

THE



JOURNAL

APRIL 1990



THE BMW CLUB

HONORARY NATIONAL OFFICIALS

PRESIDENT:	GEOFF WILSON...4 Scaur Close, Lazonby, Penrith, Cumbria, CA10 1BT, Tel: 076 883 584
SECRETARY:	JOHN GOULD...Weir House, 108 Newton Road, Burton-on-Trent Staffs, DE15 0TT, Tel: 0283 42198
TREASURER:	PAT FINCH...85 Green Lane, Great Barr, Birmingham B43 5LE Tel: 021 358 3377
SOCIAL SECRETARY:	REG MOULE...2 Lancaster Road, Bark Hill, Bewdley, Worcs., DY12 2BX, Tel: 0299 401609
MEMBERSHIP SECRETARY:	PETER KYLE...1 Barrowsfield, South Croydon, Surrey, CR2 9EA, Tel: 01 657 1694
TOOL HIRE SECRETARY:	CHRIS LAWRENCE...123 Eastgate, Deeping St. James, Peterborough, PE6 8RB, Tel:0778 342767
PRE/5 TOOL HIRE SEC:	GERRY DOUGLAS-SHERWOOD...22 Hardley Street, Hardley, Nr. Loddon, Norfolk, NR14 6BY
VINTAGE SECRETARY:	JOHN LAWES...Bowbury House, Ashbourne Road, Kirk Langley, Derby, DE6 4NJ, Tel:033124 334
SPORTING SECRETARY:	KIDGE ELDER...70 Crouch Hall Road, Crouch End, London N8 8HA, Tel: 01 341 5485
SIDECAR SECRETARY:	MARK ROBERTS...Inglewood, Scotland Road, Penrith, Cumbria, CA11 9HL, Tel: 0768 62553
ASSOC.SEC.FOR AMERICA:	GEORGE SAUNDERS...6 Tower Court, Ongar, Essex, CM5 9TB, Tel: 0277 365033
EDITOR:	ALAN CLARK...29 Carrington Close, Birchwood, Warrington, Cheshire, WA3 7QA, Tel: 0925 810015
ASSISTANT EDITOR:	EDDIE PICKETT...66 Withycombe Road, Penketh, Warrington, WA5 2QJ, Tel: 0925 724776
MUTUAL AID/TRADE ADS:	PHIL KINGSTON...15 Stanton Avenue, Spinney Hill, Northampton, NN3 1BZ, Tel: 0604 492236
DISPLAY ADS:	JOHN NICHOLSON...5 Ryegrass Close, Belper, Derbyshire, DE5 0DZ, Tel: 0773 820963

HONORARY SECTION SECRETARIES

EAST ANGLIA:	GRAHAM BISSELL...49 Endlebury Road, Chingford, London, E4 6QB, Tel: 01 529 8049
SOUTHERN:	ROBIN HELBY...Littlecroft, Guildford Road, Shamley Green, Surrey, GU5 0RT, Tel: 0483 893159
LEINSTER:	JIM McALLISTER...186 Kingsbry, Maynooth, Co. Kildare, Ireland
LONDON:	KIDGE ELDER...70 Crouch Hall Road, Crouch End, London, N8 8HA, Tel:01 341 5485
MIDLAND:	KEN WELLS...8 Field Close, Houghton on the Hill, Leicester, LE7 9GS, Tel: 0533 417744
NORTH EAST:	ALAN REDHEAD...Pine Lodge, Catton, near Allendale, Hexham, Northumberland, NE47 9ER, Tel:0434 683610
NORTHERN:	ROY DAVENPORT...93 Billington Avenue, Newton-le-Willows, Merseyside, WA12 0AP, Tel 0925 221906
OXFORD:	IAN DOBIE...16 Gays Place, Upper Stratton, Swindon, SN2 6LN, Tel: 0793 825709
SCOTTISH:	PETER NEWSOME..."Woodside", Auchencastle, Beattock, Moffat, Dumfriesshire,, DG10 9SJ, Tel:06833 646.
SOUTH EAST:	JACKIE LIPPIETT...38 Glover Road, Willesborough, Ashford, Kent, TN24 0RS, Tel: 0233 628538
SOUTH WEST:	ROGER PASCOE...25 Pendarves Road, Penzance, Cornwall, TR18 2AJ, Tel: 0736 62720
ULSTER:	TOBY HURST...12 Sydenham Avenue, Belfast, BT4 2DR, Tel: 0232 653847
WESTERN:	ANDREW TAYLOR-HUTCHINSON...61 York Avenue, Wolverhampton, West Midlands, WV3 9BX, Tel: 0902 22846
YORKSHIRE:	WILLI COWLING...32 Devon Way, Bailiff Bridge, Brighouse, HD6 4DT, Tel: 0484 710809

RULES ARE MADE TO BE...so, that's another AGM over with, and the Club can now hopefully carry on from strength to strength during the next twelve months.

It's a pity though that we have to spend a whole day in deep discussion about the exact wording and meanings of Club Rules and their applications rather than out riding...

The National Committee seems to spend more and more of it's time on this topic too...a fact of life in the naughty nineties, or just the antics of the minority making sure that the rest of us are kept on our toes?

If you'd like your say at a National Committee Meeting, then please do so via your Sections Committee representative...

This years meetings are on 19th May and the 20th October, while in 1991 we're looking at the 16th February in order to get business sewn up in time for the AGM on the 16th March...isn't that where I came in?

SEVERAL NEW Club Officers were elected at the AGM, so I'd like to take this opportunity to welcome them to the ranks of the insane...and to ask all Journal contributors and advertisers to note the changes on Page 2...Eddie Pickett is now the Assistant Editor, and the man that all Section News should go to, on or preferably well before the copy date, which is usually around the 25th of the month.

Any Mutual Aid or Trade Ads should still go to Phil Kingston, but Display Ads should now go to the new Display Advertising Manager, John Nicholson, again, well before the 25th if possible!

Any other items...articles, Torque Reaction, Around the Compass, Vintage Notes, Sidecar Notes, Presidents Platform etc etc should all come to me, the Editor.

And with a bit of luck, we'll soon have some wonderful new equipment to enable us to produce an even more splendid Journal for your delight and delectation...watch these pages!

FRONT COVER: The K100RT of R M Jameson at rest by an old watermill, during his "Pilgrimage to Austria"...see story in this issue...the photograph is a 35mm slide.

CONTENTS

Where They Meet.....	4
Diary of Events.....	5
Around the Compass.....	8
National Autojumble Weekend.....	9
Easter Rally.....	10
Torque Reaction.....	11
Pilgrimage to Austria.....	17
Words and Pictures.....	20
Luggage Tool.....	26
The Last Word.....	29
Vintage Notes.....	32
Section News.....	33
Mutual Aid.....	40
Trade Ads.....	43

COPY DATE FOR JUNE IS APRIL 25TH

OH DEAR, I WISH I'D NOT BOTHERED TIME...

Trevor Magner, the BMFs Press and PR Director would like to point out that my Editorial in the January issue made it look as though the quoted bit was from his press release, when in fact it was from one issued by Geoff and Bruce, explaining their reasons for stepping down from the management committee...according to Trevor, all is in fact sweetness and light at the BMF...I'm glad somebodies happy!

BUT to end on a serious note...club member Steve Woodford passed a message to me saying that he's had his KLT stolen... frame no 0170159 and engine number 41862112...so if you're offered any cheap bits, including a tow bar, get in touch on Plymouth 342127 or with any Police station

The opinions published in this Journal are those of its correspondents and not necessarily those of the Editor or the BMW Club National Committee.

Please notify **ALL** changes of address to the Membership Secretary and your Section Secretary...please ensure you advise both **PREVIOUS** and **NEW ADDRESS** and allow at least 8 weeks for the change to become effective.



WHERE THEY MEET

EAST ANGLIA

The Generals Arms, Little Baddow, Nr Chelmsford, off A130/A414
 The White Horse, Little Cressingham, Norfolk(B1108 West of Watton)
 The Wheatsheaf, Stow-cum-Quy, nr. Cambridge, off A45/B1102
 (October/March) and the Flora Tea Rooms, Dunwich Beach, Suffolk,
 off A12/B1125 (April/September)

SOUTHERN

The Star Hotel, Wych Hill, Old Woking.
 Rakelands Arms, Rake, Hants, 8.00pm
 The Fishers Pond on the A333, 5 miles south of Winchester.

LEINSTER

Strawberry Hall, Strawberry Beds, Chapelizord, Dublin (4 miles west of Dublin off the N4).

LONDON

The Spencer Arms, Putney Common, Lower Richmond Road, SW15.
 The Coach and Horses, Newgate Street Village, nr. Potters Bar, Herts
 The Three Fishes, Turvey, Beds, on the A428 Bedford/Northampton Rd

MIDLAND

Village Hall, Lamport, off A508 Market Harborough/Northampton Rd.
 Walton Village Hall, Walton on Trent, nr. Burton on Trent.
 Hollybushes, Salt, Nr Stafford, 7.30pm

NORTH EAST

Belmont Community Centre, Sunderland Road, Gilesgate Moor, Durham, opposite Durham Road Squash Club.

NORTHERN

Catholic Church Hall, Lowton nr. Leigh, Lancs (2 miles East of the M6 on the south side of the A580).
 Greenhill Lodge, Wigton.

OXFORD

Uffington Village Hall, 2nd Sunday of the month.

SCOTTISH

GLASGOW: Carriages, Great Western Rd (next to Gartnavel Hospital)
 ABERDEEN: Caledon Bar, at the Junction of Gartlee Rd and Auchenyell Rd.

NEWMILNS: Ayrshire, Crown Hotel

ELGIN: Sunninghill Hotel.

SOUTH EAST

The Fountain Inn, Barming, nr. Maidstone.
 The Anchor Inn, nr. Lewes (May to September).
 The Jugg, Kingston, nr. Lewes (October to April).

SOUTH WEST

The Jamaica Inn, Bolventor, Cornwall.
 The Woodpecker Inn, south side of the A38 nr. South Brent, Devon.
 The Canal Inn, Wrantage, nr. Taunton, on A378 off A358 at M5 J25

ULSTER

Corr's Corner, Glengormley, Co. Antrim (main Larne to Belfast Rd.)

WESTERN

Chepstow Leisure Centre, Crossway Green, Chepstow, Gwent.
 The Running Horse, Bewdley on the A456 2 miles west of the town.

YORKSHIRE

The Navigation Inn, Calder Grove, Nr Wakefield, 8.00pm
 The Triton, Brantingham, N Humbershire, 8.00pm
 How Stean Gorge Cafe, Lofthouse, Nr Pately Bridge, N Yorks



CLUB REGALIA - CLUB REGALIA

Available from Jackie Lippiett, 38, Glover Road, Willesborough, Ashford, Kent TN24 0RS

Helmet sticker 50p :: Lapel badge £1.00 :: Cloth badge £1.60 :: Machine badge £5.00
 Tie £4.50 :: Tee shirt £4.50. NEW Tennis shirt £8.95, both in sizes S-M-L-XL-XXL
 Sweat shirt £8.95 sizes S-M-L-XL-XXL or made to measure
 Track suit £17.00 made to measure :: Binder £4.00 :: Number plate £7.95

Prices include postage and packing

Make cheques payable to BMW Club





DIARY OF EVENTS

April

- 1 E.Anglia The White Horse, Little Cressingham, Norfolk. 12.00.
- 1 Northern Trail Riding in the Lake District. Meet 10 am M6 Jnc 40, for further information ring Alan Jackson on 0228 23996.
- 1 Scottish Mull of Galloway run, meet Little Chef on A75, 1 mile east of Dumfries at 10.30am.
- 1 S.East All Fools Run, meet bottom car park Box Hill, Dorking, A24, 10.30am.
- 1 S.West The Jamaica Inn, Bolventor, Cornwall. 12.00. Motorcycling in Madeira Slides.
- 1 Western April Fools Ride, Meet Exeter Maritime Museum, 1200.
- 1 Yorkshire How Stean Gorge Cafe, Lofthouse, Nr Pateley Bridge, N.Yorks.12.00.
- 1 Vintage Green Lane Run, Kirk Langley, Derbys. Details J.Lawes. 033124334.
- 2 Scottish Crown Hotel, Newmilns. 7.30pm.
- 3 Leinster Strawberry Hall, Strawberry Beds, Chapleizod, Dublin. 9.00pm.
- 3 Midland Hollybushes, Salt, Nr Stafford. 7.30pm.
- 3 Northern Quiz Night with TT Supporters Club, The Shaws Arms on A6, Walton le Dale, start 8.00pm.
- 3 Southern The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.
- 3 Southern The Star Hotel, Wych Hill, Old Woking. 8.00pm.
- 3 Ulster Torr's Corner, Glengormley, Co Antrim. 8.00pm.
- 4 N.East Belmont Community Centre, Sunderland Rd, Gilesgate Moor, Durham.
- 4 Scottish Sunninghill Hotel, Elgin. 7.30pm.
- 4 Western The Running Horse, Cleobury Rd, Bewdley. 8.00pm.
- 5 London The Coach & Horses, Newgate St Village, Nr Potters Bar, Herts. 8pm.
- 8 London Treasure Hunt, Meet South Mimms M25 Services. 10am. Finish at The Three Fishes, Turvey, Beds.
- 8 N.East Moors Run, meet Scotch Corner 9.30am.
- 8 Midland Village Hall, Walton on Trent, Nr Burton on Trent, Staffs. 2.00pm.
- 8 Northern Catholic Church Hall, Lowton, Nr Leigh, Lancs. 2.00pm.
- 8 Oxford Museum of Advertising & Packaging, Gloucester Docks, Gloucester. Meet at venue 2.00pm.
- 8 S.West Visit RMAS Newton, limited numbers phone M.Fishwick. Meet Woodpecker for lunch.
- 8 Western Chepstow Leisure Centre, Crossway Green, Chepstow, Gwent. 2.00pm. Film Show.
- 8 Yorkshire Visit Menwith Hill USAF Stn, names reqd 3 weeks prior for security clearance.
- 9 Yorkshire The Triton Inn, Brantingham, N.Humbershire. 8.00pm.
- 10 London The Spencer Arms, Putney Common, Lower Richmond Rd. SW15. 8.00pm.
- 10 Midland The Greyhound, Great Glen, Leicester. On A6 7.30pm.
- 10 Scottish Carriages, Gt Western Rd, Glasgow. 7.30pm.
- 11 S.East The Fountain Inn, Tonbridge Rd, Barming, Nr Maidstone. 8.00pm.
- 11 Scottish Caledon Bar, Garthee Rd, Aberdeen. 7.30pm.
- 12 Southern Rakelands Arms, Rake, Hants. 8.00pm.
- 13 S.East The Jugg, Kingston, Nr Lewes. 8.00pm.
- 13/6 NATIONAL ST AUDRIES BAY, WEST QUANTOXHEAD, SOMERSET.
- 17 Leinster Strawberry Hall, Strawberry Beds, Chapleizod, Dublin. 9.00pm.
- 17 Southern The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.
- 17 Southern The Star Hotel, Wych Hill, Old Woking. 8.00pm.
- 19 London The Coach & Horses, Newgate St Village, Nr Potters Bar, Herts. 8pm.
- 20 Northern The Huntsman, Loveclough, between Burnley & Rawtenstall, 7.30pm.
- 20 Yorkshire Meet with Northern section as above.

22	Northern	Windermere Steamboat museum, meet Burton Services M6 N/bound at 9.30am or at museum at 1200.
22	N.East	As above meet Scotch Corner 9.30am.
22	London	Biggleswade Fire Station, Bedfordshire. 10.30am.
22	Midland	Biggleswade Fire Stn, Beds. 10.30am.
22	E.Anglia	As above.
22	S.East	Kew Gardens, meet main car park, 1200.
22	S.West	The Woodpecker Inn, South Brent, Devon. 12.00.
22	Scottish	Jim Wright's Run, 10am Little Chef, A80 N/bound at Cumbernauld.
22	Southern	Kent run, starting at Newlands Corner on A25 at 9.00am.
22	Western	Westonbirt Arboretum. Meet at Holford Arms, A433 Nr Willesley, between Jnc 18 M4 & Tetbury 1200.
24	London	The Spencer Arms, Putney Common, Lower Richmond Rd. SW15. 8.00pm.
24	Northern	Greenhill Lodge, Wigton, Cumbria. 7.30pm.
24	Western	The Fox, Easter Compton. Jnc 17 off M5. 8.00pm.
24	Yorkshire	The Navigation Inn, Calder Grove, Nr Wakefield. 8.00pm.
25	E.Anglia	The Generals Arms, Little Baddow, Nr Chelmsford. 7.30pm.
25	S.East	The Fountain Inn, Tonbridge Rd, Barming, Nr Maidstone. 8.00pm.
26	Southern	Rakelands Arms, Rake, Hants. 8.00pm.
27/30	S.West	French Connection W/End, enquiries to Peter Burley 0872 864214.
27/30	Leinster	Ulster Rally
27/9	Ulster	Ulster Rally, Campsie.
28/9	Midland	Classic Bike Show, Stafford.
28/9	Vintage	As above, usual help required from Club members please.
29	E.Anglia	Spring Rally, (marathon all day treasure hunt) 10am start from The Wheatsheaf, Stow-cum-Quy, Nr Cambs, then lunchtime at Flora Tea Rooms Dunwich beach to coincide with regular meet, Details from Mike Nobbs 0553 765173. OS Maps No 154, 155 & 156 reqd.
30	S.West	Castle Drogo, meet Mortonhamstead car park 11.30am.
May		
1	Leinster	Strawberry Hall, Strawberry Beds, Chapleizod, Dublin. 9.00pm.
1	Midland	Hollybushes, Salt, Nr Stafford. 7.30pm.
1	Southern	The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.
	Southern	The Star Hotel, Wych Hill, St Johns, Nr Woking. 8.00pm.
1	Ulster	Corr's Corner, Glengormley, Co Antrim. 8.00pm.
2	N.East	Belmont Community Centre, Sunderland Rd, Gilesgate Moor, Durham.
2	Scottish	Sunninghill Hotel, Elgin. 7.30pm.
2	Western	The Running Horse, Cleobury Rd, Bewdley. 8.00pm.
3	London	The Coach & Horses, Newgate St Village, Nr Potters Bar, Herts. 8pm.
4-7	National	Camping W/End. Autojumble & Concours. The Green, Wentnor, Salop.
7	Scottish	Crown Hotel, Newmilns. 7.30pm.
7	Ulster	Breakfast Run, Joe Stewart. Meet Stormont 7.45am.
8	London	The Spencer Arms, Putney Common, Lower Richmond Rd. SW15. 8.00pm.
8	Midland	Natter & Skittles, Cranmer Arms, Aslockton, Notts. 7.30pm. Between Nottingham & Grantham off A52.
8	Scottish	Carriages, Gt Western Rd, Glasgow. 7.30pm.
9	Scottish	Caledon Bar, Garthee Rd, Aberdeen. 7.30pm.
9	S.East	The Fountain Inn, Tonbridge Rd, Barming, Nr Maidstone. 8.00pm.
9	Ulster	Evening Run.
10	Southern	Rakelands Arms, Rake, Hants. 8.00pm.
11/3	Scottish	Camping W/End, Birnam, Nr Dunkeld. Alan Colvin 041-357-3323.
11	S.East	The Anchor Inn, Barcombe, Nr Lewes. 8.00pm.
12	Scottish	Skittles Evening, Leather Bottle Pub, Alton. Ticket Only contact D.Dudley or A. Everitt. 7.30pm. Cost £3-50 per person.
12	S.West	10th Anniversary of section. Contact Colin Camp.
12/3	N.East	Camping W/End. Crofton Forestry Commission Site, 2 mls outside Rosedale village.
12/3	Oxford	Camping/Hotel W/End.
13	E.Anglia	Off Road Trial. Bookings to Graham Bissell. Limited numbers.
13	London	The Three Fishes, Turvey, Beds. Meet South Mimms M25 Services. 10am. Mystery Tour after lunch at Turvey led by Andy, 01 556 2023

13	Midland	Colin & John's Derbyshire Ride, with coffee and lunch stop. Meet Little Chef, No 270, Long Eaton, Derbyshire. 9.00am.
13	Northern	Catholic Church Hall, Louton, Nr Leigh, Lancs. 2.00pm.
13	Western	Chepstow Leisure Centre, Crossway Green, Chepstow, Gwent. 2.00pm. Quiz competition with prizes.
14	Yorkshire	The Triton Inn, Brantingham, N.Humbershire. 8.00pm.
15	Leinster	Strawberry Hall, Strawberry Beds, Chapleizod, Dublin. 9.00pm.
15	Southern	The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.
	Southern	The Star Hotel, Wych Hill, St Johns Nr Woking. 8.00pm.
15	Yorkshire	BBQ & South Yorks Run. Meet Woolley Edge Services, s/bound M1 at 11.30am, finish at Andy Stork's house, Osset for BBQ.
17	London	The Coach & Horses, Newgate St Village, Nr Potters Bar, Herts. 8pm.
17	Southern	BMW Technical Evening, Coombes of Guildford, Slyfield Green Estate, Woking Rd, Guildford. 7.30pm.
18	Northern	The Huntsman, Loveclough, between Burnley & Rawtenstall, 7.30pm.
18	Yorkshire	Meet with Northern section as above.
18/20	Leinster	N.West 200.
18/20	Ulster	N.West 200.
18/20	Northern	The Welsh W/End & Tour, centred on B4518 between Llanbrynmair & Llanidloes.
19/20	E.Anglia	BMF Memba Rally, East of England Showground, Peterborough.
20	E.Anglia	BMF Rally as above.
20	Scottish	Cowal Peninsular Run, meet Little Chef, 1m north of Ardrosson 10.30am or at Dunoon 11.45am.
20	N.East	Run to BMF Rally, meet Scotch Corner 9.00am.
20	S.West	Gliding at RNAS Culdrose, limited numbers contact P. Burley on 0872 864214.
20	Western	H.M.S Victory & Mary Rose visit, Portsmouth. Meet Dock Gate.
21/6	Scottish	Drew Nicholson's Northwest Highlands Tour, contact Chairman for details etc.
22	London	The Spencer Arms, Putney Common, Lower Richmond Rd. SW15. 8.00pm.
23	S.East	The Fountain Inn, Tonbridge Rd, Barming, Nr Maidstone. 8.00pm.
23	Western	The Fox, Easter Compton. Jnc 17 off M5. 8.00pm.
24	Southern	Rakelands Arms, Rake, Hants. 8.00pm.
24/7	Yorkshire	"A bit of a do" at Baildon, Yorkshire. Camping with BMW Club Orisshot, Netherlands.
25/8	Midland	Camping W/End, Red Lion, Stickford, Lincolnshire. 4ms south of Spilsby on A16, Bed & Breakfast available at Public House.
25/8	Scottish	Blair Atholl Camping W/End, contact Bob Irving.
25/8	S.East	Camping W/End, Support Yorkshire's "Bit of a do".
26/8	London	Brittany Hotel W/End, France. Contact Steve Benthall. 01 440 3818.
26/8	Oxford	Camping weekend.
26/8	S.West	Camping/Hoptel W/End to Cosford Aerospace Museum and Ironbridge Gorge, enquiries to Mike Fishwick.
27	E.Anglia	The Flora Tea Rooms, Dunwich Beach, Suffolk. 1200.
27	Leinster	Armagh Run with Ulster Section.
27	Southern	White Horse run, start Rownhams Services M27 W/Bound 9.00am.
27	Ulster	Sunday Run, Kieran Toner.
29	Northern	Greenhill Lodge, Wigton, Cumbria. 7.30pm.
29	Southern	The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.
	Southern	The Star Hotel, Wych Hill, St Johns, Nr Woking. 8.00pm.
29	Yorkshire	The Navigation Inn, Calder Grove, Nr Wakefield. 8.00pm.
30	E.Anglia	The Generals Arms, Little Baddow, Nr Chelmsford. 7.30pm.
31	London	The Coach & Horses, Newgate St Village, Nr Potters Bar, Herts. 8pm.

FRED SECKER sends news of a French Rally on 24th-27th May in Dunkirk...no more details but contact Catherine Richards, 146 Rue Gaspard Neuts, 59240 Dunkerque, France.

BMW DEALER GODFREY HALL of Coventry are having a stock clearance sale of genuine BMW accessories, clothing, helmets etc...call 0203 591223 and ask for John Brownlow NOW...cos he told me on the 19th February!



AROUND THE COMPASS

ULSTER SECTION RALLY...White Horse Inn Hotel, Campsie, Londonderry...April 27/28/29. £55.00 for dinner bed and breakfast Friday and Saturday, Sunday night accomodation arranged if needed. Check MCN and Bike Magazine for special ferry terms. Reservations with booking fees to Toby Hurst, 12 Sydenham Avenue, Belfast BT4 2DR, Tel 0232 653847

NORTH WEST 200 ROAD RACES...Ulster Section Camping Weekend May 18th to 20th, Glenariff Forest Camping site. And if you don't want to go to the races on the Saturday, there is a forest ramble or scenic bike run, with the usual (!) activities on Saturday night. Contact Leslie Allen, 14 Wyncairn Park, Larne, Co. Antrim...Tel:0574 74127.

FANCY A TOUR ROUND THE NORTH AND WEST OF Scotland taking in the Cowal Peninsula, staying in Dunoon on the Sunday night and heading where the fancy takes you on the Monday morning, returning on Saturday to spend the weekend of the 26th May with the Scottish Section at Blair Atholl?

If you like beautiful scenery and fancy a camping/B&B go as you please week, then contact Drew Nicholson on 0556 610847 ASAP as numbers will have to be limited.

SOUTH WEST SECTION CAMPING AND HOTEL WEEKEND, 26TH/28TH MAY...visit the Cosford Aerospace Museum and the Ironbridge Gorge Industrial Museum during the course of a long weekend at Bridgenorth. Hotel accommodation (double £30, single £18.50 with bath and breakfast) with an excellent campsite in the grounds of Stanmore Hall, home of the Midlands Motor Museum, close by. Contact Mike Fishwick ASAP for details...075539 516 (home) or 0225 88 3701 (work).

SPECIAL FARE DEALS WITH P&O...available again for 1990, Robin Helby has reservation forms which you will need to take advantage of the stupendous deals he has obtained for us..contact him at Little Croft, Guildford Road, Shamley Green, GU5 0RT.

THE YORKSHIRE SECTION AND THE BMW CLUB OF ORISCHOT, NETHERLANDS, INVITE YOU TO "A BIT OF A DO"...THURSDAY 24TH TO SUNDAY 28TH MAY 1990.

Set on the edge of Ilkley Moor (so in the words of the Yorkshire Anthem, don't forget your hat!) at Dobrudden Caravan Park, Baildon Moor, Baildon, Shipley...on site catering marquee, seperate entertainments marquee, and several runs out to the Dales and a visit to a coal mining museum.

CAMPING IS £10 per person for three nights or £3.50 per person per night. CHILDREN UNDER 14 ARE FREE. SPIT ROAST ON SATURDAY NIGHT is £5 per person...please book in advance for this. DAY VISITORS CHARGED £1.00 per day.

All bookings to be in 2 weeks before the event. Cheques payable to the BMW Club should be sent to Dave Wood, 65 Campion Avenue, Hessle High Road, Hull, HU4 7AP

THE LEINSTER SECTION THATCH RALLY takes place over the 28th September to the 1st October, at Schull, West Cork, within easy reach of Glengarriff, the Ring of Kerry, the Lakes of Killarney and the Blarney Stone.

£40.00 per person includes 3 nights accommodation in cottages with dinner on the Saturday evening. Non returnable deposit of £10.00 by June 5th, balance by August 5th (cheques payable to the BMW Club Leinster Section) to Jim McAllister, 186 Kingsbry, Maynooth, Co. Kildare, Ireland, or call Gerry Davis on 0001 524039 after 7pm.

AND AGAIN FROM ROBIN, news of the 4TH WELSH ENDURANCE RUN...5th/7th May. The Southern Sections annual long distance on-road run for the serious rider. Not a competitive event, but check the September 1989 issue of the Journal if you want to see what is involved! Once more based at Baskerville Hall...numbers limited so contact Robin at the above address or on 0483 893159.

BOOKING FORM FOR BMW CLUB NATIONAL CAMPING WEEKEND & AUTOJUMBLE
THE GREEN
WENTNOR
SALOP
MAY 4TH-7TH 1990

The first National Autojumble ever staged by this Club will be held at the above location. Entrants to date are as follows:

James Sherlock, breaking bikes on site.

Nigel Huish, Trailers, Floor Paint, Security Locks etc,

Kieth Shaw, Stainless nuts, bolts & parts for boxers.

Kiehan Silencers, many bargains for silencers fitted on site.

BMW Club regalia, whole range and stock of binders etc.

Some pitches are still available and any one wishing to book a unit please contact Reg Moule at address shown below.

A concours will be judged on Sunday 6th May starting at 12.30pm. Classes for pre/5, R90S, Sidecar, /5 & 6, RS & RT and K's...six in all. Please circle class at bottom of form if entering your BMW Motorcycle.

Camping facilities are up to the usual high BMW Club standard. The usual runs out are planned along with a reserved room exclusively for Club use with entertainment planned for Saturday evening.

NAME; _____

ADDRESS; _____

TELEPHONE; _____

RALLY FEE INC ENTRY TO AUTOJUMBLE £1-00 PER ADULT _____

DAY VISITORS ENTRY TO AUTOJUMBLE £1-00 " " _____

CAMPING AT £1-50 PER PERSON PER NIGHT...

No of people _____ X No of Nights _____

Please Note. Children under 15 free. TOTAL AMOUNT _____

Please circle class if entering Concours.

(1) Pre/5. (2)/5 & 6. (3) R90S. (4) RS & RT. (5) K75 & 100 (6) Sidecar.

Please send this booking form along with cheque made payable to The BMW Club to: R.P.Moule, 2 Lancaster Rd. Bark Hill, Bewdley. Worcs, DY12 2BX.



EASTER RALLY

MIKE FISHWICK

This ever-popular event returns again to St Audries Bay, near Minehead and has been organised by Aubrey Hill of the SW Section.

As usual, the entire site has been booked for the exclusive use of the BMW Club. Members will therefore be able to make full use of all the available facilities, which include a heated indoor swimming pool, tennis courts, putting greens, snooker, skittles, and table tennis, with a sauna, a solarium and a children's play area! Entertainment facilities include two bars and a ballroom with live music and entertainment. All meals will be available at the restaurant and a fast food bar will operate all day.

Planning for the conducted runs is now well under way, with local riders leading several groups during the course of the weekend.

Saturday will see 2 short runs, of 30 to 40 miles, in the morning, and these will be repeated in the afternoon. There will be a common start/finish/lunch stop, which will allow those who wish to stay out all day to do so by switching runs.

Sunday will have four runs, providing the opportunity to ride around the Brendan Hills (80 miles), the Blackburn Hills (100 miles), Exmoor (150 miles), with a stopover at James Sherlocks new BMW breaking premises, or, for the really ambitious, a 200 mile run from the Bristol Channel to the Dorset Coast!

As explained last month, it has been decided that this year the hill climb will not take place. This decision has been made with the interests of the BMW Club in mind, and it does of course mean that Reg Moules 1988 time will stand in perpetuity!

A competitive event will, however, be available in the form of an inter-section event based on the Royal Tournament Field Gun Contest - two six-person teams will be required to partially strip a BMW, carry its constituent parts across an obstacle, reassemble it and then push it back to the start line...the quickest team wins!

A tyre-changing contest will benefit those who excel at Chinese puzzles; as with the above strip and carry event, a severe handicap will be imposed...only tools which will fit within the BMW tool tray may be used!

For those who would prefer actually to ride their BMW, a Part One Riding Test circuit will be available, with a few extra variations to test your skill, while observed Assessment Rides will also be available by courtesy of the Somerset Advanced Motorcyclists Group.

While the above events may lack the instant thrill of the hill climb, they will permit more members to take part and do not pose a risk to either the BMW Club or its officers...if you want a thrill, try running over a six-inch plank, while helping to support a dismembered BMW!

MOTORCYCLE SPORT is offering **FREE** classified advertisements to Club members (providing you send them your membership card as proof of membership) so long as the ad is kept to 40 words including address etc. Write your ad in

block capitals and send it to Motorcycle Sport, PO Box 35, Standard House, Bonhill street, London, EC2A 4DA by the 17th of the month. And don't forget an SAE so they can send your membership card back!



TORQUE REACTION

MANX DO?

Having started the habit of going to the Manx GP again after a gap of some years, I am rather surprised that there is no Club event or meeting during Manx week.

Is it possible that a member who lives on the Island or who does the TT and the Manx might be willing to set up a meet, perhaps at the Calf of Man or Niarbyl Bay where refreshments could be had? If there is a BMW Club meeting, then some sort of lubricant will be necessary for dry throats!

If an evening meeting were thought more attractive, then the new 'Archibald Knox' at Onchan would be an excellent venue if the landlord were willing to have us. I am not unwilling to try and set the thing up, but it does seem more sensible for it to be arranged locally if possible.

Would those who would be interested care to send me a note or postcard so that the interest in such a meet might be gauged? **JOHN HILL, BYFIELD, WREFORDS LANE, EXETER EX4 5BR TEL (0392) 420268**
PS I hope to ride the R35 if it is ready.



WHY DID YOU MOVE HERE THEN!

This is the question sooner or later everybody asks. Kath and I have now lived in our croft house in the wilds of North Skye for two years, having left the suburban delights of Tyneside. We brought with us our BMW R100RS and the mail order business, Classic Restorations. It was, at least, a risk.

The boxer spares business has moved very well and I find more Southerners have heard of the Isle of Skye than Newcastle upon Tyne. The cry "that's a long way" has replaced "sorry mate, I didn't see you". The Sgitheanach, a native Skye man, always sees you. We are given an hourly update by our neighbours on all bikes to pass through the Township, with details of make and rider's age and apparel. Their passage is greeted with continued interest until only the exhaust note remains. Wave - they will wave back!

The croft dog, the wandering bull and the Japanese tourist have replaced the Volvo as the hazard to avoid. It really is better to tour Skye by bus or on foot as the roads vary from excellent to 100 yds of rocks (by the Flodigarry Hotel). The sheep reverse into the road whilst still eating imaginary grass. Aggression in the English sense is only seen with the arrival of the early bloom of English tourists in May.

The R100RS will be replaced by a GS, far more suited to gravel and grass. Rides are sometimes interrupted by a traffic jam - a grave Gaelic conversation in a passing place, with a handshake to begin and conclude. Stop and admire a pace of life hardly of this century. Enter our Post Office, the smallest in Britain and the conversation will change into English as to use the Gaelic would not be be courteous.

STAINLESS STEEL SILENCERS
10 YEAR GUARANTEE

The silencers listed are manufactured by us to original specifications and produce comparable noise levels.
Now German T.U.V. approved.
Unconditionally approved for ten years; also 14 day money back guarantee.

SILENCERS	
BMW R100RS, RT, RCS	£154.00 per pair
<small>(Please state 38 or 40mm pipe diameter)</small>	
BMW 6/7 series	£154.00 per pair
BMW R80 (Monoshock)	£152.00 per pair
BMW R45/65	£152.00 per pair
BMW R80GS	£161.00 per pair
Silencer clamps £3.50 each	
For mail order please add £5.00 for p&P	
 EXHAUST PIPES 6/7, RS, RT, RCS etc	
Single balance system	£92.00 inc p&P
Twin balance pipe system	£105.00 inc p&P
R45/65 single balance	£93.00 inc p&P
R45/65 twin balance pipe	£106.00 inc p&P
R80GS-ST collector box	£84.00 inc p&P
R80 collector box (Mono)	£96.00 inc p&P

Redditch (0527) 546860
KEIHAN SYSTEMS, Unit 4, Dunlop Road,
Hunt End Ind. Est., REDDITCH, Worcs.

To persuade our visitors not to set their alarms, that the door is left open, that we don't have a letter box is a continual delight. It does rain, we do have midges, it is windy, the main shops are a 280 mile round trip. Without the constant undercurrent of stress, tension and crime we are much more relaxed and happier.

Many Club members stayed with us last year B&B (non smokers only, £13,00 per night). Many others dropped by. PLEASE, if you want just to call, ring first. I do work hard to give my customers a fast service and if I am tied up I will say so - don't be offended, please.

Not the commercial. I run a mail order business supplying used parts for BMW twins. I take credit cards and often help people who ring me with advice, even if I don't make a sale. I buy bikes and parts from all over the country. The postal service here is excellent and usually I can supply as quickly and cheaply as anyone in the country.

B&B up to the end of June only at present as Kath expects our first child in July.
PETER LAMPREY, 10 LINICRO, PORTREE, ISLE OF SKYE, IVS1 9YN TEL 047 042 227

THE BLACK K'IMPERNEL

They seek him here, they seek him there,
Those bikers seek him everywhere.
Rides he by night, or rides he by day?
That damned elusive sleek Black K.

The Time 9th to 19th June inclusive.
The Place Somewhere in France.
The Task Find the Black K.

For you, 5 days of intrigue; for the Black K, 5 further days of captivity.

BMW . . . SPC

SIX LETTERS THAT ADD UP TO 100% COMMITMENT TO MOTORCYCLING: FREEDOM, EXCITEMENT, PEACE OF MIND, QUALITY AND AN UNBEATABLE FRIENDLY SERVICE.

SPC
Motorcycles

A32, Lower Farringdon, Nr Alton, Hants.
TEL: 042058 691 FAX: 042058 249



10 days of fun, all wrapped up in French food, wines and scenery. I invite 5 touring couples, who must have a sense of fun and adventure, to accept this challenge. Interested? Then for this mystery tour with a difference, where 1st Timers to France are especially welcome, simply send SAE for tour outline to:

THE BLACK K'IMPERNEL,
WHINSCAR HOUSE,
LEIGHTON BECK ROAD,
BEETHAM, MILNTHORPE,
CUMBRIA LA7 7AX.

N HODGSON TEL 05395 62166

NOW THEN, VETERINARY!

As a new member, can I offer a contribution? A small tip which may be well known, but one I found out for myself. Filling the front forks on my R100RS was very difficult (and presumably so on many other models). Fortunately, my local veterinary surgeon had the ideal tool - a drenching syringe!

These are normally used to squirt medicine down animals' throats. They resemble large hypodermic syringes but with a nozzle instead of a needle. They are clear plastic, graduated in millilitres and cheap. They are also useful for filling the transmission on monoshock models.

Clean carefully after use and remove the plunger from barrel for storing, otherwise the rubber 'piston' sticks in place.
ANDREW FARRELL, BUXTON

HOSSACKED!

Derrick Tucker's excellent article on the Nurburgring kindly mentions my KRS. Before I get labelled as a heretic, I should explain that whilst this KRS makes a great tourer, its worst feature is its front suspension.

My KRS came with the standard forks so beloved of BMW, ie lots of dive and wallow (like a pogo stick). Then courtesy of Daphne Holt, I upgraded to the so called 'sports suspension'. This is better damped with a fork brace but had such firm springs that my wrists ached after an hour or so. And I do over 30,000 miles a year.

In early '89, I decided on a Hossack conversion, with modified frame, double wishbones, Koni monoshock and rigid

'fork'. In the next 4 months the KRS did over 10,000 miles, including outings at Cadwell and Goodwood, 1,200 miles on the Nurburgring, 2 hours being thrashed by BMW testers on their track at Munich and then two-up through France, Germany and Spain for the Krauser Rally.

I can only say that Hossack forks work, wet or dry, tarmac or dirt. The front suspension did its job so well that I just took it for granted and was mildly surprised when the Ohlins unit on the rear got slightly flustered. My pillion particularly liked the Hossack forks because there is no dive when braking, even if left late into a bend (and with 320mm Spondon discs).

I use a KLT for business/commuting and by comparison I found it to be an unwieldy, wallowing pig! In November it too got 'Hossacked' and now has comfort and handling. And ABS without fork dive, but the suspension still working!

Unfortunately my KRS has developed internal problems after a mere 75,000 miles with one careful owner and needs a transplant. A 4 valve engine from the first K1 write off....any volunteers?
ROBIN HELBY, SURREY

[SEE SEPTEMBER 1988 JOURNAL FOR HAPPINESS IS A HOSSACK" BY MIKE HOLT - ED]

TUT, TUT, TUT

Having just read John Green's letter in the February issue of the Journal, I wonder just what he's tut-tutting about. I rushed to the bookcase to examine the photo on the front of the December issue and yes, it is a good photograph. But no, he or she, the subject of John's letter, is not setting a bad example. The line is not a solid, unbroken, or double white line system, so why shouldn't he or she be on the other side of it? That rider has a better, extended view round the left hander than the others. The angle of lean is greater than the others he is presumably overtaking and, of course, why shouldn't that rider overtake? I'm sure John must have overtaken others at some time in his motorcycling career.

Of course it wouldn't be prudent to stay out there if something is coming the opposite way, but then of course that

rider would have earlier warning of oncoming traffic, road blockage etc etc.

Comments from those riders in the photograph would make interesting reading, John, and I should get ready with a tin hat and shield! I'd lend you mine but they're distinctly second hand and well battered.

MICK WHEELER, DONCASTER

SCOTTISH TRIP PLANNED...

I would like to take a small party touring the Scottish Highlands in the last week of May. I have toured the area frequently and am addicted to its uncongested roads. Now that the addition of a pram forces my better half to stay behind I am looking for other motorcyclists to accompany me. I expect to meet at Huss near Loch Lomond and stay 4 nights in hotels costing £25 to £35 for dinner, B & B. The overnights will be on 26th to 29th May or 29th May to 2nd June inclusive.

Anyone interested should phone me on Belfast 640075 before 9.30 pm.

Vincents

Kings Meadow Road, Reading, Berkshire RG1 8BN

SERVICE KITS

50 items with tools etc. 128.95
1981 1000cc Honda 128.95
All motorcycles brand 1985 on 128.95
All 4 Sereps 149.95

BRAKING

Brake Disc 17" front or rear 171.78
A Sereps front 178.48
K Sereps rear 178.78
Brake Pads all Brembo (all 14) 47.45

FACTORY REPAIR BOOKS

445-85 123.95
860-7 101000 124.95
775 1000cc 124.95
445-85 123.95
860-7 1007 124.95
445 1000 127.85
1000cc 124.95
175 4750 4750 124.95
1000 10000 10007-1 124.95

RIDERS HANDBOOKS

19.50

CLOTHING

2nd Generation Leathers 199.95
Close jackets 100grain 129.95
Touring jackets with liner 129.95
Bike + track trousers 129.95
Ladies 3 piece suits 8-10 149.95

BATTERY

75ah Battery 445/85 124.95
75ah Battery 4750 124.95
75ah Battery 1000 8 9 124.95

For all your parts needs - just phone All major cards accepted

TEL 0734 597150 FAX 0734 596746

GENUINE PARTS

STOCKTAKING CLEARANCE
MANY ITEMS INCLUDING:-
HELMETS, RAINSUITS,
KIDNEY BELTS, SERVICE KITS

FAST SAME DAY DESPATCH
We accept all major credit cards

Godfrey Hall **COVENTRY**
0203 591223

Also, anyone interested in combining motorcycling with inexpensive Irish salmon/trout fishing is welcome to contact me anytime.

WILLIAM PORTER, 121 KNOCKBREDIA PARK, BELFAST BT6 0HE.

FREQUENT WASH WORKS BEST

After the letters on 'white rust' which I found particularly interesting, I felt compelled to write. I've had my R80ST for a short 2 years and although the novelty is still fresh, she is my only form of transport (apart from a Honda 250 Dream!).

Being used every day, the bike collects dirt like the 'Persil Automatic' advert and as a result she gets a quick bath and leather every second weekend. If done this regularly, it takes only 15 minutes! To top it all, she lives under a canvas cover at night and not in a warm garage.

Anyway, 'white rust' becomes a thing of the past except for my spoked wheels, which get the toothbrush treatment with Jif. This stuff is brilliant and it only

needs doing every 3 nights.

On a last note - does anyone know where I can get a British standard visor for my German-bought System One helmet?
COLIN HEDLEY, SE SECTION

TYRE CHOICE ADVICE

I recently purchased a second hand (D registered) K75ss with new Metzeler tyres fitted front and rear. Whilst this fitment has not let me down, it never feels particularly stable, especially the front which is very susceptible to white lines, road scars, etc. I have checked things like wheel and steering head bearings and experimented with different tyre pressures, but all to no avail.

As I will need to replace the tyres prior to a Continental tour in the summer, I am open to suggestions based on first hand experience as to suitable replacements. I am especially interested in anyone who has experience of radials fitted to this model (even though they are not on the list of recommended tyres). Michelins appear to get good magazine reports? I

was also considering Avon Super Venoms until I read the Motorrad 89 report in the February Journal, again a tyre with good reports in the popular motorcycle press belied by user experience. I would appreciate it if anyone expressing an opinion could give a report on both wet and dry road performance as I have a serious aversion to falling off.

Can anyone also explain what criteria are used to formulate the 'recommended' tyre list, as it seems illogical to me to recommend radials on K100RS but not on other K series with identical rims and very similar geometry.

JOHN HENSON, 33 ABBOTS ROAD, ILCHESTER, SOMERSET BA22 8ND TEL 0935 840120

MORE ON SONIC

I would like to add further to Vic Barnes' comments on Sonic Intercoms (Feb '90 issue).

I first had the Sonic recommended to me by my flying instructor when I was learning to fly a microlight. It allowed my instructor and me, then later my petrified passengers and me to talk freely.

CONTINENTAL & METZELER

TYRES

CONTINENTAL METZELER

FRONT

3.25S18		ME11	£33.95
3.25S19	TK22	ME11	£34.95
3.25H19	TK22	ME33	£40.95
90/90H18 T/L	TKV11	ME33	£45.95
100/90V18 T/L	TKV11	ME33	£51.70
100/90H19 T/L	TKV11	ME33	£47.50

REAR

130/90V17 T/L	TKV12	ME99	£69.50
4.00S18	TK44	ME77	£42.90
4.00H18	TK44	ME77	£48.80
120/90H18		ME99	£56.65
120/90H18 T/L	TKV12	ME99	£62.95

MICHELIN ALSO STOCKED - P.O.A.

ALL INNER TUBES . . . £8.30 EACH

POST EXTRA

ONE TYRE £2.90 - TWO TYRES £3.90

INNER TUBES POST FREE

WHEN ORDERED WITH TYRES

FITTING AND WHEEL BALANCING SERVICE AT:

JOHN BRAIN TYRES

273, Wimbledon Park Road
Southfields, London. SW19 6NW
Phone 01-788 9307

I could hear questions like, "why isn't there a parachute?", quite clearly in an open cockpit at 5000 ft doing 70 mph with a two-stroke engine hammering away at ear level only a few feet away!

I have since moved to a lower altitude type of flying, on a brick, and find I can converse quite easily up to 90 mph. If I want to be heard a tad or two above 90 mph, I only have to raise my voice slightly.

For those of you not familiar with the system, it also comes with a socket and lead which allows you to listen to a Walkman or the like. I use it with the radio cassette fitted to the bike and although it's not stereo, the sound quality is very good.

As you will have gathered by now, I am a fan of the Sonic and find it adds greatly to the pleasure of motorcycling; it is surely a must for those who ride two-up regularly.

Finally, I agree with Vic Barnes that careful positioning of the earpieces is important. Perhaps Dave Thomas should give his Sonic a second chance - it's well worth it.

JOHN PHILLIPS, STRATHCLYDE

RUST HORROR!

Whilst my Y registered R100RS alloy wheels were away being grit-cleaned and stove-enamelled, I recently took time to check the bike over and was somewhat appalled at the amount of rust I found - even to the underside of the seat! A day with sandpaper, cleaner and chassis black paint ensued....

I am considering stripping the bike down completely and having the chassis etc cleaned and stove-enamel coated, but before undertaking such a major act I would greatly appreciate any advice from Club members who have done a similar job - what special tools, if any, are needed, what are the tricky bits and what tips can ease the job? Can anyone suggest a firm that can undertake the chassis work well and at roughly what cost?

Regarding the RSs fairing - mine is looking decidedly 'tatty' in places and again I would be grateful to receive the name of any firm that can do the job at

prices more reasonable than BMW charge!
**R B B GIBBS, ROSE COTTAGE, HOLLINGTON,
LONG CRENDON, BUCKS HP18 9EF**

[A QUICK LOOK THROUGH THE MARCH JOURNAL, ROBERT, SHOWS DIFAZIO MOTORCYCLES, BOB PORECHA, MOTORWORKS, BOXER-K MOTORCYCLE SERVICES, AND BRACKEN MOTORCYCLE WORKSHOP, ALL ADVERTISING THEIR SERVICES.... WHY NOT SUPPORT SOMEONE WHO SUPPORTS THE CLUB AND THE JOURNAL? - ED]

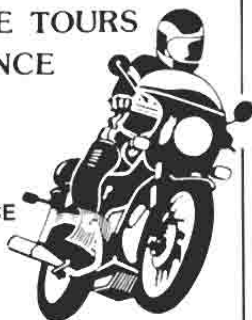
MORE VOLTS?

I am writing to the Journal to ask Club members for some advice. I am thinking about a few modifications to my bike, an R80ST, and would like to hear from anyone who has done similar modifications, these being:

- (1) Remove the air box to allow me to fit a larger battery.
- (2) Fitting different air filters to allow me to do the above.
- (3) Fit heavier duty fork springs to give me better handling from my Spax, as I think that the springs are not up to the job and I would like to know if other owners have had this problem

HARLEQUIN MOTORCYCLE TOURS TO FRANCE

**ENJOY A HOLIDAY
WITH A DIFFERENCE
BY MOTORCYCLE**



Gentle, optional excursions organised daily
The accommodation is either chateau or hotel.
A wide range of food is available (French/British).
Any language or interpretation problems will be dealt with by our staff, leaving you free to relax and enjoy the french atmosphere.
Sample some of the country's finest wines at reasonable prices.

SPECIAL RATES FOR GROUPS, CLUBS, OAPS.



FOR FURTHER DETAILS

Mrs CROWLEY.....061 797 3314

PETER ... ANS. PHONE ..0663 733434

GRAHAM / HELEN..... 0638 768173

and how they resolved it.

**JAMES KEENAN, 6 GADIE CRESCENT, ABERDEEN
AB2 6SZ**

"VWF"...

After reading A J Grant's letter in February's Journal, I feel that the following information may be of interest to members as the condition he describes (numbness in his hands due to vibration from his K75S) could be Vibration Induced White Finger.

Vibration Induced White Finger (VWF) is the whitening of fingers resulting from reduced blood circulation caused by using vibrating tools. The condition is progressive - several stages of severity are recognised as follows:-

0 Intermittent tingling and/or numbness with no blanching of digits.

1 Blanching of one or more fingertips, with or without tingling and numbness.

2 Blanching of one or more fingers with numbness. Usually confined to winter. Slight interference with activities.

3 Extensive blanching. Frequent episodes. Summer as well as winter. Definite interference with activities.

4 Extensive blanching. Most fingers. Frequent episodes summer and winter.

Especially in stages 1 and 2, the symptoms are not continuously apparent, tending to appear when the body is cold. Attacks of VWFs may last about an hour and as feeling returns to the fingers, pain can be experienced to a greater or lesser degree according to the stage of the condition. The stage reached will depend upon:

- a) the amount of vibration;
- b) the length of exposure to vibration;
- c) the susceptibility of the individual.

Within the forestry industry we have become aware of the health problems caused by VWF amongst long term chainsaw users. The number of persons affected has been reduced by improved design of chainsaws (eg. anti-vibration handles)

and by improved work practices. Whilst the risk of developing VWF through vibration from a motorcycle is obviously not as great, due to shorter and less frequent exposure to vibration, the following recommendations should ensure that the development of VWF is reduced to the lowest reasonably practicable level.

a) Grip the handlebars as lightly as is possible whilst retaining full control of the machine. This will reduce the amount of vibration absorbed by the hands. Often the first sign of VWF is on one or two finger joints which have taken most of the vibration due to too tight a grip.

b) Vibration hazards are increased by continuous exposure to vibration over long periods - take a break as frequently as is practicable.

c) Ensure that the machine is properly maintained, particularly in respect of anything which may increase vibration - engine tuning, wheel balance.

d) Keep hands WARM; before the time you even begin to notice that your hands are becoming cold the damage is already being done. Try to keep gloves dry. Mitten type gloves are warmer than gloves with separate fingers. Except in very warm weather, always use the heated handlebar grips.

e) Wear suitably warm (and where necessary, waterproof) body and arm clothing to ensure good blood circulation to the arms and hands. It is better to be slightly too warm than to risk being cold. Also ensure that nothing you wear is tight enough to even slightly restrict blood circulation.

f) Avoid smoking immediately before and during any journey (including rest halts) as nicotine reduces the blood supply to the hands and fingers.

The information given is taken from the information available within forestry, edited to be more relevant to motor-cycling. Incidentally, the reference to heated grips is taken directly from the recommendations - chainsaws can be purchased with electrically heated handles and ALL chainsaws used by the Forestry Commission are so equipped!

DENNIS BROWN, CUMBRIA

PILGRIMAGE TO AUSTRIA

R.M. JAMESON

We love mountains, streams and smooth curving roads or, as our German speakers say, "Wir haben lust fur die Kurvenstrasse". You will have read articles about the joys of Germany with European Adventures, many of Bruce Preston's tales of touring and the Ken Craven archives. Having toured Bavaria and northern Germany and Austria regularly for some years (my machine gets homesick!) we planned to attend the 2nd European Conference of the International Christian Medical and Dental Association at Schladming in Austria.

Our route was planned to travel through Germany in a leisurely way, stopping only at Schwetzingen and to visit relatives of my wife near Stuttgart, then to explore along the northern shores of the Bodensee (Lake Constance) and so enter Austria. We do not like overcrowded places frequented by the package tours; you know the sort of thing - crowds, coaches, hotels designed for fast food - the chips with everthing attitude. No, we prefer quiet roads with lots of curves, picturesque scenery and small old towns with the inexpensive and modest hotel or gasthof with the local food and wine. Just the sort of tour that European Adventures organise, I understand. Although we travel independently ourselves, not all package tours are bad!

Schwetzingen is a charming small town which we have visited several times before. It is near Heidelberg in Baden-Wurtemberg. It is the site of the Summer palace of the Count-Palatine and the grounds contain amongst other things a mosque, bathing house and bird garden and one of the finest ornamental parks in Europe, plus a gem of a baroque theatre. This place is well worth a visit and like many delights in Germany unfrequented by foreign tourists. The hotels in this town are noted for their fine food and wine and therefore are not cheap; we stayed as before in the Alder Hof and it can garage your bike. If gardens give you pleasure, we can recommend the Schlossgärten, Ludwigsburg. We visited them last year and apart from the formal beds, there is a delightful children's playgarden with mobile groups illustrating Grimm's fairy tales.

Moving on, we journeyed to Herrenberg near Stuttgart, where my wife's relatives live and there I bought the latest BMW System helmet from the local helpful dealer (Walz-Motor Sport, Horbe Str. 28). The charming verkauferin spoke far better English than I German and she chatted about the IOM TT events. Some of her friends are not only committed to motorcycling, but restore vintage Bentleys, so if anyone knows where spares can be found, they'd like to know. The BMW System 2 is a fine helmet, in fact the best and most comfortable that I've ever worn. Importantly its much cheaper in Germany; you will save about £60.

We then went through the Swabian Alb and visited one of the many fine open air country museums where a whole village had been rebuilt and fields planted to show how folk lived in former times. Then passing above the River Danube along a rocky high road down to Lake Constance. The Bodensee area is famous for its orchards and the fruit trees were heavy with apples and pears. The many old towns along its northern shore are picturesque; Meersburg for example is most attractive, but we decided to press on and stayed the night at a restaurant, Schloss Kirchberg, Immenstaad. The fish from the lake are superb. While in this area, you may want to visit the fine airship museum at Friedrichshaven, which honours both the Wurtemberg King and his airship fleet. The motor museum of Fritz Busch at Wolfegg, north east of Ravensburg, is a must for lovers of Italian bikes. If you can read German, there is a descriptive article on this region in "Touren-Fahrer", a touring motorcycle magazine (Touren-Fahrer 6/88, Nov, Dec). Incidentally, even if you cannot read the language, the German magazines are worth looking at; much more lavish and up-market than the British ones.

We thought petrol was cheaper in Germany, so we got "Volltanken" in Lindau before entering Osterreich to go to Bregenz. You are then spoilt for choice with mountain roads. We chose to travel along the Brengengerwald, Hochtannbergerpass. This scenic road runs from Dornbin past Schwarzenberg, a pretty town square for a coffee break, to Warth. Then to Feldkirch, St Anton, Innsbruck seems the most obvious route. However, our desire was to seek out within the time available the twisty passes, so the Silvretta-Hochalpenstrasse was our choice; perhaps less beautiful than some, but the climb is a delight.

Indeed these Alpine roads put the conference theme "The limits of Adaptation" into practice; steep inclines, high altitude (less oxygen for the engine) and numerous bends. Fortunately, caravans and juggernauts are forbidden on most of these roads and considering that many are closed by snow for several months the road surfaces are very good. My machine is a BMW K100RT built in 1983. It is regularly serviced and before long trips is skilfully checked by Southport Superbikes. On this and other tours, fuel consumption is 50 mpg using leaded 4 star petrol; if the autobahns are used the consumption drops at the higher speeds to about 45 mpg. I find when fully loaded it handles well and the Metzeler Laser tyres give a secure grip. Only a few passes are used by heavy traffic, the steepness and Z-bends down the Mittenwald-Felfs road at Zirl can be testing the "limits of adaptation" competing with juggernauts in drizzle, with diesel spillage on the road which is about 1 in 4 curving on itself at about 30 degrees.

However, the Silvretta-Hochalpenstrasse is caravan free, 30 hairpins rising to above 2,000 metres and a modest toll (maut) of only 250S. The climb begins just before the toll near Partenen. After the hairpin bends you may need a pause to admire the view and we stopped to take photographs at the dam half way up the mountain. Continuing up the Silvretta-Stausee, an artificial lake is reached. There is a restaurant and hotels at this place where you can stop for a warming cup of coffee or bowl of soup. The waters of this artificial lake are a greenish blue and power the electricity supply. As you descend down into the valley you come to Galtur, one of the many attractive villages of the Voralberg. Here we stopped overnight at a hotel which was the centre and school for hang-gliding. Apparently this is a passion for many who hurl themselves off precipitous peaks to soar along the valley. The prospect for us seemed terrifying; motorcycling is far, far safer. The rest of the road passes through attractive villages, with many tiny wooden houses perched on terraces or stilted on rocky mounds.

Innsbruck is an attractive university town, the administrative centre for the region of the Tirol. It is a good place to visit with a Royal Palace, unfortunately closed when we stopped by, and fine art galleries and museums. Visit the old part of the town and see the Goldenes Dachl. This beautiful object is a roofed balcony upon which is portrayed amongst other things the coat of arms of the daughter of Margaret of York. This finely carved structure was erected in 1494 by Duke Friedrich the Penniless, to prove to all that he wasn't! As it was very hot and sunny, being almost penniless ourselves we rested at a street cafe in the Herzog Friedrichstrasse to follow local custom and have a glass of fine rose wine with an ice cream.

After an overnight stop in a village outside the town we went on to Zell am Ziller to the Gerlochpass road and the waterfall. The Krimmlwasserfalle drops 1,250 feet and is very impressive with a rainbow of iridescent spray contrasting with the curved amphitheatre of the green wooded valley. The road to the waterfalls is again a toll, 700S, and is rather narrow with numerous twists and turns as it ascends from Gerlos. Another popular biking road.

Our ambition was to tour the Grossglockner and stay awhile at Heiligenblut before our conference at Schladming. The mautpries (toll fee) is more expensive than the other roads, but an illustrated guidemap too is well worth every Schilling! The start of the climb is in a dark and sombre valley which gets little sunshine and the ascent is through a little wooded gorge to the jagged rocks embracing numerous sharp

hairpins on a steep rise. The view is now more breathtaking; on either side snow capped jagged peaks even, in the height of Summer. You are well above the tree line, the larches have all but disappeared and can be seen as sparse green tinged poles in the depths of the valley below. Yet more and more hairpins and the road climbs higher through a sinister jumble of huge rocks and boulders. Indeed, part of the bleak road is aptly named the "Witches Kitchen". We turned off the main road to get to the Edelweisspitze where there is a park reached by severe steep (1 in 3) twists and an observation tower, once more a popular bikers' rest to admire the view.

After the photograph session we rejoined the main road to ascend to the highest point, 2,505 metres (8,448 ft), at the Hochtort. The descent curves gradually going into the valley but before long there is another branch road, the Franz-Joseph-Hohe leading to the Pasterze glacier and mountain climbing school. Yet another glorious road with numerous twists and turns with magnificent views; near its end there are restaurants popular with motorcyclists, indeed one club was meeting there during one of our visits. The road ends in a covered car park and there is a viewpoint and cable car taking one down to the 6 mile long glacier. It is possible to go a short safe walk along the glacier; ladders and a footpath are placed at the foot of the glacier wall to enable tourists to ascend and walk for a little way on top of the glacier.

Heiligenblut is a tiny village and there are suitable inexpensive hotels which can offer, in addition to fine food, secure accommodation for your machine. We stayed further down the valley in Grosskirchheim. From this hotel the local Bishop set forth on an expedition to climb the Grossglockner summit in 1799. This area has many fine mountain walks and we spent a few days exploring on foot, even walking from the village to the Pasterze glacier, climbing on paths to over 7,700 feet. After another steep climb we reached the road to re-visit the restaurant frequented by motorcyclists where the innkeeper brought us a refreshing bowl of steaming hot soup. Walking down the footpath on the opposite side of the valley the road soon disappears out of sight and on entering woods we saw deer grazing. The valleys grow their own flower bedecked pastures and because of the steep slope all is harvested by hand using a scythe. Only sufficient is cut for each day's need so the golden brown cows always have the freshest of hay.

We travelled to Schladming by a different route so as to make the most of the scenery. Schladming is a popular resort, a small town set in a lush green valley surrounded by high peaks. A good base to tour the surrounding countryside which is slightly flatter as the valley is broad. Nearby is the mountain range with the Dachstein glacier, where it is possible to ski even in the height of Summer. There was a conference excursion to the glacier, where one ascended by cable car from the warmth of the valley floor to the icy conditions and clouds of the glacier. It was good to reach the warmth of the valley again and to note many fine narrow roads to explore in the future, winding through woods, balconied villages blooming with geraniums, curving round small hills to give entrancing glimpses of tiny onion-towered churches and hamlets.

Too soon the conference was over and it was time to journey home, but my wife pleaded for a brief return along the Grossglocknerstrasse to repeat the praisemaking "mountain top experience". No wonder Christian motorcycling friends liken the experience of such rides to worship and prayer. So I needed no persuasion as "Wir haben lust fur die Alpen Kurvenstrasse. Ich ja fahre am liebsten mit meine Motor-rad!" Our journey back included yet another pass but not such a scenic journey, as it was the main road for lorries and heavy traffic from the south into Austria. This Felber Tauern road tunnels through the mountains to give access to the once isolated eastern Alps. Before entering the tunnel from Lienz, a glimpse is possible of a fortress, the outpost of the Salzburg bishops. Salzburg, what a city! Mozart and the "Sound of Music", a wonderful operatic puppet theatre, water fun at the eccentric Bishop's Schloss Hellbrun. But that's another tour, another tale!

WORDS AND PICTURES

...FROM THIS YEARS
AGM BY ALAN CLARK
AND NEIL SAGAR

Saturday 10th March 1990 saw 212 of the Clubs members assembled once again at the Cresta Court in Altrincham as guests of the Northern section, for our Annual General Meeting.

The excellent venue again allowed us to have several display items to keep people amused during the boring bits...BMW dealer Alan Jefferies was on hand with a K1 (no, no demonstration rides) and a lot of other goodies including clothing and boots; Harman Services created a lot of interest with their 200bhp turbocharged KRS, and a small display of parts and accessories; Nigel Huish turned up with an R80GS fitted with his latest leg shields and towing a trailer, as usual; and Robin Helby arrived on the dirtiest KLT I've ever seen...once the muck was scraped off, however, the Hossack front end proved to be very interesting, but I'm getting ahead of myself...more of that later!

Much to everyones surprise and delight, President Geoff Wilson was present and looking reasonably fit if a little thin after his enforced absence from things motorcycling, and planned to chair the meeting up to lunch time, when Mike Warrilow would take over for the strenuous bit!

So, to business, with Geoff welcoming those present to the AGM in the 39th year of the Club, a year which has seen the unfortunate deaths of two stalwarts of Club life, Joe Greenwood and, very recently, Pat Milner of the Yorkshire Section. On the brighter side, the Club is prospering as never before, with an increased membership and levels of activity in all areas. Geoff thanked the retiring officials for all their support, and hoped that we can keep away from the fringe issues and get on with the motorcycling in the years to come, with the Club continuing to provide what people want while encouraging everybody to take part in the many aspects of Club life.

In his final address as Club Secretary, Harold Walton thanked Geoff for his efforts, and made a couple of observations on Club life...with membership fast approaching 4000, is it time for us to think of a full time paid official to look after the paperwork and possibly the money side of things. Perhaps it would be a good idea to include job descriptions for club officials in the rules, and isn't it about time that sections tried to sort out local "difficulties" themselves, with less recourse to the National Committee. Harold concluded by saying that he had enjoyed his time as Club Secretary, and thanks to all, including his critics!

Reg Moule drew a round of applause with a heartfelt welcome to Geoff from us all, and went on to say that he thought the new decade would be our best so far. On looking back over the last, he revealed to us youngsters that in 1980 the Club had only 9 sections, the Journal was a mere 28 pages and Diary of Events took in three months with 56 events as opposed to the now usual two months and over 100 events.

He mentioned inflation and the costs of events, but stressed that events were better supported at present than ever! The organisers and social secretaries meeting was a great success and will be repeated, with a view to maintaining standards and giving value for money. He thanked all the years organisers and BMW GB for their support, plus Margaret and all those countless other silent partners who put up with us all!

Your Editor was next, and reported on a varied and exciting year which included the theft of all the Journal production equipment, the continued support from as far afield as the Pyrenees and Pennsylvania, and a variety of topics covered from suspect brake linings to paralever, twin plugs to paralever, Brittany Ferries to paral...

He thanked everybody for their support, especially the long suffering Journal team

and the retiring Jan Connett and John Nicholson.

Peter Kyle reported that the membership now stood at 3452 from a high of 4000 at the "overlap" period, and that after this figure had been picked up in a story by Motorcycle News, Harold had over 100 enquiries for membership! He had no problems with renewals...thanks for renewing early...

Geoff expressed thanks to Peter, and Roy and Pat Laithwaite, for their continuing efforts on all our behalfs, and then it was time for John Lawes and his Vintage report (er no, his report on vintage matters!) Basically, he has 8 events coming up and could do with a bit of support...check Vintage Notes for details.

Kidge Elder briefly outlined the activities of the Sporting Section and its 9 members, and hoped that in 1990 more of us would be encouraged to take to the track, especially at the very popular Goodwood Track Day.

No Sidecar Section representative was available for comment, so next was Jan Connett to give us a resume of the advertising in the Journal. Interest has never been greater, with revenue amounting to over £5000 in the year. Kidge wanted to know if this could mean more colour front covers...yes, if you send the shots in!

Chris Lawrence explained that tool hirings are down...only 23 in the year...maybe an indication of the increasing popularity of the Ks, with more people wanting to ride their bikes and leave the spanners to the experts? He did ask for people who wanted to hire tools to make sure they knew what they want before getting in touch with him, as he is not an expert on every job and every tool required for that job!

A report from the Pre/5 tool hire secretary was read out by Geoff, which again confirmed the seeming downturn in DIY amongst the membership.

George Saunders, as American Secretary, advised that from this year it would be prohibitively costly to take your bike over there (£1200 to £1400), and that attempts to find out about bike hire in the States have so far proved difficult. Your last chance to go at a reasonable cost could be an IMTC tour currently being organised...call George for details.

Jackie Lippiet indicated that the recent price rise in regalia was the first for six years, that all items continued to sell well, especially some of the newer ones, and that she is currently working on a catalogue for inclusion in the Journal, with some ideas for new items also on the way.

Stephen Trott advised that as this was his last Treasurers report, it was the AGMs last chance to have a go at him! Apart from a couple of queries regarding expenses and the money donated by BMW GB to the Club, both of which Stephen fielded

No1 dealer for the No1 Club

As the number 1 BMW bike only dealer, we at Sawbridgeworth recognise that it's our increasing number of loyal customers that have put us there. The bedrock of those customers is you, the BMW Club Member. We never forget that. If you haven't visited our super showrooms, inspected our immaculate workshop or asked about the host of recent price decreases on spares, there are some treats in store for you. When you do, don't forget to tell us you're a Member.

BMW. Through and through

Sawbridgeworth Motorcycles in Hertford BMW Centre, Chambers Street, Hertford SG14 1PL. Telephone 0992 583135

Sawbridgeworth 





ABOVE...just part of the crowded bike park at the Cresta Court...and two views of the assembled multitude...you can tell it's before the start as they're all awake!



ABOVE, CLOCKWISE...opportunity knocks for Jan Connett, Kidge Elder, John Lawes, Chris Lawrence, Jackie Lippiett and George Saunders...all Club officials doing their bit at the AGM by reporting on their own particular areas of responsibility.



ABOVE, CLOCKWISE...Reg Moule wondering where his pint went to, with Mike Warrilow and Harold Walton playing the innocent...a fit looking Geoff Wilson presents Stephen Trott with his gift for ten years hard labour...er, service...as Club Treasurer... Dennis "I've just won £100" Crompton and Bruce Preston...your new National Committee, or at least most of it...Geoff and Harold Walton...shall we dance, says Bruce to John Watson Miller...Mike and Jean Cox.

admirably, he got off lightly, and even admitted to having enjoyed his ten years as Club Treasurer...when he started, the Club had 700 members and VAT was something to do with big business! How times change.

At this point we had a break for lunch, with Geoff standing down, and a pensive looking Mike Warrilow wondering what Geoff knew that he didn't!

Part two began with the traditional counting up of those present... East Anglia 7; Southern 14; Leinster 1; London 13; Midlands 46; North East 9; Northern 54; Oxford 5; Scottish 8; South East 11; South West 3; Ulster 2; Western 10; Yorkshire 26 and HQ 3.

Next, the minutes of the last AGM were adopted, with no matters arising.

At this point, the National Committee in theory step down and voting takes place to fill the positions. No surprise that Geoff Wilson is still President, and Ken Wells was re-elected as a Vice President. A three cornered fight to take over from Harold as Secretary was reduced to two when Toby Hurst withdrew his nomination. This left a close contest, resolved in John Goulds favour...welcome back to Page two, John!

Pat Finch is the new Treasurer...Reg Moule remains as Social Secretary, Peter Kyle as membership Secretary, Alan Clark as Editor, John Lawes as Vintage Secretary, and Kidge Elder as Sporting Section Secretary. Another close vote saw Mark Roberts adopted as Sidecar Section Secretary, while Eddie Pickett is the new Assistant Editor and John Nicholson swaps hats to take on the role of Advertising Manager. Finally, Gerry Douglas-Sherwood, Jackie Lippiett and Chris Lawrence all carry on...well done one and all.

After much discussion, the Auditors were reappointed, with Pat Finch agreeing to look into how we should operate in the future, now that we are such a large Club.

You will no doubt be relieved to hear that the 1991/92 subscription fee will stay at £15.00...a fact that will no doubt be greeted with little enthusiasm by Cyril Purvis, the proposer of motion 11 regarding reduced membership for over 65 year olds. When he returns from his holiday cruise, that is!

Ken Peterkin, a frequent correspondent to the Journal on this topic, did his best to salvage the situation, but the damage was done and the motion lost.

Motion 12 put forward by the National Committee regarding family membership once again produced heated debate, with your editor already having upset someones budgie in last months TCB! Once again the proposal was thrown out, but no doubt it will appear again next year.

Motion 13 was carried...

Motion 14, you know, the old one about proxy votes, was next up and again thrown out, thank goodness. As Bruce Preston said, debate and argument and reasoning can change your mind on the day...if you don't go you won't know!

Motion 15, yet another rule revision, was carried, and at last we were on to the enjoyable part of the proceedings, the awards ceremony.

Bruce Preston presented the Sporting Spirit Trophy to John Watson Miller for his valiant efforts in taking part in the 1989 Pharoahs Rally...second only to the Paris Dakar, this event has to be one of the toughest in the world. He also received a cheque for £50...go some way to paying for the shampoo necessary to wash the sand out of your hair, I should think, John!

An absent Nigel Rogers of the London Section won the Eric Rosenthal Trophy as the youngest member to ride to the FIM rally.

The Max Deubel Trophy went to the very deserving duo of Mike and Jean Cox for their unstinting work on behalf of the Club and their Section during the year.

And finally the BMW Clubs Europa Trophy went to the Yorkshire Section for their splendid money raising efforts during which they collected £1600 for various charities, thus spreading the good name of the Club in the "outside world".

Next, the tension was raised to unbearable heights by a grinning Mike Warrilow as he read out the prize draw numbers from the raffle, with the £100 top prize going to Mr Dennis Crompton...please spend it all in one place, and all at once, Dennis!

A near hysterical Mike (I've chaired the AGM and I'm still alive to tell the tale) Warrilow now called for any other business...always potentially the sting in the tale. This time the question of the last National Committee meeting when a London member was refused membership for a year after certain well documented incidents, was raised. Mike parried the questions with aplomb, promising to speak to the person concerned to explain the situation.

Kidge Elder caused a few hearts to flutter (and not just amongst the ladies!) when he got up to speak! But fear not, it concerned the Club Calendar and his wish to step down from producing next years...do we have a volunteer to take up the challenge and try to carry on the fine tradition that Kidge and his team have established? Proposals regarding budget, size, numbers etc would need to be before the National Committee meeting on 19th May in order to stand a chance of getting the thing ready for the calendar season in October. Call Kidge if you're interested.

And that was almost it...apart from Geoff being woken up from his slumbers to do the honours and present the retiring Club officials with gifts and mementoes in appreciation of all the work they have done on our behalf...Jan was over the moon, Jean immediately volunteered to carry on if John Gould so wished, Harold wished he'd had such nice pens when doing the secretaries job, and Stephen Trott accepted his cut glass wine goblets by saying that his ten years as treasurer added up to a really wonderful time, honest!

And that really was it...if you weren't there you missed not only a good day out and a lot of nice people, but also a ride on Robin Helbys KLT with it's Hossack front end (yes, I was the one who tried braking as hard as possible in a 4 inch deep puddle to emerge with soaked feet!) and a 200bhp turbocharged KRS whooshing across the car park...see you all next year, somewhere in the South, on 16th March 1991.

RIGHT...the end of a perfect day...part of the large gathering that wined and dined late into the evening after the event...notice Regs right hand curled into pint holding mode, ready for the bar afterwards, no doubt!



 **PARTS**
TELEPHONE: 042058 691 FAX: 042058 249

GENUINE PARTS CAN COST LESS THAN YOU THINK
CALL US NOW WITH YOUR REQUIREMENTS

SFC
Motorcycles

LUGGAGE TOO!

STEPHEN BENTALL

I was in such a hurry to submit Part I in time to catch the March Journal that I omitted some relevant comments in the critical summary of rain suits. In May of last year, the German MOTORRAD magazine published a comprehensive test report on 13 one-piece suits available on the German market, including the BMW Topsuit, Rukka and Harro. The BMW suit, some DM10 more expensive than the Rukka, only scored limited approval, similarly the Harro in the same price range, whereas the Rukka was highly recommended. The Hein Gericke, DM90 cheaper at DM139 than the Rukka, achieved a similar top rating and thus best value.

As anticipated, the luggage survey, which excluded top boxes, was a somewhat simpler affair, as tankbags and motorcases marketed by BMW are specifically designed for mounting on their machines and thus the natural choice of buyers.

Cases and Panniers

Altogether 277 items were reported on, with BMW patterns dominating at 80% and Krauser representing 16%. The breakdown of identifiable makes reveals:

Maker	Model	Code	Items
BMW	Unspecified		12
BMW	City	CI	4
BMW	Classic	CL	49
BMW	Touring	TR	48
BMW	Integral Touring std	IT	94
BMW	Integral Touring LT	ITL	15
Krauser	Unspecified		6
Krauser	De Luxe	DL	5
Krauser	Star	STR	29
Krauser	Starlet	STL	5
			<u>10</u>
Others			277

Once again there has been some incomplete and misleading classification with some BMW Classic listed as Krausers (made by Krauser but sold under BMW label).

A direct comparison of all BMW and Krauser cases, listing their respective user ratings, shows:

Make	Items	Fixture	Water	Hinges	Thief	Attach	Again
BMW	222	4.0	3.3	3.3	3.1	3.6	.8
KR	45	4.0	3.7	3.5	3.1	4.2	.9

The above indicates a marginal superiority of Krausers, all presumed to be of the K1 System. The BMW watertightness ratings do not tally with some of the scathing comments made by users preferring the old pattern Classic motorcases and this is also confirmed by the MOTORRAD tests published in November 1987 with only the Italian GIVI being 100% waterproof. User comments were also derogatory about BMW locks and fixings to frames being inaccessible, but their dissatisfaction is not reflected by the warranty claims, amounting to 9% with 2% of claimants remaining unhappy. Both BMW Touring cases are capable of storing the System II helmet. The latest integral Touring cases, originally introduced on the KLT, have improved and more accessible attachments. The Touring pannier incorporating an epoxy plated aluminium frame clamped to a tubular base was introduced in 1981, progressively superseding the old

Classic motorcase modified in 1983 with a much superior clamp locking device but finally phased out in 1988.

The individual BMW and Krauser variants within the product range were assessed as follows:

Make	Model	Items	Fixture	Water	Hinges	Thief	Attach	Again
BMW	CI	4	4.3	4.8	3.0	3.0	4.0	.8
BMW	CL	49	3.9	3.4	3.0	3.0	4.1	.8
BMW	TR	48	4.1	3.5	3.3	2.9	3.8	.8
BMW	IT	94	4.0	3.2	3.3	3.1	3.2	.8
BMW	ITL	15	4.2	3.2	3.8	3.9	3.1	.8
KR	DL	5	3.8	4.0	3.8	3.5	3.8	.8
KR	STR	29	3.8	3.6	3.5	3.1	4.3	.9
KR	STL	5	4.4	3.2	3.6	3.2	4.6	.8

Fixture = Mounting Fixture Water = Watertight Hinges = Hinge/Lock trouble
 Thief = Thiefproof Again = Would you buy the identical item again?
 Best rating = 5 Worst rating = 1

Surprisingly, there appear to be few criticisms of mounting fixtures, although Krausers are known to be suspect and some of the integral Touring case ratings are also difficult to reconcile, as they are identical in configuration, with the exception of modified locking clasps. Overall satisfaction (buy again) ratings are identical throughout the range and this may reflect the lack of available choice.

Size-wise, the capacity varies as follows:

BMW	City	20 litre
	Classic	30
	Touring, metal frame	33
	Touring, integral, plastic	35
Krauser	Starlet, K1 System	25
	De Luxe " "	30
	Star " "	36

Weight content limits are approximately 10 Kg per case and BMW recommend a speed limit listed in the Rider's Handbook. Cases/panniers are predominantly used for UK and Continental touring, rated at 87%, with only 18% on day trips, heavy usage amounting to 51% and medium usage at 37%. These figures equate to an annual mileage ranging from 7500 - 12,500 miles.

The final choice in this instance is pretty straightforward, with BMW specially designed items having the distinct advantage, thus performance and cost not being of critical importance. Touring panniers for boxers are retailing at £236 plus £62 for frames. Integral Touring cases (K pattern) for boxers are £222 plus £81 for frames, with identical price for K series but only £29 for frames.

Tank Bags

Members reported on 177 items, completely dominated by the BMW Multivario, with the German Harro Elefantenboy in second place. The breakdown by make reveals:

Maker	Code	Items	Maker	Code	Items
Bagster	BAG	5	Harro	HAR	15
Belstaff	BEL	4	HSUCO	HSU	8
Bagalux	BGL	7	Lewis Leathers	LL	2
BMW	BMW	89	TT	TT	1
Others		46	Total		177

I was anticipating that the discussion on shaft jacking and associated Paralever items would die away, but the article by Mike Fishwick persuades me that they have not. Therefore, perhaps yet a little more needs to be added.

My problem is that the articles and correspondence to date give me the impression that shaft jacking is to be seen as a vice. I believe this to be untrue and that a level of jacking force should be designed into the rear suspension. Where this is the case it should be recognised as a virtue and should be sought after.

When a bike accelerates, there is an effective transfer of load to the rear wheel. As Geoff Wilson pointed out, the chain gang by and large suffer from the back wheel being pulled up by the application of power through the drive chain. These two effects combine to crush the rear suspension and limit its ability to smooth out road surface irregularities. They also increase the tendency of the bike to wheely. Neither of these factors do much to enhance rider control.

I agree with Mike Fishwick when he says that it is simpler to evaluate shaft jacking as a static rather than dynamic exercise; however, I still have some trouble with both his and Geoff's explanations as they both omit the forces applied by the rear springs. Since jacking or sinking is a function of the flexing of these items they seem fundamental to the discussion.

Now to the difficult part. Can I demonstrate this by resorting to simple applied maths, bearing in mind that this is an area into which I have not ventured for many years? The reader must be the judge.

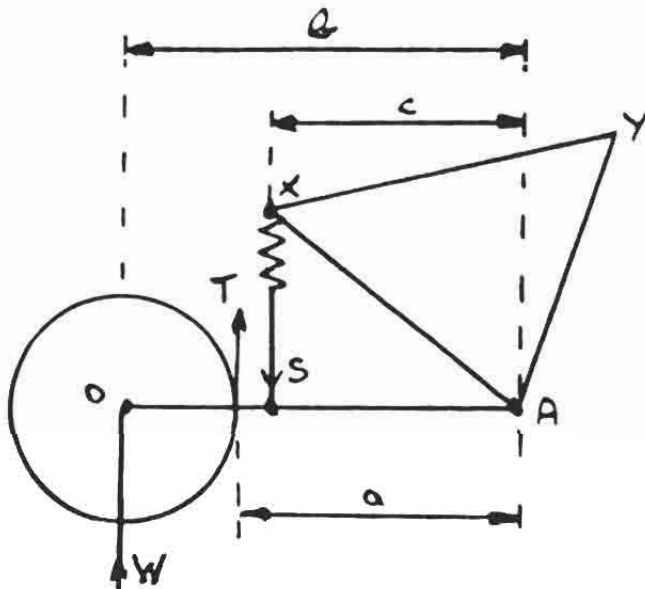


Figure 1. Standard BMW Swinging Arm.

Figure 1 represents the traditional BMW swinging arm arrangement. For simplicity the forces are treated as acting at right angles to the arm.

O is the wheel centre about which the part of the all up weight resting on the rear wheel reacts.

A is the swinging arm pivot and AXY represent the frame of the bike.

S is the force applied to arm AO by the spring.

T is the torque reaction resulting from the pressure of the pinion teeth on the crown wheel.

Taking the static case and using the Principle of Moments about point A,

$$Wb + Ta = Sc.$$

Since a, b and c are constants and that for a given set of circumstances W will remain constant in the static situation, it follows that S is directly proportional to T. The force generating the shaft jacking is balanced purely by the change in force resulting from the change in spring length. The spring is optimised in the design to match the weight W and thus the degree of jacking is significantly dependent only on the elasticity of the spring, hard springing reducing it and softer springing increasing it. If a or b were to be reduced, bringing the action of T nearer to A, then the amount of jacking could be reduced. (To effective zero when T acts through A). Since a is dependent on the effective crown wheel diameter, it is apparent that this arrangement does not readily lend itself to tuning by the designer in order to control the degree of jacking which takes place (i.e the design is limited in concept by the length of swinging arm and the diameter of the crown wheel which can be accommodated in an aesthetic design).

How close this places the shaft jacking to optimum is something on which the BMW factory might advise. Since they have put out the Paralever, which reduces the degree of jacking, it is reasonable to assume that it is greater than the optimum value. Personally, as a rider of a bike not fitted with Paralever, I do not get the impression that the rear suspension is in any way inferior. This allows me to assume that the difference in characteristics between the swinging arm and the Paralever is not great.

In the exercise above, because the object was to discuss jacking, the weight on the rear wheel was taken as a constant, as it is in reality for any fixed set of circumstances. However, it is interesting to note that the proportion of the all up weight being taken by the rear wheel is a significant variable, taking into account the varied uses to which a bike as factory made might be put. The obvious extreme cases are a solo rider weighing say 8 stones and two up, say 25 stones, plus touring luggage. Taking account of these variations, it is apparent that the rear wheel loading and thus spring damper unit loading must have to be designed to cope with a static variation of some 280 pounds in the extreme case. The designer can only compromise on this variation when choosing the spring and damper rates and thus many users of the machine will be riding with rates which are not idealised for their particular usage. This may well have a more significant effect on handling etc than shaft jacking.

It is worth noting that these problems of load variation can be significantly overcome by fitting self adjusting spring damper units. Personal experience suggests that this is a worthwhile upgrade, making a significant improvement in both ride comfort and road holding.

This should be so if one accepts that the only rear suspension problem which results from shaft jacking is that it extends the springs and thus has the suspension functioning near to the bump stops. In this state it is potentially more likely to reach its limit of travel.

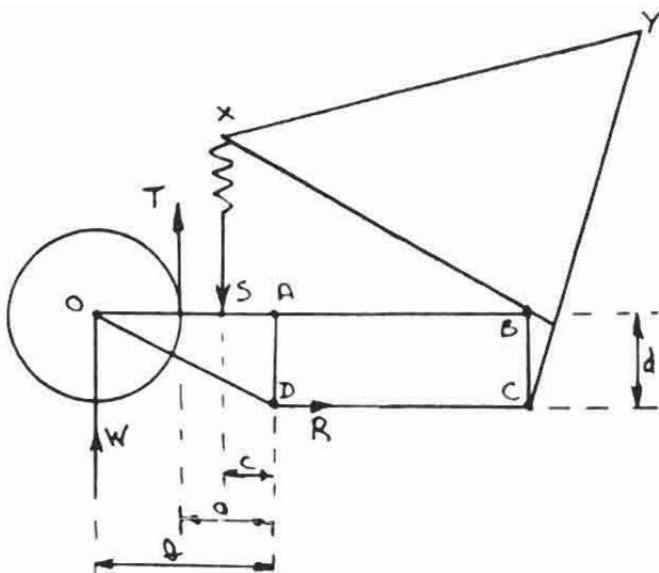


Figure 2. A simplified paralever.

Points A, B, C and D are pivots and for simplicity A, B, C and D are taken to form a rectangle.

R is the reactive force in the Paralever control linkage.

Again taking moments about revised point A.

$$Wb + Ta = Sc + Rd$$

Again removing the constants (a, b, c, d and W) we now can see that T is directly proportional to S and R. However, should we wish to tune this arrangement in order to control the shaft jacking, we have much more scope. For instance, we could vary dimension c. We could have the spring apply force S at point A.

Since Sc in the equation above is now zero, it follows that the application of torque would result only in a change in R and would not impose a load change on the spring. Hence no shaft jacking.

Deviations of ABCD from a rectangular form also provide further scope for tuning of the characteristics.

With the degree of freedom conferred on the designer by the Paralever arrangement it would seem likely that BMW have designed it to provide the degree of shaft jacking determined by them to be the optimum, particularly if combined with an automatic spring damper unit.

In conclusion, my view is that riding a BMW leaves most of us riding machines with a rear suspension system which is significantly better than most, particularly so when automatic spring damper units are fitted. I do accept, however, that the adoption of a Paralever configuration will provide further improvement.



VINTAGE NOTES

I know of an R51/3 for sale, so get in touch if you're interested.

Some events coming up that I hope will interest members sufficiently to get their bikes out.

1st April: Green Lane Run - suitable for road machines. Meet at my house 10.00 am.

28th/29th April: International Classic Bike Show at Stafford. We could do with a few more volunteers to help out.

14th/15th July: Ashbourne Highland Gathering - they would like a display of vintage and classic bikes, so let's have a good weekend out. Geoff Capes and his team will be there; he must be going because he knows we will be there!

22nd July: Founders Day Rally at Stanford Hall - come on your pre/5 and have a good day out.

12th August: Festival of 1000 Bikes at Brands Hatch. Do we have any volunteers in that area who would be prepared to help put on a display?

18th/19th August: Newark Classic Car and Bike Show. Again volunteers needed.

2nd September: Derbyshire Road Run.

And sometime in August: Motorcycle Show '90 at Donington Park. Volunteers again, please.



LEFT...

Motorcycle Show '89 at the Donington Park British Grand Prix, with (L-R) Frank Stevens, Cyril Julian, John Lawes, Adrian Lawes, Chris Lawrence and R69S and KLT.



SECTION NEWS

EAST ANGLIA

ROB DAY 0449 677 496

Our new Winter HQ at "The Wheatsheaf", Stow-cum-Quy near Cambridge, was a tremendous success on its inaugural meeting on the last Sunday of January. The landlord coped with us all extremely well especially as he was struggling to get the new restaurant area completed by builders, allegedly 4 months beyond completion date. Approximately 30 members attended and about 25 ate in relays at the available tables. It was pleasing to see members from our neighbouring sections visiting the Flat-lands.

The "Generals" meeting was as lively and well attended as usual by the Essex lot, including some London Section members and Bob Bensley and travelling companions down from Norfolk, all in very mild (for the time of year) conditions, if a little wet and windy.

Sunday 4th February saw around 20 members up at Cressingham in Norfolk on a very windy day, yet still mild.

On Sunday the 29th of this month there is the Spring Rally, a treasure hunt organised by Mike Nobbs. It is an all day affair, starting at 10.00 am from "The Wheatsheaf", Stow-cum-Quy, and you'll need OS maps 154, 155 and 156 if you're competing. The lunch stop will tie in with the first of our meetings at another new venue, the Flora Tea Rooms, situated on the beach at Dunwich in Suffolk. We're hoping for a big turnout, so competing or not, see you there at lunchtime.

A late note from our neighbours in the Midlands invites us to join them on Sunday 22nd for a visit to the Fire Station at Biggleswade; unfortunately the wine tasting has had to be called off. See listing in Diary of Events for details.

LEINSTER

GERRY DAVIS 0001 524039

Great to be back into the swing of things after what seemed like an endless winter. Endless maybe, but it was not without its moments, as regular visitors to the Strawberry Hall will testify. The February first Tuesday meeting was very well attended, with 3 new members present. They are of course most welcome and we hope to see more of them in the coming year.

Someone we won't see in the "Hall" for a while is the ever popular, cider-swigging, K75 rider Dave Tierney. Work commitments have taken Dave to England at present, but hopefully we will see him again soon.

The Kilkenny Bike Show is almost upon us. It would be nice to see more bikes at our Club stand this year, possibly 2 R60s. Speaking of R60s, Jim O'Connell might even bring us on another evening walking tour of Kilkenny City.

On 27th April at least 9 of us are heading north for the Ulster Rally. Always a great weekend - see you there!

LONDON

THE SECRETARY 01 341 5485

If Guy Fawkes were the sanest man to get into the Houses of Parliament - then we ought to be mindful of what happened to him. Well now, the London EGM and the National AGM, and election of officers onto the committees, are over so we look forward to a great riding season and continued administrative care. Should you be unsure or unhappy about something, then do talk to someone about your concerns. Conversation is an excellent method of communication; let's not ignore it!

London membership renewals are apace with last year, but new applications are a bit low. However, after the exceptional and record growth last year, we should now look for consolidation. Any member attending their first meeting, should introduce themselves to a committee person and request a free drink. On 8th April, FREE lunches will be given to everyone who finished the Treasure Hunt. Be at the South Mimms Services start by 10.00 am and finish at Turvey to order your free lunch before 2.00 pm. Maps will not be needed, though you may use them if you wish.

The National Easter event is at St Audries Bay and then on 22nd April we have a joint event with the Midland Section. There will be a tour round the Biggleswade Fire Station; meet 10.30 am for 11.00 m. The bar opens at 12.00 noon.

February seems to have been a quieter month, while people coped with the gales and storms. Turvey lunch produced a new member in David Spark, introduced with another prospective member Tim, by the Stock and Manchett clan. David Brown, new member of two days, rode up with us from South Mimms. The floods diverted us two or three times just to add more variety. Dave Ensor, your National Committee Representative had spent the previous day in Leicester with the National Committee - so talk to him about National horizons and organisation. In last month's news, please read Val Pound instead of Robinson. Hardy soul and taxi driver Glyn Johns visited the Elephanten Rally, along with several other Club members.

Finally, many of you know about the new telephone codes, but we should also let you know that as from the first Sunday in April, most postal districts are being re-coded. Due to the fact that the biggest delivery office is in Kensington, all codes will start with KE for inner London.

MIDLAND**COLIN AINSWORTH 03317 4935**

I was inundated with calls after last month's mention of our offer to go flying. The first flights were organised for a Sunday, with the more hardy amongst us arriving by bike. I have to admit to coming by car and I think I overheard John Robinson asking someone whether I'd got a BM or not (he knows I have, he's seen a photograph of it!). Our pilot, Richard Bellaby, arrived on time so off we set, the first three doing a little pushing and shoving, all trying to get the front seat, the one in front having the opportunity to fly the plane, all under a watchful eye and dual controls of course. What an experience! Everyone agreed it was superb...thanks a million, Richard; we'll certainly do it again.

January's meeting at Walton was as busy as ever and with Suzette's (that's her on the back) team pampering us all as usual with loads of goodies to eat and gallons of tea and coffee to drink, the meeting went very well. I did hear one or two mumbles from some members about leathers having shrunk during the afternoon; it couldn't be anything to do with the cakes, could it fellas?

Our regular meeting at the Hollybushes seems to be attracting lots of new faces (and some old ones - nothing personal, Paul and Roland). We're getting regular visits from some of our friends in the Northern Section. Nice to see you all. Hello to new members: Alan Head, who has progressed to us from another section; Cyril Barnett; and last but by no means least, Steve Millings from the Northern Section.

Despite bad weather conditions, Lamport was very well attended again. Some of the 'Lunatic Fringe' actually turned up on bikes. Hello to new members Paul Todd from Selly Oak and George Elsbury from Cambridge, or was it Leicester? At the time of writing, I've not spoken with anyone else about the homeward journey; I do hope everyone made it safely. Our journey home was appalling, with John Sanders following Suzette and myself we went through gale force winds and to add to the fun, lashing rain. If anyone had told me it was possible to ride in a straight line and at the same time scrape the footrests on the floor, I wouldn't have believed it. I surely wasn't the only one to need a change of underwear when I got home!

I don't wish to appear to be complaining, but when we arrived at The Lady Anne's Hotel, Stamford, admittedly half an hour later than the rest, there was standing room only! At first sight it looked as though the whole of the Midland Section were there. We had to find another room just to get a seat and eat. It really is good to see so many members out. Sorry I didn't get much time to come and chat (you should be so lucky!). I did notice Chris Lawrence's friendly way of trying to pack a few more in; hope your knees get better soon, Chris! Maybe we could find you a job as a bouncer?

PS The visit to the Biggleswade Fire Station on the 22nd is still on, but due to circumstances beyond our control, we will not be able to follow on to the vineyard.

NORTHERN**DEREK IRVING 0524 770862**

The February Lowton meeting proved to be a huge crowd puller as the annual 'Bring and Buy' event was run in conjunction with it. It was certainly a buyer's market and the 'squeeze' was obvious. The Yorkshire Section ran a similar event on the same day. Something for Colin and me to avoid next time round, although I was grateful to a gentleman from York who bought my 'K' panniers; needless to say the price was right.

In contrast to the above, Alan Jackson reported a very disappointing attendance of 8 persons at the January Greenhill Lodge meeting. For any members who have not been there, it is an excellent venue and those of us from further south who enjoy a ride through the Lakes, a good run when the days lengthen.

Section Secretary Roy Davenport, of the very apt post code, reports section membership now totals 421. The membership is concentrated firstly in the Stockport area and secondly Blackburn, as shown by the post codes.

To new members Miss C Ferguson R80RT, Messrs A Gwilt R100RT, B Stansfield R80RT, P Schofield R100RT and P Hicks K75C, we extend a hearty welcome to the Club.

OXFORD**ROGER MAPP 0380 726082**

Sunday 11th February and still the storms come at us. Nobody can remember such weather. Nevertheless there were a good many of you stalwarts who managed to make it to Uffington by bike...not that anyone using four wheeled transport on such a day could ever be called a sissy.

The turnout for our pannier bring and buy, or whatever you want to call it, sale was almost enough to overwhelm the modest confines of Uffington village hall. In fact it got close to us musccling in on the local amateur dramatic society and taking over the larger part of the hall. But we BMW persons are above all that, aren't we?

There were about 80 members present from several different sections. A couple who introduced themselves were Ken Aylett and Peter Allen from the Southern Section. By the time they had found Uffington the best bargains of the sale had been snapped up, but it was nice meeting them and Ken was able to help our American friend and member, Dave Kaechele, with some advice on getting across to the Isle of Man for the TT races.

The sale was a great success and should hopefully become a regular part of our winter calendar.

I hope the severe floods of early February have not spoiled the venue for our first outdoor event of the year, see Diary of Events. If there is any doubt, then individuals will obviously have to make their own enquiry of the venue...it'll be a nice ride out whatever, so I hope to see you there.

Unfortunately, due to a national meeting, myself and a couple of other committee members were not able to attend our first bar lunch of the New Year at the Kilspindle House Hotel, Aberlady. Just as well, for I hear the food was not up to scratch, so I must apologise to the 6 members who made the effort and especially the 2 long distance travellers from South of the Border. This is a great pity because this hotel has proved very popular in the past, with over 20 in attendance last year. Time for a change, I think.

Next, I'm pleased to say the Moto-Jumble went according to plan and was well supported too, with around 24 hardy souls braving the winter weather. Well done, Keith, for bringing the bike along. The only one there, I believe. I heard there were a few bargains, with pannier frames, bags and small items being the order of the day. Not to forget the one member doing a roaring trade in the waterproof gear line.

I must say the new owner of the Red Lion Inn, Culross was a bit dubious about having a motorcycle club for lunch, but I spoke to Mrs Bryce after the event and she seemed very happy and extends an invitation to all motorcyclists.

See some of you soon, I hope!

SOUTH EASTCOLIN BLISSETT 0634 579718

At 10.20 am I arrive with pal Brian at the Hoggs Back lay-by. The snack bar's closed. No great surprise there - it was last year. No BMs in sight, so a quick smoke as John Lippiett arrives and down to the Little Chef as pre-arranged. Shock horror, that's closed as well. The previous day's storms had knocked out the electricity supply, leaving the gathering of riders hungry and dry. So off to the Talmag we went to fight the queues for sustenance. Despite the food and drink problem for others (I'd taken a flask and wedges) and the hail storm midway through the day, all enjoyed the old British iron being thrown about. Some by equally old riders.

Ian Griffiths surprised us all on his return from Down Under (Australia to us Poms) with the announcement of his engagement to Ann; all the best for the future, Ian.

Looking well ahead, there are a couple of changes of date to the section calendar. As the National Rally is on the weekend of 14th and 15th July, the Bressingham run will now be on 8th July.

The run to Sammy Miller's Motorcycle Museum has been brought forward to 5th August, in order to meet the Western Section who have a run there on the same day. Smallest group buys the drinks??

SOUTHERNALAN EVERITT (0903) 68263

January saw a gathering of the Club's Social Secretaries and their assistants at the National Motorcycle Museum to discuss the problems of organising rallies. I believe every section was represented, even Leinster, whose Social Secretary, Gerry Davis, braved stormy seas and drove through the night in both directions to fit the event into his schedule. See you at the Thatch, Gerry.

The 4th was the date of our first rally meeting for the International in 1991. Thank you to all those who turned up and have offered their assistance. The next meeting is on 13th May, so if anyone is interested, call me and I will give you directions.

A near perfect day dawned on the 28th for the Talmag 90 Trial. I was unable to attend, so Neil gave a report:

"We didn't run up en masse this year, which may account for some familiar faces being absent, but Derrick Tucker, Simon Wild, Andy Nolman, SPC Pete, the possessor of the best 90S I have seen, Ken Aylett and Dan Quick (at first I didn't believe him either!), all spent a clear, cold day watching the young and not so young, four stroke around Hungery Hill. Ann and I spent the day in the company of Tom Luther and Alan Cowperthwaite and had a most pleasant time amongst smells and sounds which recalled a more graceful era of competition, good company, good conversation and good entertainment to make a perfect day."

The Elephant saw an intrepid bunch ride off in search of snow. This hardy crowd consisted of Ron, Dave, Sidecar Colin and Graham with Glin from the London Section. I understand the ride out was not helped by Ray stripping the threads on the petrol taps. Graham, who had already departed, was called upon to supply spares. The lads would like to thank you for your help. On arrival at the rally, rain had turned it into a sea of mud but our hardy band were unperturbed and went on to their digs (tough lot down south, eh?)

A tour was organised into Czechoslovakia without the need for a visa, a dash for a look-see was made and a warm welcome was received at the border and in the neighbouring town. The return journey unfortunately resulted in Glin's bike breaking free from its mooring on the ferry and sliding under a lorry, the fairing being damaged. I hope you get sorted out OK, Glin.

April sees the calendar beginning to open up, with Dud Dudley's Kent run on 22nd April and Robin Helby's endurance run at the beginning of May. Details of these events can be obtained from Robin or myself.

Hopefully, by the time you read this we will have some dates for technical events on suspension, servicing, first aid, electrics, tyres, oil and a BMW technical dealer evening, so watch this space and the diary.

SOUTH WEST**MIKE FISHWICK 075539 516 (HOME) 0225 88 3701 (WORK)**

JAMAICA INN, 4TH FEBRUARY: As usual, the winter weather in the centre of Bodmin Moor was enough to put off all but those with the strongest masochistic streak...none the less, most of the regulars were to be seen thawing out their frozen hands on bowls of soup, along with several new faces - welcome to the Club, all of you!

Many hands were also to be seen clutching bottles...of gear oil! Bel-Ray 85-140 EP gear oil is just the thing to smooth and silence the operation of R-series gear boxes, particularly when hot. Ernie Washer had, on my recommendation, purchased the minimum quantity - 12 litres - and was disposing of the surplus, which was rapidly snapped up by fellow members.

As an antidote to the weather, most people were looking forward to their summer holidays, with trips to the FIM Rallye, the Motocamp and the Brittany Blitz weekend to name just a few. Our Elephanten Rallye Team, including Dave and Sylvia Purchase, Len Benstead and Roger Yetton, were toasted and wishes made for them to have uneventful journeys...but that is another story!

WOODPECKER, 18TH FEBRUARY: Our first meeting at the Woodpecker for over 12 months coincided with the first bright, dry Sunday of the year...almost 40 BMWs and several non-Ayrrian machines filled the car park, including the very first K1 to be seen at a SW Section meeting.

After a hearty lunch, half of those present followed my R45 on a scenic route along the southern edge of Dartmoor, to my sumptuously appointed (carpeted floor, no less!) garage for a demonstration of the finer points of tyre fitting, after which Ian Little was persuaded to attack a rear Metzeler, finding that he was then able to

reduce his previous finger-damaging 8 hours to a slick 8 minutes! (For full instructions send 50p and an SAE to the SW Section Secretary!).

Refreshments were provided by Heather, assisted by Sue Pascoe, while husband Roger investigated the Cult of the Harley Davidson in the form of Charles Baker's new 'Heritage' model...I must admit that he looked very much at home! The rest of us had a great afternoon, with food, drink and good company. The sun was setting as the final BMW made its way up the lane at the end of an unforgettable day.

CALENDAR UPDATE: As the canal is to be drained for extension work to be carried out, the Boat Trip and Barbecue programmed for 7th October will be replaced by a tour of the Exeter Water Treatment Works, preceded by lunch at the home of John and Brenda Treasaden. Depart from Exeter Services 1130 hrs.

ULSTER**JACK HUNTER 0232 836874**

A special "thanks" to Joe and Deirdre Stewart who, at the last moment for our February Club meeting, laid on a superb slide show of their holiday trip last July. This replaced a planned visit by the BMW Reps, who once again let us down - the fourth time, I make it. Joe and Deirdre's journey via Le Havre took them on a two-day trip through France, a very laid back and relaxed affair using quiet, rural roads. Charles Hann, on his R80, joined them mid-way to the Spanish border. The show followed chronological order and it was fascinating to see the flat plains which were covered with golden cereal crops change to foothills and progress to mountains of the Picos de Europa, an area of outstanding natural beauty. The holiday was centred in the town of Potes and a campsite nearby was used as a base to make day trips into the surrounding mountains.

This area is one of the last retreats of the Spanish brown bear and quite a lot of wild horses also roam the forest. Joe and Deirdre's R80GS fitted with a 40 litre tank was the ideal tool for the gravel strewn, twisty, undulating mountain roads and handled well even two-up and fully laden. The small party, seeking shelter from the midday sun, were having a quiet drink on a shady porch when who should happen along but Kevin and Karen Mawhinney on their R65, taking the long way round on their return trip from the FIM Rally in Barcelona - it seems no matter how far you go there is no hiding place! On the return journey, at an overnight stop, Joe had his first introduction to Sangria. Finding it cool, refreshing and, as he thought, similar to Ribena and lemonade, he drank more than normal and at the end of the evening found himself legless. All in all a very enjoyable holiday adventure.

Please note that BT in their wisdom have changed my telephone number and area code as above.

WESTERN**PAT INGLE 0446 750566**

The visit to the National Motorcycle Museum at Birmingham on 28th January proved to be an excellent venue and a good turnout of 24 Club members out for the first Club ride of the year.

Our next meeting was the ever popular "bring and buy" at Chepstow Leisure Centre on 11th February, when Dave Brand once again volunteered his services as auctioneer and soon found himself selling such diverse items as a brand new set of panniers for £140 to a knee support, presumably for someone without an RT! And everything but the kitchen sink in between. Dave's brand of humour brings light relief to a very welcome event, this being borne out by the numbers of members present, some doing well over 100 miles to get to Chepstow in quite arduous conditions.

Finally, two snippets of information for your Social Calendars: the time of meeting for 20th May at Portsmouth Dockyard gates will be 1300 hrs and the address for the Sammy Miller Museum visit on 5th August is Gore Road, New Milton.

February is a quiet month for events, but it's surprising how many of the section expose their pride and joy (BM's that is!) to the salt and sand. How Stean is getting more popular every meet, with a count of 42 on a cold, wet February day. Something must be drawing 'the crowds'; it certainly isn't the 'stylish' over-trousers of the Social Sec!

At the Bring and Buy on 11th February the raffle was drawn, with John Saville winning the radio cassette (fix!). There are 3 unclaimed prizes - blue 460, blue 474 and pink 982. The video show and food were courtesy of Tom Craggs. Derek Langton auctioned 2 chains, which expanded the charity coffers by £17.

A few of us made the annual pilgrimage to the Dragon Rally. To the uninitiated, it's a cross between a mud bath and a swimming bath! But the atmosphere is great and there's nowt else to do in February, so come on, let's have some ideas for next February.

As I have just been elected Social Secretary and the Social Calendar was set out by Trev, there have been a few alterations to some dates, so please look in the Diary of Events in the Journal, or ring me for any changes before setting off. I have sent a list of amendments to the Journal, so after May's copy it should be OK. We have been invited by the Northern Section to join their natter nights at the Huntsman pub, Love Clough, near Burnley, on the Yorks/Lancs borders, so if your passport and visa are valid, go and meet the Red Rose crowd (even though they do talk with a strange accent!). Finally, I hope I've seen you all at the National AGM!

CW Motorcycles



FOR BMW IN THE WEST COUNTRY

Our many years as BMW agents have given us a sound reputation for Sales and Aftercare in the South West region.

If you have a service problem, or if you want a sensible quote on a new machine, rest assured that you can approach us with confidence.

We will be delighted to help.

We also endeavour to maintain a healthy stock of high quality used machines at realistic prices - please phone for up-to-date stocklist.

QUICK BMW PARTS BY POST

- Payment by telephone (Barclaycard or Access) or CWO
 - Immediate despatch assured on stock items
 - 10% Club Discount on mail order and counter sales
- CONTACT JOHN - PARTS MANAGER

CW Motorcycles, Maumbury Rd, Dorchester, Dorset. Tel 0305 69370
 We are situated close to the town centre, opposite the mainline Rail Station.
 Open Tuesday to Saturday, 9am - 6pm. Ample parking at rear of showroom.



MUTUAL AID

BUSINESS ADVERTISEMENT (DISCLOSURE) ORDER 1977.

Any Advertiser who places an advertisement concerning the sale of goods being sold in the course of business shall clearly indicate by means of content, format, size etc. that these goods are to be sold in the course of business. This requirement applies whether the advertiser is acting on his own behalf or for some other person in the course of whose business goods are to be sold. The publishers accept advertisements only on this understanding and advise readers who have reason to believe they have been misled concerning the true status of an advertiser to inform their Trading Standards Department. Advertisers not complying with this order render themselves liable to a fine not exceeding £1000.

FOR SALE R60/7 engine, 53K miles, 2 owners with known history, offers; /7 tank, blue with double pinstripe, sound but not perfect, £25; /7 or later seat, type with metal surround (red with gold pinstripe) unassembled but all there, £40ono; also spare seat surround, £15; Conti TK22 3.25H 19 tube type front, 4mm tread £7; Michelin S41 3.25H19 tube type front, 5mm tread £9. Tel Nigel 01 590 3719 after 6pm.

FOR SALE K75 low seat in black, March 1989, F reg, 5,000 miles, BMW panniers and hand-bar screen, fork gaitors, covers for injectors and coils, front and rear mudflaps, Datatool alarm. Must sell hence £3,750. Tel Dave on 0204 653776 (home) or 061 833 0060 (work).

FOR SALE K75S, D reg, black, immaculate condition, 12,000 miles, £3,250. Tel Ian 0532 551887 after 6pm.

WANTED for 1985 R80GS larger capacity petrol tank, steel or plastic, also combined single seat and carrier. Tel Nigel 0532 589576 (Leeds).

FOR SALE R80/7RS, V reg, blue with panniers 85,000 careful miles, good clean condition, MOT until August, £1,100 ono. Tel Don 0772 685514 (Preston) eves/weekends.

FOR SALE R60/5, black, excellent condition, 6,000 miles only from new with brand new panniers, £2,000 ono. Tel 021 308 6919 evenings or 0922 27531 days.

FOR SALE Tow bar and electrics for K100RT, £50. For R100RS, fairing bags, £12; tank-cover, £10; Sebac shocks, £35; fork gaitors, £3.00; Motocases and chrome frames, £85; bendy filter and set of crush washers, £6.00; progressive suspension fork springs (will fit several models) £25. Tel Malcolm Sheffield 698443 (days) 452013 (evenings).

FOR SALE R100RT, June 1983, 33,000 miles, good all round condition, fitted Krausers, Nivomats, engine bars, heated grips, hazards and integral spots, taxed and tested, £1,995. Tel Andy 0253 869213 (Blackpool).

WANTED Multivario tank bag complete and in excellent condition for K100LT, needed for tour in May/June. Tel Norman 0273 699172 (Brighton).

FOR SALE K100RS top fairing, mettalic blue (606), slightly damaged but servicable, offers. Tel 0793 782363 (Swindon).



IN THE NORTH

Full complement of NEW BMW's always in stock.



Plus The largest selection of used BMW's in the North.

Permanent demo. fleet of both 'Boxers' and 'K's'.

LIGHTNING PARTS SERVICE
0274 531234
24 HOUR HOTLINE

allan jefferies

206 SALTAIRE ROAD, SHIPLEY,
WEST YORKSHIRE TEL: (0274) 587451

FOR SALE R75/7, full touring fairing with spot lights, stainless exhausts, full years MOT, taxed 6 months, very good runner, new rear tyre, £1,125ono. Tel Steve 0472 83578

FOR SALE R100RS, 1981, ace condition, extras include tinted high screen, panniers, rear carrier, Ultimate Source centre stand, clock and voltmeter, blue, £2,000. Tel Sid 0782 657509 (Stoke).

FOR SALE R65 crankshaft, perfect, tank, rocker cover, fork springs, clutch and fly-wheel. K100 cylinder head, perfect, R100 wire twin disc wheel and calipers, piston, standard, 8,000 miles only, R60/5 tank, central tool box. Tel Chris 0342 715163.

FOR SALE R80RT, 1986, (Monoshock model), taxed and MOT'd, ex police but now in civilian trim with full Dream Machine repaint in deep (BMW) blue. Extras include twin discs, clock/voltmeter, heated grips, V.G.C. £2,650 onvo. Tel Gordon 0400 50760.

FOR SALE KRT windshield, VGC, hardly used, £45 ono. Belstaff type jacket by Norwester in black, size 38-40, £35. Tel 0273 593665 (Brighton).

WANTED for R75/5, complete set of rocker gear or any parts for same in good condition or any information on converting to later needle roller type. Also need alternator rotor. Tel Bob 0983 864753 (I.of W).

FOR SALE complete sprag type starter motor clutch assembly for X100 series, £45. Tel 0392 438522 (Exeter).

FOR SALE R100GS, G reg Sept. '89, white/blue, heated grips, low and high front mud-guard, large sump guard, tank bag, panniers, one inner bag, clock, rev. counter, 2,000 miles, FSH, £4,600. Tel Mike 0387 811263. (Dumfries).

FOR SALE Ladies black leathers, good condition, jacket size 34, trousers 29" waist, 28" inside leg. Trousers newly relined, £50 each. Tel John 0506 33813 (W Lothian).

FOR SALE Krauser panniers £80 pair; Nivomats, 15,000 miles, £80 pair; fairing bags for R100RS, £15 pair; tank bag-new, £15. Tel 0909 723332 evenings. (Worksop)

WANTED for R65LS hard luggage and frame, full tool kit, air pump, leading link forks. Tel Tim 0480 65101 (Cams).

WANTED for R100/7, 38mm stainless exhaust system complete, (single balance pipe); might consider good chrome system, can't afford 300 quid for a new one. Tel 0594 510676 evenings.

FOR SALE R80 monoshock, 1987 D reg, Candy Red, 16,000 miles only, Krauser panniers and rack, knee pads, hazards and Keihan stainless silencers. New tyres, battery and garaged, £3,000 ono. Tel Carl Sheffield 882682 (Ansaphone)

FOR SALE X100RS, 1986 D reg, MOT Sept '90, blue, low mileage, excellent condition, eng-bars, panniers, £2,995. Tel Steve 0482 899 040 (Hull).

FOR SALE BMW parts—all second hand. Touring screen complete, £85; St handle bars, £15; St short stem black mirrors, £20; spot lamp kit, e/bar brackets, £30; RT screen, £25; black Stadium Pulsar helmet, new condition, size 3, £30; heavy duty fork springs, £10. All plus p&p. Tel 04574 4156 (Glossop)

WANTED Earles fork twin in sound original condition preferably R69 or R60/2. Tel Roger 0278 760735 (Somerset).

FOR SALE clothing as new, 40" chest: Bobo leather jacket, double front black zips, £70; Rukka unlined one piece £25; Dainesse Cordura fabric one piece riding suit, quilted, £70; Arai Super vent helmet, perfect, no damage, size 7 $\frac{1}{4}$ -7 $\frac{3}{4}$, £70. Tel Phil 0483 276834 (Guildford).

FOR SALE Genuine BMW comfort seat, fit X100 '86 on, as new, £100 no offers. Tel Clive 0302 843110 (Doncaster).



BMW



DISCOUNT SPARES

GENUINE NEW & USED PARTS/5 to K75

Same Day Despatch

Send £2.00 in stamps for the
60 page new parts
catalogue

(0775) 840522

NEW PARTS DEPARTMENT

(0775) 840765

USED PARTS DEPARTMENT

MOTO-BINS

COD

CWO

2 MILL LANE, GOSBERTON, LINCS PE11 4NN

FOR SALE High screen for KRT, £25 ono; Indicator flasher for same, £20 ono. **SELL** K100 Multivario base or exchange for R series. Tel 03677 298 (Oxon).

FOR SALE BMW leather two piece zip together suit with bib and brace trousers, blue/grey, size 12, suit lady (or smallest man), £90; seat, /6, virtually new, £75; Chrome pannier frames, monoshock twins, new, £25; Pair black crashbars, £10; Superb original Bell Star helmet, new with legal visor, size 7, red, circa 1976, £45; Black leather jeans, 36" waist only worn 4 times, cost £70, sell £50; **WANTED:** Wire wheels for /7, must be VGC or just hubs, also shock absorber top mounts for /6/7 (one piece alloy with flange). Tel Leeds 873284 Sat. or Sunday after 7pm. Ask for Philip.

FOR SALE Brand new telescopic forks for R80RT monoshock with fork brace, offers. **WANTED:** BMW screen or complete RS fairing for K100. Tel Karl 0270 875430.

FOR SALE BMW touring leathers in Midnight blue and grey, (jacket and salopette with full waist zip). They are little used and in beautiful condition. Size 42 (now to snug for owner). Bargain at £245 but will consider selling separate. Tel Keith 0532 353424 (days) or 0535 46151 (evenings).

WANTED BMW roll bag, small one that is now discontinued from BMW accs. range. Good condition—reasonable price. Tel Andy 0924 270044 or 264769 (W. Yorkshire).

FOR SALE Monoshock R80 silencers and collector box, 38mm, BMW OE, low mileage, £50; Lewis one piece leathers, good nick, 42" or 5'8"-5'10", black; Very old, very good Kangol gauntlets, medium. Leathers £30, gauntlets £5.00. Tel Bob 0494 444610.

FOR SALE R100RT, red/black, V reg, genuine 35,000 miles, BMW panniers, s/s silencers, all in very good condition, £1,500. Tel 0752 562537 (Plymouth).

FOR SALE Red R65, RT fairing and Krausers, Dec. '83 reg, T & T, s/s exhausts, new tyres and tubes, excellent condition, only 13,000 miles, £1,750; Also Honda CBX550/4 F2 with Krausers, Jan. '84 reg, T&T, new tyres, excellent condition, only 14,000 mls, £1,250. Tel Peter or Rose 0726 842614 (Cornwall).

FOR SALE 1983 R80RT, blue, tank cover, heated grips, clock, Krauser panniers, new exhaust system, £1,500 ono. Tel 0460 40371.

WANTED Frames to suit Classic panniers. Any model and acceptable if damaged. Even one would help. Tel Cyril 091 528 5358 (Sunderland).

WANTED R60/5/6 or/7 in good mechanical condition. Also parts for ISDT 250 MZ, especially the headlamp. Tel 0937 833020.

FOR SALE Standard genuine K series seat as new, late type. £70 ono. Tel Robert 0633 881741.

FOR SALE 1984 R80RS, B reg, metallic red, panniers, eng. protector bars, 25,000 miles excellent condition, £2,500. Tel Alan 0772 684449 (work) 0772 683355 (home). Lancs.

WANTED RT or ST bars, cables, switchgear and anything else required to convert R75/7 to a more comfortable riding position. Tel Bill 0532 689075 after 4pm (Leeds).

FOR SALE EXCHANGE K75s, D reg, 24k miles, panniers and rack, good condition, recent tyres, MOT and tax, possible exchange or sell £3,000 ono. Tel 09074 5105 W.Midlands.

FOR SALE K100RS in Maddison, B reg, only 7,500 miles, full service history, (ex collectors bike) excellent condition including many extras, new panniers, water and volt-meter gauges, auto side stand, progressive fork springs, £3,000ono. Tel 0705 383131 ext 308 days or 0329 285005 eves.

WANTED 1981 to 1984 R100 or R100GS from a caring home. Tel Ian 084421 7042 evenings.

FOR SALE R100GS, Aug '88 F reg, black/gold, 6,000 mls, mature owner, immaculate condition, dealer serviced, new Michelins, extras £3,950 ono. P/ex possible. Tel 0952 587082.

TWO WHEEL TOURS (WIRRAL) Ltd

1990 USA/CANADIAN MOTORCYCLE TOUR
With your own machine:-



30 DAY AUGUST 7500 miles tour covering the real open countryside

21 DAY SEPTEMBER 5500 miles tour

If you have the spirit for adventure, we have the miles with smiles. All motels prebooked and guaranteed from the UK. The magnificence of the scenery can only be appreciated on a motorcycle.

Early bookings essential

Obtain the brochure -

Ship Inn Cottage, Village Road, Lower Heswall, Wirral Merseyside. L60 0DX 051-342-6988 (evenings)

TRADE ADS.

NIGEL HUISSH 61 Eastwood Rd, Ilford, Essex, IG3 8UU, Tel 01 590 3719 can supply:
LEGS/WIELDS £72/pr & **FOOTFLAPS** £15/pr for '67, 45/65/ST & new model **PARALEVER GS**;
GARAGE FLOOR PAINT: 2-pack epoxy trade product, grey finish, durable & dust free;
ROAMER GLASSFIBRE TRAILERS: 2 models from £395 as reported on in recent Journals;
'QD' PANNIER SECURITY DEVICE: A must for all early panniers 1pr £3.80, 2prs £7.00;
Please phone or write for test reports/leaflets/photos/help. Prompt reply always.
BREAKING all TWINS Peter Lamprey of Classic Restorations offers same day service to club members on all second hand parts and some new. Access taken. Friendly service. Phone anytime but Sunday, 047 042 227.

PARTS and ACCESSORIES at very competitive prices, alternator parts, clutches, oil seals, bearings, cables, s/s brake hoses, screens, belly fairings, tank covers, dampers, springs, cam chains, exhausts (boxer & %), clothing. Many items currently available and many more to follow. Tim Harman, 0342 715035 between 8.30am and 9pm.

100 OVERCOME VIBRATION on footrests. Fit solid plugs as replacements for rubber mounts. Set of 12, £15.95 including VAT and p&p. Contact D.J. Dudley, Sadlers Vicarage Lane, Send, Surrey, GU23 7JH or telephone 0483 223317.

YOUR CAST WHEELS UNCLEANABLE? Have them reconditioned. Grit blasted, stove enamelled silver or gold, laquered, bearings removed, degreased, inspected, repacked all for £29/wheel. New taper bearings supplied and fitted to BMW spec. £32 extra. Wheel balancing from £2.50. BE33/77, rated stocked. Boxer-R Services, Tel 061 483 7367.

STAY at the 16th CENTURY Royal George Inn, Lyonsall, Herefordshire on the Mid Wales border. Your ideal base for touring Wales. Prop. is a BMW club member. Lock up garage available and discounts to club members. Tel 05448 210 for details.

NUMBER PLATES Top quality pressed aluminium rears depicting black characters on yellow background (reflective) or aluminium characters on black background (pre '73) 8 1/2" wide X 6 1/2", £6.00 inc p&p. John Yates, 14 Hall Hill, Bollington, Macclesfield, Cheshire, S.10 5ED. Telephone 0625 572093.

SPARES and SERVICING Central London. UK's largest stockist of 2nd hand spares. Parts for all models. New spares at greatly reduced prices. Bikes and spares always purchased. Paris-Baker conversions a speciality. Bracken MW, 330 St James Rd, London, SE1. Telephone 01 237 9438 or 01 232 1514.

CAGAVAN and CAMPING in Eire. BMW club members are very welcome at Prospect Mobile Home Park, Ballymoney, Gorey, Co Wexford. Tel A.A. Stafford on 010 353 55 25312
EXHAUST TOOL to fit all '75 to present day boxers. £11 collected or £12 posted. Tel 0254 62550. P. Barton, Dinkley House, Revidge, Blackburn.

MOTOR CYCLE ALARMS Storm Cyclone alarm RRP £60, price £50.75; Storm Tornado alarm RRP £120, price £95.25; Accessories: Infra red remote control £34; Security lock £9.00; Horn/light flasher £21; Armed LED kit £8.50; Turbo klaxon £14. Enforcer alarm system includes pager £175. Remote control £62.50. All prices inc VAT. Please add £3.50 for p&p. Cash or cheque with order, allow 28 days for delivery. Fitting service available
BMW/AUUSER PANNIER REPAIR DEVICE, Lids repaired, locks replaced, exchange service available, please enquire for details. Luggage equipment bought & sold. John Hanns (JC Communicat ons). Telephone 0752 090259.

ALTERNATE ROTORS (exchange service) to suit all twins, guaranteed 12 months, only £45 inc. Send to Electrex, 10 Fosters Lane, Woodley, Reading, Berks, RG5 4HP. Tel 0734 697044.

BACK NUMBERS of the JOURNAL: 1986/87 - 12 off remaining copies £5.00 or pro rata. 1983/89 and to date - £0.75 each to members. £1.25 each to non members. No copies available prior to 1986. Pat or Roy Laithwaite, 94 The Ridgeway, Golders Green, London, NW11 9RU.

ALL MUTUAL AID AND TRADE ADVERTISING SHOULD BE SENT TO PHIL KINGSTON, ADDRESS ON PAGE 2. MUTUAL AID ADVERTISING IS FREE TO CLUB MEMBERS AND MUST CONSIST OF PRIVATE ADVERTISING ONLY. PLEASE RESTRICT COPY TO 4 LINES PLUS YOUR TELEPHONE NUMBER.

WHOLES International

Formerly Gus Kuhn

YOUR FIRST CHOICE FOR BMW

SALES: NEW AND USED MACHINES

PARTS: THE MOST COMPREHENSIVE STOCK IN THE UK

ACCESSORIES: BMW HELMETS AND APPAREL

277, Clapham Road (A3) Stockwell
London SW9 9BJ England
Telephone 01-733 1002



THE BMW SPECIALIST R24-R100RT

SPARES REPAIRS ACCESSORIES

25 years personal BMW experience

HIGHER SCREENS
(All models, twins & fours)
TOURING SCREENS
LEGSHIELDS
SUREFOOT SIDESTANDS

FUEL INJECTOR COVERS
H/DUTY FORK SPRINGS
SPARE BULB & FUSE KITS
ACCIDENT/CRASH REPAIRS
ENGINE/GEARBOX REBUILD
TOTAL RESTORATIONS



SPARE PARTS AT COMPETITIVE PRICES



303 Sydenham Road, LONDON SE26 5EW 01-659 8860

BOB PORECHA

SOUTHEASTERN BOXER OWNERS:

All repairs and servicing

Low overheads - so low prices

Professional service

Contact: Henry Grange

GRANGE & MULLENDER ENGINEERING

Dowlands lane, Copthorne, Sussex

Telephone: 0342 717047

Difazio Motorcycles

INDEPENDENT BMW SPECIALISTS

USED SALES
REPAIRS

SERVICING
SPARES

0225 BATH 25505



Tel. (0484) 640030

Motorworks
Units 13 & 14
Tanyard Industrial Estate
Milsbridge
HUDDERSFIELD
West Yorkshire

INDEPENDENT BOXER SPECIALISTS USED AND RECONDITIONED SPARES

- FIXED PRICE SERVICING
- 20% DISCOUNT ON LABOUR TO CLUB MEMBERS
- REPAIRS
- ACCESSORIES
- BOXERS & PARTS BOUGHT AND SOLD

SEND SAE FOR CATALOGUE

ACCESS VISA MAIL ORDER CWO

Boxer-K Motorcycle Services Co.

70 Hillcrest Road, Offerton, Stockport SK2 5SE

For B.M.W. Twins and Multis

- "Watch and Wait" engine refresher tuning
- Full servicing
- All electrical/electronic repairs
- Stockists of BMW spares batteries/tyres etc.
- Phone for a convenient appointment

K-SERIES
Fuel injection tuning
a speciality

Personal Service at reasonable rates.

Phone NEIL SAGAR 061-483-7367 anytime

Luftmeister

Sole UK Imports

Tafite
WEAR

ACCESS LOW PRICES! VISA

Fast, friendly mail order service
PARTS CLOTHING ACCESSORIES

Send sae now for your free CATALOGUE

Harman Services
Unit 1, Little Park Enterprises
Charwood Road, Uffeld

Crawley, West Sussex RH11 0BW
Tel: 0293 513266 Fax: 0293 513326

HARMAN
Services

BRACKEN MOTORCYCLE WORKSHOP

U.K.'s largest supplier of used BMW
spares. Parts for all models. Your parts
taken in part-exchange or purchased.

Many new spares also stocked.

Servicing facilities.

Contact the enthusiasts on 01-231 9438
or visit us at 330 St. James Road,
London SE1.