

THE



# JOURNAL

JAN 1990



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**THE BMW CLUB**

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**HONORARY NATIONAL OFFICIALS**

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YORKSHIRE:	WILLI COWLING...32 Devon Way, Bailiff Bridge, Brighouse, HD6 4DT, Tel: 0484 710809

I WAS RIGHT...the BMF has got a new Press and Public Relations Officer and one of the many releases to drop through the door from him recently carried the sad news that Club President Geoff Wilson and Vice President Bruce Preston have both resigned their positions on the BMF Management committee.

"Put simply, neither Bruce nor Geoff are prepared any longer to sit on a board under the chairmanship of a man they no longer trust or respect...it is not a personality clash, but a fundamental disagreement about the way the BMF is being run...Chairman Jerry Matthews rarely informs the board of the actions that he is taking... it is over a year since he has spoken to either Bruce or Geoff...and refuses to respond to direct questions relevant to the running of the BMF..."

At a time when Labour MEP's are calling for riders to be limited to a 250cc limit on passing their test (and the rest of us eventually?), when the spectre of daytime lights has reared its head again, and even more stringent noise regulations are about to be put on the books, it's sad that the best organisation we have to protect motorcycling seems to be heading for a crisis.

But before we criticise too much, we should be looking inwards..news has filtered through of unseemly goings on at a section AGM...of the law of the land being invoked, and threats of Extraordinary General Meetings filling the air...

At times like this, surely we need to stick together, to present a uniform face to the powers that be and not let them ban us and our motorcycles from the roads without us even noticing, as we bicker and fight amongst ourselves!

Our Club now has over 4000 members (officially) and as such could be a voice for good in the motorcycling world...let's keep it that way as we head into a new year, and continue to support the BMF and other organisations like it in their work for us and the future of motorcycling.

**FRONT COVER...**Geoff and Jennifer Wilson on the 2001m summit of the Col de Pailheres on the way to the FIM Rally in 1989...let's hope Geoff is able to continue his motorcycling ways as soon as possible in the new year...see Presidents Platform...

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**COPY DATE FOR MARCH IS JANUARY 25TH**

**HAVING GOT THAT** off my keyboard, a last chance to remind you that you should get your membership forms in by the 13th January at the latest, or you will definitely miss out on a copy or two of your favourite magazine (no, not Sunday Sport, sport!) but this very Journal... Don't delay, post today, not forgetting that you now need to write a cheque for £15.00, of course!

**AND DON'T** forget the posts available to be filled at the AGM...Club Secretary, Treasurer, Assistant Editor, Advertising Manager, an assistant to the Membership Secretary and now the Sidecar Secretary too...plus, if you can find nothing there to interest you, how about "note taker to the National Committee"...endless supplies of chocolate biscuits could be yours... Apply now!

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

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



# WHERE THEY MEET

EAST ANGLIA	The Generals Arms, Little Baddow, Nr Chelmsford, off A130/A414 The White Horse, Little Cressingham, Norfolk(B1108 West of Watton) The Wheatsheaf, Stow-cum-Quy, nr. Cambridge, off A45/B1102 (October/March) and the Flora Tea Rooms, Dunwich Beach, Suffolk, off A12/B1125 (April/September)
SOUTHERN	The Star Hotel, Wych Hill, Old Woking. Rakelands Arms, Rake, Hants, 8.00pm The Fishers Pond on the A333, 5 miles south of Winchester.
LEINSTER	Strawberry Hall, Strawberry Beds, Chapelizord, Dublin (4 miles west of Dublin off the N4).
LONDON	The Spencer Arms, Putney Common, Lower Richmond Road, SW15. The Coach and Horses, Newgate Street Village, nr. Potters Bar, Herts The Three Fishes, Turvey, Beds, off 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

## January 1990

- 1 N.East Belmont Community Centre, Sunderland Rd, Gilesgate Moor, Durham.  
1 Scottish Crown Hotel, Newmilns. 7.30pm.  
1 Yorkshire Hambleton Hotel, A170 4 miles North of Thirsk. 12.00.  
1 Ulster New Years Day Club Run. Meet Albert Clock.  
2 London The Spencer Arms, Putney Common, Lower Richmond Rd. SW15. 8.00pm.  
2 Midland The Hollybushes, Salt, Nr Stafford. 8.00pm.  
2 Ulster Corrs Corner, Glengormley. Co Antrim. 8.00pm. Slide Show.  
3 Scottish Sunninghill Hotel, Elgin. 7.30pm.  
3 S East Fountains Inn, Barming, 8.00pm  
4 Southern Woodlands, Rake, Hants. 8.00pm.  
7 E.Anglia Pub Lunch. The White Horse, Little Cressingham, Norfolk. 12.00.  
7 Yorkshire How Stean Gorge Cafe. Lofthouse, Nr Pately Bridge. N.Yorks.12.00  
8 Yorkshire Triton Inn, Brantingham, North Humberside. 8.00pm.  
9 Scottish Carriages, Gt Western Rd, Glasgow. 7.30pm.  
9 Southern The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.  
10 Scottish Caledon Bar, Garthee Rd, Aberdeen. 7.30pm.  
11 London The Coach & Horses, Newgate St Village, Nr Potters Bar, Herts. 8pm.  
Quiz Night.  
12 S East Jugs Arms, Kingston, 8.00pm  
14 London The Three Fishes, Turvey, Beds. 12.00. No run from Turvey.  
14 Midland Lamport Village Hall. Lamport. Nr Northants. 2.00pm.  
14 Northern Catholic Church Hall, Lowton, Nr Leigh, Lancs. 2.00pm.  
New Years Party, help reqd with buns pies etc, prizes galore.  
14 Oxford Cliff Washingtons History of BMW's Talk & Slide Show. 2.00pm  
Uffington Village Hall.  
14 Southern The Fishers Pond on A333 5 miles south of Winchester. 2.00pm.  
Slide Show of 1989 Section & National Events. Bring yours along.  
14 Yorkshire Alpine Rally. Details from Trevor Neylon.  
14 S East Brass Monkey Run, start Fountains Inn 11.30  
16 London The Spencer Arms, Putney Common, Lower Richmond Rd. SW15. 8.00pm.  
Quiz Night.  
17 S.West The Jamaica Inn, Bolventor, Cornwall. 12.00. FIM '89 Slide Show.  
17 S East Fountains Inn natter night  
18 Midland The Swann Inn, Milton, Derbys, 7.30pm.  
18 Southern Woodlands, Rake, Hants. 8.00pm.  
21 Scottish Bar Lunch. Kilsplindie House Hotel. Aberlady. 12.30  
21 S.West The Canal Inn, Wrantage, Nr Taunton, Somerset. 12.00.  
23 Southern The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.  
25 London The Coach & Horses, Newgate St Village, Nr Potters Bar, Herts. 8pm.  
28 E.Anglia The Wheatsheaf, Stow cum Quy, Cambs. Jnc A45/B1102. 12.00.  
28 Midland Walton on Trent Village Hall. 2.00pm.  
28 S East Talmag Trial, meet Hoggs Back, 10.30 am  
30 Yorkshire The Navigation, Broadcut Lane, Calder Grove, Wakefield. 8.00pm.  
30 London The Spencer Arms, Putney Common, Lower Richmond Rd. SW15. 8.00pm.  
30 Northern Greenhill Lodge, Wigton, Cumbria. 7.30pm.  
31 E.Anglia The Generals Arms. Little Baddow. Essex. 7.00pm.

## 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 S.West The Jamaica Inn, Bolventor, Cornwall. 12.00.  
5 Scottish Crown Hotel, Newmilns. 7.30pm.  
6 Midland Hollybushes, Salt, Nr Stafford. 7.30pm.

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|----|----------|--|
| 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  | Scottish | Sunninghill Hotel, Elgin. 7.30pm.  |
| 11 | Midland  | Lampport Village Hall. Lampport. Nr Northants. 2.00pm.   |
| 11 | Northern | Catholic Church Hall, Lowton, Nr Leigh, Lancs. 2.00pm.<br>Bring & Buy BMW related items only please.               |
| 11 | Oxford   | Pannier Sale at Uffington Village Hall   |
| 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.   |
| 15 | Southern | Rakelands Arms, Rake, Hants. 8.00pm.   |
| 18 | S.West   | The Woodpecker Inn, South Brent, Devon. 1200. Followed by tyre changing demonstration at Mike & Heather Fishwicks. |
| 20 | Southern | The Fishers Pond on A333 5 miles south of Winchester. 8.00pm.  |
|    | Southern | The Star Hotel, Wych Hill, Old Woking. 8.00pm.   |
| 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.          |
| 27 | Northern | Greenhill Lodge, Wigton, Cumbria. 7.30pm.  |
| 28 | E.Anglia | The Generals Arms. Little Baddow. Essex. 7.00pm. Bring & Buy Sale.   |



## AROUND THE COMPASS

**YORKSHIRE SECTION ALPINE RALLY, SUNDAY 14TH JANUARY 1990...** entrance fee of £2.00 payable to the BMW Club, to T J Neylon, 3 Green Island, Bilton, Hull, HULL 4EW, by 31st December 1989, please...and that's all I know about it...

**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 Campsite, Londonderry... April 27/28/29. £55.00 for dinner bed and breakfast Friday and Saturday, Sunday night accommodation 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

### SECOND BMF USSR TOUR-MAY/JUNE 1990...

Even more ambitious than the first tour, this one will enter the Soviet Union via the hitherto closed frontier from Eastern Turkey, and will take in Georgia, the Caucasus Mountains and the Crimea.

Starting in either Istanbul or Ankara, and ending in Romania, the round trip from England is likely to be about 6000 miles in a month of intensive and sometimes arduous motorcycling!

Costs will be about £700 for the 14 days in the USSR, but this could be reduced by camping on the way...you find your own way to the start point, by the way, and that's enough of a journey for most of us! More details from organiser Geoff Wilson, address etc on Page 2.

### 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



# EASTER RALLY

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

St Audries Bay Holiday Club is close to the picturesque village of West Quantoxhead, on the edge of the most beautiful area of Exmoor, but is also close to the sandy beaches of the Bristol Channel coast and is easily accessed from the M5, via Junction 26 (Wellington) from which it will be signposted.

Other nearby attractions include the SS Great Britain and the Museum of Transport at Bristol, Hinkley Point Power Station, and Tiverton Canal Boat Centre, to name but a few.

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 planned programme will include various high-risk inter-section contests such as skittles, horse shoe throwing, tug-of-war etc. Multiple rideouts will be master-minded by Dave Dyer, who is an acknowledged expert on the area (Lorna Doon country!) and has planned several routes through and around Exmoor, with striking panoramic views around every bend and interesting refreshment stops.

Live entertainment is scheduled for Saturday evening, with a special meal before the prizegiving ceremony on Sunday, when your Master of Ceremonies will be that well known Intercontinental Motorcyclist and video producer, Aubrey Hill...

Local BMW dealers, Vincent and Jerome of Taunton, will be in attendance with an interesting display of parts and accessories and demonstration machines available for test rides.

Remember to note your mileage, should you be in the running for the Long Distance Award!

All entrants will receive a specially designed Rally sticker and a warm welcome... the South West Section welcomes you!

The entire site has been extensively refurbished during the winter months and includes one, two, three and four-bed chalets, all of which are equipped with heaters and hot showers. Bed linen is provided, but not towels.

Those who wish to camp or bring their own caravans are equally welcome and will be able to use the well-appointed shower and toilet blocks.

Although every effort has been made to ensure the comfort of all guests, those who feel the cold should bear in mind that the chalets do not possess central heating or electric blankets and should therefore remember to bring their bedsocks etc!

The complete package includes the evening meal on Friday 13th April, to breakfast on Monday 16th, but does not include lunches, although these are available as extras, as are all meals to day visitors. See booking form for details. Day visitors should report to the Rally Control Office.

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 for .....persons



# 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 1989 at 11.30 am.

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

Nominations should have been in my possession no later than mid-day on 9th FEBRUARY, 1989.

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

Second reminder that it's time to start thinking about the AGM again...and for the second year running it's being hosted by the Northern Section at last years much acclaimed venue the Cresta Court Hotel in Altrincham, Cheshire.

The meeting will start at 11.30, and finishing about 5.30 as we have to vacate the room by then.

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. There will be no room put aside for us, as I hinted at last month, however.

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.

And just to make sure you don't lose your way (even those coming by coach!) here's a repeat of the maps provided last year...see you there?





# PRESIDENTS PLATFORM

## WINTER LAY-UP

For the first time ever I'm going to miss out on a winter's motorcycling...I've taken the batteries from all my bikes. They're lined up on the bench, wired for trickle charge now and again.

The battery is even out of the very recently purchased K100 with Squire Sidecar outfit. It is the first K in the GW stable; bought primarily because Jennifer said she'd ride to the Elephant Rally with me if I built an outfit. There wasn't time for building one, but the right combination featured in the November Mutual Aid.

And now the Elephant is a non-starter; but there is every chance that the overall less physical demands of sidecar outfit piloting will mean that the three wheeled K will be the first motorcycle I'll straddle some way into 1990.

And the reason for this rare season of non-motorcycling?

In the middle of December the medical men whisked me into hospital for the urgent removal of some ill-functioning bits of abdomen. Running-in time after this major "workshop" job is at least three months, I'm told!

"Don't plan on even thinking about doing much mental exercise...much less physical...for a month or six weeks into the New Year..." the Surgeon threatened.

So please, all you folk who write and phone for help or just a chat on all things motorcycling, don't expect the regular prompt reply you're used to, at least for a little time, anyway.

But the Scour Close telephone line and pathway will be open for social calls...indeed I'll need them, if I'm to test my motorcycling and mental stamina for the first time at the Club AGM in March!

By then I hope my batteries will be the best charged they've been for some time!

## HOPE FOR 1990?

A BMF delegation met the new Minister for Roads and Traffic, Robert Atkins MP, on 23rd November last. A wide variety of topics were discussed, and a number of areas of common ground established. The Minister's main concern was noise, and he was unaware that the main culprits are the non-BSI approved after market systems, rather than new motorcycles...he was soon appraised of the correct situation!

He showed interest in the BMF Rider Training Scheme, and made it clear that any new test regime should be one that will work. The new EEC proposals regarding helmet safety standards also proved common ground...the Minister is "clearly committed to the new training ideas, and determined to work with motorcyclists to ensure the success we all hope for. As a result of his background in the Department of Trade, he has a very good understanding of the workings of the EEC institutions, and this is sure to be helpful" says BMF Chairman Jerry Matthews...let's hope so, for all our sakes!



# TORQUE REACTION

## A CAUTIONARY TALE

The boxer RT100 was due for its MOT in mid-November, so a few hours needed to be spent just to make sure all was in order. A new front tyre had been waiting far too long to be fitted, also 3 sets of Ferodo brake pads. As the existing ones had appeared to be OK at the last couple of inspections, I had not felt it necessary to disturb them, although I had purchased the spare pads quite a few months ago when I found them available.

Front wheel out, tyre changed, bearings examined. So far no problems. Examine front pads and observe a decent thickness but a decision had been made to replace.

To my consternation, when removing the first set one pad fell away from its backing plate, completely delaminated and held in place by a mere 1mm spigot of original bond. The same happened on the second set and to my further surprise the set on the rear was in the same state!

In all, 3 out of 6 pads had completely delaminated from their respective backing plates. Upon measuring the thickness of the pad, I found 4 to 5mm left, enough for another couple of years' use on my mileage and wear calculations!

Three thoughts came to mind immediately:

1. How many more pads are in the same state?
2. Has anyone else found this fault?
3. Are these particular pads prone to this breakdown or are they 'non-acceptable' replacements? The name on the backplates was "TEXTAR T290FF".

To the best of my knowledge, this bike had been serviced by authorised agents in East Anglia prior to my purchasing it, so it would appear the offending pads originated from a BMW agency.

Finally, the Ferodo pads I fitted were different front to rear, whilst the faulty ones removed were all the same. The infamous rear 'brake' now appears to be more effective with the Ferodo pads.  
**JACK LESLIE, BRISTOL**

## CHOPPER CHEAT!

I read with interest Mike Fishwick's report of his trip to Barcelona for the FIM Rally; however, on one point I feel I must disillusion your readers.

Myself, wife, son and a friend stayed on at the FIM campsite until Wednesday, 3 days after the rally had finished, by which time there were just a few bikes dotted about the campsite.

During our extra days we saw the Swedish chopper with and without rider on a number of occasions and mused on the unsuitability of such a machine for a long continental journey. Indeed, how had he got it across the borders on the way; some customs officials are decidedly anti any vehicles that look in the least unroadworthy.

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Well on the Tuesday we found out. he loaded it onto a trailer, hitched the trailer to an old Swedish registered Volvo and drove off home. Seems a bit like cheating to me!

**DAVE GROVER, HARROW, MIDDLESEX**

#### LETTER FROM AMERICA

After leaving Australia just on 16 months ago, in the middle of winter, 19th July to be precise, I wondered if the BMW Club might be interested in a short run down on my travels. Hopefully, it could be suitable for the Journal...

Adelaide, Australia, 19th July - a wet winter's day. Goodbye Australia, I'll be back some day. It's hard to believe that after 2 years or so of saving and scrimping I'm really off around the world.

My first major stop was Hawaii for 2 days. Good surf, hot sun and fine Japanese food summed up Hawaii, a place I'd like to revisit and explore some

more. LA is so big, even from the air. Stayed a week; didn't find a suitable bike to ride to the '88 Madison National. Flew to Indianapolis and drove a rent-a-car down. Wow! What a National. My head spun for 4 days. So many fine people and great bikes. Off to Ohio to stay with friends. Up to Milwaukee to buy a ratty R90S. Chicago region, Wisconsin, Dells, Hot Springs, Arkansas, Coon Bottom Campout, Tallahassee, rounded out 1988. My girlfriend Kerri flew in from Australia via LA, Denver, New Jersey and back to Chicago.

We set off on 26th December for Acapulco, Mexico, for New Year. We crashed once in Indiana due to icy roads. Temple, Texas, was our next 'touch down', when road works, 65 mph and a raised by 3-4" road level put paid to Mexico. Back to Oklahoma to rest up with Paul for Guthrie OK. Down to New Orleans in February for Mardi Gras. More fun, new friends. Off to Mexico via Texas. 12 days in Mexico, R90S pinking its head off on bad octane gas. Good memories and fine friendly people.

Florida Sun State beyond, so did Daytona. We hitched a lift with friends from Houston to Daytona, camped with the space coast guys at Bulow Campground, 20 miles or so out of Daytona. Two guys we met in New Orleans from New Jersey had a

condo on the beach front; life is so tough sometimes! We just had to party some. Bike week was just a total blast! Take bulk bikers of the Harley variety, lots of sun, beer, regular motorcyclists, add a dose of college kids on holiday; makes for a very interesting week. We saw the space shuttle take off and headed down to Key West for a drink at Sloppy Joes - Ernest Hemmingway's favourite bar. We camped at Marathon Key and explored the Keys. Time to head off back to the west coast for the 500cc GP at Laguna Seca, south of San Francisco. But first up to Charlotte NC for a week to visit and pick up a little mechanic-ing work!

Bye bye North Carolina, California here we come. North of Charlotte we hit I40 and headed west to Knoxville, Nashville and Memphis, Tennessee. We stayed in Forest City, Arkansas, the first night. Setting off early we rode through Little Rock, which is not so little and Fort Smith and finally Guthrie, Oklahoma, the then home of Paul's BMW. We stayed with

Paul and Gloria in Guthrie, who were in the process of building a new shop in Talahina, South East Oklahoma (beautiful country). We stayed in Albuquerque, New Mexico, via Amarillo, Texas. We passed through beautiful desert country and the old route 66 passing by Flagstaff, Kingman Arizona, Needles California and Barstow. The next day, riding through California backroads north to Laguna Seca race track, our wallets were not ready for the shock of Laguna, 120 US dollars for 2 days racing and camping - holy smoke!!! I enjoyed the racing; you can see most of the track from any spot, but Daytona was a better time. There is beautiful countryside around the area, including Monterey Bay and Carmel by the Sea. Liz Sain of Sain Gear Electric Vests offered us generous hospitality so off we went north to Belmont, just out of San Francisco. Highlights of our stay were Haight Ashbery, the 60's drug area and riding 105 miles one night for ribs!

The Trail of Tears Rally in St Louis, Missouri beckoned so back east we headed. It took us 4 long days to make the rally site. It was great to see old friends from the Mid West! We won long distance two up with 2,200 miles! On our way back east we took time out to visit friends in Ohio and pick up excess clothes etc. Much of Interstate 80 was under construction

and driving me nuts, so it seemed a good idea to head south and onto the smaller roads. We were to meet friends at a 'Spring Bash' at the Delaware Water Gap on the edge of Eastern Pennsylvania. Rain marred the last few days of travelling, including the 'bash', but lots of beer, good food and company negated the rain. We had been adopted by the "Dead Horse" Boys - a splinter club of the BMW Motor Cycle Club of North Jersey. We met two of the boys down in New Orleans. By this time our funds were running very short. They were sure we could find work back in New Jersey. Many of their friends owned small businesses, with landscaping being high on the list.

We worked as landscapers for nearly 4 months. This gave us the opportunity to explore the Eastern Coast and attend rallies there. New York City was only 30 mins away. What a wild city! If you had asked me last year if I'd be in the US for my second National, my reply would have been "no way". But we were at York. But our 900 had a run in with a hit and run driver in Lancaster, Pennsylvania and was very badly damaged. The front wheel, forks and frame were bent. It was trucked back to Jersey with BMW of North America - thanks Carla! We had just enough time to repair it before our last US rally, the Dutch Country "Woodstock Revisited" in Pennsylvania. We rode home on Sunday, I delivered it to its new owner in Baltimore on Monday and flew to England on Tuesday! Here we are, BMW-less!

Whilst in the US I forged links between my club, the BMW Owners Club of South Australia, and the Port Washington BMW Club in Wisconsin.

**PAUL SWEENEY AND KERRI FINDLAY, LONDON**

#### GREEK CONUNDRUM

I recently enjoyed a holiday in the Greek Islands. Whilst there I noticed that motorcycles and mopeds of many varieties and condition were the staple form of transport for the many poorer Greek families from the villages. Quite often a complete family of 4 or 5 would travel on one machine!

The BMW depicted was used by a family of five! One child on the tank, father on the front seat, another small child between father and mother on the pillion

and a teenager balanced on the carrier behind. An extreme feat of balancing skills. I was not quick enough with my camera to obtain a photograph of this balancing act and could not persuade them to remount or pose for a photograph.



The condition of the machine was doubtful - in fact the photograph improves its appearance! I am not very knowledgeable with regard to early BMW machines; perhaps you could name and date the machine for me.\*

**R D TRAYNOR, CRICKLADE, WILTS**

[\*WHAT ABOUT IT, JOHN LAWES? - ED]

#### EAST GERMAN FRIENDS

After the momentous breaching of the Berlin Wall on the night of 9/10 November last, I would like to let you know that the people there are very hospitable and would welcome visits from members of our Club. I have visited various parts of the country.

I have just received a letter from one of my friends. It was posted before 9.11.89 but the post takes a long time to get here. Jacqueline is interested in making pen-pal contacts as she is studying



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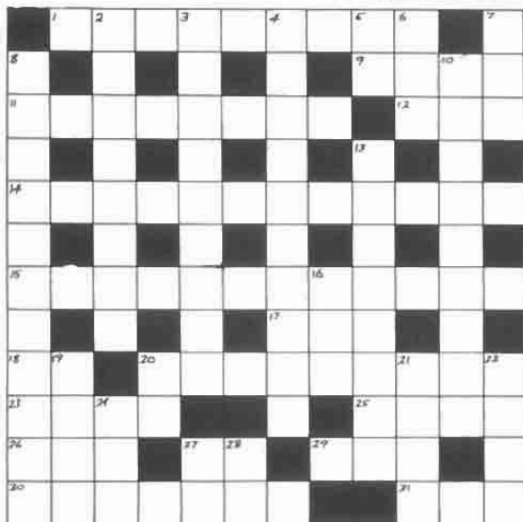
**Tel: Reading (0734) 597150**

English and is extremely articulate in our language. Her address is: Jacqueline Strobel, Ziegelstr.1, Kandler 9105, East Germany. She is near Karl-Marx-Stadt (aka Chemnitz) in the south of East Germany. Her fiance also lives in the area which is near Augustusburg, the latter having a motorcycle museum which, in my opinion, is equal to the BMW Museum in Munich and the Daimler Benz Museum in Stuttgart.

I know for a fact that about 95% of East Germans want to stay in their own country to help to rebuild it. They are very patriotic but they also want to understand other cultures and since motorcycling is very popular in DDR this is our chance to make new friends also.

DAVID R ANDERSON, GLASGOW

AND HERE'S A SECOND BRAIN TEASER FROM OUR ANONYMOUS MAESTRO OF THE CROSSWORD...



ACROSS

SEIVE

1. Unstuck glue farms provide chair fixtures (5,4)
9. (see 7 down)
11. Just a second, er, keep moving for this (8)
12. Inspection hole (3)
14. British TT? (2,6,4)
15. (see 22 down)
17. Short weekend? He didn't stand for it! (3)
18. As such, it's sulphurous oxide (2)
20. A snap of the rope could be gratis (4,5)
23. Me hard man Regan - she Maggie (4)
25. Smooth event, but no tea! (4)

26. Thick Roland is spread across the highway (3)
27. Thumb this to retard horsepower! (2)
29. Period Bugatti beater (3)
30. Blow this basic part and your hand will be left frozen! (7)
31. Learner, yes, but he's so common..(3)

DOWN

2. Borderline measurements help when they're tired (3,5)
3. BMW's more novel spring (9)
4. So, undo isle for example, holed silencers (4,6)
5. Motoring's grand sport, makers claim initially (2)
6. Silicon image of Pallas has frugal drink (3)
7. and 9 across. Black stone glue affects tune performance (3,4)
8. (see 28 down)
10. "Clean t'zip, lad, it'll prevent rot" (4,5)
13. Rest, it'll relieve the pressure (8)
16. I valve-grind on my knee (3)
19. I say! (4)
20. Archie's BMW importer used to be a chain gang! (2)
21. Really, Mr Page, it's not exactly round (4)
22. and 15 across. Last in stock? (4,3,9)
24. ...with 23 across, refined, could make David MP! (3)
27. The Third Man! (2)
28. and 8 down. If you pitch here, don't be intent on a cow slip! (2,1,6,4)

ONE OF THE JOURNALS regular advertisers, Boxer K Motorcycle Services of Stockport, near Manchester, is now into a successful third year with a new service available.

Proprietor and enthusiastic club member Niel Sagar has introduced a "stay, watch and ride away" engine tune service for both the Boxer and the K ranges. Using BMW approved diagnostic and calibration equipment, "a sow's ear can often be turned into a silk purse" with the smooth power resulting being quite startling!

All other routine motorcycle problems can be attended to, including specialist electrical and electronic repairs. For the restoration enthusiast, Niel also offers an exchange service of rusted, flaking enamelled parts for reconditioned components. This can include wheels, frames, fork legs etc etc.

Call Niel on 061 483 7367, "nine till nine" for a friendly chat and personal attention at all times.

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**SOUTH WEST SECTION VISIT TO THE 45TH FIM RALLYE - BEOGRAD 1990.....MIKE FISHWICK**

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The 1990 manifestation of the ever-popular South West Section visit to the FIM Rallye will take place between 15th June and 1st July. For some of the regular members of our group, this will be the fifth event in succession, so the experience must have something to recommend it!

Due to the timing of the event and the distance to Beograd, the outward journey will require some fairly consistent riding, but every effort will be made to include some interesting stopping places, both for meals and sightseeing.

The basic plan is to travel from Portsmouth to Le Havre overnight and cross France, mainly by autoroute, to the Rhine. After cutting through the Black Forest towards Stuttgart, we will head towards Munchen, spending the night in the country to the east of the city.

Having made up some time on the first day, we will be able to visit the Palace of Herrenchiemsee - 'Mad' King Ludwig's copy of Versailles - before crossing Austria and entering Yugoslavia, reaching Beograd on the Tuesday evening.

After the Rallye, it is hoped that we will be entertained in Hungary, as guests of the National Wine Industry, for two nights before travelling via Austria and the Gross Glockner pass to Schwangau, where we will stay for two nights; this area of S W Bavaria offers many attractions, not the least of which is the fairy tale castle of Nauschwanstein - regarded by many as King Ludwig's epitaph - and the Zugspitze, at 10,000 ft the highest mountain in Germany, with a final climb to the summit (after a cable car ride) which is not for the faint hearted...

The homeward journey will be via Stuttgart and the Daimler-Benz museum. It is possible that we will be entertained by the German member of the S W Section, before returning to Le Havre two days later, arriving at Portsmouth early on the Sunday morning.

It is anticipated that, as usual, half the group will choose to camp, while the remainder stay in hotels. I make great efforts to find adjacent establishments where we may all dine together in the hotel each evening...Heather and I have recently travelled over most of the route and have tested some excellent hotels which not only provide good value for money, but also offer wonderful food!

The camp sites are also of a high standard, usually with hot showers and often able to provide breakfast and evening meal if required.

The usual mode of travelling is to split into two groups: the campers and hoteliers. We meet throughout the day at coffee or sightseeing stops etc, with a certain amount of rivalry in which group can visit all the planned sights!

Everything has its price, in this case from around £650 for one person camping; this figure includes just about everything and does not, fortunately, have to be paid in one go - the ferry fare, Rallye entry fees and insurance etc can be spread over several months and the use of credit cards for French autoroutes and petrol also softens the blow.

Are you interested? If so, please send a large SAE to:

Mike Fishwick, "Heatherleigh", Collard Lane, Wotter, Plymouth PL7 5HU.

From past experience it is advisable to book your ferry as early as possible; while not everyone can have their holidays confirmed by Christmas, those who are able should use every month - FIM time will soon be here again!



# SIDECAR NEWS

MICK EGGELTON

In response to my plea for articles for Sidecar News, Jimmy Burns has sent me this interesting article on Victor Hamilton's outfit.

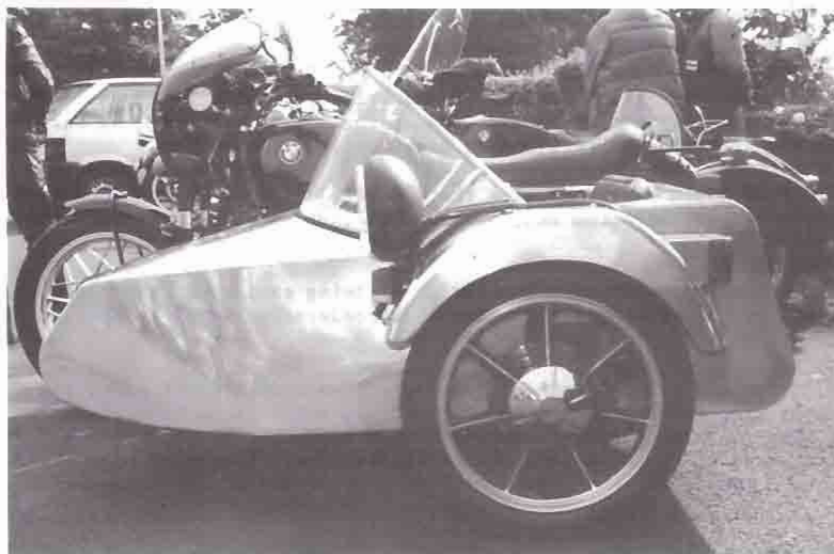
"How many members of the Sidecar Register could sit down with a clean sheet of paper and design a sidecar? How many could actually develop their concept and build an outfit? One such capable stalwart of sidecarring is Victor Hamilton, an Ulster Section member.

"Victor, a boat builder by trade and a welding instructor by profession, possesses the skills and know-how to build and develop outstanding outfits. He is at present road testing his fifth outfit, an R100CS with alloy bodied chair. His outfit is of classical styling and is reminiscent of the 'Golden' sidecar era. There is, however, nothing antiquated about the construction of the chair or its ancillary components. A space age box section internal frame provides a strong rigid base in which the hand rolled aluminium panels are bonded and riveted together.

"Suspension movement is transmitted via a swinging arm to a telescopic adjustable damper and a recent addition is an anti-roll bar crossing from the chair swinging arm. This innovative idea has the resultant benefit of excellent handling, controlling the roll on cornering and reducing the tendency for the outer chassis member to twist under vigorous suspension movement. One of our leading sidecar manufacturers is closely watching this development with interest.

"A large boot was also very much a part of Victor's initial design. It houses a large 12 volt battery with sufficient power to start the engine and supply the additional lighting load under any conditions. Victor's wife Blossom enjoys travelling in the chair and it is planned to extend the perspex windscreen to provide better weather protection. Unit front forks and CMA 15" rear wheel make this a very desirable and interesting outfit. The brainchild of one man, let's hope he enjoys it for many years to come."





LEFT, A  
FURTHER  
VIEW OF THE  
BEAUTIFULLY  
MADE OUTFIT...

AND RIGHT  
THE ROSE  
JOINTED  
ANTI-ROLL  
BAR AS IT  
ATTACHES  
TO THE  
BIKE...



On another topic, having set up my own business I am finding it increasingly difficult to find time for the "Sidecar Register". With this in mind, I have reluctantly decided not to stand as Sidecar Secretary at the next AGM. If there is anyone out there who would like to take over, they are welcome to the records I have. With 55 outfits on the register, I hope one of you will take the plunge and have a go. If you would like to find out what is involved, please contact me day or night. The answering machine will take a message if I am not in...Mick Egleton, 0233 43127.

(And if you are interested in the post of Sidecar Register Secretary, please refer to the AGM notice in this issue, for the correct procedure to follow in order that you can be voted for at the AGM in March...ED)

# BACK TO BASICS

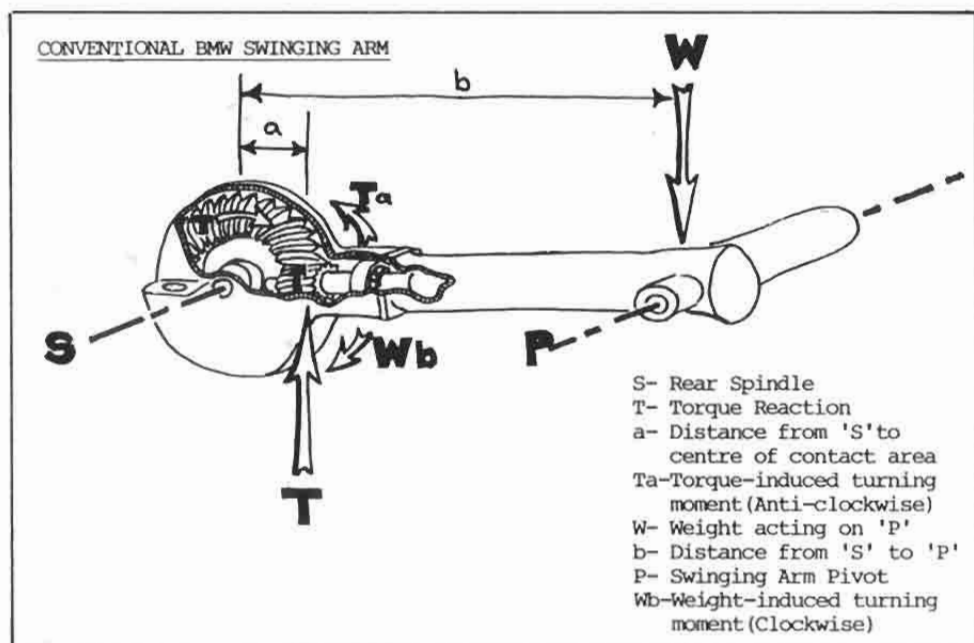
MIKE FISHWICK

While I must confess to being a great admirer of the writings of Geoff Wilson, I feel that in his elegant theories of Paralever Suspension System operation he has placed his very well-suspended cart in front of his horse!

Geoff's entire theory is based on the premise that 'Shaft Jacking', as the BMWOA call it, is a function of acceleration and, as such, is indicative of a dynamic condition.

It is, in fact, a function of torque and is capable of being exhibited with the rear wheel rigidly clamped to the ground, so limiting the acceleration to zero. Let me explain...

Consider the final drive and swinging arm of your BMW, seen from the off side; the centre of the contact area between the teeth of the final drive gears is a distance 'a' from the rear wheel spindle 'S'. Any attempt to increase the speed of these gears against the inertia of the machine (ie acceleration) will require a torque 'T' to be produced between them.



This will generate a turning moment (force multiplied by distance) 'Ta' in order to rotate the rear wheel and in so doing produces a reactive force of the same magnitude, which will attempt to rotate the final drive casing in an anti-clockwise direction via the pinion shaft.

As the final drive casing is rigidly attached to the swinging arm, it cannot rotate independently; therefore moment 'Ta' will also tend to rotate the swinging arm in an anti-clockwise direction about the spindle 'S'.

The proportion of the machine's weight 'W' which is acting on the swinging arm pivot 'P' at distance 'b' from the spindle 'S' also generates a turning moment 'Wb', so attempting to rotate the swinging arm in a clockwise direction about the spindle,

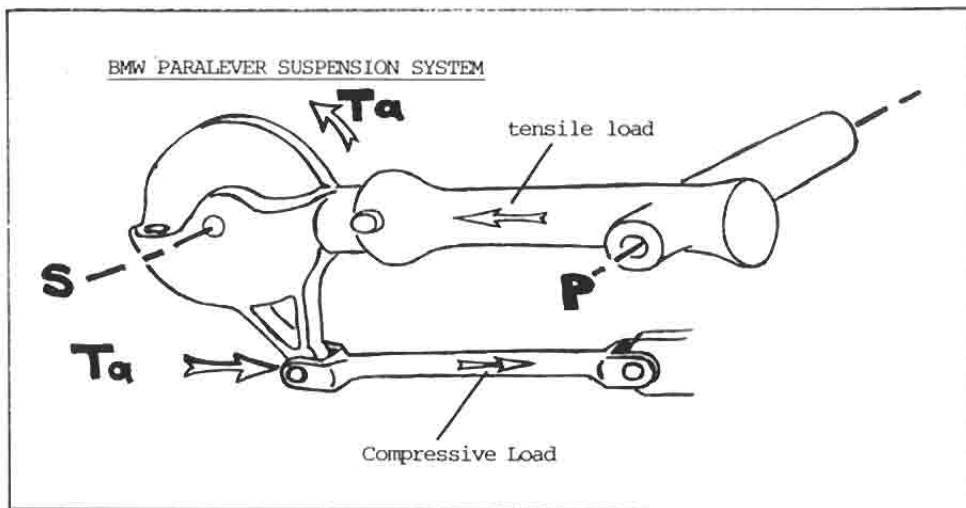
subject to the opposing moment generated by the rear springing...normal suspension behaviour.

As moment 'Ta' is dependent upon torque and is therefore variable, while moment 'Wb' is dependent upon effective weight and is comparatively constant, it is obvious that, should 'Ta' exceed 'Wb', the machine will be lifted at the swinging arm pivot 'P'...Shaft Jacking!

This effect can, of course, be displayed by attempting to ride away with the rear brake applied!

When the throttle is closed, the situation will be reversed...the torque-generated moment 'Ta' will fall to zero and the weight-generated moment 'Wb' will remain constant, subject to a certain amount of weight transfer; turning moment 'Wb' will therefore become the dominant force, rotating the swinging arm about the spindle 'S'...Shaft Jacking in reverse.

This effect will be increased as the rear (drum) brake is applied; the braking torque so generated will be transferred from the shoes into the final drive casing, producing an additional clockwise turning moment about the spindle, which is added to the weight-induced moment 'Wb', further lowering the pivot 'P' and therefore compressing the rear suspension further. (A rear disc, as fitted to the Boxers, passes its braking effort into a torque arm which, being anchored below the swinging arm pivot, distributes its load into an area where it does not influence the the behaviour of the suspension to an appreciable amount).



These torque-generated movements of the rear suspension can, of course, be guaranteed to occur at all the wrong times, when they will either oppose or assist the acceleration of the rear wheel as it attempts to follow the contours of the road; the result, although we were never really aware of it, being reduced levels of ride quality and traction...it's amazing what we get used to, isn't it?

It will now, hopefully, be obvious that this phenomenon can be manifested, given an adequate torque/weight ratio, with the rear wheel clamped down; it is also obvious that, for any given torque/weight ratio, it can be reduced by the simple expedient of increasing the length of the swinging arm, so increasing the weight-generated moment while maintaining the original torque-generated moment.

BMW make the proud boast that the Paralever system is the equivalent of a conventional swinging arm 1.44 metres long; how is this achieved?

As with the conventional BMW swinging arm, the Paralever type of final drive casing produces a torque reaction 'Ta' which also attempts to rotate the casing in an anti-clockwise direction; if the casing were free to rotate, this effect would raise the rear of the swinging arm, via the rear pivot bearing, so rotating it in a clockwise direction about the pivot 'P'.

It is constrained from such action, however, by the presence of the torque arm, which resists the rotary moment 'Ta' and carries it, as a compressive load, before it is transferred into the structure of the machine.

As the final drive casing pushes at the torque arm, 'Ta' will attempt to roll the casing in an anti-clockwise direction; this is resisted by the swinging arm, which is therefore placed in tension.

The final drive casing is thus unable to rotate under the influence of the torque reaction, which is transformed into tensile and compressive forces in the suspension members. Simple, isn't it?

Freed from the transient interference of torque-induced loadings, the rear suspension is therefore able to perform as it was designed to...hence the superior ride quality and traction of the Paralever-suspended machines.

Although the torque reaction is now unable to rotate the swinging arm, so lifting the machine by the pivot and making it arch its back like an unhappy cat, it can, of course, still make its presence felt by attempting to rotate the entire machine about the spindle axis, an effect which, as in any other machine, can be ultimately manifested as a wheelie.

Without detailed drawings it is difficult to be sure, but it is certainly possible that, due to the geometry of the Paralever system, a certain amount of Shaft Jacking still goes on during certain areas of suspension travel, as turning moment 'Ta' attempts to rotate the final drive casing, which will tend to lift the rear of the swinging arm via the rear pivot. This motion is resisted by the torque arm which, under normal operating circumstances, passes the force into the frame without influencing the behaviour of the machine.

As the suspension approaches the extremes of travel, however, when the rear (final drive) end of the torque arm is appreciably higher or lower than the front (frame) end, it is able to pass its compressive load into the frame at such an angle as to raise or lower the machine by pivoting around the swinging arm pivot 'P'. This is, of course, not true Shaft Jacking, but is on a greatly reduced scale and in areas of suspension travel when the odd amount of Shaft Jacking will be the last thing on the rider's mind! During braking, of course, the final drive-mounted brake will pass on its torque, to reproduce this effect in the opposite direction.

The above trade-off is probably the reason why BMW claim only to have eliminated 70% of the Shaft Jacking effect during acceleration; the largest limiting factor was, perhaps, the use of existing frame structures, which were not originally designed with this type of rear suspension in mind.

The relative angles of the swinging arm and the torque arm are probably the product of the requirements to restrict the final drive-mounted torque lever to a convenient length and to position the front end of the torque arm where the transmitted load will have the minimum effect during normal suspension travel.

That, I think, is how it operates; one thing is sure - as with the majority of great advances, it is simple and was originally thought of many years ago...in this case by the late Alex von Falkenhausen, during the early nineteen-fifties!

# THATCH 89

STORY BY REG MOULE...  
PHOTOS JOSEPH FITZGERALD  
AND ALAN JACKSON

This was to be my last event this year and I had planned it so far in advance it just fell together nicely. Tickets, Green Card, bike rebuild, time off from fire-fighting - it all jelled into the mould very well. That is until the day before Margaret and I were due to sail to Ireland. I will explain.

Anyone who has seen any of my machines will no doubt agree that concours winners they most definitely are not, so I set about shaking off this popular image by totally renovating my R80/7RS with a white paint job, black powder coated frame and bits, stainless nuts and bolts and a general blast of the alloy pieces - then threw it all together. Total time taken was 4 days and I was so pleased with the result that I promised myself that this bike would be kept in a reasonable condition.

It was this promise that almost led to disaster, for after returning from a steam clean I parked the animal on the back patio and while putting the packed panniers onto the bike a large black stain appeared to grow from under the engine. I sat looking at this with a heavy sense of dread; I knew instantly what it was but didn't want to believe my diagnosis. I placed a digit into the offending substance, hoping it was just dirty water. I should be so lucky! Lovely fresh clean engine oil mixed with a watery gunge finally sent my heart crashing to the bottom of my Derriboots.

Why me, Lord? Immediate panic - 3.00 pm on a Wednesday afternoon isn't the best time to replace a suspected rear crankshaft oil seal/oil pump cover seal. I attempt the easy way out by ringing Bill Crumpton, a long standing friend and damn good egg of many years acquaintance through the Club. "Bill, Reg here. I have a problem; will you help me out please? Marg and I are off to Ireland tomorrow and my bike's poorly. Can I borrow your R100RS, please?" It all went very quiet on his end of the line (well, would you lend me YOUR bike? "Ar, I suppose so", came the reply in his thick black country twang. "If anything goes wrong you put it right, OK? Come and fetch it when you're ready." Elation replaced darkest gloom, but hang on a minute; if anything does go wrong with Bill's BM then that's two bikes to fix on return from Ireland. I chickened out and rang my local dealer who confirmed that the parts were in stock and he would put them ready for collection. I rang Bill again; he readily agreed to collect the parts, with a detectable sigh of relief that I would try to fix my own bike!

Now picture if you would this scene. No special tools at hand and a major job in a dealers, never mind my back yard. I galvanise myself into action and within an hour I have removed the gearbox, clutch, flywheel and am trying to remove the suspect oilseal. To prevent the disastrous movement of the c/s I place a socket into the centre of the rotor after removal of the allen bolt and replace the timing covers. This allows me to prise the seal out using the 17mm spanner in the BMW tool kit against the flywheel mounting boss.

It was all very easy, too easy for my liking. You know the feeling, I'm sure. The oilpump cover seal was replaced (never do one without the other) and the whole machine reassembled. Time taken from start to finish was three hours! It was with an extreme sense of foreboding that I pressed the starter button and the bike fired up straight away. I drove along the local bypass at speed to confirm whether I had solved the problem and called at the local garage to fill up for the journey. On inspection the oil had decided to live inside the motor instead of outside and all was running well.

The phone rang as I returned home - a call from Liam Ryan to confirm which ferry crossing and an ETA in Ireland. I explained what I had been up to all evening and sympathy was expressed, the call ending with arrangements being made to have an



**ABOVE**...more agile than a GS, and more economical too, with 10 miles to a packet of Northern Section crisps...**BELOW**...short break on one of the runs, amongst the lovely Irish scenery...the weather seems to be living up to its reputation though...**PAGE 23**...clockwise...another refreshment stop in the Irish countryside...Phil, Gerry Davis, Jim O'Connell and Jim McAllister...Margaret and Reg Moule, with Mrs Atkinson at the Cliffs of Moher...some people obviously knew what the Irish roads were like, as the GS seems to have been a very popular bike on the Thatch!





escort through Dublin to Jim McAllister's home for the evening prior to travelling to Galway next day for the Thatch Rally.

The journey through Wales started nice enough but deteriorated en route near Oswestry, where, horror of horrors, we had to put on OVERSUITS - the first time this summer - no rain, just cold. We ate our salad sandwiches and drank our Coke to the aroma of aviation fuel fumes from the Hawks circuiting around RAF Valley, where we spent lunchtime at the end of the runway viewing area. We only had one attempt on our lives from our four wheel road using friends on the approach to Holyhead. I dismissed this as a very half-hearted effort and ignored it; never even touched me, so there! Half way across the Irish Sea our ferry developed a strange tendency to go around in circles; the Captain explained that a capsized dinghy had been sighted and the rescue boat was launched to investigate if it was occupied. Fortunately it wasn't, so we continued on our way some 40 minutes behind schedule. Now if someone can see a relatively tiny sailing dinghy from five floors up on the bridge of a ferry, why do car drivers have problems on the same level with bikes?

Our escort through the Dublin traffic in the shape of Jimmy Mac on his 'works' bike provided some very interesting moments, the best being a stampede across the main N4 by ten plus horses on one of the fast bits. The evening was spent in the local hostelry renewing our friendships with Leinster Section members and practising for the late evenings/early mornings which we knew to be part of our weekend to come.

We woke to a silent house as Jimmy Mac and family had departed early. Margaret and I made the most of a leisurely breakfast and were loading the bike when Jim O'Connell arrived to accompany us to Galway. It was a beautiful autumn day with strong sunshine bringing out all the 40 shades of vibrant green associated with this wonderful country. A lunch stop was enjoyed with 3 other Leinster Section members found en route. As part of the organising committee, Gerry (Man of the Year) Davies and his wife left us to amble along at a sedate(?) pace towards the west coast where on the approaches to Galway the greens gave way to the greys and purples of the mountains and cliffs of Galway Bay.

The coast road out towards Spiddal carried some spectacular views out towards the Arran Islands for the 10 miles travelled to the cottages, a foretaste of the sights to be enjoyed over the next 3 days. On arrival, we settled into our luxury holiday cottage, then went out on a shopping foray into the village where the sight of the bike created a great deal of interest which was shown all over the weekend by the locals. On return to the site the word went round that the Irish stew was ready; bring your own bowl and spoon! Now I enjoy my food, but this was something else! It tasted absolutely fantastic - eating in the open air in the company of other club members; I went back for seconds. The evening was spent in the usual style of these events at the local, Guinness in hand, discussing the year's club activities, renewing friendships and ensuring that new faces were made to feel part of our weekend.

The idea of putting 4 couples in one cottage made for an interesting mixture of outlooks on life, all cemented together by the common denominator, motorcycling on a BMW. This was catered for in the extreme with the trip around the coastline on Saturday. My impressions were that if anybody could harvest the barren rock kept in some of the fields around the coast road we travelled, the local Irish farmers would all be millionaires. The sense of isolation and barren countryside left a lasting impression on everyone who travelled the hundred or so miles to the lunch stop. Soup and sandwiches were laid on for us at a local hotel in Oughterard, with a chance to stretch our legs and revive a vital blood supply to the part that's most important to motorcycling. No one was laughing now at the advice given in the course notes about checking to see if your pillion was still on board; the stifled noises being emitted from some helmets made the situation obvious. We softies with our motorways and A roads had the ultimate experience in more ways than the adverts intended!

Our dual seats were exchanged for coach seats for the trip to the Twelve Pins

Restaurant for the evening dinner and presentations. Another excellent meal, followed by awards for various wondrous feats performed in the name of motorcycling to this enjoyable event made by MC Liam Ryan. Geoff Wilson thanked the Leinster Section for all the hard work on everyone's behalf and made reference to a certain part of a Yorkshire lady's anatomy which had been performing some impossible acrobatics on the rear of hubby's bike during the day's ride. I wonder if Ron worked out why everyone wanted to follow him after that! The revelry went on into the early (late?) hours of Sunday morning and judging by the careful movement of heads and eyeballs on Sunday's run, a good time was had by all!

An informal trip to the 900ft Cliffs of Moher, where the Atlantic comes to an abrupt halt on Ireland's west coast, filled the itinerary for those staying while the less fortunate made for home and work on Monday. A pity really, for the evening was spent in the other pub in Spiddal listening to one of Ireland's premier folk groups, Cuchulain. I enjoyed this so much that I purchased a cassette of their songs and cursed my luck for not having a K100LT with a sound system. I had to wait to get home before listening to it in full.

A subdued party took place in cottage No 1 with a little singing from Jimmy Mac and a rendition of some of Dylan Dog's adventures from yours truly. Not to be outshone, the saga of the internationally famous bald budgie was related by Ron and Sue Thackery from Yorkshire. Incredible what people get up to when not riding their bikes.

Our plans for the Monday went totally wrong from the start. We had a day to fill, so we set off in the company of two Yorkshire Section members to visit Newgrange, Ireland's equivalent of Egypt's pyramids. We needed to change some sterling into punts so a visit to the bank was required. We found a bank but also found they were shut for lunch, but only half an hour to wait. On entering the bank they would not change cheques without a Eurocard - we changed our last fiver into punts and had to cash a cheque for sterling with one of our friends and return to the bank. This cost us an hour in time, a lunch stop ate further into our afternoon, a frustrating time was spent in locating the actual signs to this most important of Ireland's megalithic burial chambers, and we arrived five minutes after the last tour was made!

I almost threw a conrod on the car park; to say we were upset was a gross understatement. A lovely young Irish colleen who had been the tour guide apologised profusely but we had arrived on the first day of winter opening hours and the site had to be viewed in daylight to get the effect. I calmed down and we set off to return to Maynooth, where Ron and Sue were to stay with Jim and Mary for the evening while Andy and I were due on the 8.45 pm ferry back to Wales. The words of the tour guide were echoing in my ears as we all struggled to see into the setting sun journeying through the back roads to miss the evening traffic in Dublin. A welcome cup of tea and sandwiches and back onto the bikes for the escort to the ferry.

The only example of bad driving experienced all over the weekend was in the last mile or so to the docks, when a lad tried all ways possible to climb inside my already overloaded panniers. We pulled over as he roared past at a great rate of knots on the approach road to the terminal. As he assembled in the queue, I pulled alongside and commented on how underwhelmed we all were by his prowess. Words were also expressed by our escort, who unfortunately was not on his 'works' bike, otherwise the fella would definitely have missed the ferry!

Our goodbyes were said, firm and friendly handshakes exchanged and promises of returns to this relaxing country were made in earnest. We in the BMW Club are lucky to have such opportunities to explore places like this in the company of such enthusiastic riders as are in the Leinster and Ulster Sections. We have already pencilled this event in for 1990. I do hope that you will join us in an ultimate experience to end all experiences.

# NIGEL'S DILEMMA

GEOFF WILSON

Why was Club wanderer Nigel Huish's K75 subject to some 'en-route' repair work on the way home from last May's Welsh Rally...read on to find out...

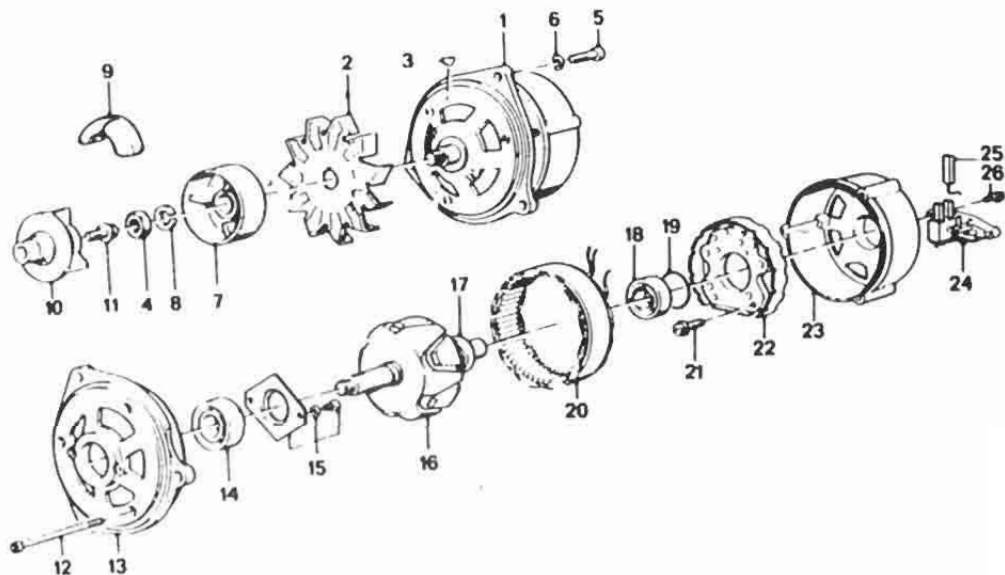
Going home from the Welsh Rally last May, Nigel dropped in at Hughenden M40 to test ride a Paralever GS. His K75 was 21,000 miles old and for the last 2,000 miles he had noticed a dull vibration permeating his helmet. It hadn't been so bad that he'd been inclined to do anything about it in the hectic lead up to the summer's riding. It sounded only as if a bracket was a bit loose someplace.

Awaiting his turn for the GS and for want of something better to talk about, he drew the attention of a mechanic to the noise. It was one the mechanic had heard before.

"Better let us take a look at that right now", he advised. "You'll most likely run out of battery charging before reaching London if you don't."

Before you could say "Good Service", Nigel's bike was up on the ramp and the deeper extremities of the K75's alternator being investigated. The problem was that the cush drive which guards the relatively fragile alternator from the potentially damaging forces of the auxiliary drive shaft wasn't cushioning any longer. This cushioning arrangement isn't commonly found in automobile technology since the necessary shock protection is more usually afforded by the belt which drives alternators on car engines.

The diagrams illustrate the construction of the shock absorber system. It relies on the vanes of a female driving dog engaging via three rubber blocks into another three vanes in the male clutch housing.



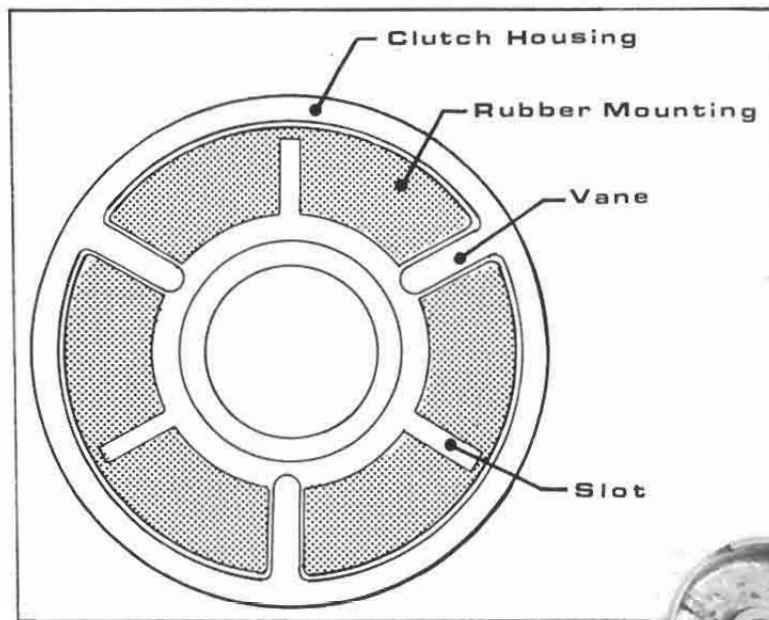
ABOVE, AN EXPLODED VIEW OF THE ALTERNATOR, WITH THE OFFENDING PARTS NUMBERED 7, 9 AND 10...

For one reason or another those rubber blocks had been largely destroyed and were no longer functioning. Consequently the vanes of the female and male components had been in contact and the ones on the clutch housing had virtually eroded away. Only a small web of vane remained to carry the drive to the alternator. The photos show the resulting mangled components. The mechanic was right; it wouldn't have drive for much longer.

The Haynes K100/K75 workshop manual covers the alternator removal and refitting sequences quite well, but it omits to specifically advise of the possible hazard of wrongly locating the driving dog in the clutch housing. The fitting of the driving dog vanes into the correct location between the shock absorber rubbers is done almost blind. The vanes can wrongly and unknowingly slot into the gap between the end of a rubber mounting block and one of the clutch housing vanes as the rubbers are free to shift slightly and the slot which should take the driving dog vanes may close up. If this happens the vanes would be in metal to metal contact with consequential swift wear rate.

It could be helpful to hold the rubbers in place with a few beads of Super-Glue. Lubricate the slots in the shock absorber rubbers to ease entry of the vanes.

There is a chance that the assembly of Nigel's K75 alternator drive had been wrong from the very start of its 21,000 miles. With correct assembly there would appear to be no reason for the arrangement to have failed so early in its life.



LEFT, THE CUSH  
DRIVE AS BMW  
INTENDED...  
AND BELOW,  
NIGEL'S ON  
REMOVAL FROM  
HIS MACHINE...

At Hughenden M40, the repair time was a commendable 45 minutes at a cost of £16.00 for labour. Parts cost a further £39.47, and the dreaded VAT added another £7.49, bringing the total bill to £60.47.



# BMW CLUBS EUROPA e.V.

Once again, Fred Secker has asked me to remind both existing and potential members of BMW Clubs Europa that it is now the time to consider renewing or joining, and has asked me to print the form below. Any Club member attending BMW events at home or abroad should find membership worthwhile...especially on the insurance side, and there's also discounts on entry fees to events (presumably those abroad?) and channel ferries. Fill in the form and return it to: Fred Secker, 64 Cavalry Drive, March, Cambridge, PE15 9DP with your subscription fee. Please enclose an SAE also.

## MEMBERSHIP OF BMW CLUBS EUROPA e. V.

*Print in clear Block Capitals only*

Surname ..... Section.....

Forenames..... Date of Birth .....

Address .....

.....

..... Postcode .....

*Please enclose a S. A. E.*

Renewal  New Members  Membership Fee £5.00

*Cheques payable to BMW Club*

Signature .....

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# SECTION NEWS

EAST ANGLIA

NIGEL HUISH 01 590 3719

Slippery gradients that appeared to be steeper than 1:3, the gravel bed of a stream, rutted tracks that were covered in fallen leaves, and too many cameras for many people's liking just waiting to capture the moment when you and the bike parted company...this sets the scene for our annual off-road 'Sumpscratcher's Trial' held on Sunday 22nd October. Various machines, from a Yamaha DT175 to John Ash's proper Honda trials 250 to my R80GS and Graham's infamous beast named 'Arthur', were available to all entrants, the idea being a dash round the marked out sections on a BM or a Jap without worry of the number of 'dabs'...then a second round on the alternative machine but this time counting 'dabs'.

Somehow, Sarah Thompson seemed to volunteer as scorer, which, with everybody swapping bikes, must have been confusing at times. Andy Raggett was into both bending and snapping levers, John Thompson was practising speedway style it seemed, Rob Day and his son Barry were both showing each other how it should be done and Julie was kicking both the bike and herself! Lunch and the afternoon session followed with the sun still shining. Soon it was time for the scores to be announced: John Thompson, 12 points; Rob Day, 16 points; John Ash, 22 points; Graham Bissell, 35 points and rest of us...well, the more points the worse the placing, so better luck next time to Richard, Julie, Andy and John!

It certainly was a night of natter at The Generals the following Wednesday with all the regulars there, deep in conversation until past 11.00 pm!

The AGM held at The Windmill on Sunday 29th couldn't attract more than the customary 10% turnout, even with the extra hour in bed after the time change! Anyhow, the business of the day was soon attended to - the existing Committee carrying on, unopposed, funds in the black, a varied selection of events planned for 1990 etc. Barry Stanford announced the East Anglian Trophy results. He said "what a difficult job it had been judging the entries"...not 'arf as difficult as finding 'em signposts", we all retorted! Tim Wright from Norwich was declared winner, Julie Bissell runner-up, Ken Bass received a special award for photography but was 2 signs missing, Gerry D-S started, got 2 but couldn't finish so won a trophy saying just that!

Julie organised what was supposed to be a 'mild' treasure hunt for 5th November - but the only thing mild about it was the weather! Comments of how near to flying a certain KLT had been on the backroads and that "this is the Sumpscratcher's, isn't it?" were heard as participants dismounted at Cressingham. John Thompson was again on top form, ahead of John and Mary-Jane Redford, Mike Nobbs and Gerry D-S, Chas. Hessey, Roy Sloan and myself with help? from Robin Wells! Thanks Julie, thanks!

The New Year swings into action with our lunchtime meet at Cressingham on 7th January, our new Winter-time Sunday lunchtime venue 'The Wheatsheaf' at Stow-cum-Quy near Cambridge on the 28th and natter-nite on the 31st at 'The Generals Arms'.

Best wishes to one and all for happy and safe travels through the year.

**LEINSTER**

**GERRY DAVIS**

Happy New Year and welcome to 1990. By now everyone should have received their Diary of Events and hopefully there is something in it for everyone. It is certainly as varied as last year's and with any luck we might even get a 1989 summer! Weather aside, the past year was certainly a great year for the Leinster Section. On St Patrick's Day we received a trophy for the best club attendance at the Clondalkin MCC

poker run. Another award followed two weeks later at the Kilkenny Bike Show. This time it was for the best club stand. A great week-end was had by those of us who attended the Ulster National Rally. Many thanks to everyone for organising the event. Also to Austin Stafford for having us at his camp-site in Co Wexford. As anyone in the section will tell you, I love camping week-ends, so in keeping with the tradition of me having the best accommodation, I'd like to reserve No 10 for this year (thanks Austin). Last year for the first time we had a breakfast and a midnight run, both very successful. Also for the first time we had a mystery camping week-end, but since only Phil and myself attended, it will remain a mystery! Then of course there was the "Thatch Rally". All I'm going to say about last year's "Thatch" is, book early for this year's!

I can't find it in my heart to 'slag' anyone this month, in fact I am about to be very serious, for what I am about to tell you does not happen very often in this little section of ours. Matrimony! The joining together of two people, one a bearded fiddle playing, GS rider from Cork. The other his faithful pillion and veteran, if not survivor, of two Thatch Rallies. I'm referring of course to Gerry and Eileen, who recently became engaged. I speak for everyone in the Club when I wish them both all the very best. Congratulations!

I would like to take this opportunity to welcome new members and to remind existing ones that membership renewal is now due - completed forms and fee to any committee member.

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**LONDON**

**KIDGE 01 341 5485**

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"You could read Kant by yourself, if you wanted to; but you must share a joke with someone else." Stevenson.

With the glorious autumn sunshine flooding into the November weeks, motorcycling continues to be a joyous activity amongst the decaying autumn shades. Turvey Sunday on 2nd November brought out numerous people for a good ride round the Herts, Bucks and Beds lanes. We welcomed new members Nick Barnes, Vic Barnes (no relation) and Bob Dooking. We found half a formula to cope with non-BMW machines - they rode at the back and were free to leave the run if they wished.

Sunday 19th, Poker Run Day, saw a small group at Ongar Motorcycles enjoying the Essex countryside for a change before finishing up at the White Bear, near Stanford Rivers. Thanks to Martyn for organising this event.

Approaching AGMs some people hope for certain outcomes. However, the hope occasionally gets in people's eyes. The London AGM was attended by about 30 members out of a total of 431. A healthy increase over last year (390) but not a sustainable rate of growth for 1990. Advertising cost too much and the increased subscription may deter new members as well as renewals. We have total assets valued at nearly £1800, including a net increase of £440 in 1989. There were 62 tool hirings to 27 members. After giving a resume of this year's social events, Joan Thorns announced her retirement. The section thanks her for doing a difficult task alongside her demanding job. Then we came to the elections: along with some open discussion, both nominees for the Chairman's post withdrew their nominations. Some members didn't like this and an emotive debate took place, the outcome of which is not clear so we may need another general meeting to sort this out. Otherwise the following posts were filled: Social Secretary - Martyn John; Secretary - Kidge Elder; Treasurer - John Foster; National Committee Rep - Dave Ensor; Tool Hire Sec - Steve Bental; Non-specific members - Brian Cowell, David O'Connor and Andy Raggett.

In January, Martyn is organising some Quizzes. So be prepared for your test at the Coach & Horses on 11th January and Spencer Arms on 16th January. On Sunday 14th January we have our usual meeting at Turvey and if the weather is fair, probably a run up from South Mimms as usual.

In order to resolve any misunderstandings or controversy about the election of a Chairman at our AGM, an EGM will be held, as requested by members, probably in March, as per the Club Rules. Details next month. Martyn John has stepped down, so we now urgently need to co-opt a new social secretary.

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**MIDLAND**

**COLIN AINSWORTH 03317 4935**

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May I start by wishing everyone a Happy New Year and I hope, a healthy and prosperous one. Next, my thanks to Bill Ratcliffe for giving us such a good calendar in 1989 and for leaving us plenty for this year.

Our meeting at Walton in October went down very well, with guest speaker Neil Sagar giving an interesting talk to 52 members. As usual, refreshments were supplied by our ladies to their usual high standard; Margaret's chocolate cake and Mavis's fruit cake are getting quite well known!

As we had a mis-printed Bonfire and Barbecue for 5th November, we decided to open up at Lamport Village Hall, which turned out to be a good idea; did I say a crowd turned up? It was a case of grab yourself a 'tart' as you got there or manage without and the least said about that the better!

One of our more northerly Natter Nights at the Elm Tree, Scarcliffe, went ahead despite appalling foggy conditions. A round of applause for John Nicholson, our Assistant Editor; he was the only one to turn up on a bike! And that included, amongst us, members of the Classic Bike Club who were holding their meeting at the same place as us. Incidentally, we outnumbered them by 50%. But where were our local members? With the exception of Don and Ruth from Mansfield (who were intent on getting there, come what may), the rest of us had travelled some 40+ miles. By the end of the evening the fog had cleared and left us with a clear and mild night. I'm envious John, it must have been a superb ride home, well worth the effort. We're putting our Rukkas on next time!

Thirty-five members at Walton in November were treated to a most interesting slide show and lecture or, as our guest speaker Cliff Washington prefers, a discussion, on Pre-War BMWs. The discussion started from the grass roots of BMW and covered most of their activities up to the present day. A very good talk, Cliff; thank you. Did you miss it? Well don't lose too much sleep over it, I've managed to persuade Cliff to do us another talk on similar lines for Lamport later this year, so watch the calendar of events.

If anyone should require a lunch at Walton, the landlady of the White Swan, Chris Woodings, has very kindly offered to do a Sunday Roast (to order only) if you telephone the day before and at around £4.50 per person for main course, sweet and coffee, it's extremely good value! Tel (0283) 712378.

Finally, if anyone is interested in a trip to Neumagen, Germany, the first two weeks in July 1990, contact Bill Ratcliffe, Tel No (0522) 544151. He has on offer the choice of bed and breakfast or, if you prefer, camping.

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**NORTH EAST**

**WOR LASS 0434 683610**

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Well noo it's cauld at neet and oor dark fur bikin (if yoo divn't naw Geordie givvis a ring).

At our last section meeting our local dealer, Mill Garages BMW, came along with a video show. One of the films was about the launch of the very first K100 and the testing of the brick engine which most members found interesting. The second film shown was all about the new K1 complete with yacht and glider. After this film the Vicar asked what a yacht and glider had to do with the K1 and the reply was that it was all to do with wind and at a cost of £7,500 that seemed a good enough answer! On the other hand, one could say a 45p tin of baked beans has an awful lot to do

with wind as well! Our thanks to Mill Garages for the film show - a tin of beans is in the post, but not to be eaten in the showroom, Glynn!

On Friday 3rd November, four of us had a trip to the bike show at the NEC Birmingham where we met up with some old friends and hopefully made some new ones. No one splashed out on a new bike, but we did have a ride there and back in Ken Wilson's new car. We brought back lots of brochures to drool over during the long winter months.

Cyril Purvis has sent in the following item:

Captain Cook Road Trial This event is organised by Cleveland Police in conjunction with the Local Authority Motorcycle Rider Training Scheme. It consists of 80 miles of North Yorkshire country roads with a minimum of urban running. At various strategic points, riding is observed by qualified rider training scheme instructors and marks awarded or maybe deducted for your performance. In addition there is a questionnaire on the Highway Code and from this you are made aware of just what you may not know. Of course nothing is really serious and out of 50 questions there was one asking if 866 was Sergeant X's number or was it the total IQ of all Police at the HQ, or was it Police Constable Y's inside leg measurement and would you know how the braking distance is calculated? To go with the excellent weather and scenery was the enthusiasm of the Police, along with the instructors.

A barbecue-style lunch was held at the Wilkinson Brothers Farm. As with many events held, BMWs seemed to be the dominant machine. Representing the North East Section we had Neil and Annie on their K100RT, Jim on his R100/7 and Cyril on his R65. In total there were 80 bikes, from 50cc to 1200cc mobile armchairs; in total 130 people.

If any sections are interested in attending this event next year (1990) please drop Alan Redhead a line (address on page 2) and the relevant information will be passed on.

Hic Hic Hughey it's New Year's Eve again!

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#### NORTHERN

NEIL S SAGAR 061 483 7367

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Along with the years, so do section AGMs come and go and changes in committee occur. Last November, it was with regret that I announced my retirement from the position of Social Secretary, although, may I hasten to say that I was elected to another important committee post, of which a little more later. So I believe this will be the demise of my newsletters.

A little over 5 years ago I became a 'new member' of the Northern Section and at the subsequent AGM, as an unknown individual, found myself being elected to the Social Secretary's position! During the early following years, the committee collaborated to establish a 'new look calendar of events' and finally in 1989 it was produced in a glossy 2-colour format (your 1990 copy will be received by you all shortly). Membership has been noticed to rise accordingly with its annual design improvements!

Since 1984, many dozens of runs/visits have been organised to an amazing variety of places of interest. During the initial year it was the norm to see up to 5 riders on such occasions (I do remember just one Sunday when not a single bike showed its headlamp). This last season, numbers have grown so that 25 to 50 machines, many with partners astern, have always commenced a journey. Personally for me, a wonderful satisfactory feeling to realise over the 5 years I have ridden with and enjoyed the company of hundreds of fellow bikers, of which but one, I am pleased to say, is Derek Irving. For it is Derek (of annual Breakfast Run fame) and at a guess, to be ably assisted by his wife Jean, who is taking on the position of Social Secretary. I know of no better successor.

Derek is in his early fifties, has been a Club member for 10 years, resides in Caton

near Lancaster and is employed by a Ford car dealership near to his home. He has recently purchased a K75S, having exchanged for it his well remembered immaculate dark blue R100RS. Good fortune to both Derek and Jean. The returned committee consists of: Tony Moores, Chairman; Roy Davenport (and most importantly his mother) Secretary; Bob Vass, Treasurer; Alan Clark (National Committee spy!); and myself as New Member Liaison Officer .

Correspondence in the Journal has suggested that potential and new members at initial visits to sections are not too well catered for. Our committee recognises the problem, that to first timers our own large Sunday congregation must, to say the least, be a daunting occasion and they may easily become engulfed. Indeed our records indicate that we do suffer considerable annual renewal losses. So from January 1990, a "New Members Corner" (adjacent to the electric heater, with a bit of luck) is to be initiated, where intending members can meet, will be welcomed and introduced to others, for without a satisfactory influx of new generations to any society, it cannot flourish.

So, like our regular members, "They own the best, let them meet the rest".

Finally, and to record the moment, last November the first K1 arrived at a Northern Section meeting, owned by a new member, Fred Walmsley from Whaley Bridge. Welcome to the group!

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OXFORD

ROGER MAPP 0380 6082

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It could have been predicted of course! Oxford Section organise an indoor event and what does the weather do? November 12th was the sunniest day for weeks. A slide show was the occasion and it was nice to see such a good turnout, with members from Midland and Southern Sections in attendance. The afternoon sun was bright and low but the ever reliable "Doc" Wynroe (supplier of the projector) managed to reinforce the Uffington Hall curtains with some home made blackout....bin liners on string.

The main event was a showing of pictures (with chat) by Marcel Richardson of his 1989 tour of the USA, where he and his wife did 5000 miles across the northern and western states. The pictures were superb, especially those of Chicago and Indian country. Unfortunately for Marcel, and all of us, his camera got Cola'd (new word for getting in an expensive and sticky mess) half way through the trip, so the show had to be curtailed. This is where "Doc", who had been working the projector thus far, came to the rescue - he placed some of his own slides into the machine. We saw some cartoons, all relevant to motorcycling and some just a tiny bit rude. Then we saw pictures of past events, namely the Littlecote visit and the boat trip on the Kennet and Avon Canal. There was also a foretaste of our eagerly awaited January event....some shots of Cliff Washington's home in Upper Heyford and his beautiful Vintage BMWs, a history of which he is going to present to us at Uffington at 2.00pm on 14th January 1990, as a slide lecture.

As news is a bit short this month, I'd like to tell you a true story. Back in the summer I was visiting the library in Devizes. I had come out with my books and put them in the pannier and was sitting astride my R65 with the engine ticking over as I fastened my helmet. It was making that wonderful "popping" noise that thrills some of us, but you posh lot on your 'K's never experience. Over near the library steps was an old gent fastening his walking stick to a special bracket on the front of his push bike. He was giving me and my BM a strange glassy sort of stare. I felt compelled to speak to him and said, "That bike'll keep you a lot fitter than this one, mate." He suddenly seemed to come awake, shook his head rapidly and limped over to me. He said, "I am sorry that was most rude of me." I said, "That's OK, what is it anyway?" The old chap looked at my bike and said "It's that noise..... every time I hear it....." He began to drift off again, shook himself and said, "Back in 1939 I was over in France in the army. I got captured by these two Jerries. They had one of those bikes", indicating mine, "and they kept me with them for two

days, riding around in the sidecar. I can't hear that noise without the memories flooding back....."

I rode off, waving to him. I would love to meet him again and buy him a pint and hear his story properly. I've never seen him since and now I am beginning to wonder .....was he really there? Or is he waiting for me in that big sidecar in the sky?

Don't forget that 1990 is our 25th anniversary year. Let's all work to make it a good one.

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#### SCOTTISH

BOB IRVING 05765 286

I should really start my first section news with an introduction for those of you who do not know me. I am Bob Irving, I live 4 miles south of Lockerbie on the B723 and I ride an R100GS.

I hope you all have clear heads by now because there are some great things happening this year with many new venues for bar lunches, runs, special events, like a week's tour of Scotland and a driving assessment day, so scan your 1990 calendar and try to attend as many events as possible. Our first bar lunch will be at the Kilspindie House Hotel, Aberlady, on 21st January at 12.30pm. See you there!

Looking back, I hear the bar lunch at the Blackwater Inn, Spittal of Glenshee, was very well attended, with the American host filling everyone full of coffee, good food and more coffee; in fact more coffee than most folks could handle. The Auchin Castle bar lunch was also well attended, with some 29 people on 17 bikes, some of whom were Northern Section members out for a run and a new Scottish Section member on his first outing. The colder weather is now with us and the talk was of trips made during the summer months, while the carrot and orange soup was consumed and very good it was too.

Plans for this year are well under way, but please phone me if you have any thoughts or ideas on things you would like to see happening.

On behalf of the members and committee I would like to thank our ex-Chairman, Alan Colvin, for all the good work done over the past few years and I'm sure Drew will keep up the high standard. Thanks Alan and I hope the new bike's going well.

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#### SOUTH EAST

COLIN BLISSETT

Our Annual General Meeting this year has produced quite a change of committee. Tony Simpson, fresh from his 1066 Rally success, takes over from Andy Tully as Treasurer. David Ray is your new Chairman. Jackie Lippiett continues as Secretary. Social Secretary is, well me, the short bearded Colin on the R65S!! Many thanks to all the outgoing committee members for all their hard work put in on our behalf over the year.

November 4th saw approximately 60 members turn up at John and Jackie's for bonfire and firework celebrations. The weather was kind with a crisp evening, which made the barbecue most welcome. Steak, sausages, salad, followed by cream gateaux and even roast chestnuts. Many thanks for opening your house to 'we motley crew' Jackie, or is it John in charge?

At our Natter Night on 8th November, Dick Tiller, our International Rally Secretary, gave an informative talk on foreign rallies visited during the year. Remember to renew your passport, if needed, if only for the Motocamp and FIM (within 120 miles and a couple of days of each other); should make a good holiday.

The Autumn Leaves run arranged and led by John Lippiett saw 13 bikes leave the Fountain Inn for L & C's at Tunbridge Wells, where we met 6 more for the run to the

Hare and Hounds at Ticehurst - 19 bikes in November - the inevitable happened - a split occurred but, thanks to Tony Simpson's navigation, the back group arrived first to a splendid meal. A short run to Biddenden afterwards and 13 people forced down tea and cream cakes. Probably didn't eat for the rest of the week.

Runs for the New Year start with a Brass Monkey run on 14th January 1990, meeting at the Fountain Inn, Barming, at 11.30 am, followed by lunch somewhere suitable for weather conditions.

28th January 1990 and it's Talmag Trial time once again; meeting place, the snack bar at the Hoggs Back at 10.30 am - if it's open this year. If not, the Little Chef further along the A31.

By the time you read this, a new calendar should have been arranged, hopefully including at least some of your suggestions. We aim to please all - or at least some of the people some of the time.

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## SOUTHERN

ALAN EVERITT 0903 68263

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As some of you will know by the time you read this Section News, I was elected as Social Secretary at the AGM on Neil Leigh's retirement. I am sure everyone will join me in thanking Neil and his wife Ann for the hard work they have put into the Club. As many of you may not know me, just a little about myself. I ride a brown K100LT and have been a member of the Club for approximately 4 years. My wife is Melanie, who is dragged around the country on the pillion at all hours of the night to the various camping weekends. I generally frequent the Fishers Pond and occasionally Rake, but I hope that by the time you read this I will have met and acquainted myself with those of you I haven't met before. I will apologise now for I have a lousy memory for names, as Paul (no Peter) of SPC, among others, will tell you.

October saw the Southern Section AGM take place where lively but friendly discussion took place on the election of new officers to the committee, as follows: Robin Helby, Secretary; Paul Goddard, Treasurer; Tim Griffiths, Committee Member and Regalia Sales North; Martin Potter, Committee Member and Regalia Sales South; Ron Sutton, Committee Member; Alan Everitt, Social Secretary. I know you will join me in thanking those retiring for all they have done during their term of office.

Other business involving considerable discussion was family membership and the membership of wives and girlfriends who don't own BMWs. One dear lady suggested that as wives were in the eyes of the law chattels, there was no need for them to have membership. (Boy am I glad I didn't say it). The feeling was generally to leave things as they are.

October also saw the Motorcycle Show at the NEC. It was more like a social event than a show with the number of friends met there. After trying the saddles of many bikes, I am still a committed Beemer rider; the Norton F1 looks great but is hard to sit on (I'll stick to dreaming of a K1). The Voyager on the other hand looked very comfortable and had a neat fold-back seat for the pillion. The Harleys though looked real cool and her on the back has definitely got the taste. Neil (retired) had trouble passing scooter stands; anyone know a cure for him? In discussions after the event, it seems to have generally been considered a good show.

Just a note on one or two items coming up soon. Do not forget the AGM at Altrincham. As you know, we hired a coach last year and have done so again this year. Numbers are limited so book early. Ask those who joined us last year what a good time they had. See Neil Leigh or yours truly for booking forms or give me a call. Also, if anyone has some slides of 1988-89 events, bring them along to our show at Fishers Pond on 14th January 1990.

If anyone is interested in marshalling at the Pioneer Run on Sunday 18th March, please see me with your name and address and I will forward details when they are available.

Any new members of the Southern Section out there who have not come along to one of our club evenings, give me a ring and I will meet you there and introduce you to the other members.

I hope you all had a good Christmas and New Year and look forward to seeing you through the year.

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**SOUTH WEST**

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

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HINKLEY POINT POWER STATION, 22ND OCTOBER: After a ride through torrential rain and a welcome lunch at the Canal Inn, our visit to what the CEBG regard as their premier nuclear power site was quite memorable; not only did the special, electrically-propelled, visitors' coach break down, but the Reception Centre was suffering from.. a power cut! The PR ladies, however, were certainly equal to their task and the tour of the Advanced Gas-Cooled Station went without a hitch, at a pace and level of information to suit everyone. Whatever one's feelings with regard to nuclear power, the technology employed is very impressive, from the clinical silence as the two reactors were refuelled, to the steam leaks and noise of the massive turbo alternator at work...as someone put it, rather like the contrast between a K series and a twin!

Many thanks to Roger Pascoe who planned the visit, Aubrey Hill who led the run and Stephanie Hill who refreshed us all afterwards. A great end to the summer season's rideouts.

SW SECTION AGM, 29TH OCTOBER: Our AGM will, no doubt, also be remembered as the meeting at which the enthusiasm and effort of members' partners was recognised, by providing the opportunity for them to hold full membership rights within the SW Section. The discussion which preceded the vote greatly interested Reg Moule, who just happened to be passing by...more or less!

It has been a successful year for the section, but a somewhat trying one for Roger Pascoe; due to a combination of problems, the role of Social Secretary also descended upon his shoulders, but due to the assistance of the section in general and wife Sue in particular, we made it through the year. A contributing factor to our survival and continued growth must also be the enthusiasm produced during 1987-88 by the then Social Secretary, Roger Yetton. Many thanks to both the Rogers and their partners!

Roger Pascoe was returned as Secretary for the fourth year in succession, while Mike Adams became our first Treasurer, this task previously being added to the Secretary's responsibilities. The Committee, reflecting the wide geographical base of the section, consists of Howard Acott, John Armstrong, Peter Burley, Colin Camp, Dave Dyer, David Fox-Spencer, Howard Truscott and John Treasaden. I was elected as Social Secretary, by the closest of margins from Dave Dyer, after no less than four recounts!

I should, therefore, introduce myself. I have been a member of the BMW Club for almost 9 years, during which time I have been to blame for many fellow members becoming addicted to the FIM Rallye and European travel in general...I can claim to be an active motorcyclist, not having owned a car for 10 years and my commitment to BMWs currently amounts to 100RS models of K and R types and my faithful R45.

As I work in Bath - deep in Western Section territory - please use my 'work' telephone number during the week, up to 7.00 pm on Mondays and Wednesdays. Friendly BMW admirers will take messages on either number!

SECTION SNIPPETS: The Hippo Rallye will by the time you read this have passed into the realms of history and legend for yet another year...read the Journal next month for a thrilling tale of hypothermia! Dave Dyer, the creator of this ever-popular SW Section event, is already at work planning the 1990 Hippo....

As many members will be aware, we hope to charter a coach for a day visit to the National AGM on 10th March; the fare will be £10 and full details are in the 1990 SW Calendar - if you are interested, please contact me before the end of January. Should the numbers be insufficient, would-be passengers can then be informed in ample time.

The 1990 SW Section Calendar of Events should now be close to publication and, I hope, contains something for everyone, from lunchtime gatherings and visits to runs and no less than three excuses for European travel...with recent developments, the New Year could be your last chance to ride in Eastern Europe before the tourists get there!

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#### ULSTER

JACK HUNTER 02313 6874

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A rather quiet month with the onset of winter. At our Club meeting on 7th November, Tommy Atkinson presented a video show. The tape was of great interest as nearly everyone appeared at least once. Most of the events organised by the Club throughout the year were featured, including our National Rally at Newcastle, Co Down. Tommy has agreed to record whenever possible future Club outings as it provides an excellent record of events which are enjoyable to look back on.

The Motorcycle Show in the Seven Towers Leisure Centre, Ballymena, in aid of Save the Children, was well supported by Club members. The show was first class, with a wide range of machines on view, including quite a few classics. It also provided an opportunity to meet and chat with old friends who have not been seen for many years.

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#### WESTERN

PAT INGLE

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I must start this month with an apology for last month's omission, but it was sent to the Journal on the 20th but failed to appear.

November 5th saw another gorgeous day and the Western Section assembled at the Maritime Museum at Gloucester Docks, where the Lady Docker Restaurant is highly recommended. We were accompanied by "Dave Fox Wotsits" on his new mechanical toy with optional noise maker! Visit over, John Vaughan led us all down to the Forest of Dean to Brian and Marion's for a meal and firework party; a really super evening and thanks to Brian and Marion for allowing us to visit and Simon for his masterly firework display; any similarity between the guy and Martin was purely coincidental!

Sunday 12th November saw the photo competition where 5 groups of photos were eliminated by "impartial judges" to provide a winner in each class; these were then placed against each other to provide an eventual Club winner. The five class winners were:

1. BMW general - Joan Ingle (*my better half*)
2. Sport - Simon Champion
3. Landscape - Brian Harrison
4. Cartoon - -do-
5. Camping - George Legge

and the overall winner was George with a beautiful sunset shot of the National Rally in West Wales. Well done, George!

Finally, over the year we have tried several different ideas at Chepstow, with varying amounts of success, but at the end of the day it is your enthusiasm which makes the event successful or not. Why not join in and have a go?

Apologies are in order in this my final section news. I'm afraid the postman let me down and information on the AGM intended for Around the Compass failed to arrive in time to be included in the November Journal. The bike has been off the road with alternator rotor trouble, plus the fact that I have been late in arriving home from work has meant that I have been unable to attend the Club meetings for the last two months. Because of this I have very little news to pass on.

I would like to use my allotted space in the journal to thank all the members who have arranged events, led runs and kept me informed on the events I have not attended. I would love to print all their names as these are the people who keep the section going, just as much if not more than the members of the committee, but I may do someone the injustice of missing them out. PLEASE NOTE, I have been informed that no notice of future events should be printed in section news (unless it's an emergency). This has been decided by the National officials and will be passed on to your new Social Secretary. All information of section events, including meeting times and places, should be found on page 5 of the Journal under Diary of Events.

I would like to thank all those who have helped me over the last two years once again and wish my successor every success in his efforts.

**SPOTTED IN THE AMERICAN OWNERS CLUB JOURNAL...**"7060 members attended our National Rally in 1989...Long Distance International Driver Award went to Roger Yeton from the UK with a mileage of

3463...President of the UK Club Geoff Wilson and his wife Jenny came third in the Blue Ball Enduro..."

Can't wait to hear about that one, Geoff!

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**FOR SALE** R100RT, black, Y reg, 45,000 miles, excellent condition, full s/s exhaust system, engine bars, panniers, heated grips, new battery, unused and garaged since December '86, 12 months MOT, £2,400 ono. BMW leather suit (mens size 40"-42"), dark blue/grey, zip together type, excellent condition, only 2 yrs old, £120. BMW tank bag to suit R100RT, £30. Tel Graeme 0642 787581 after 5pm. (Cleveland).

**FOR SALE** R90S, 1976, recently restored, new Lester alloy wheels and bearings, brake pads, Goodridge brake hoses, Ultimate fork springs, cam chain, exhaust valves and guides, crankshaft, con rods and pistons balanced, flywheel lightened and balanced, frame and forks braced, resprayed (Daytona Orange). This bike is in mint condition and is a bargain at £2,500 Irish Punts. Tel John at Dublin 01 215708.

**FOR SALE** Grey, ancient, battered-thats me and my RS fairing. Ladies only (sorry chaps form orderly queue for me at 20 Church St. Either sex interested in fairing and screen ring Kingsbridge 2920.

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

**WANTED** Child/adult sidecar for R100RS. ALSO any outfit bits and pieces, information, contacts etc. Tel Dick 05394 41655 Cumbria.

**FOR SALE** Marzocchi mono shock for BMW, less than 1,000 miles use, £40. **WANTED** R80 handlebars, not touring. Tel Mike Guisborough 36260.

**FOR SALE** R100RS, monolever, E reg, metallic red special, very good condition, £3,500 ono. Tel 0347 22388.

**FOR SALE** R60 dual seat, unused, £75 ono. Tel 0923 772925.

**FOR SALE** Krauser top rack and fittings, never used, £10. Tel Jim 0205 351941.

**WANTED** K windshield and fittings, toolkit, engine bars, leathers and oversuit 44", boots size 9. Tel Robin 0250 3456.

**FOR SALE** Nivomat shock absorbers, need re-conditioning, £20. Tel Brian 0244 546844.

**FOR SALE** BMW K series touring panniers, excellent condition, £85 ono. Tel 0734 794073

**EXCHANGE** BMW Boxer tank bag for K series Multivarior or will sell. Tel Phil Hawksley 0533 668913.

**FOR SALE** R65, 30,000 miles, very reliable, reasonable condition, £800. Tel 0244 674612

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**FOR SALE** K series Multivario tank bag and rain cover, £60; Panniers and mountings, £150; 5,000 mile K75 exhaust system, £75. Tel 0704 214026 eves (Southport).

**FOR SALE** R60/5, black, early model with short wheel base, excellent condition, 6000 miles only from new with brand new panniers £2,000. Tel 021 308 6919 eves or 0922 27531 days.

**FOR SALE** BMW R100RS, smoke red, 1981, 19,500 miles, panniers, s/s exhaust, brake hose, fastenings. Outstanding condition, £2,300. Tel Bob on 0272 870233.

**WANTED** BMW topcase, any condition. **FOR SALE** black-Ashman boots, size 8, good condition, hardly worn, sturdy classic style, rear zip steel toe caps, £20. Tel 0423 501894.

**FOR SALE** BMW K75S, black, 1987 E reg, 8,900 miles, excellent condition, FSH, engine bars, new K series panniers, £4,250. Tel 0803 212717 evenings.

**FOR SALE** Dainesse one piece riding suit in Cordura fabric, detachable inner quilted, red, size UK 40" (cont 50) £70. Rukka unlined one piece grey, UK 40", £30. Both like new. Tel Phil 0483 276834.

**FOR SALE** BMW K100RS, C reg Aug '85, Lava red, 14,000 genuine miles, 2 owners, always garaged, excellent condition, BMW panniers, engine guard, t&t, any inspection welcome, £3,150. Tel 01 908 5281 after 8pm weekends.

**FOR SALE** KRT handle bars, £15; handle bar end weights complete assembly, £10 per pair twist grip assembly, £5.00; rear suspension strut, £50; 84/85 std seat assembly, £70. All as new. Postage extra. Tel 0726 61282.

**FOR SALE** BMW K100RS metallic blue, reg spring '87, 20K, panniers and luggage rack included, £3,500 ono. Tel 0833 603566 (Bishop Auckland Police office) and ask for Sergeant Danley.

**FOR SALE** R100, March 1981, black with Polaris fairing, reasonable condition, MOT Nov. '90, tax 6 months, 2 new tyres, 50,000 miles, £1,350 ono. Tel 0276 681916 days, 62375 eves/weekends. (Camberley).

**FOR SALE** R100RT, 1983, blue metallic, 12,000 miles, immaculate condition, BMW panniers and tank bag, engine bars. Price reasonable. Contact Liam Heffernan, Shanagarry South, Middleton, Co Cork, Ireland or Telephone Sister on 021 646949.

**FOR SALE** R100 post '81 spares. New dual seat complete with tail section/rack, Polaris silver, £110; New Surefoot type sidestand, £30; Exhaust nut spanner, £5.00; Pre '81 RS centre stand, restored and perfect, £20. Tel Ken 0489 893672.

**FOR SALE** San Jose BMW rear sets (the expensive ones), £50; Kett one piece leathers size 107cm/42", blue/white/black, £70; Belstaff Trialmaster jacket (42) and trousers (30), £40. All hardly used. Tel 08494 22479 (Antrim).

**FOR SALE** /7 spares. Smoke red petrol tank (new) £100; ATE master cylinder, under tank type (new) £40; handle bar switches (new) £15 each; R80 barrels re-sleeved to standard with new pistons/rings £250. Tel Tony 0494 713256 after 6.30pm (Bucks).

**FOR SALE** Stadium Pulsar crash helmet, black, size 3, new condition, full face, £30. Set of cables for /7 R100. Standard bars, clutch new, front brake new, throttle, 2 off 2nd hand, £15. Tel Rob 04574 4156.

**FOR SALE** R100RS, 1979, silver biege, 36,000 miles, two mature owners, well maintained and in superb condition, Krauser panniers, heated grips, £2,500. Tel Phil 029 922604.

**FOR SALE** 1981 R80/7 with full RT fairing, twin discs, engine bars and original BMW exhausts in as new condition. Tax and MOT'd until May 1990. This bike is used daily and totally reliable. Mortgage pressure forces reluctant sale, £1,150 ono. Tel 0782 643275 (Stoke).

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**FOR SALE** R100 with RT fairing and panniers. New tyres and battery, W reg, high mileage reliable machine, £1,000. Tel 0984 7286.

**FOR SALE** BMW R100, 1983, dark blue, 47,000 miles, taxed and mot, good condition, very reliable, £1,700 ono. Tel 0444 454817.

**FOR SALE** R100GS Paris Baker (not a conversion) in red and white, Sept. '89 G reg with only 2,000 km on the clock, panniers etc. For further details tel. David on 0533 353120 evenings.

**FOR SALE** R60-1975, maintained regardless of cost, reluctant sale, £1,500. ALSO /5/6 pannier frames and carrier, spoke wheel (front disc type), R65 fuel tank, R60 tank with tool box, K100 cylinder head, R65 crank, rods etc. Many other items. Tel 0342 715163 (Sussex).

**FOR SALE** Kawasaki GT750 P3, B reg, 15,000 careful miles, GPZ style fairing c/w Bagster tank harness. Excellent condition, £1,300 ono. Tel Terry 0928 711006.

**FOR SALE** R80RT unleaded model, blue, reg Dec 1986, 25,000 miles, BMW panniers, heated grips, voltmeter and clock, VGC, serviced and maintained by BMW dealer, £2,950. Tel 0749 76170. (Somerset)

**FOR SALE** K100RT, 1985 B reg, 11,500 miles, silver, recent full service, taxed and mot, excellent condition plus Multivarío tank bag, £3,250. Tel Stuart 0934 838738 (Avon).

**FOR SALE** Left and right side panels pre 86 K100RS (red), £5.00 ea; Black K100 handle bars, £5.00; Chrome R80ST handlebars, £5.00; Harro Elephantboy tank bag for K100, £10 Belstaff tank bag, £5.00; Moto Guzzi V50 r/h exhaust downpipe, £10 (new). Tel John, 0952 770562 (Shropshire).

**FOR SALE** BMW R80ST, grey, 1984, 28,000 miles, includes rack and panniers, Keihan s/s collector box and silencer, Spax rear suspension unit. One owner from new, 12 months mot, taxed till Feb 1990, £1,600 ono. Tel Rob 0532 524964 (Leeds).

**FOR SALE** Misc parts to suit 1982 R100RS: Carbtune £20; front tyre (f tube) ME33 3.25 XH.19 brand new £30; 2 Bosch plugs, £3.00; oil filter kit, £6.00; Haynes handbook, £6.00; cruise control screw, £3.00; handgrips, £2.00; f/fork rubber boots, £3.00; smoke grey touch-up, £1.00. Tel U. Wehring 049 161 2626 (Oxon).

**FOR SALE** R80 1985 monoshock, RS conversion by Gus Kuhn, silver, heated grips, s/s silencers, high screen, panniers, engine bars, 25,000 miles, tax and mot, £2,600 ono. Tel 0604 700371 (Northampton).

**FOR SALE** BMW special tool N° 11/4/600. New crankcase pressure gauge, £40; K workshop manual 1983/7, unused, £6.00; R65 r/h twin balance exhaust, £6.00; used /5 mudguards, /5 speedo (new) ditto (used). **WANTED** RS rear carrier as fitted to seat fairing. Tel K Noble 0602 279483 (Nottingham).

**FOR SALE** Classic 500 series R100RS, blue/silver, Jan 1984, 20,500 miles. Extras. s/s exhausts, Ultimate Source fork brace and top bracket, heavy duty fork springs, tool kit, steel cable lock, matching BMW panniers, £2,500. Lewis genuine leather jacket, dark blue, 42" chest, length 28" (not bomber style). 4 zipped pockets VGC £55; RS cylinder heads, new, never used, complete with valves and push rods. Left after conversion to Krauser heads, offers. **WANTED** Cockpit fairing for R65. Colour immaterial but must be in AI condition. Tel Bill 0823 680778 (Devon).

**FOR SALE** Black dual seat for R65. Professionally cut down by 1" using higher density foam. As new, used for 1 years occasional riding, £60 ono. Tel Jill 0452 613846.

**FOR SALE** '66 R50/2, 500cc ex German Police bike, all white, full fairing. Rebuilt and 12 yrs in storage, 31,000 mls, £2,000 ono. Tel Fred 0354 56276 (March).



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**FOR SALE** Red Lewis leathers jacket, 46", £40 ono; Kiwi K10 helmet, 2 years old but seldom used (I prefer the open face) £15 ono. Tel Bob Meggs on 045 421 787 evenings.

**FOR SALE** RS fairing with all brackets etc, 4 instrument cockpit, mirrors, handlebars, £200. Tel John 0422 365900.

**FOR SALE** R100RT, Oct '84 B reg, 25,000 miles, new front tyre, battery, brake pads, fork seals, clock, silencers. No panniers, £2,300. Tel Lee 0272 650449 (Bristol).

**FOR SALE** BMW K100RS, B reg, low milage, garaged from new, absolutely immaculate condition, meticulously looked after in gleaming metallic red. This must be the best available. £2,950. Motorcases and frames, new, £140. Tel 0273 582902.

**FOR SALE** R60/7, 1978, 27,000 miles, excellent condition, mot and tax to June '90, BMW panniers, touring screen, clock, voltmeter, legshields, footflaps, engine bars, s/s silencers plus my own ingenious (truly) windscreen wiper, 3 careful aging owners, all with garages, £795 ono. Tel Stan Walinets 0833 40066 any time (Teesdale).

**FOR SALE** K100 exhaust (chrome cover), excellent condition, £150; KRT bars (chrome), £10; K100 fork springs, £10; two R indicators, £5.00; R handshields, £5.00; Abus chain (4ft) plus Ciza lock, £40; Suzuki 1100 voltage regulator (new), £45. Tel Jim CCramond 031 554 3311 work, 031 447 4874 home.

**FOR SALE** Keihan stainless steel exhaust system complete to fit R65/45, £160; BMW service kits (to 79, to 81), £17; R65/45 centre stand-excellent with solid plugs, £13 lower brake hose, 100 miles only, £3.00; R65/45 riders handbook, £2.00. Tel Bryan between 6.30-8.00pm on 0782 393505.

**FOR SALE** KRS C reg, 50,000 miles, sports forks, new radials, taxed & mot, heated grips, fuel gauge, temp gauge, stainless fasteners. £2,900 ono or exchange for 80GS plus cash. ALSO Monoshock accessories. New r/h BMW Classic pannier, £60; RS tall screen, £25; New Surefoot side stand, £30; K series Koni rear shocker, £90; BMW leather suit, size 42" chest, 34" waist, height 5'8", 2 piece, £160. Tel Glyn 01 328 3434 evenings or weekends.

**FOR SALE** RS fairing kit complete with cables, brake hose, bars, low and original screen, undamaged, uppers in smoke red, lowers in grey, no clocks, £250. Ultimate Source high RS screen, £20. Tel Brian 0904 701892.

**WANTED** Cannister type points ignition from any 1979-80 model, also 2 X coils from same. **FOR SALE** 2 genuine BMW bendy oil filters for RS oil cooler model, £13; BMW keys (1 folding 1 straight) H23521, H15252, (2 straight) H45512, £4.00/pr; 2 Honda swivel chrome mirrors, new, £18; all above postage included. Belstaf wax cotton Trialmaster jacket and trousers, 40" chest/33" waist, jacket fair condition, trousers only worn dozen times, £25 + postage. Tel Bryan 0782 393505 between 6.30-8.00pm only please.

**FOR SALE** K series luggage: Panniers (no frame), top box with mounting plate and Multivarior tank bag and mounting. All genuine BMW, £275 the lot. Buyer collects. John Turner, Tel 0482 227777 (10am to 10pm) Hull.

**NOTE** As you may or may not have noticed the printing in Mutual Aid and Trade Adds has been getting rather faint of late. Well, the 'Machine' has now had it's 10,000 line service. Unfortunately this service does'n't stop the bod spilling but at least you can see it easier.

# KEIHAN SYSTEMS



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# TRADE ADS.

**NIGEL HUISH** 61 Eastwood Rd, Ilford, Essex, IG3 8UU, Tel 01 590 3719 can supply:  
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**QD PANNIER SECURITY DEVICE**, details Journal 3/88 pg 35, 1pr £3.50, 2prs £6.50.  
**ROAMER TRAILERS**. New model 'Slipstream' £395 & Roadrunner (see Journal 3/88) £460.  
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**BMW'S BREAKING** K100RT, K100RS, K100, R100RT, R100RS, R100CS, R100S, R100/7, R90S, R90/6, R80/7, R80RT monoshock, R75/6/7, R65, R45, R60/6/7. Parts posted and guaranteed. Please ring me for price on 0271 72475, 9am-9pm. James Sherlock, The Old Vicarage, Bishops Tawton, Barnstaple, Devon EX32 0AD.

**BATTERIES** Replacement batteries to exact fitting and style as original. Chloride/Exide heavy duty 28ah, £41 collected fully charged or + £4.00 posted dry. This battery is fully guaranteed for 1yr and fits all R models from /5 and K models without adjustment with exception of /5 SWB, R45/65 and GS. Cheque with order for prompt delivery. Don Butterworth, 10 Settle Place, St Annes on Sea, Lancs, FY8 3QY. Tel: 0253 713 613.

**FORM** Quality seat cover kits, stainless steel seat hinges and lock pins, chrome grab rails, stainless steel radiator grills for K100/75, R series seat surrounds finished in white. Keihan silencers. For full details and price send SAE to Unit 5, Springvale Mill, Waterside Rd, Haslington, Rossendale, Lancs, BB4 5EJ.

**TOURING SCOTLAND** Club member offers six berth residential caravan on Royal Deeside (Aberdeenshire). Secluded countryside, superb views, huge garage plus the best biking roads in the UK. Special rates for club members. Tel John or Norma on 0339 83346.

**BOXER SERVICING AT HOME** Club member will travel within the Midlands area to service or repair your boxer at your own home. Reasonable rates. Some secondhand parts usually available. Tel Phil Hawksley on 0533 668913 for a quote.

**B & B IN WALES** Quite location on Sugarloaf mountain yet only 2 miles from Abergavenny. Reasonable terms. Please telephone Mr Hilton on 0873 77353.

**EXHAUST PORT THREADS** repaired, £25 each, new valve seats £15 each, gas flowed heads £30. Dropped valve reclaims. Tel G Mansfield, Newport Pagnell 0908 611192.

**STAINLESS STEEL FASTENERS** for boxers and K series. SAE for list please. K Shaw Engineering, 5 Banbury Ave, Toton, Nottingham NG9 6JT, Tel 0602 727847 evenings.

**BREMBO** brake discs on new carriers including pads, to suit R up to '85, £87. Varta batteries 18/25ah £34/43. Pattern silencers £49. Borg & Beck clutches £30. All include postage. Metzeler 40% discount, fitting £2.00. Also EBC pads and shoes, control cables. Andy Wright, 6 Andrews Lane, Cheshunt, Herts. Tel 0992 30786.

**TOURING THE LAKE DISTRICT** or fancy a w/end breakaway. Val and John's Guest House, Park View, 43 Lightburn Ave, Ulverstone, Cumbria. 15% discount to club members. Prices and details available on request. Locked garage for bikes. Tel 0229 581043

**K SERIES ROUTINE MAINTENANCE MANUAL** Martin Wykes (Publishing) Ltd is now out of stock of this title and members wishing to purchase copies are asked to direct their orders to Bike Shop, 104 High St, Stevenage (Tel 0438 317038) who hold the remaining retail stock.

**BACK ISSUES OF THE BMW CLUB JOURNAL ARE AVAILABLE FROM THE DISTRIBUTION TEAM: Roy and Pat Lathwaite, 94 The Ridgeway, London, NW11 9RU. Members 50p, non members £1.00 per issue.**

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

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