stone missus on the rear mudguard. Obviously comfort was the order of the day, particularly for the "love of your life" on the rear as the seat was fully adjustable for nose height and spring tension.

The engineering which went together to make the RL2 was considerable and featured up to the minute ideas which are still topical today. The engine is housed in a pressed steel frame, commonly known as the Star frame, (not commonly known to me is the reason, perhaps it is to do with the gusset arrangement at the steering head). The frame was skillfully coach lined to give a slender appearance to the box section girders, and integral with the frame are sidcar attachment holes.

Wheels are interchangeable, and quickly by means of spindles which screw directly into the frame and require only a tommy bar to remove them. The back half of the rear mudguard is even quickly detachable to facilitate wheel removal yet today we are prepared to struggle and heave our wide tyres between drive housing and swinging arm. And you can always be sure of clean, dry warm tools on an RL2 since there's room galore inside the section of gearbox casting that doesn't house any gears. The reason for there being such a surplus

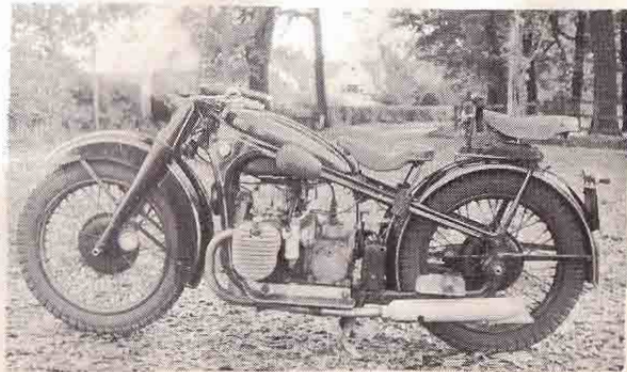




of room in the region of the R12 gearbox, even though it does house a four speed cluster, is that it is only a two shaft box, not having a lay or counter shaft. The diagram shows the simplicity of the drive chain; the absence of the shock absorber

system we are blessed with on the input shaft of present day models and the omitting of the counter shaft which makes for a gearbox output shaft rotation of opposite nature to that which we have today even though the crankshaft rotation direction has not changed. Hence the exposed cardon shaft of the R12 rotates likewise, in 'reverse'. Try coupling a /7 final drive to an R12 and quite quickly you would find four reverse gears and no forward ones. To make the rear wheel rotate as is fashionable the final drive bevel gear is mounted outboard of the drive pinion.

One thing we could not and would not want to test was the number of times the aforementioned tools needed to be used and inevitably the spares to use them on will become even more difficult to obtain. Of course the enthusiast will never say die and realises that BSA DI Bantam silencers are as near correct as makes no matter, a battery meant for the same BSA machine fits perfectly in place of the original German product and if the headlight reflector no longer reflects then a rim and reflector from an NSU car is suitable. As are Greeves brake linings, pistons from a 1947/53 490 cc SV Standard Norton with gudgeon pin bosses hushed from $\frac{7}{8}$ " to 18mm, or 1mm over-size pistons from a 1954/58 1200cc Beetle. I don't suppose such valuable information will be needed often, many of the 36,000 originals would never see the end of Second War. GW



FRONT COVER The caption on the reverse of the dog eared little original from which the picture was taken read

"GEORGE SHIELD ON BMW OF MINE, OCT 1ST 1945 GUERNSEY"

We aren't sure who 'mine' is or was, but the bike is quite definitely an R12 as tested above being left by the retreating army of the Third Reich and claimed by a British Trooper

If ever the Club magazine becomes a collectors item then the issues of the first three months of 1978 could be the most rare. We would be obliged if any members who do not keep their copies but still have lying about the ones from those months could send them to Fred Secker at his address as on page two.

Anyone wishing to purchase back numbers of magazines as from the last issue (April '78) may do so for 30p per copy from the limited stock which we hope to hold in future. (If our membership estimating goes to plan). Back numbers are available from the editor (address page two).

Readers Letters

L & C Autos

Members near Tunbridge Wells, Kent may like to know that a new BMW dealer has opened. They are L & C Autos who specialise in BMW cars and motorcycles. The service they have provided for my spare parts is easily the best I have ever known, it shows up every other car or motorcycle dealer I have tried. In addition, my membership card has always obtained 10% discount.

J Bumpus
Tunbridge Wells

Jammed Steering

When I bought my BMW I had the dealer fit crash bars to it. You'll notice the two nuts at the top of the guard and the close proximity to the clutch cable (The clutch cable is attached to the frame by a nylon tie which was missing on my bike). My accident happened this way; I was riding on a twisty type road and took a big right hand sweeper with no problems, and then attempted to take a sweeping left, the cable apparently had hooked over the 'U' bolt nut (Without the tie to hold the cable in place it can swing out and catch behind a nut and in my case did just that), and I couldn't steer to the left, so I went straight on and off the road into the side of a mountain. I was travelling at 50 mph at the time and a few hundred yards earlier or later I could have gone off the side (a 300-400 foot drop). As you can guess I was lucky to get away with just a few bad bruises. My bike had only twenty miles on the clock when the accident happened and the insurance company has paid \$1500 (£750) for repairs. Hope this information will prevent this unhappy episode from occurring to other BMWers.

Mart Jaama
California

Les Anderson kindly passed on this letter having extracted it from the BMW Motorcycle Owners of America magazine.

GW

EEC Travel

Concerning my letter of last month and your comments, yes the fatal accidents were all head injuries, the item sent to you was from statistics of fatal accidents from head injuries.

Time for foreign travel draws near ... so a reminder for first timers about medical matters. Not more than six months before you leave, go to or phone your local Social Security Office for form GML. This you complete and return when you will be issued with Form E111, listing your entitlement in each country, e.g. France will return 60% to 90% of costs providing you produce your E111 form.

Fred Secker
General Secretary

Tyres (1)

I do not understand the pre-occupation of so many members with the alleged handling problems of the later strokes 6 & 7. On three BM's over 3, years and 25,000 miles I only recall one incident of note which was clearly attributable to a Metzeler rear cover, due for replacement, on which the profile had gone a bit flat after a winter's work. The bike broke into a weave on a fast bend and worried me more because it was entirely uncharacteristic, than for its heart-stopping propensities.

I begin to suspect that unless there is poor quality control on Conti's and Metzeler's, which I doubt, the trouble may be something which I stumbled on very early on my first BM - an early stroke 6. It used to feel 'light' at 90/95 (speedo reading) but went faultlessly above and below this speed.

I consulted the oracle at Brentford and the answer turned out to be head bearings. There was no play, but neither was there any pre-load. Having set the bearing adjustment so that the bars just don't 'flop' when the bike is on the stand, all was well. Both subsequent BM's particularly the /7, had to be adjusted up to 3 times in the first 1,000 miles. This seems to be due to the head races not being firmly seated on assembly and moving slightly in use. I have no damper on the 100/7 (Ap. '77) since I never found them much use. The worst effect I ever register is an occasional 'flick' on very bumpy bends but its all over so quickly that I've ceased

to worry. I always use standard pressures. I have used a 4.25 Conti low profile all this winter. This has no problems and felt safe enough on the first burst of enthusiasm when the salt cleared. I doubt whether it will do much more mileage than the others, however, which means about 6 - 7000. I have never worn out a front tyre yet. They get a bit scalloped but seem to outlive two rears.

For almost a year I have been enjoying a 'mod' that seems not to have caught on but may be worth passing on. I have fitted RS (flat) bars (together with the necessary instrument bracket and 'impact plate'). The benefits for fast solo riding are numerous:-

1. Being lower and narrower they reduce wind pressure to the point where balance is achieved at about 70 mph.
2. They permit a small fly screen to be fitted which deflects wind and rain from the hands.
3. They just feel one hell-of-a-lot more business like.

If anyone wants to know how to get a fly screen - you have to make your own and you use the mirror sockets to mount it. A bar-end mirror is part of the deal and give superb visibility 'round the back' without reflecting my arm and shoulder.

Perhaps my preferences stem from an apprenticeship on rigid Velo's, 'D Special' and 600 Levis's, rigid Triumph Twins and early Vincents. I sometimes think that the 'instability' of modern BM's would be overlooked by many who have notched up 40 years in the saddle.

The journal is first class. Having been through the traumas and frustrations of publishing club mags I do appreciate the effort and enthusiasm involved - many thanks.

Hugh Wildman
Essex

Tyres (2)

When you think about it, it's rather amusing reading the letters on the merits of different makes of tyres. In the end it all comes down to one particular point ... how you ride your bike.

I find that having ridden bikes with TT100's on I prefer the more rounded profile of Metzlers and Continentals.

On my 60/6, front and rear, original Metzlers lasted 16,000 and 13,000 miles and gave no cause for concern in the dry or wet, whether laden with camping gear at 95 mph or unladen.

I now have Contis on the bike, and the only real advantage is that they are better in damp or greasy conditions.

If any members find that the front end tends to wobble slightly under mild acceleration at around 35 mph have a look at the front tyre. You'll probably find a tread depth of between 2/3 mm which is the factory limit. Change the tyre and your troubles will disappear.

Also, if you do a lot of touring and have not got a tank bag, get one. They help the bike handle well when loaded up and also keep the wind off your chest,

Ian Seddon
Dunstable

O.K. That's it. All the correspondence on tyres has taught us one thing, don't try to impress you're views about tyres on anyone. None seem bad and one's own experience is the only calculator of the tyre which suits you and your particular machine. Unless someone comes up with something new 'tyre' correspondence I feel has now worn itself out. GW

A Machining Trick

I too suffered from the braking deficiencies described by Charles King.

I did two things simultaneously which have given me the best braking I've had from my drums.

I had the drum ground (it was 0.002" out) and Ferodo at Chapel-en-le-Frith relined my shoes for me.

The shoes were sent to the Competitions Department along with the mounting plate, the precise diameter of the drum and £7.68. I recommend this service heartily.

Alec Sutton
Kirkley

An old trick

On the subject of grabbing drum brakes: I do not have Mr Kings original letter so do not know what solutions he has tried, however Phil Thomas' solution in the March edition of the journal seems a trifle expensive, so at the risk of teaching someone's grandmother to suck eggs here is a cure which worked on my 60/6:

1. Remove front wheel
2. Chamfer leading edge of both linings, any old file will suffice
3. Replace front wheel
4. Adjust brakes as per the manual.

This is quick, easy, cheap but totally successful in eliminating grabbing under all condition on my machine.

Phil Noad
Gloucester

A couple of points

raised in the January correspondence compel me to write.

Firstly, I refer to poor Charles King whose 2 l/s front brake is causing him so much grief. It seems to me that the unit is suffering from a mechanical malfunction, and I enclose a copy of the treatise I sent recently to a friend in Cape Town who published the most obnoxious tripe I've ever read on the subject. (The epistle is reproduced opposite) I hope it prevents prevents Charles' bike from plucking him from our midst. I've no wish to cast aspersions upon the spanner-wielding of Gordon Diplock, whom I've not had the pleasure of meeting, but, as the article makes clear, the component parts of the brake must be in good working order and correctly fitted, or no amount of adjustment will get it working properly

I hope with all the sincerity at my command that Mr King is not conned into fitting a disc brake. They don't work in the wet and their chief advantage is that they work better in reverse than a 2 l/s - personally, I go forward most of the time.

With regard to Bob Clayson and his anonymous Midland supporter, I am

appalled at their naivety. Surely they realise that those among the legislature who have it in for us are watching for just such rash and self-indulgent comments as these? Shocked me to the core, they did. I've had my share of spills and ground more layers of dirt off the old Trialmaster than I care to recall, so I know about the advantages of proper clothing. But these poor, misguided chaps mustn't expect - indeed, insist, - that everyone else wears the gear they consider best because they fall off and hurt themselves. What I, for example, choose to wear is none of their business. They are welcome to their leathers which, like disc brakes, are fine for the fair-weather rider; stopping to don extra gear at the first sign of rain is not my idea of serious motorcycling. Having had my life saved on at least one occasion by my Avonaire I consider a fairing an essential safety device, but I doubt that Mr Clayson and friend would enjoy being compelled to fit one just because I think it's a good idea.

Dick Fuller.
Pietermaritzburg
South Africa

PS Which inebriate put the BMW badge round the wrong way in the Irish Rally article? I mean - really!

Dick, Shh..... It was I. I was expecting demotion to George Saunders' shoe shine boy, but it seems that present members are blessed with prolific tolerance or immense diplomacy.. GW

THE STATE OF THE SECTIONS

On 20 March the number of members attached to each section was:

Northern	127	London	143
Western	60	South East	44
Midlands	145	E. Anglian	69
Oxford	75	Yorkshire	77

H.Q. (i.e. members not wishing to be attached to a section or who live outside Britain) 63

TOTAL MEMBERSHIP 803

This is a very encouraging figure since membership will continue rising towards the middle of the year.

Twin Leading Shoe Brake Adjustment

When Dick Fuller was Editor of our Club magazine he published an article laying down the sequence of setting up the much misunderstood twin leading shoe front brake as used on the earles forked models (which Dick still runs) and the /5s & /6s Here, for the benefit of Charles King, and many others, he once again records the procedure.

It is some time since the twin leading shoe lost favour with BMW and it is reasonable to assume that the front brake will have been on the receiving end of someone's well-meant attentions, thus it is wise to remove the wheel and inspect the bowels of the unit. Presuming that all the correct components are present, even if not in the places envisaged by the designer, it will be seen that the two shoe spring are different, and the thicker, stronger one should be at the front. The small spring does indeed serve a function, albeit a secondary one, and should therefore be in its proper place for maximum operating efficiency of the brake. Assuming that all else is well, let us refit the wheel and commence the crucial sequence of adjustments.

Start by screwing in the handlebar level adjuster as far as it will go, then lock it and forget it - it plays no part in adjustment of the brake, and if used subsequently will cause maladjustment. Make sure there is plenty of slack in the cable, even take it off if you like, and block up the machine so that the wheel is clear of the ground. Undo the lock-nut on that funny little adjuster thing in the brake plate and grip the flats of the screw-end with something substantial like Mole grips, for best results. Sp in the wheel, gently turn the adjuster clockwise, and the lower shoe will be pressed into contact with the drum by the eccentric on the business end of the adjuster. The idea is to set this so that the shoe is just a thou. or two off the drum, just not quite binding. Spend a bit of time getting it absolutely right, as this setting is vital to the performance of the brake; juggle with the 14mm. spanner and Mole grips so as to be sure that the setting does not move when you lock it up. Now set the cable adjusting nut to a position which brings the handlebar lever to a comfortable place for your size of hand when the brake is applied.

Having so done, apply the brake and take a long squint at the cam levers; the angles they make with the cable may be the same, but always err towards the front lever having a smaller included angle than the rear, never the other way around. Move the cam levers on their splines if necessary and readjust the cable. Presuming the cable, linings, and working parts of the brake to be in good order you now have a front stopper more powerful and progressive than you dreamed possible, but before hurling tools to one side and dashing out for a road test spare a mo. to consider the theory behind all the foregoing.

You will observe, if you apply the brake slowly, that the back cam lever will move first. This is because the rear spring is weaker, remember? The front lever will only move a fraction as the rear one stops because the shoe it operates is only just off the drum, set by that funny eccentric thing we spent so much time fiddling with. Therefore all the cable play is taken up by the top shoe, and the instant this shoe touches the drum the resistance overcomes the stronger front spring and the lower shoe touches simultaneously. Result - smooth, progressive, concerted action of both shoes.

And that soppy little spring. That keeps the front cam in contact with the lower shoe, otherwise the cam lever would be flapping in the breeze and upsetting the release of the top shoe.

Finally, never try to make a quick adjustment with one of these brakes, it can't be done. The lower shoe must be preset before cable play is adjusted every time, otherwise you'll upset the whole bang-shoot again. Once done properly with bedded-in linings it will retain its efficiency at least between the normal 4,000 mile service intervals.

A Book at BMW Time



BAHNSTORMER:

It must be unwise to criticise LJK Setright (don't ask me if that is his real name, but coincidence plays some funny tricks), since the success of

his many volumes should speak for itself. His latest book has been on the shelves some time now, but I'm a slow reader and J K S's extravagant use of words, though apparently elevating motorcycle journalism out of the gutter into which a large proportion has slipped, calls for frequent use of a dictionary.

For me it got off on the wrong foot when it was sub-titled "THE Story of BMW Motorcycles". Definite article, no messing. The BMW Gospel I thought, the Club editor's dream. "A Story" maybe or "part of the Story" more suitable, but THE oh no.

The book is smattered with anecdotes with references ranging from the 16th century 'Anatomy of Melancholy' to the apocolypse of St John of Ephesus, making for novel-like reading and each chapter illustrated by pictures and drawings of relative interest. For the seeker after detail the drawings I feel are not sufficient in quantity nor the photographs adequate in clarity. In common with much of his writing, throughout Bahnstormer Setright instills a warm and perhaps affectionate glow in the reader who can associate with his "obscure, pedantic, pompous, verbose and haughty" approach to his subject but to the less initiated his often apparently unrelated references may forever remain mysterious. However to the ultra BMW-wise reader the book has a different effect as Joe Greenwood explains:

"Members having an interest in, but not necessarily familiarity with pre/5 BMWs and also having read the extraordinary book 'Bahnstormer', may like to have some down to earth observations on the more bizarre views expressed in that book.

First, the technical specification tables on pages 57/8/9 with particular reference to camshafts:

There has been only one production model engine with 2 camshafts, the R5 of 1936/7, also fitted to the R51 of 1938/40 very slightly modified as air cleaner and dynamo clamp, and more extensively modified for the R51/2 of 1949/50. This engine had a new type of cylinder head, having plain bearing rockers and a new lubrication system for the head which required the tappets to be hollow and slotted longitudinally. Nothing whatever to do with reducing reciprocating weight. The carburettors were inclined to provide more foot access to the brake and gear levers, which was very restricted on the pre-war model (and almost impossible on the R66 until the cylinder heads were slightly rotated). It is now almost inevitable that a carburettor inclined downwards will be described as a 'downdraught' but this is by no means necessarily so, and is not so in the case of the R51/2.

The 'Roller Engines'

In 1952 the R68 of 600cc and 35 PS at 7,000 rpm was introduced and was fitted un-

changed to the R69 when it replaced the R68. This engine differed from the standard units in two respects, it had a self-aligning rear main bearing and roller bearings in the valve rockers. These engines and their derivatives the R69S and the R50S of the 60's were known on the Continent as 'Roller Engines'. The Big-End lubrication of pre/5 models was by 'splash' according to Bahnstormer's author. If this statement is not actionable, then it ought to be! The fact is that an unusually large capacity pump situated in the sump supplied oil to each of the main bearings, the oil then passing through the bearings into a hollow disc attached to the end webs of the crankshaft. These discs had an outlet swaged to fit into the hollow crankpin, which was drilled radially to coincide with the roller track. The flow rate through the big end bearings was probably 20-30 gallons per hour, dependent on engine speed, but could well have been more. Unburnt lead from the petrol was the achilles heel of the system, but BMW did not design the fuel. The remarks regarding 'rolling element bearings' which is presumably journalese for ball and roller bearings are best ignored. Because the rollers run on an inner and an outer ring it is clear that one ring is 'bigger' than the other therefore skidding of the rollers must take place, and the heat thus generated must be removed, which calls for a high flow rate of oil. A 500 cc racing single like the Norton would pump at least 60 gallons an hour through its big end at full speed."

Joe continues with views of another BMW Special Publication

BMW MOTORRADER TYPEN UND TECHNIK: " Here neither the German author or his translator make any claim to be engineers, they have given a brief outline of the Company, with emphasis on their racing successes, a really splendid collection of pictures and specifications of all models produced from 1923, the usual picture of that blasted Helois of mysterious origin, and some fine early pictures of racing machines, prototypes etc.

There has to be a snag of course, Everytime I open my copy, more pages become detached, even as they are turned over. "

Both the aforementioned volumes are obtainable through B M S Ltd, 312 High Street, Dorking, Surrey and both have a place in a BMW enthusiast's library. Bahnstormer is good bedtime reading and T.u.T. good reference.

BMW - THE BAVARIAN MOTOR WORKS: The book bearing this title, by Michael Frostick, is a companion to a series of books concerning Rolls Royces, Mercedes, M.G.s, Alfa Romeos etc; all that is good in the world of motoring. Though mostly devoted to cars the book acknowledges the two wheel side of the business in one chapter of few words and a fairly comprehensive run of photographs. For the enthusiast whose interest is the development of BMW in general and not motorcycles in particular the book is worth having, if only for its vast collection of pictures. The author puts little into words, perhaps not wishing to risk expounding inaccuracies, relying on the principle that the camera doesn't lie.

The Publishers are Dalt Watson Ltd, 76 Wardour Street. London W1.

CLUB MAGAZINE BINDER: I hope by the time the next magazine is prepared I shall be able to offer to members binders to accommodate 12 copies of the Club magazine as it is at present. The picture at the top of the page opposite shows one such binder. A price is yet to be fixed but it will be about £1.50 for one. GW

NATIONAL CAMPING WEEKEND

26 - 29 MAY 1978

Bridge End Caravan Park
Wooler
Northumberland

on the A697 entering
Wooler from the South



iceland saga shock horror



Barry
Cook

The bad weather experienced this winter, freezing winds, sleet, snow and so on, reminded me of the summer holiday I had last year in Iceland. I was accompanied by a fellow member of IMTC, Pete May, indeed, it was his idea and it seemed like a good one at the time. Pete

is a bit of an expert on ferries, having travelled to all the countries it is possible to travel to (... really?) and in 1976 he came up with the news that a Ro-Ro ferry was now in operation between Iceland, Norway, the Faroe Islands and Scrabster in Scotland. Was anybody interested in going? Being the sort of person who likes out of the ordinary holidays and having an interest in rugged mountain scenery I got in touch and we held a brief planning session before finalising plans.

My holiday weeks were in August so we worked out that catching the ferry on a Monday would give us four days in the Faroes; the ferry again to Iceland for eight days, then back to Scrabster via the Faroes for a week in Scotland.

The ride up through Scotland was bad, it rained most of the time and only came out fine as we approached Scrabster itself. The car park we entered in Thurso was a revelation - large station wagons from Iceland and the Faroes were bursting with electrical goods and we found out why when we got to our destination. As we embarked on the ferry we met a couple of Danish riders who had been riding through Europe and were going to the Faroes to see a relative, equipped with suitable touring irons - a Guzzi Le Mans and a 750 Norton Interstate with dip-ons and rear-sets. We set sail around 4 p.m. and tied our bikes down before heading upstairs to look around. We eventually sat down in some couchettes on one side of the ferry and talked about this and that. Although the sea looked calm to me we must have been going up and down through four or five feet and I soon began to feel unwell. I ended up clutching one of the many cardboard containers so helpfully supplied by the line and slouched in a corner doubled up waiting for the inevitable. It came at last and quite a relief it was. With some grim satisfaction I noted other people hurling cartons overboard but what killed me was the number of little children running about stuffing themselves with pop and chocolate. One of the strange things about the Northern Ferries is a class of passage called deck passage where you sleep on the floor rather than have a cabin. It is cheaper of course. We were sleeping deck passage and I considered I would be better off lying down and so I joined a bunch of French youngsters in the children's playroom situated along the axis of the ship therefore not affected by the rolling of the ship. Pete meanwhile had also been sick, his first time for years. He crept in and lay down too. Although the sea looked calm we were really rolling about and it was a job staying on the lilo - would you believe that the ship had no stabilisers? I ask you, a new ship built for the route across one of the worst stretches of water in the world and no stabilisers. We didn't sleep much and when it came to getting off the next morning ughh. We were issued with a temporary driving licence and that was the extent of the custom formalities before we roared off into the freezing, overcast morning around 7 a.m. We had landed at Thorsaven on the largest island in the group and we headed for the outskirts before stopping for breakfast. We

found a bit of shelter and got a brew going. I could only face a cup of tea and some biscuits but Pete was in great form. We were carrying all our food since we intended camping whenever possible. We had no specific plans for the Faroes, just to see as much as possible so we headed north along the only road out of Thorsaven. I was too cold and grumpy to take much notice of things but one thing you notice immediately. The islands quite literally climb straight out of the sea and there seems to be a permanent cloud cover, something like a top hat. Very depressing. I could imagine Eric the Red paddling over the North Sea for three months, jumping with joy at finding land but then spending another three months rowing round the islands looking for a flat piece of land on which to gain a foothold. The houses, the majority of which are modern high quality bungalows, were all brightly coloured and were painted thus to counteract the greyness of the weather. Although essentially independant from Denmark the roads, health facilities and social services are looked after by Denmark and it shows - the roads were excellent and tunnels are being bored through some of the hills to help some of the more isolated communities. People still build their own houses with the help of neighbours and good jobs they make of them. The first two days were cold but the third was superb - warm and sunny which made us camp for the night - big mistake. We were woken up by the roar of rain against the flysheet and we broke camp in a real downpour. Our last day in the Faroes was to be spent in Thorsaven it being

St Olaf's day no less, but we had to seek shelter in a woodyard down by the docks where we built a crude hut from all the planks and settled down to wait for mid-night. What a finish to the Faroes, muddled up against a stack of wood, soaking wet and thoroughly miserable. We couldn't help but notice the natives walking in the rain, no overcoats or hats, jackets flapping open as if it was a heatwave. It must be the isolation I suppose. It did eventually stop raining that evening and we squelched into town to see what we could of the festivities which wasn't much. Some native costumes and plenty of drunken behaviour, rolling eyeballs even. Nothing to

remember unfortunately. We made our way to the quayside in good time to wait for the boat and tried to get out of the wind as best we could. Hiding behind a VW caravanette registered in Iceland we struck up a conversation with the young couple in it, who were returning from a 10 week holiday in Europe - "isn't everything cheap, especially Britain" - and got quite a lot of 'gen' on the place. The cost of living is the highest in Europe, the majority of industry is fish-related, there is very little unemployment and the island seems to be booming. They were dubious about our riding bikes over there - were we aware of what the roads were like? Oh yes, we knew they were rough, but it should be a laugh.

The boat arrived late of course but once we were on board we were straight up to the playroom and laid out much to the surprise of the French mob who came bustling in after us. The Icelandic pair had equipped us with sea-sickness pills which we took and we had quite a good night really, but it was a drag the next day waiting for the boat to dock which it finally did at 7 p.m. at Seydisfjordur on the East coast of Iceland. This little village is at the end of a deep ford flanked by snow covered hills and quite literally the whole population had turned out to look us over, plus all the lucky people who were leaving of course.

We were herded out on to a concrete apron and lined up in rows to await the customs officials. What a wait; we had our passports stamped by immigration and then waited by our machines for what seemed like hours in the biting wind. We eventually got hold of the custom's man physically and dragged him over to check



our bikes or we would still be there. Talk about a carve up. Our panniers were searched thoroughly and then we were let through straight onto the largest cobbles and deepest holes, you could imagine. We knew there was a Youth Hostel in the village and since we didn't fancy camping that night we wanted to be there first before it filled up. After a good deal of bouncing up and down we got there and booked in. It was a long hut split into cubicles, 12 in all, holding 2 bunk-beds in each. No shower facilities but the water in each room was hot and there was a cooking room. A young German, joined us in our room, who had arrived on an XL 250 which we thought would be the ideal tool for the job. He was in the Army and had come equipped with all the gear. His English wasn't very good which was a surprise since the majority of people we met could speak English and many could speak other languages also. The hostel filled up quickly, mainly with hitch-hikers, including three women from New York, doing Europe, of course, who were very unfriendly.

The morning turned out to be quite warm, blue skies overhead and all that, just right for riding. Unfortunately the roads, or tracks rather, were not. The routes all over Iceland are simply tracks where some enterprising person has driven over the mountain and everyone has followed the tyre marks. This is OK for cars and vans but on a bike you are obliged to ride in one of the ruts and if you meet a vehicle coming the other way you get out of the way the best you can. With no exception the Icelandic drivers were terrible. We headed out for Egilsstadir about 25 miles inland and it took us 2½ hours. It was murder, first and second gear all the way and try and miss the biggest rocks as best we could, it was very rough going, ideal for the ISDT I would have thought. At Egilsstadir we filled up at a petrol station cum snack bar, but this raised a problem. We had been led to believe that we could only import 1600 Kroner - about £4.50 and since petrol was £1.10 a gallon it soon got swallowed up. In fact, there is no longer any limit on how much money you can import - just one of those irritations which assume greater proportions as you get more irritated. The weather was now very humid as we had a meal at the side of the road while we made plans. It was very dusty when riding and we were liberally covered from head to foot. We now had two choices, go south or north and since the north is usually the driest we decided to go that way, what a mistake that turned out to be. Gritting our teeth, we bounced and scabbled our way out, at one point running alongside the river Jokuldalur which was grey with volcanic ash and sluggish. We passed a few farms on this stretch but very few people were working in the fields, growing grass mainly and hardly any cattle was to be seen. We left these lowlands and began to climb into some hills which were covered in volcanic ash to a depth of several feet in places - indeed the American astronauts did some of their training in this rea before the Moon shots. To add to our pleasure the sky began to cloud over and the wind got brisker. Going over a hill I noticed that Pete was no longer following me and so I turned round and headed back. Pete was at the side of the road fiddling with his machine. Pete rides a Maico scooter which is quite a good machine except for the vibration and the 6v electrics, and the chain had jumped the sprocket when the suspension bottomed in one of the pot-holes. As we got the thing back together several Icelandic cars passed without a glance, but the French mob we met earlier on the boat drove up and stopped to see if they could help. Quite a bunch of characters this lot. Four couples crammed in two 2CV6's with all their gear and would you believe push-bikes on racks on the rooves? We waved them on and got out our waterproofs as it had begun to drizzle.

The scene over the hills was one of a muddy looking track stretching away into the cloudy distance - great stuff. We plodded on and on and came to a farm settlement called Grimstadir - quite an apt name - where we pulled in behind a hut serving as a petrol stop.

('Grimtown' became a landmark in this Cooks Tour - Continued next month)

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



'17 YEARS AGO'

John Parry

found that apart from cornering the market in Maharajah's Hispano-Suizas and panther-hunting Rolls Royces, Stratford Motor Museum also displays motor-ing accessories and magazines through the ages.

For 30p I bought a 1960 Motor Cycling (original price 9d) partly for a trip back in time from razz-ma-tazz bike magazines, partly for a review of the new 1961 R50S. The reviewer used this to cover the ISDT but there are few statistics, no performance graphs or comparative pricing, just a leisurely enjoyment of riding a BM past pine forests at 80 mph on the autobahn. 91 mph was top speed with the rider upright, 99½ with him prone. He couldn't match the claimed acceleration figures of 0-60 mph in 9 seconds because of waiting for the rpm to drop as he changed up - otherwise he got a nasty 'metallic clash'. The rear-brake was spongy and the suspension stiff but the lighting was excellent, once the reviewer got used to winkers on the end of the handlebars. The bike was very stable but heavy (441 lbs) particularly for putting on the centre stand which needed 'a Teuton giant's strength to operate'. Nevertheless, 'high-speed work and nadgery' still gave 71.9 mpg. This impressionistic, civilized, vague review ends 'It's deep exhaust note hardly disturbing the golden peace of that late September morning, the BMW rolled towards home at a steady indicated 'ton'.'

The whole magazine reflects this unhectored style; no colour adverts, no women, no Emperor Rosko prose. Adverts are often still line-drawings, as pre-war, or if photographs, very workman like - a page of stormcoats from Halfords, as worn by the BMW roadster to go with what looks like an Owen's Skulgarde - 'that's the name, made in London by British workers' - patriotism if not safety selling black puddling basins. There is an artist's impression of a motorcyclist strapped to a machine with roll bars and extended crash bars, following 'new' suggestions in the Lancet for reducing motorcycle casualties.

My favourite section, however, is the small ads, where sidecars are still big business (special heading: 'Celluloid' for suppliers of screens), scooters are booming (the magazine is subtitled 'Scooter Weekly') and bubblecars are legion. The French show report emphasises how popular mopeds were (for sale in London are the well-known marques Wabo, Iso and Binz - the show report also mentions a more expensive (1) imitation of a BMW used by French police called a Ratier - have any survived?). BMW sales are very unaggressive; sole concessionaires AFN 'hope to announce shortly prices and delivery'. You can get a new R69S from Elite Motors for £489, £10 less than a Mini and £210 more than a Triumph 650 - so the ratio of prices hasn't changed. Unless you want a BMW Isetta bubblecar (£299 new) the only BM's on offer are a 1958 R26 (£169 ex-BMW club) and a 1958 R69 (£325 from Slocombe's - where else? Described as 'fabulous' - an early pre-Beatle usage). There is nothing pre-war except Morgan 3 wheelers from Mercury Motors in Wembley, where I remember them squatting like strange insects. Rowland Smith (buying and selling every make with exclamation marks) has a superb assortment of Vincents (priced in guineas) but what comes through most strongly is the low-priced enthusiastic service; 'tank leaking? Don't lay up the bike, we loan tanks to hard riders'. Perhaps I'm romanticising the lantern-jawed middle aged men who look out from their Barbour-suited line drawings, goggles always strapped over the peak of their helmets - 'hard-riding distance men' who wear massive gauntlets without stripes, transfers or fancy linings. But it's a very peaceful, secure world.

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

editorial CONT..

What did he think he was proving? He wasn't alone in his irresponsibility that day.

I learned with interest that 482 riders have become Institute of Advanced Motorists members during 1977. I suspect that quite a few of those and subsequent members are BMW riders and Club members. I hope that since venturing into the two-wheeler field has given the IAM a platform for voicing motorcycling views, all its motorcycling members act with responsibility to ensure that the IAM make proposals which are representative of motorcyclists and not ones representative of car drivers trying to think motorcycling. I think the IAM will press for compulsive headlight use, is it really within their bounds to do so? GW

IT MAY NOT BE TOO LATE to enter the 16th Drivers Training Course "Improve your Driving Skills with BMW" at the Nurburgring from 26-29 June 1978.

The course, for motorcyclists and car drivers has been organised by the Verband of BMW Clubs in conjunction with the BMW factory and entails three days of comprehensive instruction by such riders as Helmut Dahne and Sebastian Nachtmann, with some informal functions.

For BMW Club members the entry fee is DM320 for drivers and DM190 for passengers to be officially with the organisers by 3 May, but late entries may be accepted.

For further details contact the Editor, in haste.

(The BMW factory are sponsoring members of clubs associated to the Verband, which we are, to the tune of DM90 per person)

PETE GOWLAND REPORTS FROM

.....

WATCHET

The television weather forecast promised us an unsavoury Easter weekend in the West Country so far as meteorology was concerned, and it wasn't wrong? Everything but snow (and it tried hard to do that) failed to stop the many members at the Watchet Social gathering.

Friday (the Good one) was the day on which most people arrived including the hardy campers who remained cheerful despite taking the brunt of the storms.

Saturday was free for members to do what they wished with films and a buffet being the attraction at the London Inn at night, to say little of the endless chat. A request from me that groups of ten descend to the dining room in orderly fashion fell on deaf ears, as soon as I had said 'buffet' there was such a rush at the door as would make the crush in the Kop insignificant. The rush proved unnecessary there was food aplenty and even some left over.

On Sunday Pete & Adrienne Gosden proved that they had done a fine job in planning a treasure hunt and over 30 bikes entered (don't tell the law) and most got to the finish, even Mark & Hilary Garlin after coping with a screw through their rear tyre. Ian Barkway won the hunt (just reward for providing Saturdays films) with Kevin Ives second.

Work on the Tuesday for many meant the departure of the majority of members around Monday lunchtime, but a few fortunates stayed on longer.

Another first class Watchet season opener.



news
from
the BMF

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

mutual aid

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

25% OFF normal retail price for watch repairs. Ray Brown, a member from the Isle of Wight is a professional watch repairer and will deal with repairs by post. Contact him at 3 Louis Road, Lake, Isle of Wight. Tel: Sandown 3393 between 09.00 and 22.30 hrs. If you have problems obtaining batteries for your digital watch he may be able to help you. All repairs carry a normal guarantee.

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

FOR SALE: R69/S speed £15. S Reg. MZ 250cc. 5 speed gearbox, British Tyres, Good condition. £350 ono. Apply to Mike Leader, 25 Graymar Road, Little Hulton, Worsley, Manchester M28 6PB Tel: 061 799 6319

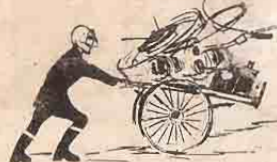
FOR SALE: Pair of genuine BMW Chrome silencers used, offside one has baffle blown, otherwise OK £16. Lucas 12 volt 20 amp heavy duty battery unfilled Fit /5 £18. Brand new. Also Varta 12 volt 28 amp/hour unfilled new battery fit "6/7 models £28.00. New Dunlop K70 tyre 3.25 x 18 £12. New Avon roadrunner 4.0 x 18 £14. New Metzeler 3.25 H19 Block C5 tread £16. Buyers must collect. Tel Littleborough 76303 or write R Holme, 27 Fernand Road, Littleborough, P. 2014

**VARIATIONS ON A THEME**

Snapped at a recent Northern Section gathering were these two fairing, both from north of the Border. On the left modelled by a proud Peter Dickson is his RS equipped with a Witney Farm Supplies special screen as mentioned in last month's magazine. For me (GW) the screen was too high. I had to look through it and could not see over it as is so important in bad visibility conditions. As an achiever of that which it is designed to do the screen is ideal (no eye protection necessary) but would still be so if it had been 1½" lower. (Use fine saw blade & glass paper)

On the right fitted to Scott Laurie's R100/7 is a Pantera fairing. I didn't ride it but if Scott has it fitted I'm prepared to say it must be good.

mutual aid



EXCHANGE: R100RS sports seat for dual seat.
 FOR SALE: Rack & Top Box, Krauser panniers (35 litre) to fit /5 or /6 £90. Apply to D A Byrne, Tel: 061 928 4841

FOR SALE: BMW R80/7 Orange, 2000 miles, crash bars, mud flaps, taxed, kept in garage £1,780, also delux touring international jacket and trousers, quilt lined red, new worn once cost £43.50 will accept £30. New black leather

Belstaff jacket cost £60 - price £50. Apply to D H Foskett, 6 The Terrace, Westmill, Buntingford, Herts.

FOR SALE: R75/6 May 1974, white with nose fairing, krauser 25 litre panniers, stainless silencers, twin flamm horns, mud flaps, new clutch, tyres, battery, wheel bearings just fitted. Very good condition. Reluctant sale but needs must. £1150. To include full set of riding togs if wanted. Apply to David Lohmann 336 Balmoral Drive, Hayes, Middlesex. Tel 01 573 2379

FOR SALE: Ladies hide 'bomber' jacket by Highwayman, mid blue 34" bustas new condition £40. Apply to Jean Day, 22 Trevor Road, Hitchin, Herts

FOR SALE: Campbells pattern /6 silencers unused £17 pair. Brake cable /5 drum, offers. Apply to Paul Walton, 137 Welbeck Street, Hull. Tel 493183

FOR SALE: White Craven 'Golden Arrow' panniers (suitcase type) completely leak proof £35. Nearside Krauser crash bar minus fixing bracket £5. Phone Cullingworth 4360 between 6 - 8 p.m.

WANTED: /6 Krauser or BMW panniers and frames also BMW International Screen. Apply to Mike Harley 32 Kingfield Gardens, Woking, Surrey

WANTED: Krauser or BMW Panniers, without frames to fit R80/7. Apply to Raymond Grant, 21 Lomond Road, Bearsden, Glasgow G61 1BA

FOR SALE: Bosch Spark Plugs for the older models. W240 T2 & W260 T2 for R50, 60 69 and 69S with long reach heads ... £1 per pair inclusive. Apply to Ian Barkway Pleasant View, Back Street, Cotchill, Carlisle CA4 0DR. Tel 0228 61241

FOUND: 1 large black barbour mitten after everybody had left Northern Section gathering at Geoff & Jennifer Wilsons'. Apply to the Editor


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

Speed rated to 112 mph	Speed rated to 130 mph
325 S - 19 £14.00	325 H - 19 £16.00
400 S - 18 £17.00	400 H - 18 £20.00

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

METZELER TYRES METZELER TYRES METZELER TYRES METZELER TYRES MET

	100/90 H 19 Rille 16	£18.00 + VAT 8%
	120/90 H 18 Block C88A Touring Speed	£20.00 + VAT 8%
	325 S 29 Block C5 (for greater grip & wear)	£15.00 + VAT 8%
	325 S 19 Rille 12	£14.00 + VAT 8%
	325 H 19 Rille 12	£16.00 + VAT 8%
	325 H 19 Block C5	£17.00 + VAT 8%
	400 S 18 Block C66 Touring Special	£17.00 + VAT 8%
	400 H 18 Block C66 Touring Special	£19.00 + VAT 8%

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

CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB REGALI

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

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