

THE



JOURNAL

FEB 1990



THE BMW CLUB

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AFTER last months editorial about the resignation of Geoff Wilson and Bruce Preston from the BMF, comes a letter from Jeremy Dodd of the London Section, saying that as a past BMF Director he spent five years working with Jerry Matthews and that "his management skills and personal qualities are beyond compare in the voluntary organisations which look after the interests of motorcycling...he is an excellent communicator and has raised the profile and professionalism of the BMF substantially..."

Quite. But my point was to make people aware, as the East Europeans have been doing so vividly recently, that our freedoms are very precious and that we need organisations like the BMF and the BMW Club as guardians of these freedoms.

And that we need people like Geoff, Bruce, Jerry Matthews and Jeremy Dodd to run these organisations...

I COULD blame the fact that in the AGM notice on page 9 of the January issue, the year changed from 1990 in the December issue to 1989 in January, on the computer. Or on me being all alone last month when the Journal was put together, but I don't need any of these excuses as nobody noticed!

Maybe that's why we've had a stunning silence in respect of the positions to be filled at the AGM...Club Secretary, Treasurer, Assistant Editor, Advertising Manager and Sidecar Secretary are all up for grabs...but has anybody noticed yet!

Turn to page 8 NOW for news of these and also the Club Trophies to be awarded at the AGM...nominations needed by February 9th for the positions and the awards...so get a move on if you're interested, please!

A call to me, John Nicholson or Jan Connett re the Journal positions will fill you in on what is expected...Harold Walton, Stephen Trott and Mick Eggleton will no doubt be pleased to do the same for the positions they are vacating...we can all be found on Page Two...

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COPY DATE FOR APRIL IS FEBRUARY 17TH

AND PLEASE ALSO NOTE that the copy date for the April issue is 17th FEBRUARY, a week earlier than usual so that the April issue can be put together earlier to avoid a clash with the previously mentioned AGM. You have been warned!

K1...POSEURS DELIGHT or serious motorcycle? A glossy article in the BMW Car Club Magazine ends up by offering the advice that "if you need something to blast you through the traffic to get to the aero club or power boat, look no further, for it exists in the K1."

Yes, well...would you have classed the K1 as the ideal commuter bike...for an owners point of view turn to page 18, where you'll also find details of what promises to be the best selling BMW of the year, or maybe even the decade!

By the way, John, I wouldn't mind a flight in your aircraft when you're not using it next!

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.

FRONT COVER: "Medusa" at the Gooseneck, Cadwell Park, with John Tollit on board...see Torque Reaction for his end of season report...photo supplied by D J Cotton.



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. EDINBURGH: The Hawes Inn, South Queensferry, 7.30pm
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, Somerset.
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. Pearces Social Club, Parklands, Hambrook Lane, Stoke Gifford, Bristol, 8.0pm
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

February

- 1 N.East Belmont Community Centre, Sunderland Rd, Gilesgate Moor, Durham.
Technical Talk from mechanic at Mill Garages.
- 1 Southern Rakelands Arms, Rake, Hants. 8.00pm.
- 4 E.Anglia The White Horse, Little Cressingham, Norfolk. 12.00.
- 4 S.West The Jamaica Inn, Bolventor, Cornwall. 12.00.
- 4 Yorkshire How Stean Gorge Cafe, Lofthouse, Nr Pateley Bridge, N.Yorks.12.00.
- 5 Scottish Crown Hotel, Newmilns. 7.30pm.
- 6 Leinster Strawberry Hall, Strawberry Beds, Chapleizod, Dublin.
- 6 Midland Hollybushes, Salt, Nr Stafford. 7.30pm.
- 6 Southern The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.
- 6 Southern The Star Hotel, Wych Hill, Old Woking. 8.00pm.
- 6 Ulster Corr's Corner, Glengormley, Co Antrim. 8.00pm. BMW Reps
- 7 Scottish Sunninghill Hotel, Elgin. 7.30pm.
- 7 Western The Running Horse, Cleobury Rd, Bewdley. 8.00pm.
- 9 S.East The Jugg, Kingston, Nr Lewes. 8.00pm.
- 11 Midland Lamport Village Hall, Lamport. Nr Northants. 2.00pm.
- 11 Northern Catholic Church Hall, Lowton, Nr Leigh, Lanes. 2.00pm.
Bring & Buy BMW related items only please.
- 11 Oxford Pannier sale. Village Hall, Uffington, Oxfordshire. 2.00pm.
- 11 Scottish Motojumble at Red Lion Hotel, Culross, 4m east of Kincardine
Bridge. 12.30pm.
- 11 Western Chepstow Leisure Centre, Crossway Green, Chepstow, Gwent. 2.00pm.
Bring and Buy auction with Dave Brand.
- 11 Yorkshire Bring & Buy, Stain Beck Church, Stain Beck Lane, Leeds.
- 12 Yorkshire The Triton Inn, Brantingham, N.Humbershire. 8.00pm.
- 13 Scottish Carriages, Gt Western Rd, Glasgow. 7.30pm.
- 14 Midland The Lady Ann. Stamford. 7.30pm.
- 14 Scottish Caledon Bar, Garthee Rd, Aberdeen. 7.30pm.
- 14 S.East The Fountain Inn, Tonbridge Rd, Barming, Nr Maidstone. 8.00pm.
- 15 Southern Rakelands Arms, Rake, Hants. 8.00pm.
- 18 N.East Sunday lunch, Stanhope Old Hall. 11.30am.
- 18 S.West The Woodpecker Inn, South Brent, Devon. 1200. Followed by tyre
changing demonstration at Mike & Heather Fishwicks.
- 18 S.West Pub Lunch. Hare & Hounds, Slinwell. Tonbridge Wells. A21 12.00.
- 20 Leinster Strawberry Hall, Strawberry Beds, Chapleizod, Dublin.Film Show.
- 20 Southern The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.
- 20 Southern The Star Hotel, Wych Hill, Old Woking. 8.00pm.
- 23/25 Western North Wales camping W/End, Forestry Comm Site, Beddgelert,
Snowdonia on A4085 rd to Caernarvon. Hot showers & food nearby,
Details contact Garth Forbes 0604 413143.
- 25 E.Anglia The Wheatsheaf, Stow cum Quy, Cambs. Jnc A45/B1102. 12.00.
- 25 Midland Sunday Lunch, Tudor Court, Draycott, Nr Derby.
- 25 Northern Winter Woolies Run. Meet 11.00am Little Chef mile south of Poynton
Hazel Grove/ Macclesfield Rd. A523. Pub Lunch.
- 25 Scottish BMW Day. Town Mill Arts Centre, Strathaven, for details phone
Bob Irving on 05765-286.
- 25 Southern Rakelands Arms, Rake, Hants. 12.00. Pannier sale. 1-00 entry fee
Lower Car Park only, weather permitting.
- 25 Western Gloucester Docks visit, meet Robert Opie Museum 2.00pm.
- 27 Northern Greenhill Lodge, Wigton, Cumbria. 7.30pm.
- 27 Yorkshire The Navigation Inn, Calder Grove, Nr Wakefield. 8.00pm.
- 28 E.Anglia The Generals Arms. Little Baddow. Essex. 7.00pm. Bring & Buy Sale.
- 28 Ulster Joint meeting with Valley M/Cycle Club. Camping Equipment.
- 28 S.East The Fountain Inn, Tonbridge Rd, Barming, Nr Maidstone. 8.00pm.

Personal Accident Insurance explained.

March		
1	Southern	Rakelands Arms, Rake, Hants. 8.00pm.
3/4	N.East	Rhodana Hotel. St Marys Loch. B+B weekend.
4	E.Anglia	The White Horse, Little Cressingham, Norfolk. 12.00.
4	Scottish	Video Afternoon at Bob Irvines House 12.30pm.
4	S.West	The Jamaica Inn, Bolventor, Cornwall. 12.00.Pannier Sale.
4	Yorkshire	How Stean Gorge Cafe, Lofthouse, Nr Pateley Bridge, N.Yorks.12.00.
4	S.West	Canterbury Tales Run. Happy Eater,Charing roundabout, 12.00.
5	Scottish	Crown Hotel, Newmilns. 7.30pm.
6	Midland	Hollybushes, Salt, Nr Stafford. 7.30pm.
6	Southern	The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.
	Southern	The Star Hotel, Wych Hill, Old Woking. 8.00pm.
7	Western	The Running Horse, Cleobury Rd, Bewdley. 8.00pm.
7	Midland	The Hemington Court Hotel, Hemington. Off A6 between Kegworth & Shardlow. 7.30pm.
7	Scottish	Sunninghill Hotel, Elgin. 7.30pm.
9	S.East	The Jugg, Kingston, Nr Lewes. 8.00pm
10	NATIONAL	AGM Cresta Court Hotel, Altrincham, Cheshire, 11.30am.
11	Midland	Lampport Village Hall, Lampport, Nr Northants. 2.00pm.
11	Northern	Catholic Church Hall, Lowton, Nr Leigh, Lancs. 2.00pm.
11	Oxford	Village Hall, Uffington, Oxfordshire. 2.00pm. M.Moody Slide Show.
11	Western	Chepstow Leisure Centre, Crossway Green, Chepstow, Gwent. 2.00pm. Pyrennees Walk Slide Show by Nev Tandy.
11	Yorkshire	Visit Yorkshire Waterways Museum. Phone C. Tetley for details. 0943 76775 after 6pm.
12	Yorkshire	The Triton Inn, Brantingham, N.Humbershire. 8.00pm.
13	Scottish	Carriages, Gt Western Rd, Glasgow. 7.30pm.
14	Scottish	Caledon Bar, Garthee Rd, Aberdeen. 7.30pm.
14	S.East	The Fountain Inn, Tonbridge Rd, Barming, Nr Maidstone. 8.00pm.
15	Southern	Rakelands Arms, Rake, Hants. 8.00pm.
18	Scottish	Bar Lunch, Tibbie Shiels Inn. St Mary's Loch. Selkirk. 1200.
18	N.East	Lakeland Passes. Meet Little Chef, A66 Penrith/Ullswater. 10.30am.
18	Northern	Joint Event with N.East. As above.
18	Oxford	25th Anniversary Dinner at White Horse. Woolstone, 2.45pm. 10 per head set menu. Max 50. Book early through R. Mapp. 0380 6082.
18	Southern	Pioneer Run. Meet 7.30am Tattenham Corner at pub, or Madiera Drive. Ray Halsall will be on hand with Mike Holt leading run from Epsom.
18	S.West	As above meet Little Chef, Hickstead. A23. 10.00am.
18	S.West	The Canal Inn, Wrantage, Nr Taunton, Somerset. 12.00.
18	Western	Skittles match with S.West section at above venue.
20	Southern	The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.
	Southern	The Star Hotel, Wych Hill, Old Woking. 8.00pm.
23/25	E.Anglia	Spring Lakes Long W/E. Crow How Hotel. Ambleside. Info from N. Huish 01 590 3719.
24	S.West	Visit Goonhilly Satellite Earth Stn. Numbers limited to those who missed '89 visit. Contact Roger Pascoe before end of Feb.
25	E.Anglia	The Wheatsheaf, Stow cum Quy, Cambs. Jnc A45/B1102. 12.00.
25	Midland	Walton on Trent Village Hall. 2.00pm.
25	N.East	First Summer Run. Meet Hexham Mkt Place. 10.30am.
25	Northern	First Summer Run. Meet Hexham Mkt Place. 10.30am.
25	Yorkshire	First Summer Run. Meet Hexham Mkt Place. 10.30am.
25	Southern	Ides of March Navigation Rally. Start 10.00am O/S Landranger Map 197 reqd. Start 1 O/s 062 270 phone box Newpound Common, West Sussex on B2133,or start 2 Churchillian Pub, Portsdown Hill, Nr Portsmouth on B2177
25	S.West	Navigation Run.
27	Northern	Greenhill Lodge, Wigton, Cumbria. 7.30pm.
27	Yorkshire	The Navigation Inn, Calder Grove, Nr Wakefield. 8.00pm.

- 28 E.Anglia The Generals Arms, Little Baddow, Essex. 7.00pm Photo Album Competition.
- 28 S.East The Fountain Inn, Tonbridge Rd, Barming, Nr Maidstone. 8.00pm. General Knowledge Quiz.
- 29 Southern Rakelands Arms, Rake, Hants. 8.00pm.



AROUND THE COMPASS

WESTERN SECTION CAMPING WEEKEND...23-24th FEBRUARY...Beddellert and Caernarvon Forestry Commission Campsite on the A4085. Full facilities, hot showers, pub and shops within walking distance... contact Garth Forbes on 0604 413143 for more details.

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

EAST ANGLIAN EARLY BREAK LAKES WEEKEND at the Crow How Hotel, Ambleside, March 23/24/25...3 days including dinner, bed and breakfast on Friday, Saturday and Sunday for £72 or 2 days for £48...all rooms have private facilities, tv and tea makers. Limited places available, so contact Nigel Huish on 01 590 3719 without delay!

AND if you really want to think ahead, Nigel advises that the East Anglian Autumn Hotel weekend is based in Northumberland this year, in early October! Again contact him for further details...

MIDSUMMER WITH THE NORTH EAST SECTION...22-23rd June at the 17 Century Lowbyer Manor Country House Hotel, Alston, Cumbria. The highest market town in England. Guided tour of Kielder Dam and Hydro Electric Station followed by a boat trip on Kielder Water...bookings from Alan Redhead on 0434 605493, or 0434 683610

"A BIT OF A DO"...organised by the Yorkshire Section, Thursday 24th May to 27th May, when they play hosts to the BMW Club Orisshot of the Netherlands....so, if tha's nout else to do, get thesens on yer bikes an come up t' see us. Limited numbers so fust in fust served...itinerary includes a Dales Run with Tom Craggs, a Clog factory and a Pit visit...tha won't know what it's like unless tha comes, will thee! More details to follow...at least that's what it says here!

FIM MOTOCAMP 1990, KISKUNDOROZSMA, HUNGARY, 16/18TH JUNE...due to a secretarial error it will not be possible to mail 1990 entry forms for the above event to all 1989 entrants as is traditional. Forms will, however, be sent automatically to all 1988 entrants, so if you plan to go to this years Motocamp, especially if you've changed address since 1988, please request your entry papers from the BMF office at 129 Seaforth Avenue, Motspur Park, New Malden, Surrey KT3 6JU.

1990 NATIONAL RALLY MOVES TO DONINGTON. To be held over the day/night of the 14th/15th July, this years National Rally continues the trend of changing the finish venue every two years to make a different "matrix" of controls possible, and to give entrants and marshalls a change of scenery, with a move to the home of the British Motorcycle Grand Prix at Donington Park in Liecestershire.

The 1990 entry will be limited to 1200, with last years entrants automatically receiving a copy of the regulations and an entry form...speaking from personal experience, this is a great event, especially if the weather is kind, so be sure to get in early if you want to take part, as the entry is sure to be oversubscribed again!

Details from the National Rally Secretary, CSMA, Britannia House, 95 Queens Road, Brighton, BN1 3WY, or phone 0273 29121...ED



Annual General Meeting '90

I hereby give notice that the ANNUAL GENERAL MEETING of the BMW Club will be held at the Cresta Court Hotel, Altrincham, Cheshire, (M56 junction 7) on SATURDAY 10th MARCH 1990 at 11.30 am.

All nominations and items for the Agenda **MUST** be signed by the Proposer and Seconder. Nominations must also be signed by the Nominees, otherwise the nominations will be invalid.

Also, now is the time for nominations for the four Club Trophies to be awarded at the AGM...the **Max Deubel Trophy** is presented to the non-national committee member who is judged to have worked hardest in the name of the Club during the past 12 months... the **BMW Sporting Spirit Award** goes to the member who has displayed sporting spirit whilst riding a BMW in competitive events...the **Eric Rosenthal Memorial Trophy** is given to the youngest member to ride a motorcycle to the FIM Rally in the previous year and the **BMW Clubs Europa Trophy** goes to the Section which has done the most to promote the good name of motorcycling and the BMW Club to the general public.

Nominations should be in my possession no later than mid-day on 9th FEBRUARY, 1990 for all the above.

HAROLD WALTON, GENERAL SECRETARY, BMW CLUB, 19 New Dykes Road, Prestwick KA9 1HA.

For the second year running the AGM is being hosted by the Northern Section at last years much acclaimed venue, the Cresta Court Hotel in Altrincham, Cheshire, starting at 11.30am, and finishing about 5.30pm.

Again, as last year, no formal "do" is planned for the evening, although that does not stop people from organising their own get togethers in the restaurants or bars available at the hotel.

Once again, BMF dealer of the Year, Alan Jefferies, will be on hand with a display of bikes and goodies, and another stupendous raffle! And free coffee, tea and snacks will be provided during the course of the afternoon!

Also as last year, the Club is not taking bookings for rooms at the Cresta Court, so if you wish to make a night of it, contact them direct...the prices are £36.50 for a double room and £28.00 for a single, both with full English breakfast included.





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.

The Hill Climb at the 1988 Easter Rally proved to be extremely popular; as a timed event, with an element of competition, there is a certain amount of associated risk, both to competitors and spectators. This element of risk, however minute, is a very real consideration for any responsible organiser, who must therefore be prepared for an accident of some type. Accidents, by their very nature, are not predictable and, regardless of any safety measures, will happen....maybe not at every event, but they are inevitable.

An organising body must therefore be able to withstand the worst consequence of such an accident, in terms of claims for injury or death, by means of either insurance or legally binding indemnity waivers covering all parties; in the case of the BMW Club, neither form of protection is available. In the event of a claim, which could be beyond the control of the person injured (an insurance company would attempt to recover any payments it had made, for instance) it would be quite possible that such a recovery could be made from the BMW Club and members of its committee, at both section and national levels.

After a great deal of soul-searching, therefore, it has been decided that no further hill climbs will take place. Although this decision has been made with the interests of the BMW Club in mind, it does of course mean that Reg Moule's 1988 time will stand in perpetuity! Of course, we shall never know if he could have resisted the great talent of Heather Barraclough...

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!

BOOKING FORM FOR NATIONAL RALLY EASTER 1990...APRIL 13-16TH AT ST.AUDRIES BAY,
SOMERSET

Friday evening meal to Monday breakfast (half board) in chalets...

Adults.....£52.00
15-19 years.....£45.00
8-3 years.....£40.00
Under 3 years.....Free
Additional Evening (Thursday).....£15.00 per adult
Tent per unit (max no 6 per unit).....£5.00 per day
Caravans per unit (max no 6 per unit)....£8.00per day

Additional meals for campers etc
Breakfast.....£2.50
Lunch.....£3.00
Evening Meal.....£3.50
Presentation Meal.....£4.00

All above prices include VAT

Day visitors please register at reception...£2.00 rally fee payable.

Please complete this form and send it with full amount, or a deposit of £20.00 per person to: Mr and Mrs Randle, St Audries Bay Holiday Club, West Quantoxhed, Taunton, Somerset TA4 4DY...Telephone 0984 32515...cheque payable to Mr and Mrs Randle.

NAME.....

ADDRESS.....

.....TELEPHONE.....

AGE OF CHILDREN.....

ACCOMODATION REQUIRED

Single with WC only.....Single with shower and WC.....Twin Bed Chalet.....

One rm Chalet, 3 beds.....4 beds.....Two rm Chalet for 3.....for 4.....

Caravan.....Tent.....

Nights required: Thurs.....Fri.....Sat.....Sun.....Mon.....

Two tier beds can be used in some chalets...payment may be in instalments but must be in full by 1st march 1990.

I enclose cheque/PO for £.....to cover full amount/deposit forpersons



TORQUE REACTION

PRESIDENT'S THANKS

Not even 3 months' lay-up would be enough time in which to write to say thanks to all the individuals and section representatives who made calls and sent cards and letters wishing speedy recovery from the operation I underwent in December. Not in my wildest dreams could I have thought that so many of you cared so much as to take the time to say so. You really are a great crowd of people and such care helped both Jennifer and me pull through.

And pull through we seem to have done. The GW model is somewhat leaner and lighter than it was a couple of months ago, but that shouldn't be too long lasting. All being well, about the time you read this I'll be back in hospital having some final 'plumbing' connections made. Then I should be able to think about getting some fresh spring air thrust down my throat from the saddle of a motorcycle.

Uncertain as the next month or so may be, I am sure that the mountain of good wishes sent our way from BMW Club (and other) motorcycling mates has played a great part in my recovery. Thanks to you all. You're priceless.

G WILSON, CUMBRIA

GREEK MUSE!

Not wishing to pre-empt John Lawes, I am writing to say that the machine on page 13 of the January Journal is a somewhat non-original R25/3 250cc single, dated between 1954 and late 1955.

I am one of the few to possess this model, only manufactured for 18 months and replaced by the R26 Earles-fork 250; this one has a dual seat (non-standard addition) and not a rubber Pagusa saddle. It appears to have a peculiar footrest-end prop stand, decidedly non-standard handlebars, added luggage rack, seemingly something like a tin toolbox behind the kickstart lever and (maybe therefore) a tank which does not really look a genuine R25/3 one. Also an added headlamp rim chrome guard.

Greece is a repository of BMWs in all states and sizes, going back to the VERY early days; in Crete I have seen an exceedingly dusty (but not rusty) 250 single dating from the mid-20's with trailing-link forks controlled by a quarter-elliptic leaf spring. And still going well!

One remark - is 1954 to be considered 'early'? - or does this mean that both my machine and I, totalling 100 years in age, are now fossils? God forbid.

VIC DOSWELL, TAUNTON, SOMERSET

WHITE RUST TWO

There were many friendly telephone responses to my letter 'White Rust' in the December Journal and as a result I have written to two manufacturers for samples of their products and will report



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on them in due course. All my callers had their favourite methods of keeping the alloy clean and members might like to take their pick of the following:

After cleaning with Jenolite, wash it off and spray with a mixture of 3 parts of white spirit to 1 part engine oil; this mixture is cheaper than WD 40. To eventually remove the deposited oil and filth, spray with an emulsified mixture of white spirit and household detergent, then rinse with water.

Use Halfords 'Alloy Wheel Cleaner'; first remove mud then spray on the cleaner and raise a foam by scrubbing with a paint brush. Finally rinse with water.

'Cream Cleanser' was recommended. This is a household surface cleaner and should be applied vigorously with a coarse abrasive pad which will also reach between the cooling fins on boxers.

To prevent the problem and also to protect a daily used bike from salt and grit throughout the Winter, a member recommended spraying and brushing with 'Linklife' which, of course, is a chain lubricant. A pristine bike is said to emerge in Spring after some work to remove the protection.

At this stage in the research on attaining spotless alloy, I offer a little challenge to members with a suitable science degree. I have noticed that a well stained aluminium saucepan becomes immaculately clean on the inside when rhubarb is cooked in it. The little problem for our chemist colleagues is to turn this culinary phenomenon to the advantage of members with soiled crank-cases. Could it be that the answer is to apply hot stewed rhubarb to the affected parts?

JOHN RICHARDS, MAIDSTONE

AND ANOTHER...

I write with reference to John Richards' letter on 'White Rust' in December's Journal.

In the late 70's I purchased a 25 litre drum of "Gamlen" Metal Brightener to be shared with two other BMW owners and have been using it with great effect since. By diluting 3:1 with water, it provides a strong phosphoric based solution excel-

lent for cleaning all alloy parts except cast wheels, which are lacquered of course. By removing the lower sections of fairing, proper access is gained to cylinder fins. Application is simply by plastic pan brush, leave on for about 10-15 minutes with the occasional brushing to remove grime/oxidation, and hose off. Wash the alloy with detergent and hose off again. This "deep-cleaning" I find is only required annually to maintain the machine in pristine condition.

Unitor Rochem Metal Brightener is available from Mr Jack Mayle, Tel Falmouth (0326) 313532 at any reasonable time, who can supply and deliver 25 ltr drums nationwide. Furthermore, if SW Section members wish to collect, Jack will be happy to decant the metal brightener into more easily transported sizes! The unit cost is approximately £1.80 per litre which, when one considers the product must be diluted to a working strength to avoid staining, makes the cost of proprietary brands of alloy cleaner look a little silly. Definitely a good "Club" buy!

A few points learned over the years:

- a) Wear rubber gloves (when cleaning the bike, of course - Ed!).
- b) Do not store in metal containers.
- c) Do not immerse plated nuts and bolts in solution.
- d) It CAN be used to remove grime from cast wheels, but do not leave on for too long.
- e) Avoid using it on castings at full strength - patience pays off.
- f) Very effective at removing rust stains on paintwork on boats/ships!
- g) If derusting gates, swinging arms, battery carriers etc, after wire brushing, paint on solution neat and leave to dry before priming for a rust free finish.
- h) Heavily oxidised/dirty components such as exhaust nuts are best soaked in the solution and briskly brushed until clean.

I trust you will find this information to be of use. Should any member wish to contact me for further information, please feel free to do so.

**ALEX V THOMSON, 116 DRACAENA AVENUE,
FALMOUTH, CORNWALL TR11 2ER.
TEL. (0326) 312993.**

SONIC TIPS

Before replying to Dave Thomas's letter and his rather flip 'put-down' of Sonic Intercoms, let me state my bias. I've been using Sonic equipment since the original version was produced in 1977(?). At that time I did a product test for the sadly lamented magazine, "Motorcyclist Illustrated". A few years later, I tested the product in harness with CB radio for the (also lamented) "MCW". In between times I have helped Sonic with promotion and photography. I use one of their intercoms regularly and can attest to the exceptionally high standard of performance and manufacture. I still have the original unit I used in 1977 and it has been through hell and high water - literally. It is completely waterproof, shockproof and, I suspect, bullet proof! It's performance is probably better than any other comparable product and is the preferred system for rally crews (endorsed, sold and used by Russell Brookes). Formula One teams such as Lotus use the system, as do the top powerboat teams. Does this seem like a 'chronic' intercom?

It would be a pity if members who sought to enhance their enjoyment of two-up touring were put off buying an intercom (of any brand name) by Dave's remarks. I concede his comment that, "above 60 mph you can't hear a thing", is the most common complaint received by Sonic. When this has been investigated it has invariably been discovered that the headset has been incorrectly fitted to the helmet. If you are in the vicinity of Castle Bromwich, Sonic will perform a fitting service free of charge, but for anyone who would like to check their fitment now, please read on.


The headset must be velcroed into the helmet in alignment with the ears, as accurately as possible. With the DIN plug situated on the right, the earpieces should form a perfect 'D', with the curve of the 'D' pointing to the back of the helmet. Check alignment by putting on the helmet and inserting one finger between the ear and the earpiece. Through the centre of the brushed-nylon pad it will be easy to locate the earpiece itself. This MUST line up with the centre of the ear. The microphone pad should be level with either the top lip, or the

the bottom lip and not the centre of the mouth. A final (personal) tip: don't set volume to exceed two thirds of its maximum. If these three points are followed, I can guarantee conversation at 90 mph will be perfectly possible. If not, return the unit to Sonic for replacement, or a full refund!

My intercom has been used in conjunction with many helmets, but I have to say my current FM 'Force One' is the quietest by a long way and has improved performance considerably. Wind noise is the biggest problem when using an intercom and everything has to be tried to minimise it, although (in my experience) a Sonic performs well with even the noisiest of hats!

Sorry if all the above sounds a bit like a PR job (Sonic know nothing of this letter) but I really do enjoy using an intercom when riding two-up. My daughter even refuses to ride behind me if she cannot curse and converse!


VIC BARNES, LONDON



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END OF SEASON REPORT

So how did it all finish up? I lost the championship to a quick, well ridden BSA Triple in racing trim (Rob North frame, Williams engine) by one point. We attended 28 race meetings, taking part in over 100 races, with one DNS (ignition failure in wet) and three retirements (burst oil cooler/split carb diaphragm/ blocked tank breather).

The bikes were standard BMWs, running on Bings, MOT'd and road licensed, on ordinary Metzeler H rated road tyres; Mabel even had lights and horn and both performed very well indeed at Cadwell, where they scored 2nd, 3rd and 5th in Modern Production 1300cc, apart from Forgotten Era races. They were both capable of about 120 flat out and would still do 54 to 59 mpg on the road; proof, if needed, of their standard trim.

I believe they did particularly well at Cadwell because it's the nearest to a real road, with plenty of 'Jockey stoppers'. An easy to ride, predictable bike can show up relatively well, since it can pass faster but more difficult to ride bikes in the tricky bits.

I had some very helpful sponsorship from Bracken Motor Cycle Workshop, who gave me some 980cc barrels and pistons, R100 heads, 32/10 final drives and helped with some special top gears (raised by 6% compared with standard boxes - a great touring asset with 32/10's and worthwhile racing too) for this year and some maximum rebore light pistons for next year. They also encouraged me to try twin plugs and gas flowed heads which were definitely more powerful in the mid range. In fact all their advice made the bikes even nicer as tourers and everything we've done is applicable to any boxer from the R80 up - at my age I prefer a nice comfy and responsive bike, which is where we came in I think!

Also, I owe a lot of gratitude to Andrew Sexton of Hook Norton for building and looking after the bikes. I'm sure the year's performance says all that's necessary about his care.

Finally, thanks to Metzeler and BMW! I've put a sticker on Mabel that says, "Every bike should be like this".

PS I've now heard that I'm runner up in Retford & District's 351-1300cc class ('76 and earlier).

PPS My good fortune continues unabated. I've just learnt that I've won Grantham Pegasus 1000cc Forgotten Era championship and their 1300cc Production Championship, which is amazing. We did finish every time and we were 2nd and 3rd once, but I have to assume that in every race some modern Japs didn't start, were dropped, or blew up!

I was put in my place, too, this week. I got a long lecture from a Shelsley Walsh record holder about people near 60 being over the top, lacking reactions and drive so they could only piddle along and get in the way of the younger chaps! Funnily enough, that's what the Classic riders keep telling me too, so it must be true.

I'm jolly glad neither Medusa nor Mabel heard him, or they would be looking for toy boys, so they could really show what they could do!

Andrew Sexton has had Medusa's forks to bits because I'm decking her heads (but not Mabel's) and found that the springs had collapsed a bit and the dampers (not checked since her courier days) were quite worn out, which accounts for the clattering at Aintree, but which also shows how very safe /6 bikes are!

JON TOLLIT, DROITWICH

STOP MESSING ABOUT!

I was well and truly horrified at what appears to be the spineless action the National Committee resolved to take concerning a Club member committing theft at the "1066" Rally. (See TCB 4, December 1989).

In a nutshell, the member should be reported to the Police and his membership revoked. No messing around; show the membership the sort of moral leadership they expect. A thief is a thief and should be treated as such and if court action is taken and the accused found guilty, then I do not want to be associated with him by having him as a member of my Club.

On a different note, BMW Transparent Wax

Spray really does work extremely well, and in answer to John Richards - if he can get the alloy parts clean, maybe with a commercial alloy wheel cleaner, being careful not to get any on the plastic parts, then the wax spray will protect the alloy against the severest salt and can be removed with petrol. I do not know why all BMW dealers don't give a can away with each bike sold. The cost would be minimal and the effect would be a higher retail value and better looking BMWs, thereby enhancing their reputation for quality and longevity.

MICHAEL JOHN WILKINSON, TELFORD

(As far as I understand it, Mike, L&C had the opportunity to prosecute at the time of the incident, and may well have done so. If they did not then that's up to them...after all, if you saw somebody shoplifting you'd report it to the staff of the shop, surely, and not take out a prosecution yourself. The National Committee have acted within the Club Rules, in the hope that the member concerned does not renew, but that if he does, he will be asked to explain himself, with the distinct possibility of being refused membership...ED)

GET SMART!

How timely was the leathers leaflet in the December Journal - I have had a small fortunate improvement in finances which allows me to buy a set of leathers in which safety and style can take precedence over cost!

I rang Brian Sansom who owns BKS Leathers and set up a meeting in Chepstow. He got our Secretary, Andrew Taylor-Hutchinson's approval to display a range of his products at our Christmas party on Sunday, 10th December.

There are several points I would like to raise:

- 1) I am in no way connected with BKS Leathers or any similar company. Currently I am a Sales Rep for a wine and spirit company and on 2nd January start a new career, aged 61, selling Beamish Stout!
- 2) BKS Leathers are not cheap, but in my opinion represent outstanding value for money.
- 3) As motorcyclists we express our individualism. BKS can help us as they

do not produce mass-produced "take it or leave it" suits but will, in consultation with the prospective buyer, design a suit which will be unique.

- 4) We BMW owners have paid considerable sums for what we believe to be the best motorcycle available, so does it not make sense to spend a small percentage of that outlay to buy the best protection (and style) available?

The protection aspect was brought home to me in our 'dash' across France in Mike Fishwick's "Endurance Exercise" to the FIM Rallye and back (see page 27 of December's Journal). We had to go for it to reach the ferry in time, my rear suspension was knackered, my bike was barely controllable and my legs were 'protected' by a pair of denim jeans. I swore there and then that before our trip to Yugoslavia next June I would get a set of the best leathers I could afford.

After Christmas I shall visit Exmouth to be measured, as I do not think I know anyone capable of taking that mass of measurements accurately for me, choose my



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design and colours and wait the 10 weeks or so that it takes for Brian and his team to make them and be ready to stun the lot of you - especially the Western Section - in the Spring!

Anyone know a way to clean up the tatty aluminium on my early K75? Todate I and she have maintained a constant scruffy state, but she must join me in presenting a new, sparkling image.

JOHN BENTHAM, 18 ASH CLOSE, LYDNEY, GLOS, GL15 5NE. TEL 0594 844345

K75 VIBES?

Can I, through the pages of the Journal, ask a question concerning the K75S model?

After owning a procession of large Kawasakis, I now have a K75S bought secondhand in May '89. Whilst it suits my needs well and does all that I ask of it, I've been plagued by one particular problem, namely that of handlebar vibration. This shows up at speeds of 90+mph/6000 rpm and is a high frequency 'buzz' (not a wobble). The majority of my mileage is clocked up on long trips across Europe and the vibration soon leads to numb fingers on a fast run.

I've checked the obvious problem areas (injector synchronisation, wheel balance, steering head bearings, tyres etc) but with no improvement so far. Even fitting rubber mounted handlebars (top yoke ex K100) has failed to provide a cure.

Can I ask if any other owners suffer this problem, or should I continue to look for a fault on my machine? Any information would be most welcome.

A J GRANT, 31 GLENTHORNE ROAD, COPNOR, PORTSMOUTH PO3 5DL. TEL PORTSMOUTH 690583

NASTY TRICK

Fellow members may be interested in the following attack on my bike - an R100RS.

I ride my bike to work each day and am able to park it next to my office. Last week I happened to go down the back stairs and smelled petrol. Looking out of the window I thought I saw petrol coming out of one of the carburettors. This has happened occasionally in the past and the quickest way to stop it is to give the carb a gentle kick to let the float rise.

However, when I opened the back door, petrol was pouring from both taps. Somebody had pulled both the hoses off and set the taps to reserve! Luckily this had only just happened and I probably lost about a gallon, although the whole area round the bike seemed flooded with petrol. I can only assume this was done from envy or some kid's idea of a joke.

Does anybody know a really effective way of stopping this nasty little trick?
CHARLES PEARSON, 30 COBTON DRIVE, HOVE, SUSSEX BN3 6WE

THOSE BLEEDIN' BRAKES AGAIN

I have followed with interest the recent correspondence about R-series rear disc brakes. I managed to avoid having to bleed those on my '79 R100S, by annual refreshment of the fluid and by making a cover for the master cylinder and linkage by pop-rieveting some old inner tube to the rear silencer mounting bracket above it. This unobtrusively diverted the road dirt which would otherwise wash any lubricant from the linkages and threaten the life of the master cylinder.

The root cause of the brake's problems is of course that it is a bodge, using the old drum lever and off-the-shelf Brembo bits, done because of cost or fashion. Apart from the bleeding hassles, no-one has pointed out that it makes rear wheel removal a messy pain, no longer achievable with the standard tool kit (two 17mm spanners to remove the caliper torque arm!) and gearbox removal time almost doubles.

My answer to all this (for pre-'81 bikes) has been to revert to a drum brake; simple, efficient and almost maintenance-free. I was lucky enough to pick up spoked wheels too, which give a more comfortable ride and which I find aesthetically more pleasing.

For those who do need replacement Brembo parts, MotoMecca or Spares UK (WSW19) are reasonable. They also do Teflon-coated pistons to replace the seize-prone bare aluminium ones found in some Brembo calipers. Meanwhile, I have a complete rear hydraulic system in my shed if anyone wants to haggle.

MALCOLM MCDONNELL, 2 BALLS GREEN, WITHYHAM, HARTFIELD, EAST SUSSEX TN7 4BU

Just a line to congratulate you on the fine job you do as editor of our splendid Journal, but I was rather disturbed by the front cover of the December issue; a very fine photo, but what was the last rider doing on the wrong side of the road? Surely this is a bad example to our younger members, or was he or she a younger rider?

JOHN GREEN, IPSWICH

[OH DEAR, AND ME ON THE CALENDAR PICTURE VETTING TEAM AS WELL - BUT WHO HASN'T CROSSED A WHITE LINE BEFORE - LET HIM CAST THE FIRST STONE! - ED]

HARMAN SERVICES, that well known advertiser of parts for your BMW, have just released their 1990 catalogue...an A5 SAE to Harman Services, 89 Hazel Way, Crawley Down, Crawley, West Sussex RH10 4EU, should see the 38 page document winging it's way to you...it includes the Jalite range of Gore-Tex jackets and trousers, the Luftmeister range of goodies from the USA, (to turn your K1 into a fire breathing 260 bhp, 200 mph projectile!) plus the usual accessories and service items...and Harman also now stock the Maxon two way radio system of communication as used by some training centres...ideal for talking to your passenger, or bike to bike, if you have the necessary broadcasting licence...

And below are the answers to last months crossword from the pen of Seive!

F	R	A	M	E	L	U	G	S	J
A	I	O	O	S	I	Z	E		
M	O	M	E	N	T	U	M	P	I
E	S	O	D	B	N				
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D	Z	E	O	E	P				
O	N	E	A	V	A	I	L	A	B
W	S	E	S	A	T	A			
S	O	F	R	E	E	P	H	O	T
I	R	O	N	S	E	V	E	N	
T	A	R	H	O	E	R	A	L	
E	L	E	M	E	N	T	L	A	Y

SEIVE

FRED SECKER WRITES WITH THE SAD NEWS OF THE DEATH OF JOE GREENWOOD... Joe joined the Club in the mid fifties and was without doubt the most knowledgeable member on the history of BMW within the Club, perhaps in the country. He was the author of a series of Journal articles entitled "In Search of BMW", an Honorary Life member of the Club and a recipient of the Max Deubel Trophy. The enclosed photograph shows Joe in the Dolomite Mountains with his 1939 R51...Joe lived alone, and because of this and some complicated circumstances, I did not receive the news of his death until after the cremation, which took place on the 1st December."



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THE ULTIMATE POSE?

JOHN TURNER

BMW's promotional material for their futuristic, new, top-of-the-range K1 motorcycle left me cold! The price was a major put-off and the machine itself looked to be little more than an out-and-out sportster; hardly the tradition for which BMW motorcycles have become famed. Little or no facility for carrying luggage would effectively preclude touring, whilst the riding position looked as though it could be a major deterrent to long distance riding. Need I say more?

And then, a month to the day after BMW launched the new model, I happened to look into my local dealer to view the Ducati and Moto Guzzi ranges which had recently been added to the BMW and Kawasaki franchises and parked alongside a Ducati Paso was a strange looking metallic blue and yellow projectile. A few seconds later and I was hooked! Call it irrational, call it whatever you like, this gleaming brute with the blue and white quadrant on its tank just had to be mine. It was love at first sight and there can be no other way of describing it!

But the price? Well love is totally irrational and BMW dealers somehow have a way of making you afford such things. In went my 1988 K75SS, 1973 R75/5 and my coveted 1937 Velocette MSS as a straight swap for this ABS fitted monstrosity and a tank bag (assuming BMW have any) and on the damp evening of 2nd November I wobbled away uncertainly on the heaviest motorcycle I had ever owned (569 lbs). Your correspondent had a new mistress!

This machine is different to all other K series bikes I have ridden. It certainly feels different, maybe as a result of being able to get both feet firmly on the ground for the first time with any recent BMW, no doubt due to the 'low' 30" seat height. Even with this extra 'security' the bike feels cumbersome when stationary and when being manoeuvred by 'hand'. I cannot believe that the centre of gravity is any higher than on my former K75SS, but it certainly feels to be and always present is a fear of losing control and allowing the whole plot to topple over at great risk to the thin fairing sections.

The riding position is different and not unlike 50's style cafe racers with rear-sets and clip-ons. No clip-ons, however, for this product of West Germany, just black chromed low bars which nevertheless give the machine a real 'boy racer' feel. Surprisingly, my 41 year old body doesn't find the riding position too cramped, but then I'm only a fraction over 5'8" tall. Larger examples of Homo Sapiens may find otherwise. Again comparison with the K75SS suggests virtually no difference in long distance comfort as my first Sunday 300 mile jaunt proved.

The bike sounds different, almost raucous with a veritable bark coming from the massive chromed, stainless steel silencer and that despite restricting the revs to just 4,000 to start with (BMW suggest 5,000 rpm for the first 600 miles).

Gone is that intrusive vibration witnessed on other 4-cylinder K series models.... the K1 is as smooth engine-wise as the much-travelled 'three' which went in part-exchange...and that pleasantly surprised me. With so few miles on the clock (500 at the time of writing) it is impossible to comment sensibly on engine performance or fuel economy. Suffice to say that it tears up to 5,000 rpm (approx 85 mph in top) and despite some fairly hard country lane riding has so far failed to drop below 50 mpg, although I have little doubt that when a little more of the rev range is available for use I can expect mpg to drop well into the 40's.

Instrumentation is good and if the fuel gauge is at all accurate, that should be a most useful tool with only around 4.5 gallons of premium grade leaded fuel to hand. Hazard warning lights are standard along with a temperature gauge and the huge

oblong headlamp is excellent.

The fairing offers good wind and weather protection and a 25 mile spin on the first evening of ownership left me with only a cold neck; but then I did forget my underhelmet and scarf in the rush to get underway. The low, low screen doesn't lift the wind quite so high as that fitted to the K75SS, with the consequence that my helmet visor tends to get fully closed at all but the slowest speeds.

Finish is superb, the metallic blue being much lighter and richer than seemed apparent in BMW's publicity material and is stunningly set off by the eggshell finish yellow painted wheels, engine and transmission...much easier to clean than the usual unpainted alloy. In fact, the whole bike seems quick and easy to clean, making a mockery of the instructions in the rider's handbook to remove all fairing sections before washing the bike down! No doubt that might be necessary on a once-a-year basis for a really thorough de-lousing.

Criticism

The machine was delivered without a side stand, due I'm told to production or design difficulties, which I find incredible on a machine costing in excess of £8,000 (£8,150 on the road). Secondly the hinged lifting aid so useful on the K75 for heaving the machine on the centre stand has been replaced by a fixed horizontal tube gusset on the frame, which to be fair is perfectly adequate for getting the bike onto the stand, but totally useless when it comes to taking it off! This is the most disappointing aspect of the whole machine to date; there is simply nothing to get hold of in the right position for a lightweight chap like me to use, and remember this is a big, heavy machine, which doesn't feel all that stable when being man-handled. I can envisage real difficulties when the promised tank bag is delivered and fitted, for then it will be even more difficult to reach the off-side handlebar when the bike is on the centre stand.

Without that tank bag there is virtually nowhere on the machine to carry my one-piece BMW waterproof suit. It will fit under the hump over the pillion seat, but that means carrying an Allen key to gain access and is no two second job to get it in or out. The two rear lockable storage compartments will carry little more than a pair of gloves each, or maybe a very small compact camera. They are virtually useless!

Initial Conclusions

One word sums up the K1....BRILLIANT. It rides and handles well (that's an understatement); the Michelin radials grip like the thing is on rails and that, coupled with the ABS brakes, gives a sense of real security. The whole concept feels good and although it encourages one to ride hard, there is a feeling of great confidence.

The machine is certainly an eye-catcher and when left parked almost invariably attracts a crowd of admirers.

So far I've been unable to exploit the full potential of the machine and whilst I shall certainly miss the three bikes it cost me, so far I have absolutely no regretsafter all, I've got the ULTIMATE POSE!

**OPPOSITE...PRESIDENT GEOFF IN POSE MODE
AT THE AMERICAN OWNERS RALLY LAST YEAR...**



AND NOW, HOT OFF THE BRACKNELL WORD PROCESSOR, COMES NEWS OF THE NEW FOR 1990 K100RS...THE BMW OF THE DECADE?

Drawing on the technology developed for the BMW K1, the new K100RS is to be launched in the spring, features the 16 valve 1000cc four cylinder engine.

Limited to a voluntary 100BHP, this gives the K100RS an 11% power boost, with a 16.3% rise in torque and a top speed of more than 136mph.

This engine features a Motronic engine management system which offers computer controlled fuel injection and ignition, and which will allow the fitment of a three way catalytic converter, planned for launch at the IFMA in Cologne in September.

The extra power is complimented by K1 front forks (reducing spring travel by 27%), the larger Brembo brakes with four piston calipers and the unique paralever rear suspension. Three spoke K1 alloy wheels in silver, wider handle bars (from 22" to 24"), the adoption of the

round K1 silencer in stainless steel (banishing at last the original square horror!) and a black engine/drive train treatment all indicate the depth of change in the new machine.

Standard British specification will also feature an engine spoiler, hazard flashers, luggage rack and temperature and fuel gauges. ABS is an option, and new metallic colours include Pearl Silver and the unfortunately named Yukka Green, while the silver machine features a return to hand painted coach lines in place of the horrid stickers of recent years.

Other snippets include the availability of ABS as an option on the K75 range (in 1989 more than 70% of K100 buyers went for ABS), and that in its 67th year the Boxer range continues to sell well alongside the newer Ks.

Sounds like the bike that could tempt me away from the Boxer...although the price is yet to be announced, the K1 was priced lower than people thought, so maybe we're in for a nice surprise...1990 is starting to look interesting!



SPIRITUAL GUIDANCE

VIC BARNES

It was 6.00 pm in late October. The dark was creeping up on me and I still had 50 miles to travel. At the Invergarry Hotel I turned sharp left onto the A87. It started to snow, not too severely, but bad enough to make vision difficult. Great, lazily drifting flakes floated down onto my visor and began to accumulate. After 500 miles of wet and windy riding, it was all I needed! I used the V-wipe on my gloved forefinger to give a few minutes of precious clarity and gunned the K100RS up the long, gradual climb out of the small town of Invergarry. The wet tarmac hissed reassuringly beneath the BMW's new radial tyres and I settled down to another critical period of intense concentration.

But doubts were already beginning to attack my unshakable self-belief. I knew I was tired. My shoulder muscles had started to ache and I was continually having to re-orientate my point of focus by looking at the side of the road. Target vision was my biggest problem and the damn snow didn't help!

Eight miles out of Invergarry the gently floating snow turned into a miniature blizzard. My speed decreased rapidly until I was crawling along at 20 mph. I was using the V-wipe every couple of seconds. Snow was beginning to find its way down the inside of the visor and misting now added to my problems. I rounded a tight bend which brought me onto a bleak, forbidding stretch of moorland. My speed was now even slower and I was seriously thinking of stopping. It was so difficult to see I had almost run off the road on two previous corners.

Ahead of me the charcoal-grey clouds of dusk parted and weak moonlight struggled through the gap. It hit the road like a beacon, reflecting back off the shiny surface and guiding me like the Star of Bethlehem. I flipped up the visor an inch or so to clear the misting, shifted into top gear and at 50 mph followed the gleaming-wet ribbon of tarmac. For 15 minutes the tiny sliver of light guided my way and kept me safe. Whenever I turned a corner it was still there and I followed it slavishly. Then, as quickly as it had started, the snow stopped.

I pulled over to the side of the road, removed my helmet and began to clean the soaking visor. Rescuing a dry tissue from the inside of my waterproof jacket, I spent five fastidious minutes drying and de-misting the wet Lexan. Finally, I replaced the helmet and eased the bike back onto the road. I looked up, almost for reassurance, but the gap in the clouds had closed. There was nothing but the black ink of a Scottish night.

This road has never ceased to surprise me. The first time I travelled the A87 in daylight, I experienced the most extraordinary ride. I had never realised that Scotland was so beautiful. What had I been doing all my life, ignoring this primeval majesty?

Invergarry to Dornie, which is 8 miles from Lochalsh and the Isle of Skye ferry, is the most beautiful 50 miles I have ever ridden. It is also one of those roads which seems to have some deeper meaning for me. It welcomes me and looks after me and on that first ride of discovery 10 years ago it provided me with two examples of its uniqueness.

It was a return trip, my first in daylight, and I had left Dornie at 9.00 am on a cold, crisp, autumn morning. I was riding a R100RT and the old boxer air-cooled engine revelled in the rush of icy air as I cruised briskly along the banks of Loch Duich. At one point the road rises to a hundred feet or so above the Loch. For some reason I looked down. To my astonishment, between myself and the blue-grey water was a small white cloud no more than 20 or 30 feet in length. I swear that when I had

looked, less than a minute earlier, it wasn't there!

For about 6 miles it seemed to follow me. Every time I looked to my right it was still there, directly below, virtually keeping pace with my hustling machine. Eventually the road swooped down to loch-level and dived briefly into the trees at the edge of the Shiel Forest. When I emerged, I turned the bike through a sharp hairpin bend onto the bridge which cuts off the last 5 miles of the loch. As soon as I was safely on the bridge, I looked across the water for the small, white cloud. It was gone.

Towards the end of the ride, about 4 miles from Invergarry, the road rises to its highest point. It skirts the summit of Meall Dubh, some 780 feet above the waters of Loch Garry. The sight that unfolded below me was magnificent and I pulled over to the side of the road. I just wanted to absorb what I could see and even to become a small part of it. I reached for the ignition key and switched off the engine.

In weak autumn sunlight the long, blue finger of Loch Garry sparkled like a sapphire necklace. On the far side, beyond the Glengarry Forest, the mountains were shaded in fine mist. Below me lay the tiny villages of Tomtoun and Inchlaggan, looking for all the world like something from Swift's 'Gullivers Travels'. The stunning silence was relieved only by the ticking of the BMW's engine as it cooled in the thin, chilled air. I lit a cigarette and just looked.

Nearing the end of my cigarette I realised that the peaceful but strange silence was disturbing me. Why was it so quiet and why were there no birds singing? Could it possibly be that a legendary Golden Eagle had its eyrie in that small knot of trees just above and behind me?



ABOVE...THE BEAUTY OF LOCH GARRY IN THE AUTUMN, JUST OFF THE A87 MAIN ROAD.



ABOVE...BESIDE LOCH NA KEAL ON THE WEST COAST OF THE ISLE OF MULL.

At that moment something above me, to the right, entered my peripheral vision. Immediately I looked up. It was a bird and a large one at that. But I was given no time to dwell on it, or study it. Instantly it dived, arrowing across my line of vision and plummeting towards earth, some hundreds of feet below. My eyes followed it as best they could, but it quickly disappeared into the gold and brown camouflage of the rugged terrain. I don't know if it was a Golden Eagle, but I like to think it was. Whatever it was, the speed of its descent was like that of a guided missile and I'm certain its prey would have had little chance.

Following those early rides on the A87, I have travelled the road many times. I never tire of it, though nothing much else has happened. But the road always seems to welcome me. I feel at home on it and I feel comfortable. We have an affinity and we are friends. And I will always return.

ADDENDUM

In the Spring of 1990 (say the third week in April) I would like to take a small party along the very best roads in the Western Highlands. The riding will be over a period of four days, plus a day to get there and a day to return. I will organise route and accommodation in good hotels and guest houses. I expect the cost to be between £100 and £130 per head. This will include evening meals as well as B&B. Provisionally, I would like any member who is interested to ring me at the number below, as soon as possible. Members of the Scottish Section are not barred!

Riding will be over the most beautiful, but demanding roads and will include the Isle of Mull, the A87, the 'Pass of Cattle' and Glen Coe. Meeting and finishing point will probably be Balloch, near Loch Lomond.

My telephone number is 01 749 2451, evenings or a.m.

RETURN OF THE HIPPO

MIKE FISHWICK

Some people think that winter evenings should be spent in the garage, playing with one's BMW, or even in front of the fire; we of the South West Section are, however, made of sterner stuff! After two years without a winter camping event, a last-minute decision was made to revive the Hippo Rally...as the acknowledged expert on all matters regarding the Exmoor area, Dave Dyer drew the short straw and, with wife Carol, organised our first event of the new Section Year.

By Saturday evening, 46 people had registered at Dave Fox-Spencer's hospitality caravan, where Roger Pascoe revived them with endless cups of tea, coffee and soup.. maybe this was the best job of the entire organisation, as the gas stove was always alight!

Two very notable machines were the K75-Watsonian Cambridge outfit of Colin Ferguson, which, with its small wheels and R-RS fairing, caused so much attention that even trams stopped to admire it as we entered Poland at Gdansk two years ago! Roger's favourite modern twin was there again, an R80ST which the owner, Garth, has completely transformed by simply fitting standard bars and a massive Heinrich petrol tank - an object lesson to the BMW marketing men who decreed that their best-handling product should be defaced by huge bars and a small tank...

The majority of the participants had arrived by Saturday lunchtime, when they were led by Dave Dyer around a circular route through Exmoor, stopping at Bishops Tawton, where they were warmly welcomed by James Sherlock with a generous afternoon tea. James is a very nice person, even if he does make his living by breaking up good BMWs - including a Special Edition KRS with just 25 miles on the clock!

The Long Distance Award went to Chris and Julie Baker, who had returned to the South West from Grimsby on their KRT, Chris's warm pink fingers providing mute testimony to the efficiency of his Fieldsheer gloves.

The sun was setting over the nearby Bristol Channel when Dave Dyer and his group returned, complete with the South West Section's cold weather experts, Dave and Sylvia Purchase, who were obviously training for their visit to the 1990 Elephanten Treffen...their R80GS has carried them to the Elephant before and is equipped with spring-loaded skis (really!) which allowed them to make the well-feared descent at the Osterrichring without problem, even when fully loaded. As one who uses heated grips in summer on an RS twin, I can only marvel at them!

As the temperature plummeted, darkness fell and the lights of the Welsh coast illuminated the horizon as we made our way to the nearby Blue Anchor Hotel for a well deserved meal; the temptation to consume too much ale was decidedly tempered by the thought that this would involve leaving the warmth of one's sleeping bag in the early hours of the morning to attend the call of nature!

The food was good and the company excellent, being composed of like-minded members from almost every section of the Club, all determined to extract the ultimate in enjoyment from the facilities available. The Hippo is really like a mini FIM Rally, where one meets friends old and new every year and will be sure to take away enough memories to last the year.

We were entertained by an aged pianist who played the hits of yesteryear with great style and was certainly appreciated by everyone until "Time" was called, when he was spontaneously cheered from the floor.

Those who have attended previous Hippos will remember the total lack of regard for

such niceties as licensing hours, which produced a very convivial atmosphere. We all agreed that, while we had certainly enjoyed our weekend under frozen canvas, we found that an important ingredient was missing - one might call it the Hippo Spirit - which could only be replaced by a change of venue for next year...still, for an event organised at very short notice, Dave and Carol had done a magnificent job and plan to make sure that the Hippo returns in full snorting fury next year!

When we finally headed for our tents the full force of the winter night hit us all - very clear, very cold and biting damp - after yet another round of hospitality in the Fox-Spencer caravan followed by a glowing discourse from Chris Baker on the merits of BMW and Fieldsheer gloves, we noticed that the kettle had still not boiled - the temperature had fallen so low that the gas bottle pressure was reduced. It was time to sleep.

With many layers of thermal wear, including no less than four pairs of socks, balaclava, scarf and a very superior sleeping bag, I thought myself assured of a warm night...I spent the night feeling decidedly cool and finally decided that my feet were damp - the inevitable penalty for using a tent with a nylon interior in cold weather, as the resulting condensation which coated the interior was then rubbed off by the end of the sleeping bag...oh for a Goretex lined bag!

Unless one is a real professional, I suppose there is only one way to be really warm at night on a Hippo Rally and that is to follow the example set by one regular two years ago who slept in the huge open hearth of the Sportsmans Arms and was only removed by the landlord at 7.00 am because it was time to light the fire!

It must have been cold - even Sylvia Purchase was complaining of cold feet, while the only really warm person was young Andrew Thompson, who had fitted one sleeping bag within another. It was still cold - my nose completely failed to react to the obvious aroma from the frying pan which protruded from Frank Robbins' gloved hand, which in turn protruded from his sleeping bag. Frank has now deserted the Oxford Section to rejoin us and, much to the consternation of Roger Pascoe, had even forsaken, albeit temporarily, his beloved neo-classic R90S for a KRS.

While we waited for the sun to rise over the hill, we were all treated to the sight of Chris Mancreif attempting to bump start his car into life before he reached the edge of the cliff! He failed, but at least his petrol stove worked to provide me with the first cup of the day, donated with obvious pity by girlfriend Steph. I really didn't know whether to drink it or pour it into my boots!

In direct contrast, Roger Pascoe soon appeared, complete with clean shirt and a tie! This could, of course, have had something to do with his having spent the night in the comparative warmth of the Fox-Spencer courtesy caravan...

By now the gas cylinder had warmed up and the Pascoe soup kitchen was in action again to keep us all going until it was time for breakfast. After a short walk down the hill we found that once again our needs had been completely taken care of by Dave Dyer, who had arranged for the beachfront cafe to open early, where we were provided with a smiling welcome and large mugs of hot tea or coffee while we contemplated hot breakfasts, toast and more hot drinks...all for a very modest fee.

Back at the camp site, the ice which had coated our tents was thawing, as was the hard frost which even now was still providing some anxious moments for those who were leaving early. During the night the temperature had fallen to minus eight degrees C and even now was hovering grudgingly just above freezing point.

After another cup of Pascoe courtesy tea, it was time to start packing. Dave and Sylvia, not unnaturally, were almost ready having packed with military precision into the beautifully-made soft luggage which Sylvia produced to her own design. I felt more than a little untidy as I fought my sleeping bag into one pannier and

tent into the other - the action kept me warm, at least.

Dave Dyer soon arrived to wish us all "Bon Voyage" and asks for feedback from participants - the sign of a wise organiser. Plans for the 1990 Hippo are now being made and Dave will soon be hard at work to recreate the usual abnormal atmosphere!

While Colin Ferguson provided the curious with a taste of modern sidecar travel, the rest of us were in no hurry to leave and could probably have spent the rest of the day talking BMWs...

All too soon it was time to leave the Hippo for yet another year - as usual I had the distinct feeling that we must be mad to do this and even madder to enjoy it. See you at the Hippo '90!

MOTORRAD 89

DERRICK TUCKER

An unfortunate accident to one of the original members of Jon Taylor's party led to a late invitation for me to join a select group of 10 English riders attending the 1989 Motorrad "Perfektionstraining" at the Nurburgring. Apparently Jon, who was not well known to me at the time, had observed my antics during a recent Norton Owners Club day at Goodwood and thought I might be able to keep pace with the rest of the group. I was not so sure. Goodwood, with its mainly flat topography and wide, easy to learn track, is an entirely different kettle of fish from everything I had heard about the Nurburgring. Not only that, but many members of the group had attended courses at "The Ring" several times before and apart from myself on a more or less standard K100RS and Robin Helby on his Luftmeister ignited, Spondon braked, Hossack forked, Ohlins suspended KRS, all were expected to be aboard Japanese "superbikes".

Although by no means worn out, I was doubtful if my Pirelli radials would survive an estimated 500 track miles plus the 1000 mile return journey. Being uncertain of the supply situation at "The Ring" or free time available for tyre shopping, I decided to fit new rubber before leaving. As luck would have it, Pirelli radials were in short supply, so what to do? Having heard good reports from two quarters, I chose Avon Super Venoms. The irony was that on Monday morning, Pirelli Tyre Service attended the circuit just for our benefit and could have fitted my favourite tyres in no time flat, at a very attractive price.

Most of the group came together on the early Saturday morning Dover-Calais ferry. The BMW members were Jon Taylor and Tom Luther on Honda VFR 750s and Robin and myself on our KRSs. Others in the party were Martin Davey aboard a race kitted Yamaha FZR 750, Bob Farnham and Keith Hazelden on Yamaha FZR 1000 Exups and Peter Case on a Suzuki GSXR1100. To join us the following day were journalists Chris Frankland on a VFR on test from Honda GB and Paul Blezzard (alias PNB of Motorcycle Sport fame) who arrived very late Sunday night on a rusty chained, bald tyred and otherwise very tatty Kawasaki GT550 having suffered a terminal seizure on a borrowed Yamaha TDR whilst on his way to Dover!

First thing to decide was: motorway or pretty way? I chose to accompany R H on his scenic route through France, Belgium and Luxembourg, whilst the others elected to blast along the motorways. The only problem we had was contending with melting roads owing to the extreme heat and we stopped several times for cool liquid refreshment before checking into a hotel near the circuit.

As the course proper did not start until Monday morning, we had Sunday to adjust to the surroundings, but were greeted by a rainy start to the morning. Nothing daunted, we headed for the track which was open to the paying public and R H offered to guide me a 'slow' lap so that I could get my bearings.

Although I normally enjoy the challenge of fast riding on wet roads, I was soon gripped by fear caused by a front tyre which did not feel at all secure and by a circuit with a bewildering variety of corners and gradients. On my return to the pits, I had the feeling that I should not be there. Later on, noticing my worried expression, Bob Farnham encouraged me with the news that the track was now completely dry all the way round and advised that I would feel a lot more confident after a few more laps. He was quite right too. With six more 21 kilometre dry laps behind me, I felt much more confident and although protesting loudly and showing signs of overheating, the Super Venoms seemed to have ample grip on the dry track.

Mildly satisfied, Robin and I set off for the official hotel at the distant town of Bad Neuenahr in time for signing-on and a hot bath before dinner.

After a somewhat brisk ride from hotel to circuit, training on Monday morning began with the circuit divided into sections and each group examining one section at a time in minute detail. Each of us took turns to ride close on the wheel of the instructor with the others following behind in the same wheel tracks. Then, with our instructor strategically placed near to the trickiest bits, we each rode the section a few times at 10 second intervals so that he could observe each of us in turn and make constructive criticism afterwards.

Although a fast pace was not discouraged, the emphasis of the instruction throughout the course was on smoothly following the perfect line. A compulsory test during the first session required each of us to accelerate to a modest speed of between 30-40 mph then de-clutch and brake hard enough to momentarily lock each wheel in turn. (I assume that those in other groups with ABS equipped machines were either excused or asked to swap bikes).

Thereafter, the course involved complete guided laps at increasing speed with turns being taken at riding closely behind and later just ahead of the instructor.

During the lunch break I met Richard Avent (UK Ducati Importer) who had travelled to the circuit for another purpose aboard one of the new 900cc Ducati Sports. He generously offered me this exotic machine for a one lap fling, even though a heavy rain storm had completely soaked the track. I found it to be a wonderfully light and responsive machine with taught handling but a rather uncompromising riding position. Afterwards I handed it over to Jon Taylor and had a lap on his VFR whilst he rode the "Duke". I have to say that I immediately felt at home and very safe on the VFR, which I found to be more comfortable, more responsive, easier steering, better handling and all this at only two-thirds the price! After only a few kilometres, my mind was made up: I would buy a VFR when I got back to the UK.

Reluctantly, I handed the VFR back to Jon and got atop my trusty KRS, which now felt a real top-heavy lump, joined the string about fourth from the front on the still soaking track and promptly crashed on the second right hander. We were all riding smoothly in the same wheel tracks at no great speed or angle of lean and then bang! down I went on the wet track. I felt no warning twitch, just hard tarmac.

Once my breath was back, colleagues helped me aboard my bike, which was now roughly polished on one side and sported only one and a half footrests, so that I could gingerly complete the remaining 20k of that lap to get to the pit area. Then I spent the rest of the afternoon session getting a replacement footrest fitted and broken screen trimmed by the helpful local BMW dealer. Meanwhile, the rest of the group had been caught out on the circuit without waterproofs in a horrendous down-pour and were completely soaked through.

On Tuesday morning, parts of the circuit were damp and shrouded in fog. Owing to a stabbing pain in my side, assistance was required in order to get on, off or park-up my bike. On the first lap I quickly lost ground on the damp and bumpy sections and could only keep pace on the drier and smoother parts. My confidence in the Venoms on the damp sections was now totally absent and every bump caused 'red-hot knife in the side syndrome' which encouraged me to throttle-back a bit. The last thing I wanted was to be a drag on the rest of the group and so, by mutual agreement with the instructor, I was relegated to a slower group for the rest of the morning.

By lunchtime I was suffering considerable discomfort, but had left my Panadol at the distant hotel and so I went to the control office in search of Aspirin. When asked if I had a headache, like a fool I replied, "no, a pain in the side". Inevitably, I received no Aspirin and the rest of the afternoon was spent at the local Krankenhaus where X-rays revealed a broken rib for which there is no treatment. The good news was that there were no bones broken in my hand or wrist which were also quite painful, but the doctor bound up the wrist anyway - perhaps he thought it might inhibit me from riding. Anyway, the circuit doctor would not allow me out on the track again

so I was disappointed not to be able to do my assessment lap which is the climax to the course.

Very impressive at the circuit were a group of ten Oekomobiles - you know, those glider cockpits on two wheels using K100 engine and cycle parts. They go like the wind and, I'm told, are very safe but appeared very alarming to me as they banked over at considerable angles of lean. Don't seem natural though. If they put in an appearance in this country, I can imagine a lot of Metros driving up trees and lamp posts as their drivers go goggle-eyed at their first sight of these strange machines.

In the evening, a coach shuttled all the delegates and instructors to a picturesque vineyard in the hills above the town for an end of course dinner celebration and awards ceremony. None of us could quite figure out exactly how the panel of instructors compiled the results, but as the 'Englanders Group' was judged to be the best of the eleven groups, we were not going to raise any objections. Jon Taylor came top of our group, with Tom and Robin not far behind. Well done, Jon.

On Wednesday morning I awoke in a state close to panic because a visit to the bathroom was urgently needed, but I was paralysed by pain whichever way I tried to move and so could not get out of bed! Fortunately, I was not alone and after some thought used my arms to clamp my knees up towards my chin, arched my back slightly, then my room-mate was able to roll me up into a sitting position from which I could stand. Phew! My wife had to do this for me every morning for several days after my return home. I had to behave or she would have left me in bed all day.

All except Bob Farnham and Peter Case were headed back to the "Ring" for as many free laps as they had the time and energy for. So, still unable to get on or off my bike unaided, I decided to be sensible for a change and joined the Bob and Pete express to Calais by the motorway route. Bob had a theory that the bumps would hurt me less at 105-110 mph than they would at, say, 80-85 mph. I never found out if he was right because our speed stayed in the upper range for almost the whole way! My technique to lessen the discomfort was to anticipate the worst bumps by watching Bob's suspension then, tensing the muscles in my chest, ease my weight from the saddle onto the footrests. Apart from that and swallowing two pills per tank of petrol, it was just a case of grin and bear it.

Overall, in spite of my spill, Motorrad 1989 was a thoroughly enjoyable experience and I hope to be invited back again next year when I shall be a bit less experimental when it comes to tyre choice.

MEMORIES

JOHN MALFOY

A couple of days ago I called into my local BMW dealer and there in the line-up of Bricks and Boxers was an old friend - my first BM, an 80/7. How the memories flooded back.....

One weekend in October 1985, my wife and I were visiting my mother in Ruthin, North Wales. I was browsing through the local paper and naturally looked for 'Motorcycles for Sale'. There it was: '1977 BMW R80/7, panniers and fairing, new clutch, excellent condition, £700 ono'. As it was a Wednesday paper, it was now Friday and the bike seemed cheap, I telephoned the number without much hope. To my surprise, the bike was still there, so arrangements were made to see it on Saturday morning.

I drove out to the little village outside Denbigh and found the address; the bike was outside with a battery charger attached. The machine was quite tidy - Krauser Starlet panniers, Lester wheels and a white Rickman fairing which didn't exactly complement the metallic blue paint of the rest of the bike. It was an early /7 with one front disc. The pipes, silencers and tyres looked good and it had a long MOT. After the usual probing, prodding and kicking of tyres, the owner offered me a ride. This I found quite incredible; a total stranger turns up in a car that might have been stolen, with no helmet, gloves or jacket and not only does he let me go off on his bike but lends me his own riding gear to do it! Some people will never learn....

Anyway, off I went. Usual BM gearchange, noisy gearbox in second, forks bottoming out on bumps and under braking. Handling quite taut, acceleration brisk, very smooth cruising. I returned after about 10 miles quite interested but concerned about the gearbox whine and the front forks. Further discussion followed and I promised to phone him on Monday or Tuesday with a decision.

On Monday I phoned both the dealer who had always serviced the bike and BMW at Bracknell. Both felt that the fork problem could be cured by heavy duty fork springs and the gearbox would probably be OK for ages - "They all tend to whine a bit, Sir".

Back on the phone to the seller for the ritual haggling. The cost of fork overhaul, possible gearbox bearing replacement and maybe a new battery resulted in an agreement on £650. A cheque was sent in part payment as a deposit and a couple of weeks later my son and I rode up to Ruthin on my Suzuki GT750. Naturally it poured down all the way.

Saturday dawned bright and off we went to collect the BM. Money changed hands and away we went, Shaun riding the Kettle. Into a garage, filled up with 4-star, bit of a shock, the Suzuki used 2-star, down the slope to the road for surprise number two - the front brake was sadly lacking after the twin discs on the Kettle. The run back to Wiltshire provided an interesting comparison between the two bikes. Whilst the BM certainly handled better it was left for dead on acceleration and I quickly learnt to amend my braking points - it was no use waiting until I saw Shaun's brake light come on! Roll-on acceleration in top was comparable, but, as I said, through the gears left me choking in clouds of smoke! The riding position certainly needed urgent modification. The bars were too low and too far forward despite a rather amateurish effort to bring them back and up involving the use of a couple of strips of 3mm steel. The ultimate solution was a pair of RT bars from an advert in MCN and a set of cables to suit; cost about £35 if I remember correctly! Other early modifications were to fit a second disc, not cheap even using secondhand parts. You need the disc, caliper, longer disc bolts, a master cylinder, fork slider and another brake hose.

I reckon it cost over £100, but very necessary; the single disc wasn't up to it.

Braking was OK from naughty speeds down to about 40, but then you started to look for escape routes! The fork bottoming problem was cured by HD springs, surprisingly cheap at around £14 the pair. I removed the fairing and a local body shop sprayed it to match the rest of the bike. Soon after bringing the bike home I took it to show a friend, Wally, who is the fitter on the Police BM's at Devizes.

"I've bought an 80/7", said I.

"Serves you right", said Wally. "Start it up."

I'd been quite happy with it until Wally attacked the carbs with his screwdriver. What a difference he made!

"About this gearchange."

"What about it?"

"It graunches....."

"They all do that, but you can minimise it by making slow - or fast changes, and keep the pressure on the lever until you've released the clutch - or not. That way it only graunches in about 50% of changes BUT ONLY when people are watching!"

A dry sense of humour has Wally.

With the onslaught of winter, the BM developed starting problems. Owners will recognise the symptoms - two or three asthmatic revolutions followed by a rapid series of clicks from the solenoid. Yes folks, it's new battery time and for real laughs check out the price of a new Varta from your dealer! Smart people go to their local car accessory shop and buy a Reliant item. When I bought one it cost about £17 compared with about £56! An added bonus was 32 instead of 28 amp hours. Certain simple mods are needed though. The front flange of the battery tray has to be removed or folded flat and the battery terminals suitably reduced in size to clear the frame tubes. Insulating material should be wrapped round the tube adjacent to the positive terminal. As the terminals are on opposite sides to the standard battery the leads need to be extended. Finally the battery has to be fitted from the front - it won't drop down inside the frame tubes, which means that the air cleaner housing has to be removed.

When riding in the rain I found that spray came up around the fork legs, the airflow through the fairing making an efficient venturi. I made up a couple of aluminium shields that fitted to the bolts securing the brake hose clips. This prevented water from the discs and fork legs being sucked up into the cockpit. A simple mod that worked quite well.

In a bid to get the machine to run smoother and end the constant re-adjustment of the points, I fitted a Piranha unit. I've used these on several bikes in the past and found them excellent. I fitted it one Sunday afternoon; a quick spin proved all was OK.

The following morning I rode off to work. About 20 miles later, in lane 3 of the M4 at about 80mph in heavy traffic, the engine stopped, accompanied by clouds of acrid smoke. Getting over to the hard shoulder whilst trying to signal one's intentions by hand (no electrics) with rapidly decaying speed concentrates the mind wonderfully and causes the adrenalin to flow. The fun continued when I'd stopped and heaved the machine on to the stand. Smoke was still pouring out from under the tank and seat. To open the (locked) hinged seat it was necessary to remove the offside pannier, which naturally was locked to the frame. By the time I opened the seat to disconnect the battery the smoke had ceased. There was the root of the trouble. The feed wire from the coil to the Piranha had burnt out. The cause - I'd trapped it between the engine and the front cover! When the engine got nice and hot the insulation softened and Bingo - a short! I replaced the burnt out wire with the link from the twin horns and away we went - not even late for work!

During the first 6 months of ownership I'd got used to the bike's little quirks and decided to take it on the annual pilgrimage to the Island, rather than the old GT750 that was still residing in the heated motor house. As the BM's seat cover was torn, I had it re-upholstered in the more comfortable King/Queen style (this was done by BDSC on Stroud 6137). I'd also managed to buy a secondhand pair of Krausers to replace the handbag size Starlets. The bike was loaded with a tank bag and tote bag on the rear carrier, as well as full panniers as my wife was coming with me rather than use her own bike. With the fares charged by Team Racket it made economic sense.

We left early and potted up the M5/M6 to Heysham. What an appalling place that ferry terminal is. A couple of Portaloo's and a Hot Dog van. No rest facilities, not even any cover if it rains. Bad enough for us, but what must the Continentals think after riding from say the South of France - 500-odd miles plus about 300/350 across England, to be faced with the desolate wasteland of Heysham. It's a national disgrace.

The Island was magic, as usual; the weather poor, also as usual, but never mind. The BM managed its best fuel consumption ever, 44 mpg, a reflection on the more relaxed riding as a result of the rather rough roads. After the TT we went on to Dublin to see a customer, then home via Holyhead.

Fuel consumption was always a sore point with me. One reason for replacing the Kettle with the BMW was the former's appalling thirst (I thought) of 40/42 mpg. I was somewhat disconcerted to find the BM did about the same. No doubt many staunch owners will claim 60+ mpg from their RT80's. Well possibly, but I don't like travelling at 40 mph. Thank the Lord for progress and fuel injection; my Brick regularly does 55 mpg whilst cruising at speeds that the R80 could only dream of!

Looking round old 'FGG' in the dealers I saw the other mods fitted during my ownership. Rear fog light, voltmeter, stainless steel headers that my son bought me for Christmas. These didn't have the balance pipe as fitted to the originals and I have to say that I noticed absolutely no difference whatsoever. A couple of other mods were Nivomats and electric grips, but these were removed before I sold the bike. I got the Nivomats in exchange for the Starlets and found them excellent. I know they have a reputation for leaking, but mine were OK. The heated grips are now on my Brick. It is apparently not well known that all electric grips are the same (except for bikes with weights at the ends of the bars) despite wildly varying prices for different models. The only difference seems to be in the length of the wires and the connectors. On the K's there is a moulded socket sprouting from the loom under the tank. If you are handy with electrical things you can soon modify to suit.

I did two National Rallies on 'FGG', the first solo in '86 and in '87 with my wife as navigator. No problems with the bike, but a nasty moment on the first rally when the driver of a car in front of me changed his mind about going off on a slip road and came back onto the main road without so much as a look back or signal. I was glad of that extra disc!

By the time I'd had the bike for nearly two years I was contemplating a change. It was 10 years old with about 67,000 miles on it, 22,000 by me. I quite fancied an R80RT, but decided that they were a lot of money for what was essentially the same machine with different paintwork and this year's graphics. I'd ridden several K's but was undecided; they seemed expensive for a 'Japanese' BMW and there were many excellent Japanese bikes for less money. However, a trip to BVM at Stroud and a chat with Mark Kemp had me thinking seriously about a K and a ride on he KRS demonstrator convinced me. Mark had a one-owner bike coming in soon and promised me first refusal.

I advertised the R80 in the local Car Finder magazine for £850, but sold it privately before the magazine was published. I was a bit sad to see it go, as by and large I'd enjoyed my 2 years with it, but not, it must be said, all trouble free.

It seemed prone to sudden and baffling electrical problems and for the benefit of any fellow sufferers, here are the symptoms and causes:

Total electrical failure:	Red lead to ignition switch broken off base of relay under petrol tank.
No indicators or stoplight:	Poor connection between top fuse and spring clips.
No starter. All warning lights and other electrics OK:	Starter relay coil open circuit - internal coil wire corroded off terminal.

About the only engine problem I had was not exactly the engine anyway, come to think about it. All of a sudden the bike started being very hesitant on acceleration. Would you believe BOTH carburettor diaphragms split at the same time? Handy tip - get them from a specialist carburettor shop or a decent car accessory shop for a fraction of the price they cost in a BMW packet.

Which brings me to the end of the story. As I said at the beginning - I went into my local dealer and there in the line up of Bricks and Boxers was my old friend, my first BM, an R80/7, price £1499 - an appreciating asset! To whoever buys 'FGG' - please RIDE it - it has only done about 3000 miles since I sold it two years ago!

Postscript - Life with a K-All in all I like it. After the R80 it is very heavy and I don't reckon the handling is anything special (my wife's CBX 550F2 is much better). On the plus side, it is very quick, extremely stable even in cross winds and very good on fuel. Gentle motoring, say up to 60 mph, gives high 50's mpg, whilst give and take A roads and motorways at a bit more than the national speed limit will give about 55 mpg. Sheer lunacy brings it down to 48 or so. It has been totally reliable so far, which I trust will continue, as the cost of replacing a computer or two scares me to death!

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SECTION NEWS

EAST ANGLIA

ROB DAY 0449 677496

The Sumpscatchers Rally, held on 26th November in traditionally cold and frosty weather, was contested by 8 invited nutters, the general idea being to visit 9 villages in the order given, match photocopied pictures of churches to actual churches in the given villages on a route of approx 85 miles....easy, eh? Except that you were timed and given a 30 mph average to stick to, your mileage was checked and there was a secret check point! The winner was superfast Mike Nobbs, who gets his name on the infamous sump, yours truly being second and John Thompson a close third. Special mention goes to Steve Kellyboys, who rode up from Bath to join in the fun. This was a great event organised by last year's winners, Pete & Cath Theodosius - the penalty for winning one year is to organise the following year's event! The rally finished at The Windmill, where other members joined us for lunch and we welcomed new member Alan Makirdy from Long Melford.

The following Wednesday evening at the Generals Arms saw just 2 members on motor-cycles (well done, Nigel and Richard) in grim, wintry conditions, although another 15 or so arrived by other means of transport (yawn).

At Little Cressingham on 3rd December just 4 bikes attended in extremely dense fog - myself and Mansell Coombs from Ipswich; Denis Ward from Norwich with a misfiring R100S; and Peter 'K' Kyle journeying up from Croydon.

Saturday 9th December saw our first Christmas Dinner at Ferns Restaurant in Bishop's Stortford, a pleasant occasion where Club ties were much in evidence, plus good food, plenty of wine and lots of convivial chatter. Some trophies were awarded, the major one being the Rider of the Year going to Julie Bissell as a result of a year's determination and effort. A special award went to my son, Barry, for beating everyone at our yearly off-road trial - he's only 15 and has never ridden on the road yet (sic). John Thompson carried off the actual Sumpscatchers Trial trophy after a great day's riding (back in October). There were raffle prizes for everyone, some of which were provided by Sawbridgeworth M/C, Ongar M/C and Universal Tyres, Chelmsford, whom we thank for their support. We welcomed Chas Milton from the London Section, everyone having to leave around midnight as the restaurant wanted to close. Special thanks to Nigel for the organisation of this event.

Sunday 17th December was our lunchtime Christmas Party up at Cressingham, which is firmly established as our Northern eating house these days. Ably organised by Denis Ward, this was another excellent event. Mike Nobbs shamed us all by being the only one to turn up on a bike - also it was good to see Ron Thackeray on a fleeting visit from York to Norwich, taking the time to call on us.

This month, don't forget it's Bring and Buy time on the 28th; Angles copydate on the 15th; plus Cressingham on the 4th and The Wheatsheaf on Sunday the 25th. Also, contact Nigel (01 590 3719) for details of the Lakes Hotel Weekend in March.

LONDON

KIDGE 01 341 5485

Well, we hope Santa Claus gave you whatever you asked for - or the next best thing - a Honda perhaps. The Christmas Dinner was set up by Martyn John, who was unable to attend himself. In the end, 22 people attended a luscious evening at Porters in Covent Garden. Thanks go to David O'Connor for obtaining prizes and arranging the raffle. Special thanks to Paul of Slocombes for his generosity and also to Paul Shrubbs at Park Lane and Mike Edwards at Wheels International. Joanna Allsop was a happy winner of the 'you know what' Maniacs Diary.

The following morning ten members met up for a ride to Turvey. The leader was David O'Connor and as is our habit - well let's not be greedy, it's his habit really - we forded the River Rib four times. In fact, some people did it rather more and others considerably less. Participants and spectators seemed to enjoy it equally enough. Shortly afterwards we split into two groups. One was stymied in Buntingford with an inactive ignition unit on a certain French couple's bike; the other group reached Turvey for a welcome lunch and skittles. Carol Manchett, ably nagged by John Stock and husband John, won the skittles. Dave Knapp, K75 and Nick Barnes, newly purchased K75, each had baptisms of a sort - we hope to see you many more times.

The Christmas parties at the Coach and Horses and Spencer Arms are fixed annual treats. Many thanks to Pat Laithwaite and Lesley Herriott in the North and Martyn John in the South for getting us in the mood and arranging quantum of delightful and varied food.

There will be a London Section Extraordinary General Meeting on Tuesday 27th March at The Spencer Arms, chaired by Vice-President Mike Warrilow. This will be to discuss the Chairmanship, if any, of the London Section; Martyn John's relationship to this position and the Committee, following the AGM; and the Committee's alleged slowness to advise members as to how they saw the state of affairs. An election to resolve the post of Chairman for the rest of the year will take place if any nominations are received by the London Secretary not later than 26th February 1990. In the circumstances, recorded delivery is advised. Mike Warrilow advises that he will not permit any other items or discussion of any other topics. Also there will be a notional time limit of one hour. Further, he states that if you are in disagreement with any of the above, he will only accept written representations, to be received by 26th February 1990.

Anyone who is a member for 1990 and has not received a diary, please phone me on the above number. Future note: London phone numbers will all change on 6th May. The 01 prefix is being replaced by 081 or 071.

MIDLAND

COLIN AINSWORTH 03317 4935

We had racing at Lamport on 3rd December. Many thanks to Pete Gadsden and Pete Crowther for setting it up. There were thirty or so there to witness the vanishing of a positive mountain of cakes, biscuits, sandwiches and what seemed like gallons of tea and coffee. Well done everyone who contributed, especially our "Catering Manageress", Lynn Saunders; she's been doing it for 9 years now (teas I mean) and all for 30p each. It must be worth more? A warm welcome to new members John and Fran Whittingham; nice to see you.

This year's Toy Run ran exceptionally well; our Police escort was superb! Thanks to Big Brian Smith for organising the show; the journey went like clockwork. Graham and Sally had worked hard converting their trailer into "Santa's Sledge" and with Margaret Robinson dressed as Santa and joining them in their outfit, off we set. On arrival at the Town Hall our Policemen had already coned off the street for us to park. After thanking our escort, we all trundled off into the Town Hall, leaving behind 2 WPCs guarding our bikes. The toys were all placed on the stage in the main hall, so many in fact they completely covered the stage. Lots of thanks to everyone who brought so many toys, including Children's World, who donated a bagful and what about this? Talk about squeezing blood out of a stone - Lynne Saunders actually managed to raise £11.50 and 3 bags full of toys from the Local Tax Collectors Office! A pat on the back for that lady. (Mind you, she does work there herself. Boo! Hiss! Hiss!). The Lord Mayor greeted us after being announced by the Town Crier and thanked us all for so many splendid gifts. He decided, with our approval, to send the toys to the children of the Ambulance men and women. Then he offered us hot soup, sausage rolls, coffee and mince pies, as much as you could eat and drink. Whilst there, Alan Bullock decided to pay a visit to the 'powder room' and didn't realise, until the Lord Mayor's female secretary nearly pushed him down the loo,

that he was in the ladies!! Who said he'd followed me in there?

The natter night at the Black Horse, Nettleham, was kept alive with Keith Noble's usual sense of humour. Midland Section members were joined by Steve Russell from the Yorkshire Section. The meeting went so well that no one noticed the Landlord and Landlady standing by the door in their pyjamas. Everyone eventually took the hint and made for home, looking forward to the next meeting.

This year's Christmas party went with a swing, thanks to the man on keyboard Alan Ducker. Six of our friends from the Yorkshire Section joined us. Many thanks to John and Coral Gould for putting on a splendid spread; the fresh salmon and kedgerees were something special. The evening's events saw Alan Bullock taking his socks off(?) and Mavis Noble handing a pair of her knickers to Ken Wells! (No, don't ask). It was nice to see Andy and his wife Berry and their two children Nicola and Helen; in fact, lots of thanks to everyone who attended. Where would we be without you?

Finally, it's my sad duty to inform you all of the death, in early December, of Geoff Grimshaw. Geoff was well known to us all, a Gentleman Motorcyclist who supported the Club well. He'll be sadly missed. Our heartfelt sympathy goes out to his wife Kate.

NORTH EAST

'FRIEND OF WOR LASS'

On Saturday 2nd December, a number of us sassenachs invaded the Scottish Section's Christmas Dinner in Perth, where we were made very welcome. We thoroughly enjoyed ourselves and came away with some of their raffles - thanks folks!

The following weekend, Drew and Annie came over the border from Scotland to give their support to our Christmas celebrations, held this year in the splendid rooms of Lumley Castle, near Chester le Street. Thanks to them and section members for their contributions to the raffle. This went down well; in particular, Ann Ashton was delighted to win the booby prize - 'A NE 10th Anniversary Plate'! Perhaps when Ann has a full set (plates I mean), we might be invited to view her collection - so hurry folks, only 10 plates left, before they are distributed worldwide!

Membership renewals for 1990 are rolling in at a good rate, despite the increased cost - with several new members we may well exceed last year's total.

1989 was a good year for attendance and joint outings with both the Yorkshsire and Scottish Sections, so let's make 1990 even better!

The North East Section send their best regards to Jenny and Geoff Wilson and wish Geoff a speedy recovery after his spell in hospital.

NORTHERN

DEREK IRVINE 0524 770862

At the end of November the Cumbria group hosted 18 members for a weekend at St Johns in the Vale. On Saturday morning they were joined by a further 7 locals and were led via Silloth to Carlisle, where at midday they fed well in a traditional English cafe for £2.00 apiece. From here they rode alongside Hadrians Wall, then to Alston and the top of Hartside, where a stop was made to take in the superb view before returning to base.

Misfortune befell Dave Fraser during the day. His R100RS stripped its clutch splines, whereupon he was taken in tow by R Sisson's combination, with family on board, to the house of M Roberts, from where it was recovered by the RAC.

Still in Cumbria, on 18th December 28 members and guests enjoyed an excellent Christmas Dinner at Greenhill Lodge, where in 1990 the monthly meetings will take place on the last Tuesday of each month, NOT Monday.

The section Christmas Dinner, for us living further down, took place on 9th December at the Vineyard Hotel, Walton-le-Dale. Here 90 members, wives and friends enjoyed an excellent evening and the venue has been booked again for this year.

The next day at Lowton, Stan Woods stripped down a boxer gearbox in front of a good sized audience and at the same time we welcomed new member Robin Phillipson from Clevelys on an R45.

Good luck to Messrs Dewhurst and Butterworth, both of whom are making riding come-backs after accidents. Not easy when one is past the first flush of youth. Harold has an R80 and Don an R65.

Best wishes to Geoff Wilson for a speedy recovery after a seven and a half hour operation in hospital. Member Neil Irwin's girlfriend is a nurse who was close to the job and assures us that G Wilson has a heart! And it's beating strongly.

Thank you to Vinty Quinn, Revin Kevin Buckley, Bernard Fisher, Alan Barrington, Alan Clark and Keith Hartley, all of whom have helped us by agreeing to organise events for the first time in 1990.

Finally, Alan Jackson has changed his R100GS for a Harley Davidson 1200 sportster and his mate Denis Brown has qualified as a car driver. Are the two events connected, lads?

OXFORD

ROGER MAPP 0380 6082

December 10th saw us meeting at Uffington Village Hall for the Xmas buffet and annual competition prize awards. There was a good turnout of about 50 members, including visitors from other sections - who must have heard how good the grub is when served up by the ladies of the Oxford Section.

There was hot soup and rolls first, which was particularly welcome for those intrepid bikers who left their cars at home despite the cold and damp day. The centrepiece of the hall was a wonderful array of food - quiches, sausage rolls, turkey sandwiches, cocktail sausages, cheeses, trifles, meringues, gateaux and much more; there were even mini Christmas cakes and iced biscuits with BMW bits on them. Our thanks go to all the ladies who did so much to make the buffet a success and the evidence of that is the fact that there were only a few crumbs left at the end.

The first hour was spent mingling and eating, then came the business of the day - the prize giving. The first competition was who could visit the most places on a given list, with bike, and prove it with photos. First prize and the trophy went to Ian George, who scored 126 points. The prize for best presentation of photos went to Pat and Roy Pembroke; they got a map for the navigator and box of chocolates(?) for the pilot. Another prize in that competition was for the best excuse for failing to present a set of photos and that came in the form of a wonderful poem written by Joan and John Curtis, who received a compass and a neck warmer.

Another competition was a quiz set by Ian Dobie on the Arboreal Treasure Hunt in September. This was won by Trish and Bob Smith who were not able to be with us to collect their prize, a bag of 'Love Hearts'.

Dave Appleton has presented a trophy which goes to the member who gets furthest (as the crow flies) from Uffington with his/her bike. The winner this time was Ian Dobie, who made it to San Marino and had a beautifully presented photo album to prove it. The afternoon was rounded off by the drawing of several raffle prizes. Funny how the same old lot keep winning them isn't it?

It was a pleasure during the afternoon to make the acquaintance of Dave Kaechele (pronounced Kekkley to rhyme with Tetley as in tea bags) and his wife Deborah. Dave

is a high school teacher on an American base in Oxfordshire and is over here from home in Portland, Oregon, for two years. He is such a keen BMWer that he has had one of his bikes, an R100RS, shipped over. Dave joined our Club on the spot so we look forward to his attending many events here and with other sections.

Our next event will be the Bring and Buy Sale (small items only) at Uffington at 2.00 pm on Sunday 11th February. Hope to see you there.

SOUTH EAST

COLIN BLISSETT 0634 579718

Natter Nite on 22nd November - L & C's, our local dealer, came along with a selection of clothing and a short talk about the firm - the past, present and their future intentions.

Saturday the 30th was a change of designation for the section. A wedding arranged by the Dreams Come True Charity. Eleven bikes plus Mick Egleton's outfit arrived at Burgess Hill for the wedding of Lena Smith and Mark Andrews. Mark's dream was to arrive at church by bike, which he duly did, courtesy of Mick's outfit, complete with BM escort and this was all filmed by TVS (fame at last).

Into December and a Wine Tasting Evening was arranged for the Natter Nite of the 6th. Arranged by Robbie Robertson, the wines of a local vineyard were duly sampled and pronounced worthy of drinking; approximately 60 members attended. Unable to attend myself, due to the dreaded flu bug, the reports heard later were of an evening well worth repeating.

The pub lunch at the ever popular Castle Inn, Bodiam, was severely depleted by the wind and rain of the weekend of the 17th. A few hardy souls braved the weather to sit by the open fire with food and drink. I cheated and used the car.

So a fairly quiet month as far as riding was concerned, but at last we can check the bikes out for what should be a very good year ahead.

SOUTHERN

ALAN EVERITT 0903 68263

Fishers Pond on 19th November saw Southern Section gathering to decide on next year's calendar. The ideas and offers to organise events came thick and fast; the result is a very full calendar, although we could do with a few evening events. This is being looked into and will be notified in the diary of events through the year, so watch this space.

One item which did not bring forward an enthusiastic response to organise was an overseas hotel weekend, so you volunteers, hands up. You will not be left out in the cold; there will be one in this country around 6th-7th October. I guess the suggestion of a Conker Day gives a good indication of the age group in this section. As I did not attend the Hippo Rally I called on Neil to come up with the goods:

I bumped into Dave Dyer at the Bike Show and he asked how many were coming from the Southern Section and I replied at least 12 and from the response I've had it could be as many as 18. The reality was 4, so I have formed a sub section within a section. Well I might. Perhaps, sometime otherwise known as WIMPS. The frozen four were myself, Colin Ferguson, Dave Harrison and Ian Chalmers, who reacquainted ourselves with Hippo goers of old and certainly had the crack with faces new. The site was OK, the landlords of the pub were OK, the entertainment every bit as memorable as before, the local food excellent, but same as the last Hippo two years ago the atmosphere was terrific and that's what a Hippo addict goes for. Many thanks to Dave Dyer and fellow South Westerners for providing the catalyst that made it all gel again.

Thanks for your help again mate.

The Christmas Party was a grand affair this year with flowers for the girls and our raffle which had prizes the girls could enjoy as well as a fund of gifts from our local dealers for the lads. Thanks to: Parkroad, Southampton; CW Motorcycles, Dorchester; SPC Motorcycles, Farringdon; Coombs of Guildford; and Vincents at Reading. Spot prizes and gifts were given out for the people with special talents, among which were knickers for Brian which not only proved he is stamped BMW through and through but Carol assures us they were too large. Neil had given to him a fitting going out prize, threadless bolts - he's now known as Screw Loose Leigh - and Peter, who was celebrating his fortieth with a friend called Buz, his new trouser dropping pillion, being assured life begins at forty by a doll in pink; welcome to the club, Peter.

Many thanks from all us party goers to Alan, Flo, Dave and Norma for organising a great event. The excellent turnout must have made it worthwhile.

I hope many of you will be on the AGM coach, when once again a good party atmosphere will prevail. Bring sandwiches if you wish and any VHS videos you may think appropriate for the occasion.

SOUTH WEST

MIKE FISHWICK 075539 516 (HOME) 0225 88 3701 (WORK)

CANAL INN, 19TH NOVEMBER: The Winter season's first meeting at the Canal Inn attracted over 30 machines, some of which had carried their riders from as far afield as Poole. The size of our area continually surprises me! Over a pleasant lunchtime, plans for the New Year were discussed, particularly the contest with the Western Section on the 'Skirmish' range near Plymouth. From the number interested we could be in for a full scale war!

The afternoon's activity was a visit to Aubrey and Stephanie Hill's home to view Aubrey's video record of the 1989 SW Section year....it looked as good on the small screen as it did in real life, with the added bonus that, no matter what one is doing, it looks even funnier on video! Many thanks once again to Aubrey and Steph and to their neighbours, who never seem to mind their road being filled with BMWs of all shapes and sizes!

Another long-awaited video presentation now available is Dave Johns' record of the SW Section visits to the FIM Rallyes at Kuopio and Barcelona, complete with panoramic views, dancing girls and a little over-acting from all concerned!

HIPPO RALLY, 25TH/26TH NOVEMBER: As is reported elsewhere, the return of the Hippo took place over the coldest weekend for a long time...members came from all over the country, some for the first time, as well as many regular masochists, some of whom found it to be even colder than the Elephant Rallye! Many thanks from all participants to the organisers, Dave and Carol Dyer, who worked hard at short notice to create an event which will live on in our memories long after the scars of frostbite have healed!

JAMAICA INN, 3RD DECEMBER: No less than 18 assorted BMWs braved the coldest Sunday yet to carry their owners to the Jamaica Inn for lunch, which was followed by a meeting to discuss the activities at the Easter Rally. Everyone had a valuable suggestion, even if some did verge on the sadistic! On the Exotic bike front, rumour had it that some section members had already placed orders for the still-to-be-confirmed K1-RS and RT models, while on the Humble bike front, Roger Pascoe arrived on my trusty R45; I suspect that he was glad to terminate the summer-long loan, as many years of R90S use have rendered him unable to cruise the little twin at seven thousand rpm without feelings of cruelty!

CHRISTMAS LUNCH, 17TH DECEMBER: After one of the worst storms in living memory, we were all pleased to see that the trail of debris we had followed from Looe Harbour ended before we reached Tom Sawyer's Restaurant...the debris included a Porsche on

the beach, full of sea water! Although selected at very short notice by Colin and Rose Camp, this setting provided us with one of our best social events to date, with good company, excellent food and an opportunity for us motorcyclists to disguise ourselves as 'normal' people! A fitting finale to a great year...we look forward to 1990.

SECTION SNIPPETS: As you will by now be aware, there will be a "BMW Strip and Carry" event at this year's Easter Rally...it has been suggested in certain quarters that the SW Section may have an unfair advantage in this contest and it is therefore necessary to state that the sudden movement of Roger Pascoe's collection of dismembered R90s is purely coincidental!

ULSTER

JACK HUNTER 02313 6874

At our Club meeting on 5th December in Corr's Corner, business was kept to a minimum to allow time for us to enjoy the Christmas Carvery. The meal was first class and the evening turned out to be a great success with 62 members and friends present.

The section's official Christmas Dinner and Dance was held in the Burrendale Hotel, Newcastle, County Down, on 9th December. The function was attended by 34 people, who included 7 members from the Leinster Section. All reports suggest it was a most enjoyable night with Christmas spirit(?) continuing to the early hours of the following morning.

With thoughts cast back to last winter, which was very mild, the committee have decided to take action on the numerous requests for informal Sunday runs. Meeting place is to be the Albert Clock, Belfast, at 11.15 am. Just turn up, the destination will be arranged on the spot.

WESTERN

PAT INGLE

The Hippo Rally (organised by the SW Section) took place on 24th-26th November at Blue Anchor Bay in the grounds of the Blue Anchor Bay Hotel; 23 units camped on site, while several members settled for the warmth of bed and breakfast in the hotel. Also, several other members were dispersed in B & B throughout Blue Anchor.

Almost unbelievable weather for late November saw two parties off on led runs on Saturday. Saturday night offered a room in the hotel for entertainment (laid on by Dave Dyer) and rumours that the entertainer was his father have not yet been denied! The "little room out the back" allocated by the hotel, raised more than a smile depending on how desperate you were, particularly when one discovered the only facility was very cold water! Thanks must go too to Dave "Fox-Wotsits" for the extensive use of his caravan and a seemingly never ending supply of coffee and tea for some very cold motorcyclists arriving on site.

A break with tradition on 10th December at Chepstow, when members this year elected to have a buffet lunch instead of an Xmas Dinner as in past years. We expected 60 people, which was far exceeded for a very pleasant and sociable afternoon. A raffle was organised and presentations made to our outgoing Secretary and Chairman Jean and Mike, the only blight on the afternoon being the absence of Brian Harrison, our Social Secretary, who was laid low with sciatica. Hope you recover soon, Brian.

YORKSHIRE

C J TETLEY 0943 76775

AGM/BRING AND BUY, 26TH NOVEMBER: About 50 members met at Stainbeck Church Hall. There were two changes of committee members: John Saville and Trevor Neylon stepped down. Many thanks to John and Trevor for all their efforts in the past. Willi Cowling was voted in as Secretary and myself as Social Secretary. As most of you know, Pat Milner has been in hospital for a major operation; he is out now and we all wish him a speedy recovery. Tom Craggs was voted in as Vice Chairman (no not to

organise bachelor nights!) to assist Pat, as it will be a while before he is mobile again.

At the Bring and Buy the goodies were sold before they touched the floor, as was the food (well, most of it). Thanks, Tom and all the helpers. On the first Sunday in December, a few dedicated souls (idiots?) braved the freezing fog for a warm welcome at How Stean (yes, once again the same old faces etc!!). The fog lifted for a good run home.

It was a cold, wet Sunday for the Martin House toy run. This accounted for the poor turnout, but what we lacked in quantity we made up for in quality (I think that's the right way round!). The Christmas Party at the "Navy" went down well with a good turnout and the food was up to the usual high standard. Thanks, girls, the trifle was especially nice (about 90 per cent proof!). I won't mention any names, but two grown men were fighting over the last of the bowl!

LEINSTER

GERRY DAVIS

On Saturday 9th December, seven of us headed north of the border to meet our friends in the Ulster Section. The purpose of this meeting was of course the Christmas Party held in the Burrendale Hotel, Newcastle. The fun started with a showing by the pool of the latest styles in this year's swimwear. Not content with parading in a cute little black number, Mary Fitzgerald while swimming managed to lose an earring. After a frantic few minutes of searching, Phil accidentally walked on it. The earring was then promptly retrieved, ending the drama. Later that evening, 34 of us sat down to a very enjoyable dinner. A great night was had by all. Thanks to the Ulster Section for organising everything.

On a more serious note, our illustrious Secretary has asked me to remind the remaining few who have not renewed their membership yet that the deadline was 13th January.

Don't forget, film show, Strawberry Hall, Tuesday 20th February at 8.30 pm.

SCOTTISH

BOB IRVING 057-65/286

At the time of writing and with Christmas fast approaching, I am sure more than a few members will be pleased with gifts received and by the time you read this, these items may be nicely worn in, whether it be gloves, helmet, dare I say Goretex suit, or even K1? So there should be no excuses for not attending section events this month.

The first is the Motojumble, Bring and Buy Sale, on the 11th at the usual place. The other is a BMW day by kind invitation of the Strathaven Arts Guild, at the Town Mill Arts Centre, Strathaven, at 1.00 noon. I say invitation! Admission will be in the region of £2.50 - £3.00. For this you can enjoy a treasure hunt and film theatre/granary, all motorcycling inclined. Hope to see you all there.

I hear the Christmas Dinner in Perth went very well, with over 30 people attending. By all accounts this is the best hotel/dinner combination we've found to date and the carvery meal seemed to be a great success. I think this venue will be long standing, so why not mark your diary for the last outing of the year with the BMW Club.

If you're still riding, take care. If you're not, keep polishing.



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FOR SALE Complete oil cooler for R twin. R/H pannier, R series, tubular frame or p/ex new L/H pannier for set of Starlets. Pannier frames for GS or ST. Crash bars for twin, chrome, very good condition, £25. Tel: Mike 0483 762906 (Woking).

FOR SALE BMW R80/7, 1977, blue, MOT until Dec. 1990, taxed Feb. 1990, new battery and silencers, cockpit fairing, crash bars, vgc, high milage but very reliable touring bike, £725 ono. Tel: Richard 021 744 6069 (West Midlands).

WANTED Leather hip length jacket, 42-44, BMW type or similar. Age unimportant if serviceable. Also original tool kit and tyre inflator for 1980 R80/7. Tel: 03552 33884.

FOR SALE Churchgate full fairing for boxer, (no brackets) £10. Lots of Moto Guzzi parts ie, Spada fairing, Le-Mans forks, cast rear wheel, dismantled engine etc. Tel: 0483 62446 (Guildford).

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FOR SALE BMW combination, R100s power unit, ten gallon tank, chair fully trimmed with room for 3/4 children. Featured in Motorcycle Sport. First class condition throughout. Offers in the region of £2,750. Tel: Steve 01 393 6488 (Surrey).

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FOR SALE Low front mudguard for R80/100GS, black, brand new cost £64, will except £45. Tel: 07687 72219.

FOR SALE BMW system 2 helmet, size 58/59, 6 months old and very little use, £100. Tel 0689 77384 eves and w/ends (Orpington).

FOR SALE Form large seat for R80GS/ST, £65. Spax shock for ST, 1,500 miles only, £100. Tel: Ian 0229 860 342 (Cumbria).

FOR SALE Belstaff two piece oversuit, large blue, pvc nylon, hardly worn, £40. Tel: Ruediger 021 355 2598 after 5.30pm.

WANTED Smallish lathe for d.i.y. motorcyclists own garage workshop. Tel: Barrie 0532 560414 after 6pm (Yorkshire).

WANTED K series top box and plate. Also system 2 helmet, size 56/57. Tel David 0533 706593 (Leicester).

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