

# the journal of THE BMW CLUB

MIDLAND SECTION MEMBER MRS. MARY DUDGON  
WITH HER R.60/STEJB

April 1976



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## Editorial Comment

My time as editor of this journal has come to an end, and the national committee has set about the task of looking for a replacement to do the next issue.

I have enjoyed editing the journal, and with the help of many members, have brought it to its present standard. Now is as good a time as any to place the work in the hands of another. I suggest that a typist be found, and the new editor will then have only to receive the copy and edit it. Typing the journal is a six hour job for a fast touch typist, and I would recommend that the committee increase the present payment of 20p per page to increase incentive, or it is possible to get the job done professionally at greater cost. A lovely electric typewriter goes with the job. Having the typing done will leave the editor free to write stirring editorials about BMW's and motorcycling in general - something which I have not concentrated on doing.

It only remains for me to thank you all for all the excellent articles you have sent, and the interest you have shown. I shall be taking up a new job in and moving to Birmingham during April, but please send copy to me as usual until the address of the new editor can be published. Copy date is a little later so that there will be plenty of time to find a replacement - Tuesday April, '76.

I hope the journal goes from strength to strength - with all these pictures of handsome men on their machines that I am getting I don't see how it can fail to do so. Please may we have one volunteer to do the typing and another to do the editing. Fred Secker will be very pleased to hear from you.

Many enjoyable and safe motorcycling miles!

# BMW on a shoestring

by Bill Bartle

Perhaps some of the less well off members may be interested in the saga of how I came to be, and continue to be, a BMW owner on the proverbial shoestring.

Having married at college, and started a family early I found myself in the position of trying to support a wife, two kids, and furnish a house on a meagre salary. My motorcycling was confined, as I thought, to my £10 Bantam. Then out of the blue it happened. A new neighbour's wife came into chat to my wife. I wasn't listening until she spotted the Morbadelli Manx Norton on the shelf. "My husband has a motorbike. It's been stuck in his dad's garage since he got married - a BM or something" she said. When I hit the ground again I naturally asked if it was for sale. The outcome was that for the princely sum of £30 I became a BMW owner. The 1957 R60 wasn't in mint condition, but for about the price of a battery for an R75/5 - why grumble.

When the bike at last arrived my brother in law and I surveyed my prize. The most obvious need was a new exhaust system, but as it sounded OK and as I hadn't another £50 a few coats of heat resistant silver paint were applied at a price of 30p. A battery from Pride and Clarke was added together with a little juggling of the electrics, and we were back in business as far as lights were concerned. Major items of cost were the tyres which seem to be made with gold card in them these days. No TT100's here, only Avon S.M's which have proved entirely satisfactory so far. I must admit, however, that I do not corner with quite the same abandon as I did on the various Nortons that I had owned. The one thing which did cause most trouble was a leaking petrol tank and tap, and I have not yet fully cured this problem.

RECKONING EVERYTHING INCLUDING TAX AND INSURANCE IT COST ME AROUND £50 TO PUT THE BIKE ON THE ROAD. IT HAS REPAYED ME WITH RELIABLE TRANSPORT NOW FOR ABOUT A YEAR.

A bearing did collapse in the front wheel resulting in the nut on the spindle coming loose. This allowed the brake plate to spin and snap the cable, and also one of the floats punctured. Both these things I attribute to the fact that it has been stored for so long, but I doubt if any other 18 years old machine would give such service.

HAVING NEVER OWNED A BMW BEFORE I HAD A FEW TREPIDATIONS BEFORE BUYING IT. ALL I CAN SAY IS THAT I WISH I HAD BOUGHT ONE MUCH EARLIER WHEN I COVERED VAST DISTANCES ALMOST EVERY WEEKEND INSTEAD OF MY PRESENT LOCAL HOPS. ALL THE GOOD THINGS THAT ARE SAID ABOUT BMW'S ARE AS GOOD AS THEY ARE MADE OUT TO BE, AND ALL THE BAD THINGS ARE NOT HALF AS BAD AS "KNOCKERS" MAKE OUT. I HAD EXPECTED A CAMEL ON WHICH IT WAS ALMOST IMPOSSIBLE TO CHANGE GEAR. NE DLESS TO SAY I HAD A PLEASANT SURPRISE ALTHOUGH HANDLING AS I SAID IS NOT NORTON AND NEITHER IS THE GEAR CHANGE. STILL AS ONE MAN SAID ON A BMW ONE "PROCEEDS" FROM PLACE TO PLACE, AND HANDLING AND GEARCHANGE ARE QUITE ADEQUATE FOR "PROFEEDING".

Will I never have a new BMW? Well I don't do the "pools, so unless I have some unknown rich uncle, that will have to remain very much a pipe dream. End.

T H E E L E P H A N T C O M E S O F A G E

It is with regret that I report an attendance of around 30,000 people at this year's Elephant Rally. The regret is not over the numbers who attended, but because of the number of people who annually retort that "it's not what it used to be".....

I wish that this generation could experience what the early Elephant ralliers claim to have experienced. How I wish that mag/dynamos had never been superceded by coil ignition, or drum brakes by discs, or the old two lane route by the modern E5 autobahn. So please don't blame us for using these modern aids to motorcycling.

How envious I am of my predecessors who could satisfy their adventurous spirit by a trip over Hard Knott, pitting man and machine against nature, in many instances nature being the victor, but now I admit that the weakest link is usually the human.

It would certainly not be desirable for science to stand still and no amount of nostalgia will make it stand still, but thank goodness that man's evolutionary process is not so fast acting, that since the advent of his travelling faster than a gallop, he has developed an indicating membrane which protects his eyes from high winds, or a body temperature thermostat which allows him to ride in sub zero conditions in comfort. At least we have that barrier still to face. Let us make sure that the day never comes when some manufacturer entices a journalist to write about the vigours and glory riding to the Arctic Circle in winter, protected by one of their electrically heated overalls. Let us, at least, save some feats of physical endurance for our children to enjoy on two wheels. That is, so long as politicians do not ban us from the roads altogether in an effort to keep the national health system financially viable.

So it was not wishing to end up in the care of any country's health service and at the same time wishing that time and money would run to a trip to the Primus Rally in the wastes of Scandinavia, my wife Jenny and I once again prepared for the pilgrimage to the Nurburgring. The mild British winter in the west and the Olympic organisers' problems with lack of snow to the east did not give us great expectations of a really gruelling trip. However, ever hopeful of snow and ice the outfit was prepared as observations over the previous 12 months were turned into metal in the form of revamped chair fittings which proved their worth.

In Germany it is with some concern that the locals view the /5 with a chair attached, especially a standard framed /5. There are laws in that country which prohibit the attachment of sidecars to a /5 or /6, and now it appears that Honda Gold Wings may be in that prohibited category. This piece of legislation would seem to be the making of a gold lining to a frame builder known by the initials EML. Machines modified to his specification creep within the bounds of the law, and as such were very evident at the Ring, not only ridden by Germans, but also by the ever present and enthusiastic Dutch, for whom money seems no object. The EML modifications include an earls type front fork, a stronger swinging arm, welded to frame mountings, a steering damper braced between earls fork and sidecar, and 16" wheels with tubular steel spokes...cont'd next page.

We must hope that the present minister of transport does not cotton on to this idea as a means of reducing the number of outfits on British roads, because the cost of such modifications would certainly do so.

If the journey into the Eiffel Mountains serves no other purpose, it is certainly worth it to broaden ones outlook on BMWs. The reverence with which many regard the BM in Britain is soon dispelled by a wander round the rally site. I regard myself as being fortunate in having visited Germany and the Elephant shortly after acquiring my /5, and I have never looked at my bike in the same light since (it was not this year). What a relief it was to find the BM is not really as untouchable (like the blue eyed blonde) as we in Britain are conditioned to think; and an annual Elephantreffen acts as a tonic to maintain this feeling of relief. How rare in England to see a customised /5 or /6; not so in Germany where they are even chopped: it's quite refreshing after overcoming the initial shock.

To see most of what goes on I would recommend anyone to camp at the rally. Being confined to hotel timetables certainly detracts from the atmosphere of the event; and camping will confirm your insanity to your fireside dwelling neighbours and probably inspire you to attempt even more body punishing activities. Don't let the fear of sleepless nights put you off because a little prior planning will assure you of a night in oblivion. That plan we find should include a night time channel crossing to include the purchase of a bottle of spirit and the swallowing of sufficient salt to give you a thirst which justifies the drinking of the said spirit (if you need justification). The solution on the road will usually provide that last ingredient. In fact, wind, cold, camp fire smoke and pure fatigue may prove just too much for your eyelids, as it did with us, as we crawled into two sleeping bags each at about 18.30 Friday night and did not regain consciousness until 8.30 next morning when brother Robert was simulating a gale force wind on the tent demanding breakfast after a night long run, since work had dictated a late departure from Dover.

The day that followed was in true Elephant tradition: wood smoke filled the air, frost hung on the trees all day, outfits riders revelled in the opportunity to waltz their machines around the forest on glazed snow as wary solo riders struggled to maintain a straight course; bargains were sought, and friends re-met. The day of doing nothing in particular culminated in the torchlight procession. This is a happening of some notoriety to those who have never taken part, but a moving one to the participants. All that was left then was to try to get some sleep in readiness for the track home.

A damp Sunday morning saw many bikes reluctant to start as salt and moisture tempted sparks away from the plug electrodes. Gentle persuasion put the R50/5 and GP Sports on a course bound for England. Luckily a late departure was compensated for by a tail wind on the E5 and an early ferry put us back on Kentish soil at the end of our first snow-bound Elephant Rally.

Geoff Wilson.

LONDON MOTOR CYCLE FESTIVAL, BATTERSEA PARK, SUNDAY, MAY 30 1976 - SPRING BANK HOLIDAY SUNDAY. SPONSORED BY MOTOR CYCLE INDUSTRY THIS FESTIVAL IS OPEN TO A WIDE RANGE OF GENERAL INTEREST ORGANISATIONS AS WELL AS TO MANUFACTURERS, CONCESSIONAIRES, DEALERS AND ACCESSORY FIRMS. THERE WILL ALSO BE A LARGE ARENA FOR STUNT RIDING AND DEMONSTRATIONS; A TENTED EXHIBITION OF MACHINES, ACCESSORIES AND SERVICES AND SPACE FOR A VARIETY OF DEMONSTRATIONS. CONTACT DAVID MILLS ON 01 727 1475 IN YOU NEED MORE INFORMATION OR WISH TO TAKE PART.

# LETTERS TO THE EDITOR

## FROM BMW MOTORCYCLE OWNERS OF AMERICA INC.

Congratulations! Your new format is great. I can appreciate some of the extensive labour required for this kind of project. Keep up the good work. Vern Hansen.

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## "LUDICROUS SUGGESTION"

Under this heading Jack Gibbs says anger can be vented in print. My reason for writing is that I have tried every other way. Last June both Jack Gibbs and I sought to get action because of a serious defect in the electrics on my R90S. To date I am still waiting for even a reply from the Concessionaires, and the dealers have ignored me, except that they did check over the battery and then expect me to fit it again (have you tried to fit the frame together - it needs about three hands).

My anger is therefore directed to Concessionaires and distributors who are only too happy to give free rides and then sell you a high expensive beast, but then fob you off with excuses, or even worse, ignore you.

I AM OPEN TO OFFERS FOR MY R 90S. IT WORKS, BUT I AM NOT GOING TO HAVE THIS NONSENSE AGAIN, AND WILL GET A BIKE THAT CAN BE SERVICED PROPERLY. James Arnold, Towcester, Northants.

## LES HAS HIS SAY

I did not "slate" Mr G. Wilson or Mr R. Swann - only the article they wrote in Motorcycle Sport in January. I know only too well that both of them are a credit and hard riding member of the club - being a Northern like myself they have got to be a credit! I am afraid Mr. Gibbs has been trying to read in between the lines. I did not suggest we accept the occasional bad lemon. I did try to state that BMW are no worse than the average "article" one buys today. If you have noticed in the superbike class the price differential is not that enormous as it once used to be. At least BMW do state a no milage limit twelve months guarantee from new, which seems fair. How say you Jack?

But after the article in Motorcycle Sport I should think that the majority who read it must think that BMW's are a load of rubbish i.e. "not capable of a 200 mile run without breaking down". It is that statement that I dispute. How would you describe your machine Mr. Gibbs? It's not a perfect two-wheeler (I doubt if anyone could make one), it's got its minor bad point. but what it loses on the swings it gains on the roundabout. If I am treading on anyone's toes I apologise. Les Anderson, Birmingham.

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## CORRECTIONS

I have no intention of contravening the trade descriptions act. My 1964 R60/Steib has done 133,000 miles in 12 years, not a mere 13,000 - I do that in one year! Mary Dugdon, Bridgnorth, Salop.

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FROM JO ROESEN As promised to the London Section my address in Holland following my posting abroad is after April 16 until the end of the year: LIJSTERBESLAAN 23, ROTTERDAM SCHIEBROEK. You are welcome here where I have a house with two rooms for guests. Alas my BM is still in England, as I'm having to save for insurance. An all risks policy is £240 here. Jo Roesen, Rotterdam.

### FRED HAS HIS SAY

One or two items in the last couple of issues of the journal seem to confirm that a few "knockers" still exist. Every man is entitled to his own opinion, but God help the knockers if they have bought other makes of machine. What other dealership has helped customers with out-of-guarantee machines, and in many cases loaned a machine.

Now to the critics of other members. Bill Blogs cleans his bike, but only rides in dry weather. Joe Blogs polishes his bike, but only takes it out four times a year. Jim Blogs comes to some club meetings in a car - of course he does, because he has a solo, and it's awkward to transport a wife and a couple of kids on a solo. The lucky bloke has a car, and uses it.

In 1974 12 London members attended the Northern dinner in a mini bus and a car. They were given accommodation and looked after. Did the anti car faction keep them away in 1975? Let's face it a car is essential, and a motorcycle is a luxury. It's the pleasure that counts, and when that goes what's the point in going on. From the moans that one hears it is obvious some don't get much pleasure from riding motorcycles. Nothing mechanical is perfect, but I am convinced that the BMW is the best compromise in touring motorcycles. What a pity the two members who aired their difference of opinion in Motorcycle Sport mentioned the club when the club was in no way involved in their personal dispute. Fred Secker, Ipswich.

### GORDON HAS HIS SAY

First dear Ray Swann buy yourself an instruction manual and take evening classes in motorcycle mechanics. Then look after your BMW yourself, and your troubles will be almost over.

I know some of us get more than our fair share of bothers, but my machinery treated with loving care gives me little trouble, and if you have trouble there is always an answer somewhere. BMW's are not perfect. They are smoother than Honda in-line fours if set up right, but how few of us can reach this Utopia. If you stick to the Book one hundred per cent - presto!

I wonder how many of your failures are caused by some form of ham handedness somewhere along the line. Try the cure and your next 30,000 miles could be uneventful. Failing that buy a 190 something or other and join the vintage club. It can then put things in a much more even perspective. Gordon Diplock, S Eastern Section.

### KEN HAS HIS SAY

I am sorry that Jack Gibbs and the Oxford Section were concerned at the late arrival of the journal. Sharon's copy date was January 22, it was in the hands of the printer by February 2, I received it on February 5 at 8 p.m., and yours was posted on February 6 at 12 p.m. Where's the delay? All journals were posted by 11 p.m. on February 8.....In reply to Mr. Melling his journal is delivered via a Reliant-Norton owner, one Honda owner, 1 Ford owner, 1 Guzzi owner and 1 Suzuki owner, however at great expense (I had to feed him) this month via one BMW owner whose been in the club for only a month - you can take it from me it is the car owners who do the heavy work. Thanks to all who helped this month. Next "lickin and stickin" May let at 2 p.m. at 9 Field Close. Ken Wells, Midland Section.

## MOTORCYCLE MAN

I write to inform you that the BBC will be screening a film called "Motorcycle Man" on April 29 at 11 a.m. and on April 30 at 2 p.m. Despite being in the middle of children's programmes I feel certain that the film will be of great interest to many member of the club as it is about the 1975 TT in the Isle of Man. Parts of the film were done from by BMW R75/5 and for this I had to have the machine adapted by the BBC technical unit. The actual filming was quite fun, but often we were unable to get the shots that we wanted due to the police being just a little overcautious.

I hope that you will be able to put a mention in the journal as many club members expressed interest in the somewhat unsightly camera cradle at the Glen Helen rally. I did say that I would write to let them know as soon as I had details. Geoff Kent, London. P.S. I think the format of the new journal is really excellent, and hope that the journal will continue to do well.

## STUBBY PISTON CUTS MAKERS' PROBLEMS

I am enclosing a photocopy of a cutting from today's "Financial Times" (March 4) concerning a new unit to be exhibited at the ACS Automobile Club of Switzerland's stand at the Geneva Motor Show..... New in the engine is a skirtless piston and connecting rod assembly made in one piece - no gudgeon pin- and running in a short waisted cylinder. This means that there is much less machining to close tolerances and therefore lower costs. Moreover, the gas pressure always acts directly along the axis of the connecting rod, so there is no lateral component of this load to cause wear and noise-piston slap-in the cylinders. Because the piston rocks back and forth in the cylinder, advantageous asymmetric port timing can be adopted for two-stroke petrol or diesel engines, and the compressed gas is transferred from side-to-side of the combustion chamber, thus encouraging complete combustion and low exhaust emissions in either two or four-stroke engines. With such a short rocking piston of very light weight, the vibration forces are less than half as severe as those of a conventional engine, so few cylinders can be used without exceeding acceptable levels of vibration. Another advantage of the skirtless piston is that the oil drag is very low. This means much easier cold starting than with a conventional piston.

It is an appealing suggestion if piston ring sealing is satisfactory. Perhaps the overall width of our BMW's might be reduced by the adoption of such an idea. H.T. Crowte, Channel Islands.

## FIM RALLY 1976

ACU have issued information which many members already know, by way of being published in Motor Cycle. I know that some BMW members are also members of other clubs and will wish to enter under the banner of one that shall be nameless, but to whom I wish the best of luck. To members that are to enter as BMW club team, it is most important that all entry forms have the exact same address and also the same number of kilometres. Having reached this stage I invite all members that wish to participate as a club team to meet on April 11 at Newport Pagnell service area on the M1 on the Northbound side at 12 noon. For anyone that wishes to fill in entry forms please use the following address. BMW CLUB, Great Britain, Bradford, Yorkshire, England and number of K.M. 3,216. Alan E. Dean, Sporting Sec.

## CYCLE CASSINGTON

I am writing to tell you of a motorcycling event taking place on Sunday June 20 1976 at Jerico Farm, Cassington, Oxford. The event is called "4th Cyclo".

We would like to know whether you could inform your members, and whether your club would like to appear on the day and put on a club stand. For more details contact M. Cooper, Secretary, Organising Committee, Oxford 774589 (eves) and 41456 ext 60 (days).

## TWO WHEELS '76

.... Unfortunately the national response from clubs and dealers has been relatively disappointing - particularly from those willing to form local committees. Nevertheless, there is much that can be done by individual clubs and dealers and, knowing your interest, I feel sure you will manage to hit on one local activity which you can undertake. It is important to keep me informed of your plans so that we can give national publicity to your efforts. Enquiries to Michael Evans, Institute of Motor Cycling, Hartree House, Queensway, London W2 4SQ or phone 01 727 1475.

## NEWS FROM THE BRITISH MOTORCYCLISTS FED LTD

This year's BMF Rally is on Sunday May 2 at Donington Park which is one mile outside Castle Donington, 9 miles south of Derby on A453. The programme which starts at 11.00 a.m. will comprise a long distance competition, club static displays, trade displays, special displays, concours d'elegance, Miss Federation contest, tug-o-war, and many other attractions. Admission is 50p.

## RALLY LIST

WATERMILL RALLY: April 2-4 The Watermill Inn, Foster Beck, Pately Bridge, Org: D. Farrand, 1 Crawshaw Park, Robin Lane, Pudsey, W. Yorks.  
YARD OF ALE RALLY: April 2-4 Grange Farm Hobbies Cnte. Franklin Cresc. Scunthorpe  
Org: GFMCC Grange Farm Hobbies Ctre, Franklin Cres. Scunthorpe.  
CUMBERLAND SAFARI: April 16-19 Low Farm Moor Row, Near Whitehaven. Orga. Bill Strickland, 54 Newtown Frizington, Cumbria.  
CLIPPER RALLY: April 16-19 Warton near Carnforth, near Morecambe. Organ. D. Halewood, 241 Lancaster Road, Morecambe.  
CROOKED SPIRE RALLY: April 23-25 send P.O. for 85p to org. Mrs P. Spencer, 11 Queen St. Clay Cross, Chesterfield, Derbys.  
TYKES RALLY: April 23-25 Hill Inn Ingleton, Yorks. B6255. Organ. H.M.C.C. 5 Kirkwood Way, Cookridge, Leeds.  
PENNINE RALLY: May 7-9 venue to be arranged. Org. B. Manchester, 30 Blenheim Road, Manningham, Bradford.  
MAGNET RALLY: May 7-9 Tadcaster, Yorkshire A64. Org. R Harding, 1 Naburn Road, Whinmoor East, Leeds.  
CALDER VALLEY RALLY May 14-16 for invitations please write to: Org: Mrs C. Walker, 2 Nursery Wood Road, Hanging Heaton, Batley, Yorks.  
LAIRG GHRU RALLY May 21-23 for further details send s.a.e. to: Organ. I. Bultitude, 15 Grampian Gardens, Dyce, Aberdeenshire.  
For any enquiries contact Miss J. Kane, 65 Nozman Road, Richmond, N. Yorks DL104PA.

# News from around the Sections

## Midland News From Keith Wheeler

For the BMW riders in the Coventry area I have been told that Albany motorcycles of Coventry are now carrying quite a selection of spares for the /5 and /6 models.

Another couple of months and we will be on the fringe of yet another camping season. With this spell of fine weather we have been having my thoughts are already turning to the summer camping weekends. I am quite looking forward to meeting all old friends and making new ones in this coming season, so start sorting that gear out folks.

The meeting place for our first outdoor meeting on May 9 is Four Wheel Services, St. Mary's, Water Lane, Shrewsbury. It is behind the Royal Salop Infirmary. Our host will be Bob Clayson. The next meeting will be at my home at 19 Greenways, Ashwood Park, Wordsley, Near Stourbridge, West Midlands.

## Northern News From Geoff Wilson

It would appear, without knowing the full facts, that we are already suffering in the wake of professional journal printing. The copy date for the April journal was the 10th March, which is almost a month before the journal appears, and also does not enable us to get our monthly meeting over with. This means that I have to try to think two months ahead of any information which may be of use to the many members who cannot get to the clubroom; and clubroom news is history before members read about it.

There is therefore no clubroom news this month. The first national event of the year is at Watchet in the West Country. Let's see some Northern campers there if only to give me a lift home if a tragedy occurs on the Land End Trial. Please note the early start and venue of our April meeting. The landlord of the hostelry is an avid bike collector and has offered to show us the machines. Finally I am hoping to hold our discussion with a representative from the Concessionaires in the Autumn. If anyone would like to book for the national camping weekend at Kendal on May 28 to 31 please let me know. The camp site is on the A685 north of Kendal on the left hand side (Kendal Show Ground). Caravans are a possibility. Write Geoff Wilson, 20 Scar View Road, Oxenholme, Kendal, Cumbria.

## London News From Pete Gowland

The talk on February 17 on electronic ignition went down very well. It was given by Patrick Plumkett, a section member, and Mr. J. Carpenter of Lucas Rite Ignition. It is not easy to give a talk of any kind, and I think they did very well.

Club nights are well attended with not less than 30 members. WE HAVE FOUND A NEW CLUB ROOM AT SPENCER ARMS, LOWER RICHMOND ROAD, NEXT TO PUTNEY COMMON AND OPPOSITE PUTNEY HOSPITAL. WE WILL MOVE IN ON MARCH '80, so there will be no change in the club night date. The new room is about one hundred per cent better than the old one. It is separate from the main pub, and completely self-contained with its own bar and loos. The committee have great hopes that the new club room will improve attendances even more.

# Tykes Tattles by J. K. Badminton

I think it's a good idea to bring forward the date of issue of the journal, from the end of the month to the beginning, the only trouble is it leaves me rather short of news for this issue as nothing very much has been happening in the Yorkshire Section since my last news.

One recent event I would like to mention is the marriage of Miss Hawson, Tony Hepworth's secretary, A. E. Autoparts. The committee felt it would be fitting to give a token of our respect, and thanks, for all the work she does for the section. John Wright reports that a very nice cheese-board was duly chosen, and presented to Miss Hawson. I am sure all members of the section will join me in wishing the newly-weds a long and happy life together.

To the five members who made their way to the "British Oak" to keep me company on February 24 - thank you. The next natternite is on March 30. Hope to see a few more bods there.

May I say that I think the new-style journal is a great improvement on the old one. At least it arrives flat, and still contained in its envelope - not bursting out at the seams - and needing ironing before it could be read! The paper is much better too. One slight criticism is the size of the print - anyone with dodgy eye-sight, without a good pair of specs, would require the services of a fairly powerful magnifying glass! Still - we can't have everything, can we.

## Oxford News From Jack Gibbs

We thank the 43 people who attended the Section's AGM. All but five came on bikes, but we also welcome everyone whatever their mode of transport. Special mention on this occasion when the section is celebrating its tenth birthday go to Geoff Crump, Percy Curtis, Trevor Jones and myself - all founder members and section stalwarts who seldom miss a meeting.

Trevor took the chair. His appreciation and thanks to the retiring officials provided the foundation to start another successful year.

Retiring treasurer, Richard Appleyard, produced an exemplary balance sheet. The credit balance of £12 sufficed to obviate any further questions concerning finance. The retiring secretary thanked member of all sections who joined us at the George to produce an average attendance of 39 persons during 1975, and added that good attendance was appreciation for the very considerable amount of time and energy expended by the sections officers. They ask for nothing more.

The retiring officials were re-elected without opposition. I reluctantly accepted to continue for yet another year, but do ask for a volunteer to assist with a view to taking over next time.

Subsequent discussions promise well for 1976. There was nothing but praise for the new journal. Richard Appleyard assured us the print is no smaller than that used in most newspaper. Photographs were also praised. Trevor Jones said it was not good for the club to have its members involving the club in letters published in the national motorcycle press. Unanimous requests were that every effort should be made to ensure that the journal is delivered at the start of each month, and that this matter be raised at the next NEC meeting. cont'd.

## OXFORD NEWS continued

Time prevented completion of the 1976 programme. Vacant dates would be completed by the committee and the full programme published in the journal when available. Members were reminded that all national events take precedence over those arranged at section level. Another attempt to revive club runs would occur this year. The first is this month: meet at 12.30 p.m. at The George, leave at 1 p.m. for Stratford-upon-Avon and rendezvous at Trevor Jones place. There will be a picnic tea at the home of Stan Orris and Trevor will arrange a visit to a local motor car and motorcycle museum. (May 15 and 16 camping weekend - details later).

## SOUTH EASTERN SECTION from Gordon Diplock

As from Wednesday, May 5, the club will meet at this new venue - off road parking, large club room - The Fountain Inn, Barming, Maidstone, Kent on the A452 Tonbridge to Maidstone road on the same night as before.

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## SOCIAL SNIPPETS BY BARRY WILSON

I am pleased to say that I now have almost a full calendar from the social secretaries so there will be less omissions from the calendar. Social secretaries please note that we require (a) full name of person or place (b) full address and time (c) where is the camping weekend of the Oxford section - I don't know, do you?

Well its very nice to be able to say that the Watchet social weekend is fully booked. That is no reason for not bringing the tent as there is lots of space for you, if not then come down for the day and you will be made most welcome.

If you are travelling via Bridgwater take the coast road (B 3191) at St. Audries, which takes you through Watchet, and Warren Bay is on the right hand side of the road about one mile from the town. Alternatively, you may keep to the A39 through Williton (where you join the main road from Taunton) then past the BBC transmitting station at Washford, and a mile from the village you will see the Blue Anchor sign posted (the first turning after Washford on the right). You then turn right at the Blue Anchor Hotel, and Warren bay is a mile from there past Warren Farm on your left hand side.

The BMF rally is coming up on the 2nd May. The Club always has about 100+ people there so as in previous years there will be a tent for your riding gear, car coats etc. There will also be sandwiches available in the other tent. Would anyone who would like to help please contact me.

## CLUB REGALIA

CHROME PLATED MACHINE BADGE	£2.25
ENAMEL LAPEL BADGE	40
WATERPROOF CLOTH BADGE	75
ADHESIVE HELMET BADGE	20

All item available from national treasurer, John Wood, (address on front cover inside). Please when ordering by post enclose a bit extra for postage and packing.

SO YOU BOUGHT A BMW TO GET AWAY FROM A  
CHAIN BY GEOFF WILSON

Getting away from a chain appears to be one of the main reasons for many owners choosing a BMW, but how many realise that the camshaft on the /5's and /6's is driven by a chain (unlike the pre /5 models which were gear driven).

This chain is of duplex construction (3/8 x 7/16) and should last for many thousands of miles. It is kept in tension by a leaf spring bearing on a shoe which in turn bears on the chain.

I was recently alarmed to hear a clattering noise from the area of the crankcase housing the timing gear, and was convinced that the spring steel leaf spring had lost its spring properties and needed replacing. Comparison of this spring against a new one proved this diagnosis to be wrong, but even my optimistic mind could not be convinced that the chain was not worn.

What horrors lay ahead. The chain was continuous (no split link) and the workshop manual and mechanics insisted that the only way to replace the chain was by stripping the engine completely. Being basically lazy and mechanically unadventurous this prospect did not excite me. No motorcycle should be designed so that a simple thing like a timing chain cannot be renewed without an engine strip.

The worn chain in itself was not however the sole reason for the noise. There is so little clearance round the chain, that if it flops, it rubs on the front main crankshaft bearing housing. A groove had begun to be worn in this housing (not seriously, due to early detection).

Ever optimistic, I obtained a chain meant for a BMW car; eight rollers had to be removed to bring it down to the requisite 50 links. Now I had a split link chain. By grinding the heads off two of the rivets in the worn chain I was able to remove it with only a little patience which is more than can be said for the fitting of the new one.

It was impossible to get the split link in position from the rear of the chain, so against all rules I put the link in from the front and after many failures succeeded in snapping the spring retaining clip in position from the rear. There is no chance of the chain catching at the rear and the clip being pulled off, even if the chain were ever to run backwards. At the same time I checked the crankshaft and camshaft sprockets for trueness, thinking that if they were out of line they would obviously wear the chain quickly. All was OK. The bike had done 30,000 miles and chain failure at this mileage can only be due in this case to a poor chain.

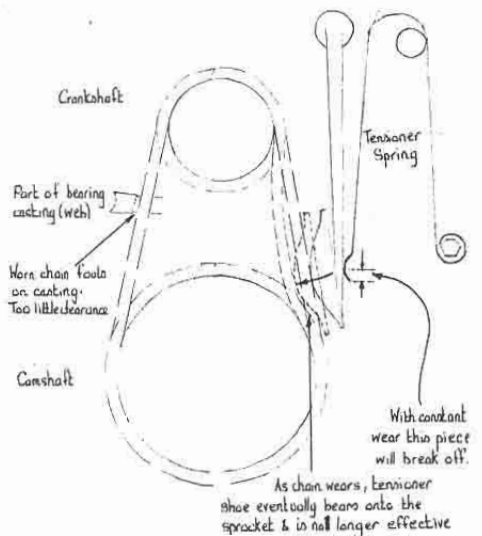
At the same time I renewed the tension spring. Constant pressure and movement on the tensioner shoe slowly wears away metal on the spring and a small part can break off. The damage a lump of spring steel can do is unimaginable.

Since then I have successfully tested the job by completing the Edinburgh Trial.

## To get away from a chain, continued

I cannot help thinking that in this whole arrangement there are a number of design faults which are shown in the diagram below. I am sure I am right in saying that a timing chain is not something which I would expect to have to check regularly, but my experience shows that an infrequent check is prudent to prevent nasty damage. Surely, if the chain does wear excessively fast, then design should be such that the fault does not develop into more serious damage. As the diagram shows, if the tensioner shoe was further up the intersprocket chain run then it would not fail the sprocket, but in fact take up more slack. The casting web on the crankshaft housing should also be further from the chain. Lastly, why not fit a split link chain from new, and make provision for fitting the link from the rear. Surely this would be more acceptable than stripping the engine to renew the chain. (See diagram below).

A THUMBNAIL SKETCH OF CLUB MEMBER M. A. WALLINGTON WHO KINDLY DID THE ART WORK FOR THE ARTICLE ON PAGE THREE... He is 20 years old, a graphic artist by trade and normally broke because of his 1972 BMW R75/5, he says. His hobbies are bikes and making model bikes, and more bikes according to his girlfriend. He used to like pot-holing, walking and climbing but these were given a miss when he bought his first BMW. All his past bikes have been Japanese with the exception of his first bike which was a BSA Bantam D14 4, which he used to push further than he rode, and from which he fell off more times than he cares to mention. He has just got engaged, and his ambitions are to have a happy married life, and enough money to own a BMW without being as broke as he is at present.



*Geoff Wilson*

# Mutual Aid

METZELER NEWS\*\*\*\*\*NEW LOW PROFILE TYRES\*\*\*\*\*JUST ARRIVED\*\*\*\*\*

475/90 H18 C88A Touring speed (120/90)  
390/90 H19 Rille 16 (100/90).

Features: \*High speed, low section  
(Height/width ratio 90/100)

\*Increased ground clearance on cornering \*Similar rolling diameter as standard  
\*Suitable for all /6 models. Metzlers fitted  
\*Highly wear-resistant nylon carcass to BMW - hence no alteration to overall  
\*speed rated to sustained 130 mph gearing.

FOR OPTIMUM HANDLING IT IS ESSENTIAL THAT THESE TYRES  
ARE USED IN PAIRS PRICE £32.50/pair.

OTHER SIZES AVAILABLE:

325 S 19 Rille 12 (/5, /6, front) .....£12.50p  
400 S 18 C66 Touring Special (/5, /6 rear) .....£14.00p  
400 H 18 C66 Touring Special (/5, /6 rear) .....£15.50p  
350 S 18 C66 Touring Special (R50, R60, R69S rear) .....£13  
325 S 19 Block C5 (/5, /6 front) .....£13

Prices include VAT. P & P £1 extra. All inquiries to Brian Anderson, 150  
Fleetwood Road, Dollis Hill, London NW10 or telephone 01 450 6738. Phone or call  
evening.

New BMW Motorcycles have larger sumps and we all know why don't we! Bring your  
model 5 or 6 up to date with a sump spacer kit. Tested and proven over thousands  
of miles it materially assists you to lower your crank case pressure and bring oil  
capacity up to a respectable "four plus" pints. Kit is stocked and approved by  
Gus Kuhn Motors Limited. Fitted in one hour kit comes completely in every detail,  
and with full step by step instructions and assembly illustration. Only £13.50  
including postage and packing. Send cheque/P.O. to J. A. Wallinger, "Nowhere",  
Iden Green, Benenden, Kent, TN 174HP.

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WANTED: Touring fairing (full) for R60, preferably Avon. Would try to modify  
one if necessary. Write 35 Hambleton Place, Peterlee, Co. Durham. Bill Bartle.

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FOR SALE: One P.T.C. Igloo 6 tent excellent condition. Hardly used. Blue. £40.  
Consider exchange for R50 spares. Paul March, 199 Tyn-y-Twr, Baglan, Port Talbot,  
Glam SA 12 8 YE. Phone Briton Ferry 813975.

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FOR SALE: One only ... genuine BMW Workshop Manual for all /6s and 90S. £9 Normal  
price is £12 plus. Ray Swann, 15 Ascham Road, Bournemouth, BH8 8LY.

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WANTED: D. Type crash bars for R69S. Arthur Elmes, 88 Harden Drive, Bolton, Lancs.  
Telephone Bolton 32266.

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FOR SALE: Genuine oil filters. Retail price £2.01p my price £1.20 each or £3.50  
for three. Genuine points and condensers £1.85 and £1.45 each. All above to fit  
/5, /6 and S. Headlamp bulbs for /6 £1.75 ea. Andy Wright, 12 Heybridge, Castle  
Road, London, NW1. Tel: 01 267 8110. ALSO R90S in metal flake green, Dec 74,  
8,800 miles £16,00 or nearest offer.

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for sale: 7-27 bevels complete with housing £40. Sidecar speedo £10. Pair  
16" wheels complete with tyres and tubes £50. Churchgate 6 gal tank £15. Genuine  
5 gal steel tank with toolbox £45. Phone Kingwinford 71767. K. Wheeler.

# Diary of events

## APRIL

- 4 Yorkshire and Northern Section run to Hardraw Force, Hawes, North Yorkshire.  
Meet 12 noon.
- 7 South Eastern Section natter nite, 8 p.m.
- 11 Midland Section at Keith Wheeler, 19 Greenways, Ashwood Park, Wordsley, Near  
Stowbridge, West Midlands, 2.30 p.m.
- 11 Northern Section at Squirrel Hotel, Horwich, 12.00 hours and later at Lowton.
- 13 London Section Bring and Buy, 8 p.m.
- 16/19 All Sections support National Social Weekend at Watchet, Warren Bay Caravan  
Park, Watchet, Skomerset.
- 23/25 Northern Section, Llandudno Social Weekend.
- 25 Oxford Section run to Stratford-upon-Avon. Meet at The George at 12.30pm  
Visit to car and motorcycle museum, Rendezvous with Trevor Jones at 2.45pm at  
13 Birmingham Road, Stratford.
- 25 London Section run. Meeting at Epping at 10 a.m.
- 27 London Section demonstration of service of a BMW (place to be arranged) 8 p.m.

## MAY

- Bentley, Near Ashbourne, Derby
- 1/2 Northern Section camping weekend to support the BMF Rally, Bank Top Farm, Fenny /
- 2 All sections to support the BMF Rally at Donington Park, 11 a.m.
- 5 South Eastern Section natter nite, 8 p.m.
- 9 Midland section official guided tour of Shrewsbury. Meet 10.30 at Four  
Wheel Services, St. Mary's, Water Lane, Shrewsbury.
- 9 Northern Section joint meeting with the Midland Section.
- 9 Northern Section meeting at Lowton, 2 p.m.
- 11 London Section natter nite, 8 p.m.
- 16 Yorkshire Section visit to Hadrian's Wall. Meet 12 noon at Hexham on A69  
Carlisle/Newcastle Road
- 19 South Eastern Section mystery run, 8 p.m.
- 15/16 Oxford Section camping weekend Joint with Western/London/South Easter.
- 25 London Section, natter nite, 8 p.m.
- 28/30 All Sections to support National Camping weekend at Kendal, Cumbria. (Off  
A685 north leaving Kendal).

## JUNE

- 2 South Eastern Section Natter Nite, 8 p.m.
- 6 Club members to support meeting at Tynwald Hotel, I.O.M.
- 8 London Section meeting 8 p.m.
- 13 Northern Section meeting 2 p.m.
- 11/13 Northern Section meeting, 2 p.m.
- 11/13 Midland Section camping weekend at Billing Aquadrome Ltd., Little Billing,  
Off A45 between Northampton and Wellingborough.
- 20 Northern Section visit to John Bacons Farm, Kirkby Hardwick Farm, Sutton-in-  
Ashfield, Notts.
- 20 Yorkshire Section visit to Derbyshire Peak District. Meet Edale car park,  
12 noon, to visit the Blue John mines in the afternoon.
- WHERE THEY MEET: From March 30 London Section will meet at The Spencer Arms,  
Lower Richmond Road, next to Putney Common. From May 5 Eastern Section will meet  
at The Fountain Inn, Barming, Near Maidstone, Kent. Oxford Section meet at The  
George, Littlemore, Oxford. Northern: at ? Lowton, Near St. Helen's. Yorkshire:  
The British Oak, Dirkir, Near Wakefield, S. Yorks. Sundays at A. E. Autoparts,  
Lograms Lane, Bradford.