

the journal of

November 1978

THE BMW CLUB



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Get Enlightened

ISSUE 235

NOVEMBER 1978

Back in early September there appeared in a weekly motorcycling paper an advert that could affect us all in future. The takers of that double page spread were Lucas (the light people), and the product they were pushing was Motorcycle Day-riding Lamps (note the new word "dayriding"). Not a headlamp, or a tail lamp, or a fog lamp or a spot lamp, a dayriding lamp. It is simply a light source sending light nowhere in particular (unlike a headlamp), just advertising its presence. And if you wear day-glo or a white helmet or go a bundle on 'scotch brite' then chances are you may consider fitting such a lamp. If you do, then spare a thought for those riders who wish not to fit them because in the not too distant future your condoning might lead to compulsion. But that's a different argument! Don't think it won't happen because on 23 September 1978 it became law that every motor vehicle and trailer (not at this stage motor bicycles) first used on or after 1 April 1980 must have rear fog lamp fitted, and you recall that not long ago rear fog lamps were unseen in general use.

What is interesting technically is the difference between a rear light, a rear stop light, a rear fog lamp and rear dayriding lamp. Do you feel sufficiently knowledgeable to say? The road traffic act is uncertain enough to insist that rear fog lamps must be at least 100mm away from a rear stop lamp. That could be a problem on a bike.

All this legislation and no one ever will dictate what bad visibility is. It isn't even clear to many drivers and riders that outside a street lamp lit area there is no place in law for side lights. Outside street lights only two states of light are legal when a vehicle is in motion, either no lights or headlights (low high beam). Going back to 'dayriding' lights. We still only assume that daytime motorcyles decrease accidents. The Transport and Road Research p... are as yet undecided. GW

diary of events where the sections meet



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

- NORTHERN;** Catholic Church Hall, Lowton, Nr Wigan
2 miles east of M6 on south side of A580
- YORKSHIRE:** Are between clubrooms at present. For venues see below.
ALSO: on last Tuesday night of each month at The British Oak Inn, Durker, Near Wakefield (Exit 36 of M1)
- MIDLAND:** Venue varies - see below
- WESTERN:** The Caldicot Community Centre, Newport Road, Caldicot, Gwent.
- SOUTH EAST:** The Fountain Inn, Barming, Maidstone, Kent
- LONDON:** Spencer Arms, Lower Richmond Road, Putney
- OXFORD:** The George Hotel, Littlemore off A4142 south of Oxford
- EAST ANGLIAN:** The General Arms, Little Baddow, Nr Chelmsford, Essex ALSO
The Golden Star, Duke Street, Norwich

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

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| NOVEMBER: | 1 | SOUTH EAST | Natter Night |
| | 11 | EAST ANGLIAN | Meeting Norwich |
| | 4/5 | INTERNATIONAL | Irish Rally, Kilkea Castle Hotel, Castle Dermot, Co. Kildare, Ireland. |
| | 4/5 | INFORMAL | Camping weekend, Manor Farm Camp Site, 1 mile north of Seaton, Devon, on A3052. |
| | 7 | LONDON | Natter Night |
| | 12 | WESTERN | AGM, Caldicot Community Centre. |
| | 12 | EAST ANGLIAN | Run to Shuttleworth Collection. Meet Old Warden Air Museum, Nr Biggleswade, Beds 13.00 hrs |
| | 12 | MIDLAND | AGM, William Sharpe Ltd, Bescott Crescent, Walsall (Bring along your own holiday slides and goods for Bring & Buy Sale) |
| | 12 | NORTHERN | Meeting Lowton 14.00 hrs |
| | 15 | SOUTH EAST | Natter Night |
| | 17/19 | MIDLAND/OXFORD | Social Weekend, Keswick, Cumbria |
| | 19 | YORKSHIRE | AGM. Home of Alfred Bright, Engine House, Dacre Banks, Nr Harrogate 14.00 hrs 10ml W. of Harrogate |
| | 21 | LONDON | Natter Night |
| | 26 | SOUTH EAST | Visit Sussex Police HQ, Malling House, Lewes, Meet 12.30, Kings Head, Chailey. Junction A272/A275 or 13.45 at Police HQ. (See section news) |
| | 26 | OXFORD | Jim Kentish Slide Show, Littlemore 14.00 hrs |
| | 29 | EAST ANGLIAN | Meeting and Film Night - The General Arms |
| | 29 | SOUTH EAST | Natter Night |
| DECEMBER: | 2 | NORTHERN | Annual Dinner, Fir Grove Inn, A56 Knutsford Old Road, Grappenhall, Nr Warrington, Exit 20 M6 (A50)
(Tickets and details from Steve Barratt, Kirkham 683978) |
| | 5 | LONDON | Natter Night |
| | | EAST ANGLIAN | Norwich Meeting |
| | | NORTHERN | Meeting, Lowton 14.00 hrs |
| | 10 | NORTHERN | Meeting, Caldicot Community Centre |
| | 9 | YORKSHIRE | Annual Dinner & Dance (See Oct Magazine for details) |

Diary of Events Cont...

DECEMBER: 10	MIDLAND	Meet at home of Sue & Jim Spence, 75 London Road, Peterborough 14.00 hrs
13	SOUTH EAST	Natter Night
17	OXFORD	Mince Pie Party, Littlemore
19	LONDON	Natter Night
20	EAST ANGLIAN	Meeting, The Generals Arms

Section NewsOXFORD:

From Mike Warrilow

All I seem to have done the past month is pack the camping equipment and hi-tail it to some meeting. The 'unofficial' meeting at Saxmunden turned out a lot better than F.S. expected and I am sure that this particular site could be used as a National weekend because the area has a host of hotels within easy reach as well as providing good camping. The following week we arrived at Bishops Cleeve to find a fair gathering of tents for this Midland do. The Oxford Section had a new member in the shape of Terry and Margaret Kelsey's cross labrador dog; it had arrived in a box on the back of the 750 and must have made a few people wonder what the dickens was going on, with its ears flapping in the breeze. Seemed to enjoy itself though.

The revised Treasure Hunt took place on a glorious afternoon but for some reason the Section had its worst turn out for months. Only five people took part in the Hunt and the first couple home were Percy & Joan Curtis, second the Bullings, they were followed by Burt Urquart who said he would have won if he hadn't been running in his new 600 and if his Mrs hadn't sent him in the wrong direction. Excuses! Excuses! I apologise to Bob Tucker and his wife for the poor attendance. A lot of effort was put into the organisation by Bob and his wife and I think he was let down. Blokes of his calibre are hard to come by and if it's the last do he puts on, it's our loss not his.

Ivan Todd stood in for me at the NC Meeting and one of the surprising bits of information to emerge was that we loose a third of our members every year. They in turn are replaced by new members. Seems a lot to me. Have any members any idea why the figures seem so high?

Don't forget the Jim Kentish slide show. on 26 November, meet Littlemore 14.00 prompt, I've been assured of a good show, so lets try for a good attendance.

EAST ANGLIAN:

From Bob Hunter

Somewhere, inside the cockpit fairing of my 100S, there lives a spider. I've never seen him, but I know he's there because I have to brush his web from the clutch lever before every ride. That spider must be a real character, I mean how many 100 mph spiders do you know? What's all this got to do with EA News? Well, a treasure hunt organised by Tony Hanson-Baugh. The weather was perfect and the roads empty. The only problem: the results read like a Who's Who of the EA Section;

1st	Cathy & Roy Gravestock	- 200 points
2nd	Penny & John Milner Smith	- 195 points
3rd	Barbara & Myself	- 185 points
4th	Annie Redman & 'Fats Boon'	- 126 points

Now read the bit about the spider again, I would love to give some other names an airing in this column but if you, like my spider, only creep out in the dark, how can I?

Other award winners for 1978 are: EA Trophy, 1st Ron Hunter, 2nd Alan Crampton. Poseur of the year is John Milner-Smith whose main concern with his brand new FLOORS, shod with continental tyres, was that he must have Metzeler dust-caps fitted. It can't wait to see his matching gold lamé leathers! Ace Tester of the

year is ploughman Jim Egginton whose award includes a pair of stabilizers.

On to social matters now, this year's Christmas Party will consist of an informal buffet at the General's Arms, I'm sorry but we must limit the numbers due to the space available so see me for tickets at the November meeting, £1 per head in advance please.

Finally, winter's here and a lot of bikes are going into hibernation, so let me remind everybody, especially new members, that we don't mind what transport you use to the meetings, just as long as you come.

SOUTH EAST:

From Peter Beaumont

Owing to the annual hols of our regular 'Lady of Letters' I have volunteered to provide this month's newsletter (yes, 'Big Louie' and the boys also operate south of the Thames).

Our September run was to the Stourhead National Trust House and gardens in Wiltshire. We were once again fortunate in getting ideal weather both for the ride down to Wiltshire and for strolling in the gardens. Although the South Eastern contingent was not exactly overwhelming, we were pleased to welcome visitors from the Oxford, Western, London and Midland Sections, as well as potential members John and Margaret from Portsmouth.

Our regular club nights continue to follow the same popular format as usual, but at the time of writing (mid Sept) the ride through the Kent and Sussex lanes, on route to Maidstone really makes for memorable motorcycling. A combination of deserted winding roads, the smell of ripe apples and drying hops, and a 60/6 (with thick decompression plates), must be almost the perfect recipe for contentment. If any members living in the area would like to try it they will be most welcome at The Fountain.

On Sunday 26 November we are planning to visit the Sussex Police HQ at Lewes. This will include a tour of the operations room and it is hoped that one of the motorcycle patrol teams will be present. This should prove interesting, as members may recall that it was this Force that originally bought a number of 75/6s, but then switched to Motor Guzzi following certain handling difficulties!!

As numbers for the visit are restricted, I would be pleased if members wishing to attend would contact me beforehand at 55 Newick Drive, Newick, Nr Lewes - Tel: Newick 2561 (or on Lewes 5400 Ex. 12267 during working hours.)

NORTHERN:

From Bill Madeley

At our September meeting, John Groves our social secretary dropped a surprise announcement of his resignation. His reason being that he considered that he could no longer do full justice to the post due to increased commitments elsewhere. The section would like to thank John and his wife Angela for all the work they have done in the past for the section, and we hope to see them more regularly in the not too distant future.

I think the section was singularly fortunate in being able to appoint a new social secretary to fill the vacancy immediately following John's resignation. Steve Barratt has 'volunteered' to take over as social secretary, and is already busy organising our annual dinner. Steve's address is: 21 Ribby Avenue, Wrea Green, Nr Kirkham, Preston, Lancashire, Tel Kirkham 683978.

Cyril Jones an Inspector of Manchester Police and the man in charge of the motorcycle wing of Manchester gave us a talk on police motorcycle work, advanced motoring and the BMW course at Nurburgring. By far the most interesting was Nurburgring. It seemed obvious that a great time can be had there, but unless you are willing to ride fast and probably beyond your normal limits, it might be advisable just to spectate!! Anyway thanks Cyril for the obvious tremendous amount of work you did to give us this talk.

Our meeting with the Yorkshire section at Ambleside turned out to be the perfect example of organised 'chaos' as you're ever likely to meet. There were groups of motorcycles spread far and wide across the face of Lakeland. Our group saw at least three other groups either passing us or going in the opposite direction. I was that bewildered that I'm afraid I don't really know what was going on that day, all I do know is that I thoroughly enjoyed the day, so over to you Geoff!!



Bike park at the Northern Section's Lowton Clubroom (August 1978)

At the time of writing the Llanudno weekend is once again overbooked, so it looks like there is a lesson to be learned here for our new social secretary. I'm not sure what it is Steve, but dig it out. If we can attract as many people to other social events as this one all our frustrations will be over.

Steve Barratt continues

If ever the section had a damp weekend the Hawes YHA event was it, ten Northern members braved this doomed affair with Midlanders Barry and Jean Jones and new members John and Norma providing fresh faces which we are always pleased to see.

Saturday and Sunday's rides were cursed with blinding drizzle and swirling mist. After the visit to Tan Hill on Sunday afternoon sun and dry roads were found later by the group (of madmen! said one well known character) that rode on to Barnard Castle, but by the time we'd been round the Bowes Museum the rain and mist caught up with us as we took our various routes home. Damp weather yes but not so the enthusiasm.

Now on a gastronomic note, I'm pleased to announce that the section annual dinner is to be held on 2 December at 19.30 hrs as detailed in the Diary of Events. Menu, entertainment details and tickets will be available from me at the November meeting.

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O.K. Bill seeing as you offered - the Ambleside run wasn't really chaos, it was you and a few others who didn't read the Diary of Events details and present yourselves at the right venue. What is it they say about older and dafter!!

The Hawes weekenders might be interested to know that some of that 'blinding drizzle and swirling mist' got up Barry Jones' battery terminals. His Varta blew up a few days later in a not very pleasant way. GW

YORKSHIRE

From James Clegg

September 17th saw the joint meeting of the Yorkshire and Northern Sections at Ambleside in the Lakes. Our section member who had offered his services to lead the run around the passes had to stand down due to college commitments (All the

best Howard), so G.W. kindly offered his services.

From Ambleside we went over the Wrynose and Hard Knott Passes. The first sign that gives an indication of the terrain states 'Unsuitable for Motor Vehicles in Winter'. The road consists of a narrow track road with a series of tight bends, hairpins and 1 in 4 gradients. Just our luck though, too many four wheeled types around (the smell of burning clutches!!). On we head up the coast towards Whitehaven. At Egremont we turned right for Cockermouth, good fast roads and sweeping bends; really starting to enjoy myself here. From Cockermouth we head for Keswick via the beautiful Bassenthwaite Lake on the left and pine forest on the right. I get a knock from the wife 'can we live here?' 'Yes love, but it's a bit far to travel to work every day'. After coffee and a natter at Keswick we all depart on our various ways home, with Barry Cook and myself promising to nip up and see Scott Laurie and the Scottish Section one Sunday at Queensferry.

A really good day nearly turned sour only a short distance from home when on a fast stretch of road between Skipton and Keighley I indicated to overtake the car in front, he obviously had other ideas though because as I was approaching the middle of the car he decided to pull out - PRAYERS, this is it, we are off, but no, old lady luck was still with us, thank goodness.

Now then members, November is our AGM. As I've said before its not just up to the Committee to suggest runs etc., it's your section as well. It is hoped to have a Police Driving Instructor along to give us a short talk on BMW's and Road Safety.

NB The AGM is not at AE Autoparts as previously advertised. See Diary of events for up to date details.

MIDLAND

From Ken Wells

The Social Calendar seems to be all go just recently, haven't unpacked the tent for weeks, in fact it hardly seems worth unpacking the bike; although I don't know what would happen on Tuesday night at the RAC/ACU Training Scheme, if I turned up fully loaded, with camping gear, not liquid refreshment.

The National Camping weekend was as usual very good, and it was nice to try a different part of the country. The 'Hand of Friendship' award must go to Kevin and Sue Ives who transported my old mate Alan (of Watford)!! Sue was marvellous, driving Alan's bike all the way from Watford, loaded as well. Altogether there was 20 Midlanders camping, and nine day visitors, all encouraged by the weather and the Bank Holiday no doubt, I was pleased to see that the tie breaker for Pete and Adrienne's road trial included three Midland Members out of the four. I was pleased also to see 'Whatsisname' and his wife Jo, who were bed and breakfasting; proves you don't have to be a camper to attend a National weekend.

Friday 8 September saw Jim, Margaret and myself heading for Saxmundham, to support the International Rally, and it really earned the title. By Saturday lunch overseas visitors outnumbered the British two to one. That changed, I'm glad to say as the day wore on. The trade was noticeable by their absence, but for two days Lottie and her helpers kept us supplied with coffee; I don't know all their names, but thanks ladies. On Sunday morning while talking to some of our German friends I was asked if there would be another Rally next year, if not they were prepared to organise their own, on OUR site. All in all a very good weekend, and thanks to the organisers.

I know its not exactly Midland news but thats what we've been doing in the Midlands this month, its called supporting the club.

Barry Jones is standing in Social Secretary at present and reports further

Our September camping weekend at Bishops Cleeve attracted a reasonable turnout of members and their families. What a pity that those Midland members who once were regular attenders at section events did not appear for without visitors from other

sections numbers would have been quite low.

Ken & Margaret Wells arrived on Saturday morning inspite of Ken having received injuries at work to his hand which prevented him from riding his R80. He was, however, able to cope with his Italian job, the one with the green full fairing. Several of our Cumbrian brethren also appeared but set off fairly early on Sunday to take the Northern & Yorkshire sections on a tour of the Langdales.

The section are running a social weekend, in conjunction with the Oxford lot, at Keswick in Lakeland during the middle of November. Hotel accommodation for a change instead of living in a damp tent.

Does anyone know of a sure, clean way of coping with eggs (hen eggs, that is)? How to crack them open and into a frying pan without producing an unpalatable mess? If you think you can help will you please get in touch with Peter Roze, chief kitchen maid at Barkways's Finest Kind Motel and Workshop, Cotehill, Carlisle.

Finally, don't forget the Midland AGM on the 12th of this month at William Sharp Ltd, Bescot, where we will show holiday slides if any of you care to bring them along, and raise some cash from a Bring and Buy sale and a raffle. (I hope that hasn't put you off).

LONDON:

From Bruce Clarke

Although I did not attend the camping weekend at Wentnor, I have it on good authority that the event was a success. The section gave reasonable support and those I have spoken to enthused about the treasure hunt, which was arranged by Pete and Adrienne Gosden (who else!).

Saturday 23 saw 14 members converging on the docks at Dover. Mainly London members but joined by Gordon Diplock from SE Section (although I think Gordon attends more London club nights than a lot of London members) and Geoff and Lorna Whitcombe from East Anglian Section on their first long run with the Club. We had B & B arranged by Fred Secker in Stadkyll some 50 miles SW of Köln. The Saturday night social being an added surprise to our visit. Led by Stanley Jackson and Caroline we were soon joining the locals standing on the chairs singing and dancing to live music.

We rode into Köln on Sunday and spent most of the day taking in as much of the show as was possible. It was so vast that it really needed two days to see every thing. Late afternoon we made our way back to Boulogne during which the group got separated and by some bad luck some of us missed the boat home, but that's another story!

Our section AGM was in my opinion a poorly attended affair. Possibly a little more than half our normal club evening attendance. The meeting saw little change in club officers with Bruce Preston, Steve Trott and myself remaining. Nick Rainey was voted into social secretary position with Jim Panks as his assistant. Roy Laithwaite, Eric Rosenthal and Eric Potts were voted as Committee members. The meeting closed with some discussion on various events past and future. Let us ensure we have a full social calander this year by giving Nick our support and ideas.

RENEWAL OF SUBSCRIPTIONS

To relieve the load on Section Secretaries will you please fill in subscription renewal forms and send them in to Section Secretaries as soon as possible, enclosing your fee. Please ensure all details are clearly written out in block capitals. (Club Rule 15 para 2 applies)

DISCOUNTS? For everyones benefit we wish to have a comprehensive list of companies that offer discount to BMW Club members. If you will everyone who has made such arrangements please let Ken Wells (address page two) have details of the arrangements, which will then be made more widely known. We must know of any arrangements made in the name of the BMW Club.

LEAP INTO THE COUNTRY

That is how the title of Kalli Hufstadt's article, 'Der sprung ins gelande!', in the July/August issue of BMW's own publication 'Journal' might be translated.

During the course of 1978 Laszlo Peres, a development engineer employed by BMW in Munich, but of Hungarian origin, has been campaigning this bike, termed the BMW 800GS (Gelandesport) in the over 750cc class of some European enduro style events. The 800 GS is the lightest machine in its class, tipping the weighbridge at 128 kg (against the 195 kg of standard roadgoing 800s), and has been successful in many events during the year.



From the pictures and what specifications

Kalli divulges we can safely assume that the 800GS's only similarity with the R80/7 is capacity. If translation serves us correctly, then we understand that this flyer has an R45 crankshaft, modified R90S pistons and cylinders sandwiching an R80 crankcase. (How about that for an oversquare set up, it must say something for the R45 crankshaft).

The rear suspension is monoshock by means of a Bilstein gas unit.

In passing we are informed that due to his 190 cm tall body weighing 84 kg Laszlo Peres is nicknamed 'titch' (sounds familiar) and that prior to riding BMW his sporting affections were directed to Maico machines.

For those of us who have sampled BMW's on the rough we are left with the succulent suggestion that the factory may consider marketing such a machine Does anyone fancy being a sponsor?

Extra to the article as it appeared in 'Journal' it is interesting to note the route of the right hand exhaust pipe through the top of the engine casing where air is usually inhaled to the air cleaner, presumably to give intake air a boost in temperature, and also the jetisoning of the sump pan in favour of a plate doubling as a sump guard

Remember that dev the frames we ride today was done in the 60s by 'enduro' riders. GW



BMW INTERNATIONAL



Saxmundham in Suffolk is nearer Holland, Belgium and France than most other counties in England, and you could be in Germany or Austria almost before crossing the borders into Scotland or Ireland, so it seemed a natural site for an International Rally in England; and so it turned out to be. The Rally was not specifically a Club event, it was open to any riders of BMW's and no doubt it is good that a one make club can look beyond its own members at least once in the year.



Attendance at the rally approached the 200 mark and a significant number of bikes displayed the international plates of Belgium, Holland and Germany. It takes an influx of continentals to show how introvert we British are in our approach to BMW'ing, however one exception is Kevin Ives, who with his R100RS as featured on the front of the September magazine took the 'best solo' award, winning a trophy and a gallon of Q. (top left)

Club President George Saunders called on Lady Luck and won the raffle. Being modest he chose two tubes of Solvol and swore he'd beat Kevin next year (centre left)

The 'best outfit' award went to Liz Kreiter (bottom right) who with husband and children came from Bergisch Gladbach in Germany. They were en-route to the Jumbo Run but took time off to gymkhana (bottom left). Behind the blindfold is Tony Melling.

On an outfit of a different kind, a wartime R75, came Hubert Vervoort, (centre right) from Belgium. You could tell which was him, he was the only rider to REVERSE his machine into line.



Backing up the first paragraph was John Doyle, who also with family (top right), earned the 'long distance' trophy and a body belt, having crossed from Arklow in Eire.

It was a good rally - Thanks Fred.

RALLY

Readers Letters

Rubbing off the Image

I notice in this month's (September) magazine that you Geoff are trying to encourage 'communication' and talk about the 'BMW owner image' as not really being a motorcyclist one, as known by the general public. I find this as well. As you know I also own and ride a Norton which I find is not so socially acceptable unless I mention it is a 1959 'vintage' and that seems again to put me, and the Norton, in a different and acceptable class. What really bothers me about all this 'social', 'class' or 'acceptable' motorcycling is the young new-comers who don't remember the 'old days' and can't afford the 'Rolls Royce of Motorcycles'. It takes all a young 16 year old's enthusiasm and finance to start on a 50cc which is usually second hand and Japanese. However is he going to become 'acceptable' and not labelled a menace to all road users and society in general? I am speaking from experience as my son is enjoying life on a Gilera Enduro and, like I hope all safety conscious parents, we encouraged him to take part in and pass through a Training Scheme. What I feel is vital and necessary is that he and all youngsters like him are encouraged to join reputable clubs and therefore are able to come into contact with older, more experienced, and genuine motorcyclists.

As our club is an owners marque only, then it cannot by definition do much good in an area where help is needed most i.e. the young newcomers.

Also as a 'national' or even 'international' club the detail contact is at club section level and as in my case the Western Section is from say Gloucester to Lands End, how can club life be a reality except for those in sufficient numbers at the centre or hub of things? I can and do accept that too many splinter sections are not good overall but to get back to my main point which is, what can the BMW Club really do to improve the motorcyclists image when the very nature of the machine marque is essentially a middle class, middle aged, not quite the normal, ordinary, everyday image that the general public has of a motorcyclist or his club?

Dennis G Upton
Newton Abbot Devon

Dennis, I'm glad you have taken me up on that point, at least perhaps over 1000 members will read what you say. Had you saved it for a Clubroom then it would have been squandered on only 50 maybe. Read my September editorial once again. You will see that I am also suggesting that as a Club we can do little but as individual BMW riders we can do a lot. Yet perhaps I am wrong. Would a combined BMW Club and 'Hellish Angels' social weekend achieve anything?

GW



Special 'Grease'?

Just a few points of interest which you may wish to include in the club magazine. My bike is off the road at the moment due to some warranty work being carried out, one thing being the curing of oil leaks at cylinder bases. On taking off the exhaust pipes etc it was found a special grease (?) had been left out on assembly and the threads in the cylinder heads stripped. This fault apparently has already come to BMW's notice. Mine are being replaced under warranty but one wonders what would have happened if the warranty was out of date - model 100/7. Engine No 6042515.

On a brighter note, to members who don't go on club runs and camping weekends, you don't know what you're missing - marvellous places, people and so far weather.

Congratulations on an interesting magazine.

Mike Grinter
Ilkeston, Derbyshire
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Prior to publishing last month's impressions of Angus Buchanan's R51 I wrote to him asking for one or two details about the machine's history. I forgave Angus for delaying to reply in favour of preparing his bike, however after printing date I did receive the letter that follows: GW

R51 Updated

I am sorry that I have not replied to your letter sooner but I have not had any spare time.

My father does not know much about the bike's previous owners as the log book was taken by Swansea. We do know that the R51 was imported from Germany by an RAF Officer in either '53 or '54. It had quite a few owners until my father bought it from Davies in Ipswich in 1971.

The frame number is 513873, engine number 506046. Since my father saw you he has transferred the membership to me.

We have raced the R51 on three occasions, Cadwell Park, Donnington and Brands Hatch and it has been good fun but a lot of work has been development. At Donnington we dropped a valve in practice and needed an engine rebuild, new valves (BMW ones at £26 pair) and pistons. It

went much better but again blew up at Brands - dropped valve again. Finished 13th and 14th. Also a 7th in the Marque Race against the Dutch. We are still rebuilding in time for Cadwell Park on 1 October, the last main meeting this year. The winter months will see more progress I hope with attention paid to reducing the weight and hopefully acquiring more spares - rear diffs especially to enable gearing changes to be made more easily.

Kenneth Buchanan
Colchester

60/7's still Pink

I've been stung into action - pen to paper - by Mike Warrilow's letter in the September journal. Being a relative newcomer I suppose I am one of the silent majority.

M J Embleton's letter (Sept Journal) spoke of pinking with his R60/7 - he is not alone. I became the owner of a 60/7 in May this year and the pinking has nearly caused me to revert back to big H. I was told that the pinking problem had been cured in the later model which I understand was a 'feature' of earlier R60 models. Being a rookie I returned the bike to the dealers to sort it out but no joy. Finally I approached BMW who admitted there was a problem with the R60/7 which is caused by high compression ratios. They said that some 60/7's have ratios of 10.5 to 1 instead of 9.2 to 1. They now had decompression gaskets available which should cure the problem. Mine are due to be fitted - under warranty - shortly, so I'll keep you informed as to progress.

I should like to congratulate all involved in producing a very readable club magazine. Being a BMW owner for the first time I sympathise with Don Morley who in his article 'Transformed in France' said talk of a larger BMW fell on stoney ground. It had the same effect with my wife as well. They just don't seem to understand.

Robin Hatch

Cheltenham - - -

About 18 months ago Clubmember Tom Stevens completed an interesting investigation into the 'pinking' of the 60's. The results were published in the

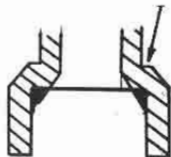
magazine. If any members would like a copy of the thesis then in exchange for £1 to cover postage and copying costs I'll send it on.

Incidentally, I hope soon to be able to publish a list of past magazine articles which may be of use to new members, copies of which we hope to make available.
GW

Steering Heads Vary

Thanks to Jim Moylan for his timely tip on head bearing removal, but a word of warning to all potential bearing bashers. Having just done mine, it is important to drill the holes in the FLAT bit of the boss as close to the stem as possible, not in the SLOPING part, otherwise you will be welting away at the side of the bearing cup, (ask Bob and Roy).

I hope my sketch makes this clear.



Ron Hunter
East Anglian Section

Thanks for the warning Ron. It would seem that the sketch I included in the August issue was accurate for a /5. (Copied from my machine at that time). I think your sketch above applies to /6's onwards. Surely the best way of deciding where to drill is by close inspection of the 'head in hand'. GW

Outfit' wheel mod's

Mike Warrilow's letter in the September Journal has prompted me to write in the hope of eliciting from Club members, the answers to several questions which I have been pondering for some time.

Having now run a short wheel base 75/5 and Watsonian Palma outfit for several years I have decided to overcome two problems at once by fitting car wheels. By this means I will obtain greatly improved tyre life and lower the gearing at the same time.

I would be grateful for any advice which any member can give through personal experience of such a conversion.

I am particularly interested in the following points:

- 1) 15 inch Citroen wheels are frequently mentioned in sidecar circles. If such a rim was spoked onto the original BMW drum brake hubs what is the maximum rim width and tyre size which can be accommodated and would the rim require rebuilding with an offset to provide clearance from the drive shaft side of swinging arm?
- 2) Are there readily available alternatives to Citroen rims?
- 3) Is there a non-spoked alternative which still retains the drum brake?
- 4) Rightwheel of London can spoke my hubs onto a car rim. Is there anybody else who provides this service?

I would also be pleased to hear thoughts on whether the /7 frame and cycle parts are more suitable for sidecar attachment than the SWB /5.

Additionally, can anyone explain why I can buy a tyre for my car which will do between 30 and 40,000 miles while a more expensive tyre for the bike is unlikely to last a quarter of that mileage?

Harvey Garton
12 Newlands Drive
Gedling
Nottingham NG4 3HU

P.S. If the International BMW Rally is to be an annual event can it please be arranged on some date other than that on which the Jumbo Run is traditionally held? Sorry I could not be there this year!

Battery Restorer and Oil Migration

Mike Warrilow's dig at the silent majority has worked in my case, so here is my three pennyworth.

It concerns a product which I have tried on my 90/6 and two other members' machines with good results. The enclosed cutting from 'Safer Motoring' explains all.

The battery on one of the bikes mentioned above was completely shot after only 5000 miles. After being on charge for 24 hours it could not turn the engine

over but after adding 'supercharge' and leaving overnight the engine fired immediately and has done ever since. The battery on my machine is 4 years and 25,000 miles old. It is used daily for work, a trip of $4\frac{1}{2}$ miles 4 times a day, with pleasure trips at nights and weekends. So it doesn't have an easy life, yet it appears to be as good as ever.

Has anybody got a solution to my drive shaft oil problem? It takes roughly 500 miles for the drive shaft oil to find its way into the gearbox. I have drilled the gearbox casing below the speedo cable but it does not seem to help. So any ideas would be appreciated.

John Hall
Nantwich

To quote from 'Safer Motoring'

'Supercharge, is is claimed, 'gives instant life to failing batteries, adds up to ten years to life of new batteries and restores mechanically sound but dead batteries back to useful life'. It is also claimed that Supercharge makes lights up to 25% brighter and generally improves the performance of all electrical accessories on the car. Finally, the manufacturers state that the better condition of the battery contributes towards a faster, more positive ignition, improved acceleration, higher top speed and better all-round performance which is usually reflected in more mpg'.

'Supercharge, a watery pink fluid with little smell, works chemically to convert inactive lead sulphate deposits which prevent the battery from holding a charge into active matter which will take and hold a charge, so improving the performance of the battery, and 75 of every 100 'dead' batteries can be resorted to useful life in this way we are told'.

Jennifer Pedlar, the test reporter in 'Safer Motoring' stated 'I definitely think that adding Supercharge has improved the performance of what was a very unreliable battery'.

Supercharge is available direct from the manufacturers - Motor Trade Products, Hylston House, Woodlands Park, Leonards Drive, Timperley, Cheshire. It costs £1.00 + 20p p&p for one bottle, post

free for two or more. Each bottle contains just enough for two 6 volt or 12 volt batteries if the minimum amount is put in each. It is suitable for all batteries, including motorbikes. GW

Random Thoughts

A number of random thoughts over the last four months since I retired from the Army have at last driven me to put pen to paper.

First, to say thank you to Jack Gibbs and the Oxford Section for their comradeship and help over the last four years that I have been with them.

Secondly to say a public thank you to our stalwart member Ivan Breakwell for not only making and supplying such magnificent S/S silencers, but for replacing mine free and fast after one of them had started to rot after some three years use. Such service is the heart of the Club. The third point concerns the article on page 15 of the May 1978 Journal on adjusting twin leading shoe brakes, which I am blessed with on my 50/5. I believe there is an error in line 7 of the second paragraph, which caused me considerable trouble until I checked my handbook and workshop manual. The adjuster must be turned Anti-clockwise to get the effect Dick Fuller describes.

Finally may I commend to members the electronic ignition system made by Boyer Bransden for some £10. I find it simple and foolproof, starting is first time hot or cold and I have still got the original contact points after 29,000 miles.

Now that I am Norfolk based I look forward to the East Anglian Section activities and have already tried the Golden Star. The beer is excellent and the locals friendly. It looks well for the future.

Wilf Tyler
Diss, Norfolk

Letter Extract

..... I want to find out whether or not the /6 rockers with needle roller bearings will fit to my /5. If it is beyond thy ken at the moment, perhaps you will lay an ear to the ground on my behalf.

John Scroggie
Bangor, Co. Down
N. Ireland.

600 MILES BACKWARDS

I'm not one of those guys who express a universal dislike for motorways and claim never to ride them. To make such a claim must imply that one has few places to go through necessity or have a long time in which to get there.

For me London is 300 miles away; by R80 that's a good five hours via the M6. By train it's only 4 hours away but expense and convenience usually swing the balance in the R80's favour. That wasn't the case at the beginning of September though when ^{the} North West British Rail offered a trip to Euston, an underground passage to Earls Court for the Motorcycle Show, a ticket into the show and return, all for £10.30p.

The R80 had lost this time.

I tried to remember the last time I had travelled by train; I couldn't. I looked forward to eight hours of reading and writing; I shouldn't have. But what I did enjoy was sitting back and watching people, a lot of them motorcyclists, and those that weren't not knowing in many cases that the others were. Sadly a small number made it obvious they rode bikes. Well, to be more accurate perhaps, they wanted me and others to think they rode bikes. It has been said of some actors that they loved being disliked, that must apply to the ones about whom I speak, who even on a train manage to look as if they have ridden 500 miles on the filthiest motorways of Europe.

As passengers settled into their seats on epidemic of motorcycle magazines broke out as frustrated riders having succumbed to B.R.'s bait began further study of their sport.

On the opposite side of my table a discussion struck up as to how to get from Euston to Earles court. Having unsatisfactorily resolved that, the speed of the train was the conversation point.

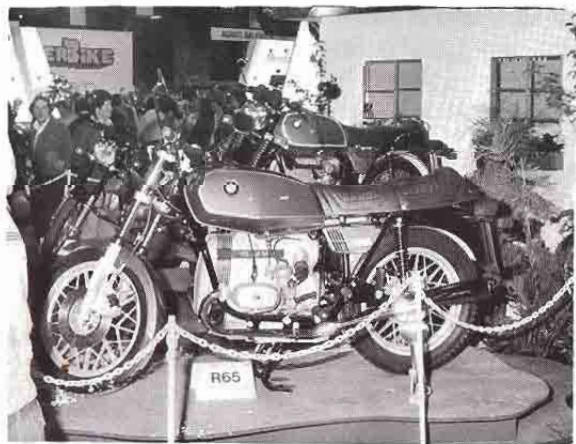
From Preston there was standing room only. I cannot understand it. Is this train always full or is it only so by virtue of £10.30 tickets?

Ears popped as a northbound train caused a pressure change in our carriage, and thoughts of how Don Vesco feels when the salt flats pass beneath him at 200 miles an hour had meaning.

Did the gent opposite in pin stripe suit and smoking Sherlock Holmes style pipe know he was rubbing shoulders with a 'motorcyclist' as he coveted the girl two seats away in white bolero top and well styled hair? The youth in the tatty leather jacket and long hair that looked as if it had been shampooed in Gunk need tell no-one verbally what his preoccupation was.

Ah! We cross the M6 near Eccleshall. There's a rider in a day-glo jacket. I can see him pretty well from a train travelling at 100 mph, good eh!!

The British public's first view of the R65/45 range at Earls Court Motorcycle Show 26 Aug. - 2 Sept.



We passed through stations that were only blurs. At Crewe it's clear that B.R. employees know the benefits of motorcycles. Judging by the number parked in the staff parking bays.

A 'loud-speaker' informed us that anyone wishing to alight at Nuneaton was on the wrong train. Crewe to Euston non-stop; the thirsty R80 wouldn't do that I think.

I had travelled 300 miles and spoken to no-one, never even moved from my seat. Not unlike the R80 trip would have been.

We descend to the underworld of Euston like a hoard of ants. There was graffiti written in Arabic on an archway. Graffiti at its best must be aimed at the masses. Minority group graffiti, what next?

And so to the show, and a bee line for the BMF's Clubman's Corner where I was programmed to be for much of the afternoon.

It was still only 12.15 Four and three quarter hours out of Penrith. The R80 would have been lucky to be saying goodbye to the M1 after that elapsed time.

Shows don't interest me really, but I had a quick look round. Nor am I one to follow a crowd, but the mob at 'Bruces Clothing' stand was by far the greatest. Something to do with the fact that the leather draped models were proving fairly well that they had little on underneath. Fortunately Damart Thermawear were close at hand offering a frilly line in underwear in case you're fussy about who you are seen with in what.

Shows are good places to act as 'the fly on the wall'. The BMW Concessionaires stand gawpers usually supply good listening. Like the self confessed /7 owner purporting to his impressionable acquaintance that the R45 was no different in design to his own machine. 'Does he ever look at his bike' I mused? A second idolater disclosed that a dealer near Derby 'even allows you to sit on his showroom machines', and then justified his non-purchase of a BMW by expounding the vulnerability of the cylinders in an accident.

But worse than that - 'Derriboot' were displaying a range of boots for motorcyclists. Oh Lord! Back to making decisions over footwear again.

The P.A. invited me to get Dave Taylor's and Steve Tonkin's autographs. I forgo that thrill this time!

Not fifty yards away the CBX100 Honda puffed out its 6 lunged chest next to the almost as fleet, they reckon, CB900F four cylinder 16 valve new boy, in euro-style for its World debut.

Back to the Clubman's Corner, answer a hundred questions, and thence to Euston for 1900 hours start for the return trip.

The young lad with the RNLI Tee shirt was there again. Obviously he had been to the Show. I'd have never guessed it this morning.

The carriage was quite quiet now. Two seats away pressed steel frames, knocking big ends and strip down were topics of earnest conversation.

Time and again a little boy struggled to close a door between carriages, not realising it was locked open.

My drowsiness was interrupted by a light that flickered on above my line of vision. TOILET ENGAGED it stressed.

Boredom drove me to ask for the loan of a motorcycling weekly. As usually happens I was at loggerheads with its journalists in no time. When will they stop cross referencing scantily clad females with double knocker (they mean camshaft) engines? I suppose there is more to life than real motorcycling.

At Preston I remembered leaving some photographs at Clubman's Corner.

Lancaster brought light relief when a guard announced our arrival with the resigned

air and accent of Les Dawson reminiscing about his mother-in-law.

The British Rail Electric engine scaled Shap Fell with less effort than the R80 and slalomed above and beneath the M6 as it dived into Penrith Station.

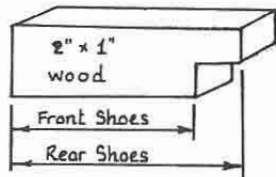
I had travelled 600 miles that day, backwards. I didn't feel as if I had, but I suspect I'll go by bike when I do the trip next week. GW

social workshop

Alan Wray gives some simple tips that many of us might never think about

FRONT WHEEL (& REAR) HUB BRAKES

Keep a piece of 2" x 1" cut to such a length that when the brake cams need removing for lubrication it can be slipped in between the shoes in an expanded condition. It is then a simple matter to remove the cams and lubricate them.



Hub Brake Block



BRAKE CAM SPINDLES

Before removing the operating arms cut a slot mark across the end so that the arms can be put back in the correct positions

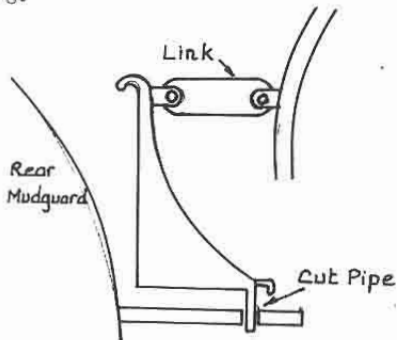
OIL CHANGES

Keep a plastic bottle suitably marked with the amount of oil needed, this removes the hassle of repeated dipping and possible over-filling.

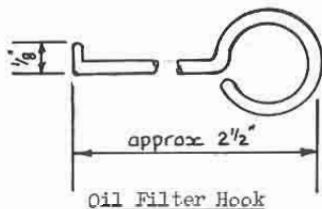
.... before removing operating arm

BATTERY CARRIER (Long W/Base /5's)

To ease removal of the battery - unbolt the whole assembly, cut the spacer pipes at the appropriate spot and rebolt in position nearer the rear mudguard. Make up two strips to connect the top lugs to the frame.



.... for easier battery removal



TOOL KIT

Two extra items I carry.

1. A piece of wire with a small hook for the oil filter removal.

2. A box spanner for the starter motor removal - hexagon head stud that is got at from the front of the engine.

STEERING DAMPER

Cut the excess threads off the bottom, when removal is called for it is a much easier task with clean threads.

The steel friction plate has been replaced by a home made stainless steel item - much stronger and longer lasting.

vintage viewpoint

Never before a new BMW?

At the head of G.W.'s dissertation on the R45/65 models (Page 10 Sept. Issue), he quotes a generalisation claiming that 'there has never been a new BMW'. I have never discovered the value of 'generalisations' save for banding about the saloon bar of the Local on Sunday

mornings. Meaningless, all of them. Of the Austin 7s of the 20's and 30's it was 'Potted Power Old Boy!' Well they did have four pots, which developed no less than than $3\frac{1}{2}$ bhp each, when fully excited.

The R5 was a totally new BMW, frame, forks, engine all completely new. The Company withdrew from competition at International level at the end of 1930, because although the supercharged engines were more powerful than their normally aspirated contemporaries, the 'navigation' afforded by the pressed steel frame and more particularly the trailing-link pressed steel forks, was just not good enough for the real racing circuits in use at that time (Only two of those now remain, the I.O.M. and the Nurburgring). In it's first appearance in 1935, with the racing version of the engine fitted, the Works team won the ISDT. The major difference in the engine compared to all it's predecessors, was that it had a 'one piece' crankcase. Until that time crankcases were split horizontally, with the consequent loss of some rigidity. Since The Company had recently commenced making the crankshafts from 5 components instead of the previous 3, it may be that a more rigid support was needed to prevent crankshaft flexure. Certainly the 5 piece crankshaft was finally overstressed in the R69S version, when the output was raised by no less than 20% (by the new Company, let it be noted) from that of the superb R69. So, enter the /5s, with plain bearing and one piece crank, and off we go again, up and up in the capacity race, but perhaps with the appearance of the R45/65 sanity has been restored?

This age of 'White-Hot Technology' so kindly provided by the pioneer of instant government whose name

I have forgotten, has produced much trauma in this septuagenarian scribe, and possibly none more than BMW's new concept of a designer, quoted by the Editor on page 11 of the same issue. To me, the Designer is the engineer, and he it is who stipulates the material to be used for each component of the whole, which the various Sections of his design staff have detailed to his instructions. Design engineers who weresupreme in their separate fields were Churchward and Gresley, Bentley and Royce, Mitchell and Camm, and in the motorcycle world, Goodman and Carroll, Fitz and Schleicher. These men took all the decisions and all the responsibility. But today's Designer is supplemented - if that is the correct word - by 'Cost Effectiveness Engineers' who bring in their train 'Quality Control Engineers'. Not that that combination works very well - batches of cars recalled from time to time - but escalating labour costs rule out improved quality by traditional methods. Plus intense competition of course. I can imagine that more erudite members than myself will write to point out that 'the quote' was a translation from the original German, that it actually referred to BMW cars and that what we would call a 'stylist' has no equivalent in German, hence it emerges in English as 'designer'. Probably too, that what we call a 'Designer' is in German a 'Konstrukteur'. But not, I'm afraid, the designation of the individual who decides that the motorcycles shall be fitted with disc brakes, vari-coloured tanks, and metal and plastic gubbins which have no function other than decoration. Would it be the 'Marketing Engineer'? J.G.

A who does what dispute

The views published in the Journal of the BMW Club are those of its correspondents and not necessarily those of the Editor or the BMW Club Committee

LUGGAGE

LUGGAGE

LUGGAGE

I had intended to draw this series to a close this month, but as if by design to get a mention in the review BMW have just introduced some software into their range of accessories. Quite obviously we have been unable at this stage to subject any of the items to the tests they deserve, but simply to make you aware of what is available here are some details.

1. Designed to fit inside BMW Moto Case panniers is a pannier inner bag made from nylon fabric. A zip round three sides of one face makes the contents accessible when the bag is still inside the pannier. (In passing it is worth noting that Eurodesign also do an inner bag to fit their fibreglass panniers - August issue).
2. The second item is novel if nothing else. Termed the Magnetic Tankbag, it appears to be fixed to the tank top merely by means of six permanent magnets enclosed in a nylon pad. The fairly small capacity bag then zips to the pad top. The magnetic pad can be rolled up and stored in the bike tool tray whilst the rider struts around town in his 'BMW Style' leathers with the tank bag doubling as a shoulder bag. (Oh yes, I forgot to mention there is a range of leathers, gloves, boots, day-glo jackets, riding belts and waterproofs available now as well).
3. Luggage accessory number three is another tank bag of greater capacity. The bag itself again fixes to a tank top base which is strapped to the tank. A design incorporating a folding apron and two zips allows the bag to be used in two formats, small and large volumes. Once again I am suffering from translation problems, but it seems that the nylon or leatherette bag itself zips to the foam rubber lined base. On the bag top is a transparent polyurethane map pocket.

No. 1.

No. 2.

No. 3.



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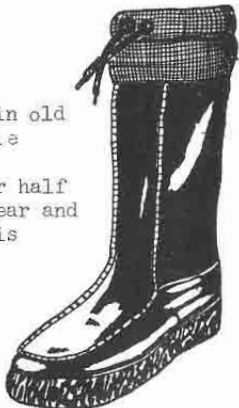
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THE DERRIBOOT DIARY - GLORIOUS

Ron Hunter

AUGUST



- 8 August Fitted new silencers. Patches had come off holes in old ones. Eighty quid a pair from Gus Kuhn. Reasonable
- 9 August Popped over to S.E. club night to see how the other half live. Young Eric turned up as well sporting new gear and d/boots. Must be catching. Kidge told us about his Nurburgring trip. Interesting. Wish I had more confidence in the wet.
- 93 miles
- 11 August Gave the D/boots a bit of welly up to LAZONBY but G.W. not in. Fancy working on a Friday. One advantage of being a shift worker. Can get out mid week. The A6 over SHAP devoid of traffic. The A66 on the way back packed with caravans. Glorious weather. A bit stiff when I got back but nothing that a couple of pints of Ralgelex wouldn't put right!
- 594 miles
- 20 August Club run to THETFORD forest. Good turn out. Bikes from all sections. Nice day for a picnic. Daughter enjoyed it. Kidge popped down from COLNE for the afternoon!
- 190 miles
- 26 August Up to LLANBERIS. Couldn't find the Northern section, but in my usual woolly headed way, was looking for a camp site. Forgot it was a hostel. Never mind, scenery beautiful. Pushed across the mountains via the highest petrol pump in Wales, BALA and WELSHPOOL to WENTNOR. Managed to find that OK. Had good long chat with some new Northern members. Admired each other's home made panniers. Nice couple, sorry I forgot their names and also for swigging tea without offering them any. Didn't think of it until later. Managed to get back home before turning back into a pumpkin.
- 546 miles
- 27 August Started off for WENTNOR again, but winkers went on the blink (sorry) up the M1. Felt a bit of a prune flashing (sic) all the time so went home to fix them. A non-starter as a day out.
- 138 miles
- 3 September Weather still extremely clement. Young Eric had extolled virtues of Cambrian mountains the week before (he gets about a bit) so off I trotted. Met an old combo friend of Ken Wells' at AUST. Small world. From MERTHYR over the Beacons to BRECON, crossed Mynydd Epynt to GARTH, remembering to keep my head down across the firing ranges. Took sixty five minutes from LLANWRTYD WELLS across the Cambrians to THEGARON. There's lovely! Stopped and asked Welsh child if I was on the right road for Pontyriddy-Penyfelly-Ponny Oh! Never mind I'll take a chance, wiped the spit off the map, pushed on to CWMYSTWYTH and back across the mountains to RHAYADER, missed the turn off for the Elan valley though. (What d'you mean, how?). Saw a road sign between BUILTH WELLS and ABERGAVENNY stating, I think, CWMBACK BOUGHROOD (all is forgiven?). Point to ponder, what do they spread on the fields these days? Doesn't smell like the good old fashioned muck of yesteryear! Anyway the d/boots had stood up well to the mountains. Getting them polished for Saxmundham. (Thinks, must remember to tour East Anglia one day!) Question, anyone's any good tips for doing the Lake District in a day? (Apart from don't bother).
- 500 miles
- (You'd be welcome to set off from our house any day Ron - Geoff & Jennifer W.)

SHUFFLING THE PACK

Introduced at the Cologne Motorcycle Show on 22 September was the 1979 range of BMW Machines.

Naturally the R45 and R65 remain as documented in recent Club magazines, but the advent of the R65 of course is the demise of the R60/7.

The R80/7 is unaltered, except that the aluminium wheels, once optional extras, are now standard fittings (as on all models), and the seat has gone to the 'fast back' style of the previous S models (making for carrier fitting problems remember).

The 1000cc capacity range has been shuffled about, with the effect that the standard R100/7 has disappeared to be replaced by the R100T powered by what was the R100S engine. The 100T also sports as standard an S seat, voltmeter, and clock, luggage frame, high rise handlebars, and cylinder protection bars. In Germany this machine will be offered at the same price as the old R100/7.

The R100S, though retaining the old title, will have the R100RS engine as standard. Next in line, so far as price goes, is the 'new' R100RT, basically an RS minus fairing we have become used too, plus a new fairing with redesigned top half incorporating air flow ducts, luggage storage boxes and an adjustable top half incorporating air flow ducts, luggage storage boxes and an adjustable to three positions high screen. The gearbox will incorporate a 5th gear designed as an over-drive, and the seat has a reinforced cushion. Luggage rack and an electrical socket become standard fittings.

The one still the most difficult to face the Bank Manager with is the R100RS, almost unchanged except for the oil cooler system, once optional, is now standard.

It appears that the 45/65 and 80/7 will have only single disc brakes at the front and drums at the rear. The 1000cc bunch will have double discs at the front and single discs at the rear. Common to the whole range is a new battery and ignition system with of course the drive shaft shock absorber. See Page 22 for prices.



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Chrome Plated Machine Badge £2.80 Enamel Lapel Badge ;50p

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

MAGAZINE BINDERS MAGAZINE BINDERS MAGAZINE BINDERS MAGAZINE BINDERS MAGAZIN

A Christmas gift that will be useful all next year

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

earwigs' log



Sorry, we haven't got one this month. Rumour has it that recent work left Earwig with so many tears in his eyes that he couldn't focus on his pen point. Our candid cameraman spotted him doing a combined 'road test' and evaluation of new Government plans to implement roadside punishments for traffic offences.

Have a speedy recovery Eric!

'Cough please!'

Prices in Germany are:

R45	DM 5880	R100T	DM 9290	R100RT	DM 12870
R65	DM 7290	R100S	DM 10990	R100RS	DM 11990
R80/7	DM 8580				

(Present exchange rate is DM 3.75 to the £ - 6 October 1978)

At this time in Britain the R45 will retain at £1599 and R65 at £1899.

FRONT COVER - left to right - Barry & Jean Jones (Midland), Peter Roze (Midland) Jenny Wilson (Mrs GW), and Gordon Diplock (South East) by Saxtead Mill, Suffolk, during the International Rally weekend.

STUCK FOR INSURANCE? Try the Insurance Finance Bureau at 207 Derby Street, Bolton, Lancashire Tel: (0204) 385450, who will offer 5% discount on all insurance to BMW Club members on production of a current membership card. (They also have offices elsewhere in the country.)

COPY DATE : 1 December for January Magazine

mutual aid DISCOUNTS: on Craven equipment sets (panniers, top boxes etc i.e. carrier, fittings, comet panniers for R80/7 - £68 (rrp £80) Apply to Nicholas Robinson 18 Blackhall Road, Oxford

FOR SALE: BMW 250 cc bikes. 1 1954 R26; 1 1959 R27. Both runners, 1954 bike needs attention to wiring and cables. Apply to Tony Standen, 3 Buckingham Mews, London SW1. Tel: Evnings 01.828.9501

FOR SALE: 1 pair m/c boots size 10, 1 pair Lewis leather trousers large, 1 Premier crash helmet. 1 'glow-coat' over jacket. £30. Apply to Cliff Bennett, 49 Providence Road, Coseley, Nr Bilston, West Midland W4 9LE

FOR SALE: Front wheel complete with bearings £45. New unused genuine BMW tool kit £20. Camshaft suit all /6, /7 models except 600 cc £20. Brake Caliper 38mm complete with pivot pin etc £27.50. Large shaggy dog - answers to 'Story' - free to good conversationalist. Pair 75/6 carbs £50. Pair 100/S/RS carbs £75. 60/6 kilometre speedo £10. /6 headlamp shell £30. 750 cylinder heads £30. Plain right hand slider £15. Caliper left hand slider £25. Single master cylinder £10. Steering damper unit only £10. Blue 3 gallon petrol tank with chrome side panels £15. Yellow code crankshaft thrust washer £2. Rear lamp complete. BMW paint sticks green, burgundy, curry 75p. /5 fork brace £13. /6 left hand short stem mirror £2. Footbrake pedal and rod £13. /5 positive battery leads £1. Front and rear mudguards £15. /5 magura levers £5 pair. /6 clutch levers £3.50. Pair of moped type panniers new £6. /6 right hand headlamp shroud £6. Late starter motor £60. Handlebar clamps. Complete set of /5 front forks £130. Rear wheel £25. 90/6 bevels as new £80.

WANTED: LWB /5, /6, /7 swinging arm, twisted or bent, condition immaterial. Apply, Arthur, 88 Harden Drive, Bolton BL2 5BX, Carriage extra

FOR SALE: Bulb kits /5, /6, /7 S & RS Models complete with quartz halogen head lamp bulb £5 + 20p P & P. Bosch spark plugs for /2, /5, /6, /7 S & RS Models £1.20 inc P & P. Apply to Ian Barkway, Pleasant View, Back Street, Cotehill, Carlisle, Cumbria Tel 0228.61241

FOR SALE: Oil filters 3 for £4.20. Points £2.75 each. Condensers £1.85 each, Halogen Bulbs £2.75 each. All above for /5 on and include P & P. Varta Batteries 15 amp £22.50, 28 amp £31.00 plus £1.50 P & P. Fiamm horns £7.75 inc P & P. Griffin Clubman Helmets all sizes and colours £26.50 + £1.50 P & P. Haynes Manual £2.25 inc P & P. Apply to Andy Wright, 12 Heybridge, Castle Road, London Tel 01.267.8110

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



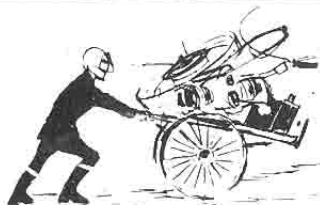
METZELER TYRES - - -	METZELER TYRES - - -	METZELER TYRES - - -
100/90 H 19 Rille 16		£22.00 + VAT 8%
120/90 H 18 Touring Speed		£25.00 + VAT 8%
325 S 19 Block C5		£17.00 + VAT 8%
325 H 19 Rille 12		£18.00 + VAT 8%
325 S 19 Rille 12		£16.00 + VAT 8%
325 H 19 Block C5		£19.00 + VAT 8%
400 S 18 Touring Special		£19.00 + VAT 8%
400 H 18 Touring Special		£22.00 + VAT 8%

Post & package £1.20 per front tyre. £1.40 per rear tyre. Brain Anderson, 150 Fleetwood Road, Dollis Hill, London NW10. Tel 01.452.1426 (evenings & Weekends)

FOR SALE: Spares for Pre and Post /5 BMWs by fast mail order service. Accessories imported from Germany to your order. Repairs to Pre & Post /5 BMWs by appointment. Contact Bob Porecha, 78 Byne Road, Sydenham, London SE26 5JD. Tel 01.778.3314. evenings and weekends

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

CONTINENTAL TYRES are still scarce, see last month's magazine.

mutual aid

FOR SALE: Daytona Orange front mudguard, brand new £30. LH silencer /6 under 1000 miles use £20. Rocker cover /6 as new £10. 90S tank cover £7. Krauser crash bars, tatty £5. Pair 90S throttle cables £1. Pair noisy horns with relay £3. Neon timing light £3. Apply to Roy Gravestock, 390 Dorset Avenue, Gt Baddow, Chelmsford, Essex

FOR SALE: 1978 R100RS, Gold, S Spec. gearing, heavy duty suspension front and rear. Offers please. HP. possible. Apply to Tel 051.336.6385 after 19.00 hrs

FOR SALE R60/5 gearbox £85. Brand new R60/5 cylinder head £73. Brand new rocker box cover £9. Brand new handlebars £6. Please apply to Tom Green, Nant Cottage Llanferres, Nr Mold, Clewyd (Nr Chester) Tel 035.285.478

FOR SALE: R69S with 5 $\frac{1}{2}$ gall Hos ke tank, stainless exhausts, J.G. 12v conversion, Cibie Q/H headlight, craven carrier, recent rebore, fibre glass mudguards, new rear tyre, £600. Handlebar fairing and silver arrow panniers extra.

ALSO Trident TL60 12000 miles, boyer ignition Q/H lamp £1100 ono. Apply to George Tel: Oxford 53066 evenings

FOR SALE: As new 100/7 dual seat, complete with first aid kit £40. Apply to J Williams, 1 Wallheath Lane, Stonnall, Walsall, Tel Brownhills 3108

FOR SALE: 1976 R60/6 excellent condition, 20,000 miles only. Nuremburg green. Purchase of R100S forces sale at offers over £1,000. Apply John White, 5 Cotswold Crescent, Billingham, Cleveland. Phone Stockton (0642) 531486

FOR SALE: Single seat sports sidecar, polaris silver and black, BMW /6 six point fittings. Excellent condition. Haggle £110. Apply to Cyril Jones Tel 061.228.1212 Ext 1228 office hours.

FOR SALE: Comaco Pantera full fairing, white BMW fittings, wing mirrors, lockable tonneau, spot lamps, immaculate condition. £160. Apply to Alan Westwood, Eston Grange 3392.

FOR SALE: R69 engine and gearbox fully equipped with carbs etc. Can be seen and heard running. Open to serious offers.

Euro design carrier with pannier drop brackets will fit /5 onwards, as new £12.

WANTED: 75/5 engine of low mileage or larger capacity. Also Heimrich 37 litre tank to fit R69. Apply to Tony Melling, 8 Grant Drive, Walmer Bridge, Preston

FOR SALE: Brand new rim for R60 cost £22, offers. s/hand R60 rim £8. Earlier narrow angle spoke rim as new £10.

WANTED: serviceable cut out for 1967 R60. Apply to G Fenwick, 23 Brunham Drive Leicester LE4 0HQ

WANTED: 1951 R67 engine, complete and in running order. Apply to Arnold, 73 Barnett Lane, Wordsley, Stourbridge, W. Midlands

WANTED: for Earles fork model, 500cc barral and piston, 2 pushrods, headlight rim chrome, dynamo cover, 2 rocker box covers, camshaft followers, wheel trims, front suspension units, stainless steel exhaust pipes and silencers, chrome rocker box nuts, twist grip and front brake lever, oil pump drive pinion, single sprung saddle or dual seat, spokes and nipples, plastic cover for ignition switch, carb bits. Tel: John Wright, Huddersfield 32983

WANTED: Right hand silencer and front mudguard for 60/6. Apply to Peter Womack Tel: Cambridge 892255

WANTED: One pair of stainless steel silencers, in good condition for 1959 R60. Apply to Sid Thomas, 40 Castle Street, Port Talbot, Glam, S. Wales SA12 6DS

FOR SALE: Exhaust manifold nut spanners to fit /5, /6, or /7 £4.50 collected, £5 posted. Deep sumps (for those who have not got them already) collected £15.00, posted £16.00 VARTA 28 ah batteries £28.00 must be collected. Apply to Peter Barton, Dinkley House, Dinkley Square, Mile End Row, Revidge, Blackburn Lancashire. Tel 0254.62558

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