

# the journal of

APRIL 1977

# THE BMW CLUB



## Club Officers

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**SPORTS SEC:** A E Dean, 139 Haigh Moor Rd., Tingley Wakefield, Yorks.  
**TOOL HIRE:** K Sanders, 31 Slough Rd., Iver Heath, Bucks.  
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**VINTAGE SEC:** J R Lowes, Bowbury House, Ashbourne Rd, Kirk Langley. Phone K.L.334.  
**ISSUE 306 EDITOR:** G. Wilson, 4 Scaur Close, Lazonby, Penrith. APRIL 1977



## "where shall we go?"

Pete Gowland

Firstly I would like to apologise to all members for whom I have been unable to allocate a caravan at Watchet. I hope to do better next year when I will be able to book vans en block without having to wait for a deposit. This method of course assumes there will be keen interest. For all those who can make it this year the location map

ensures a good start to the weekend.

The next national event is the BMF Rally at Peterborough on 1 May. The Club will be having a tent, with I hope a display put on by all the sections.

The 4/5/6/7 June is the National Camping weekend at Bridgend Caravan Park, Wooler, Northumberland. I have booked 25 pitches for this event, so if you would like to come, see your section social secretary or drop me a line.

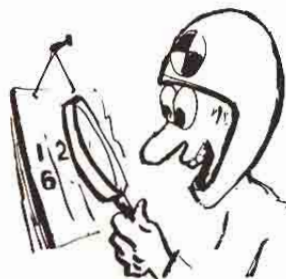
At the last AGM members said that they would like a winter social weekend. Gunton Hall was mentioned; well, I have written to Gunton Hall and the cost of a weekend is £11.90, but on top of this we must allow 20% cover for inflation. The date of the weekend is 8/9 October. I am looking into other places, like Blackpool where I understand good rates are obtainable for off peak bookings. So if you would like to go on a winter social weekend, see your social secretary or drop me a line. It would be of help to me to know if we have the support for such an event.

It is three years since a comprehensive list of Members was circulated. With a view to an updated list being circulated will Members not wishing to have their names and addresses published please inform Fred Secker (address above). This notice will appear for four months after which time the list will be compiled. (Month Four)

## diary of events

### WHERE THE SECTIONS MEET:

- NORTHERN:** Catholic Church Hall, Louton  
2 miles east of M6 on south side of A580
- YORKSHIRE:** A E Autoparts, Legrams Lane, Bradford  
on east side of west circular road
- MIDLAND:** Venue varies. See below
- OXFORD:** The George Hotel, Littlemore  
off A4142 south of Oxford
- WESTERN:** The Old Tippling Philosopher, Chepstow Rd,  
Caldicot, Gwent
- LONDON:** The Spencer Arms, Lower Richmond Road  
Putney, London.
- SOUTH EAST:** The Fountain Inn, Barming, Maidstone, Kent
- EAST ANGLIAN:** Home of Ray White, 23 Queensland Drive,  
Colchester, Essex



Would Section Social Secretaries please ensure that Pete Gowland is kept up to date with forthcoming events as they are arranged

### APRIL:

- 3 NORTHERN Day run to Langdale, Lake District, meet Dungeon Ghyll Carpark 13.00 hrs
- 6 SOUTH EAST Quiz 20.00 hrs
- 8/ 11 NATIONAL Rally at Warren Bay, Caravan Park, Watchet, Somerset
- 10 NORTHERN Talk by Representative of BMW Concessionaires 14.00 hrs
- 12 LONDON Natter Night
- 17 YORKSHIRE Visit to Caernarvon Castle, Meet in Castle carpark 12 noon
- 20 SOUTH EAST Film Show 20.00 hrs
- 22/24 NORTHERN Social weekend, Llandudno
- 24 MIDLAND Day run, tour, lunch in Shrewsbury. Meet at Four Wheel Services  
St Mary Water Lane, Shrewsbury 10.30/11.00 hrs
- 24 OXFORD Talk by George Mehdozer on Amateur Radio 14.00 hrs
- 26 LONDON BMW Talk or Natter
- 28 EAST ANGLIA Natter Night

### MAY:

- 1 NATIONAL BMF Rally, East of England Agricultural Show Ground, Peterboro.
- 4 SOUTH EAST Natter Night
- 6/8 LONDON & OXFORD Camping weekend at Jim Kentish, Bishops Hill House, Swanmore.  
On Winchester Bypass, at traffic lights turn left A333  
s/p Portsmouth & Bishops Watham. A333 for 1 mile to Waltham  
Chase. 2nd crossroad turn left, straight on to crossroads,  
turn right. Entrance at top of hill on left.
- 8 MIDLAND A visit to Kingsway Fire Station, Derby. Meet at Fire Station  
on A511 Derby ring road just past junction with A516. 14.00hrs  
(first 30 only to be shown round)
- 10 LONDON Natter Night
- 13/15 NORTHERN Social Weekend
- 15 YORKSHIRE Visit Holy Island/St Abbs Head. Meet at Garage 13.00 hrs  
on A1 at turnoff to Holy Island
- 15 WESTERN Visit Welsh Folk Museum, St Fagans Rd, Cardiff. Meet in carpark 14.00hrs
- 18 SOUTH EAST Picture Quiz 20.00 hrs
- 20/22 MIDLAND & OXFORD Camping weekend with Midland Sidecar Club, Long Willows Farm,  
Bishops Cleeve, Nr Cheltenham 60p per night
- 24 LONDON Natter Night
- 29 OXFORD Tour of Oxford College, meet at Club Room 14.30 hrs
- 31 EAST ANGLIA Natter Night

PTO

## DIARY OF EVENTS CONT...

### JUNE:

1	SOUTH EAST	Natter Night
4/7	NATIONAL	Rally at Bridgend Caravan Park, Wooler, Northumberland From south A1 take Coldstream rd A697. Before Bridge in Wooler turn right into Brewery Rd. Park 50 meters on right £1 per tent per night
7	LONDON	Natter Night
12	NORTHERN	Meeting, Lowton 14.00 hrs
15	SOUTH EAST	Natter Night
19	YORKSHIRE	Visit Belvoir Castle, 7 mile west of Grantham. Meet carpark 13.00
19	WESTERN	Visit Dodington Park, meet 14.00 hrs inside grounds. Take M4 to turn off 18 onto A46 s/p Stroud. Entrance 400yds from turn off.
21	LONDON	Half yearly AGM
26	NORTHERN	Visit to John Bacon's Farm, Kirkby Hardwick, Sutton-in-Ashfield Nottingham
26	MIDLAND	Day Run to Ely Cathedral. Meet at Watford Gap 12.30/13.00 or Cathedral entrance 14.00 hrs
28	EAST ANGLIAN	Natter Night
29	SOUTH EAST	Record Night. Avmour Blue and Motorcycle
26	UXFORD	Midhurst Mystery Tour. Meet in carpark opposite Grammar School, Midhurst

## editorial

I do'n't wish to take the thunder out of a classic article which is republished in this month's magazine, but after reading it, especially the last line, perhaps you will return to read this part of the editorial and reflect on the figures below which I have collated from a number of sources which will be evident to some of you.

1966	-	9000 BMW motorcycles produced
1968	-	5074 BMW motorcycles produced
1969	-	Motorcycle production is moved from Munich to Spandau (West Berlin)
1971	-	18,000 BMW Motorcycles produced
1976	-	28,200 BMW Motorcycles produced

projected

1981	-	60,000 BMW Motorcycles to be produced
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Just this once I will mention the four wheeled vehicles which carry the same badge as our bikes, by saying that in 1976 275,000 BMW cars left the assembly lines. Modern BMW's must surely be losing their distinction brought about through rarity. Is that good or bad? I have yet to be convinced either way.

Moving from one set of figures to another set, which though not quite as impressive are representative of a rise in BMW interest. At the end of February 1976 the club membership stood at 547 and at the end of February 1977 the figure was 633. Not so many you might think, or you might not think; but look at it this way, perhaps best summed up in the words of Barry Wood when giving his report to the recent AGM of the Yorkshire Section. 'Our membership last year hovered around the 60/65 mark, and it is becoming evident that we have about 40 members who renew each year religiously, and the other 20/25 come and go'. So it is with the Club as a whole. At present about 600 members feel perhaps part of the club and between 200 and 300 we will gain as the year progresses. Let's all work towards keeping this floating number down to a minimum, and committed members up to a maximum.

From the number of members included in our present 600, many are long standing

members, and not all, I know, have such high regard for BMWs as others. However, they still remain BMW owners and BMW Club members. In asking the next question I have an ulterior motive, which I prefer not to disclose at present (I assure you it is of good intent) and which I hope many will answer.

'Does the BMW Club and being a member of it ever feature in your thoughts when you think of changing your bike, or is the bike the only consideration?' Remembering of course that membership is still open to ex-owners of BMW's but I think that in the the BMW Club the bike name is the adhesive and not purely the social events. Am I wrong?

## A Well Laid Plan

There is in the North a duo of W's, Wood and Wilson are their surnames. A fiendish plot by Wood to incumber his wife with two children (it was a long term plot) and by Wilson to take his wife on sufficient summer holidays to deny her any relief time from work during winter months, meant that as the 1977 Elephant Rally approached they both had excuses, I mean reasons, to leave their spouses at home while they three wheeled it into the Eiffel mountains. 'The best laid plans of mice and men oft gang a-gley', so says the Oxford Book of quotations; and this one nearly did. Too busy were they obviously, arranging the continuance of their matrimonial harmony that machine preparation must have been of little importance. The plan was to leave the North on a Wednesday night, and events leading up to the trip were funnelled towards this date. The first job, not of a minor nature, was to shoehorn an R75/6 motor into an R60/2 frame. The R75/6 engine and gearbox was from a crashed bike and had done only 2000 miles; certainly not enough to warrant a gearbox oil change, (yes, they knew they should do really, but time was short), but time would allow for an engine oil change. Now, the 75/6 engine did not lie horizontal in the /2 frame, so to ensure a good oil drainage job, the sump pan was removed. Oh! Alas! What did Wood find? Nothing less than a piece of swarf which looked like white metal (it was alloy anyway) lying in the sump. The time was now 22:00 hrs on the Sunday before the aforementioned Wednesday. It was Wood's engine, and Wood was worried. Wilson made wise remarks.

Deliberations were eventually concluded over a cup of tea (neither of the two W's drink coffee, please note).

At this point a Leader (initial M) appeared on the scene and Wood & Leader proceeded to strip the R75/6 completely, as far as removing the crank and camshaft. In fact the metal was about 3/16ths wide and formed about 1/5th of the circumference of a circle of approx 2" diameter. Suspiciously like a piece of camshaft bearing; but how it had got into the sump if this diagnosis was correct the trio could not think. Wilson by this time had taken his long suffering wife 100 miles further north, through 9" of snow on Shap Fell to bed. Wood and Leader continued; only to find NOTHING amiss. Gaskets and big end bolts were eagerly sought, and the engine rebuilt. Wood arrived at Wilson's home at noon on the said Wednesday, complete with Palma sidecar full of his family. All that was left to do was swap Wood's Palma body for Wilson's GP Sports and get off to Germany, which they did with few events worth noting.



The trip back was another matter which will wait until next month .....GW

CLUB REGALIA ***	CLUB REGALIA ***	CLUB REGALIA ***	CLUB REGALIA ***	CLUB REGALIA ***
Available from	Chrome Plated Machine Badge	£2.25	Or, at the Club	
John Wood, National	Enamel Lapel Badge	.50	Rooms from Section	
Treasurer - address	Waterproof Cloth Badge	.80	Secretaries.	
inside front cover	Adhesive Helmet Badge	.20		

If applying by post please include a bit extra for postage and package

## section news

### MIDLAND NEWS :

From Brian Lowry

February's Meeting was held at yours truly's place in Long Eaton. Even allowing for the mild weather it was a surprise to see so many, most of whom had to make sizable detours due to the local flooding.

Sheila and I would like to thank all the helpers in the kitchen. Thanks also to Ian Barkway for the film show later in the afternoon, it was most enjoyable. A welcome to Kim and Helen Smith, new members from Derby. By the time you read this Paul Bartlett and Winifred Conroy will be married and away on honeymoon. On behalf of the Club I would like to wish them all the best for the future.

Our next meeting is a tour of Shrewsbury to be followed by an optional lunch in a local restaurant, price £1.50 including coffee. Meet at Four Wheel Services, St Mary's Water Lane, Shrewsbury between 10.30 a.m. and 11.00 a.m.

A reminder to the member that borrowed the timing gear puller for pre /5 models last year, please return it to Ken Wells.

### LONDON NEWS:

From R N Williams

As the new London Section Secretary I am still in the process of finding out what to do where and when, but thanks to Pete Gowland I seem to be getting on top of things.

Secondly, for all our members who missed the last meeting (judging by the turn out this was not many), we were thrashed by the Suzuki and Honda owners Club as usual.

I hope many of us will be taking advantage of the Easter Camping Weekend at Watchet which promises to be a very good event. I will be travelling with wife and son by car, so if anyone needs a lift don't hesitate to ask.

Well, due to the short notice I am unable to compile anymore information and I hope to write alot more for next month's issue

### YORKSHIRE NEWS:

From J H Clegg

Our 1976 AGM was held at A E Autopart on 20 February. The following people were elected:- Mr P Milner, Chairman, Mr B Cook, Secretary, Mr J Wright, Treasurer, Mr J H Clegg Social Secretary. Committee Members, Mr I Scattergood and Mr H Robinson. It was proposed and carried that the next AGM be held in November. This is because of various Administrative duties and it also brings us into line with the rest of the Sections.

We have a full calendar of events this year, with some longer club runs for the hard riders.

ALPINE DINNER - date to be fixed. £1 deposit to Barry Cook No deposit no meal.

CHRISTMAS MEAL - Date also to be fixed. £5 deposit (sorry, more than we anticipated due to inflation etc) to Mr J H Clegg, 40 Westcroft, Honley, Huddersfield.

Last but not least, I would like to thank Mr Tony Hepworth for allowing us to use his premises and for all his help, both past and present.

### OXFORD NEWS:

From Jack Gibbs

First, thanks to the 'Doc', who provided transport for Ann and myself in his Porsch, I was able to continue my record of never missing a Section meeting, despite my latest stay in Hospital. I must also thank all members for the kind enquiries and good wishes. Progress towards recovery is going along fine.

Dame Fortune smiled on us yet again. Glorious sunshine produced attendance with which the club room could just cope, and this was most pleasant, as some AGM's are



Weekend at Watchet in Somerset when we meet other colleagues of the Barbarian Motor Cycle Fraternity. I hope to see you there.  
(Any changes brought about during the AGM will be published when the Minutes are available)

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At the February Meeting the Northern Section were addressed by Mike Read and Ted Floweth of ROSPA. An impression was obviously made on the Director of Road Safety and his colleague. This is how Mike Read judged the meeting, as reprinted from his column in the March issue of 'Care on the Road' (ROSPA's safety magazine)

'..... BECAUSE THEY WANT TO' I spent a very interesting Sunday afternoon recently at the BMW Motorcycling Club in the North West. About 40 enthusiasts gather once a month to talk about their machines, to listen to a visiting speaker and take part in a general discussion on motorcycling.

Ted Floweth and I spent some time reviewing the current scene of motor cycle safety. In particular, we looked at the increase in both the number of accidents and in motor cycle and moped usage.

The recent TRRL Supplementary Report 239 on motorcycle safety analyses 501 accidents in an area of 1,500 kilometres in Berkshire and Buckinghamshire. It is particularly interesting to discover that in 72% of the accidents the powered two-wheeler rider was in collision mainly with a four-wheeled vehicle. This of course led to a discussion on ROSPA's call for a working party to look at the need for compulsory motor cycle and moped training schemes. It is the Society's view that the problem cannot be solved only by training all motorcyclists (though it would be a tremendous help). The education of the motorist is of equal importance in this issue.

It was interesting to hear the view of at least one member who maintained that it was impossible to put an old head on young shoulders - experience gained over a number of years was the only way. He was not advocating abandoning basic training but suggested that it would not necessarily develop those skills which are acquired with experience and which can be of such help in a difficult situation. We would have welcomed the opportunity of a longer discussion on the benefits of defensive riding. The relatively inexperienced rider can minimise the risks of finding himself in a difficult situation by riding with care and anticipation - this does not mean too slowly or overcautiously.

Members asked about the dangers of tinted visors and spectacles and queried the restriction of car drivers' vision in vehicles fitted with tinted windowscreens. It was also suggested that with the introduction of driving licences for life (an annual medical is required for drivers over 70 years) the eyesight may deteriorate without the driver noticing. At least with the previous system you were regularly reminded that it is a minimum requirement to be able to read a number plate at 25yds. Inevitably the subject of conspicuity was discussed and again references were made to the fact that it is the driver who has the problem of seeing the rider. Conspicuous clothing helps but it is hoped that the recent DoT campaign in the North East will be extended to cover the whole country. This is the campaign on motorcycle conspicuity aimed at the driver. Indeed 'Be Bright, Be Seen', the Society's recent addition to its range of posters and leaflets, is designed to help the rider, the driver and all road users.

We had a very encouraging visit in Lancashire and we were very impressed with the great interest shown by the members and their wide knowledge of current problems. Meetings such as these do a great deal to further road safety. Only through continued debate and discussion with an ever widening audience will accidents be reduced without having to resort to restrictions and legislation. I'm sure most people prefer to change their behaviour because they want to and not because they're told they must.

COPY DATE : 1ST MAY FOR JUNE MAGAZINE

## readers letters

I A M TEST .....

### ... Centres Elsewhere

Tony Hepworth

I see from Andrew Morison's article in the BMW magazine that he claims that the Institute of Advanced Motorists only has a Test Course in Guildford.

I have been involved to some extent in the planning of these new solo motorcycle tests and therefore can advise you that since 11 December there has been a facility to take the test in Wakefield, Yorkshire and since 17 December at Brighton. This month they are starting in Bristol and in Newport and I understand that there are plans to start testing in Merseyside and the Isle of Man.

### ... Another point of view

Jim Kentish

I was interested to read the report by Andrew Morison on the Institute of Advanced Motorists motorcycle test in the February Issue.

I have recently taken the test myself and passed at the second attempt. Why did I fail first time? Believe it or not, it was because I exceeded 30 mph through a village. This I was told was the only reason. I suppose once a cop always a cop but how this crime can be related to advanced riding techniques I fail to understand.

I found the test itself simple, rather boring, as No 1 priority was an eye on the speedo which is very 'off putting', but in spite of this, I was pinched by my private cop whom I was paying. No, the type of riding demanded by the two test circuits I used was not very advanced. Maybe advanced riding is not legally possible on British roads today, but my conclusion was that the whole was an expensive lot of nonsense.

Let's hope some material advantage will become apparent with membership of the IAM. However, I don't recommend such advanced riders as Peter Barton to get involved in this test!

(Peter, you remember, was the 14hr 35 min End to End rider of the February issue)

Larry Dawes

..... Oh yes, another thing, that note that caused a stir - maybe not nice, but very effective. Why should those members who pay up on time subsidise those who are too lazy or forgetful. The club's bills need to be paid after all.

### More about leaking batteries

Tony Moores

The well hidden /6 batteries are sometimes prone to leaking from the base of the terminals, and unless quickly noticed, will result in a re-spray being required on the battery bracket and possibly the frame.

It is interesting to note that on the /7 28 AH batteries, the terminals have been modified, presumably to rectify this tendency.

The batteries can be removed reasonably quickly by withdrawing the sub-frame bolts and then lifting out vertically.

The cure for the leaks incidentally ARRALDITE.

WESTERN SECTION SOCIAL SECRETARY - Roger Young - change of address

Roger's address is now: 27 The Close  
Partskewett  
Newport, Gwent

## AN OBJECT LESSON - for whom , and to what degree?

The man responsible for our Correspondence columns is fed up. I have just visited him in his den. Regrettably, the cause is largely members of His Majesty's Forces overseas, though some at home, even civilians, have a share. When I dropped in on him he was just running through an air-mail letter from a captain in India. The previous day there had been a very similar letter from a Serviceman in another part of the world. Every week he receives letters on the same subject, and he is so tired of them.

What are these letters? They consist of eulogies of the BMW. Even in letters on other subjects the three initials creep in. Take one from Normandy at the end of last week: 'Oh, yes, we manage to get some hot water, but we really want that BMW that is so eagerly sought after. The Bosch was all organised to scam out of here and what's left behind is only fit for the scrap heap'

You see, even mixed up with the little matter of hot water for shaving there is mention of the Hun machine, and that's from a major.

### Designed as a Whole

I have been running through some of the letters. Supposing that we try to get matters straightened up. The letters usually run on much the same lines. Point No 1, as a rule, is that here is a machine which is designed as a whole. It is homogeneous; not only is it the exact opposite of a collection of bits and pieces, but there is nothing tacked on. Having said this, the writers usually go on to ask why, if the Hun can do this, we can't, too. Some, like the captain writing from India, then proceed to direct comparisons.

Lack of oil leaks is almost invariably mentioned, the troublefree shaft drive every time, the excellent workmanship usually and the few points for maintenance, some time. Of course, there is something to be learnt from these letters. Thousands of Servicemen have now ridden these well-balanced, lively and comparatively light transverse twins; tens of thousands have examined them. The Hun has left many behind him to the great delight of our own men who have thus been presented free of charge with the machines which, for a while, are theirs to use just how and when, duties permitting. The best that Germany can offer - free, and without any asking!

Gentlemen of the Forces, you may find motor cycles which are also designed as a whole when once again you settle down at home. Don't expect them immediately the war ends, because that would be impossible and, in any case, you want tried, proved jobs - not machines which are barely out of the chrysalis stage. I yearn for designed-as-a-whole machines as much as anyone, but as regards these letters, fair's fair. The motorcycle you eulogise is Germany's one outstanding motorcycle. It is made by the Rolls-Royce of Germany, the firm that produces aircraft engines and that makes its outstanding cars. It is my belief that it has never been a commercial proposition. It is also my belief that if it had been made precisely as it is in this country it would not be without its critics. I have seen a complete cylinder wiped off in a skid; I have operated that transverse kick-starter; I know the gear change. Also, I am aware of the degree of flexibility of most of the models. The best of the models is the 500cc overhead-valve - the standard production mount, not the Trophy-winning machine I rode at the end of a Six Days in this country, for that

an absorbing factual article about

a certain transverse twin

by 'torrens'

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(Please note the date and relate the article to it)

was coarse and intractable. Torque reaction affecting the steering is blah so far as the ordinary rider is concerned.

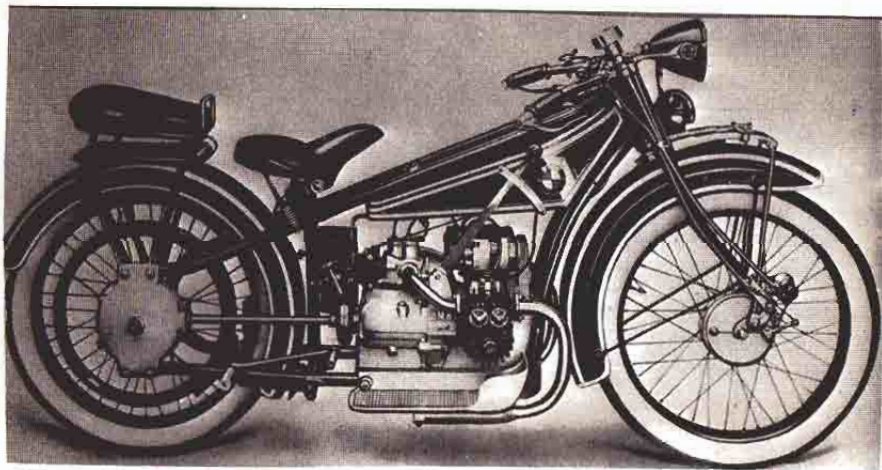
The five-hundred is an extraordinarily good model, and there is much to be learnt from it, but its selling price in Germany in 1939 was 1,595 RM. At 12 RM to the £ that is £133, a fair amount of money and more than German motor cyclists, in large numbers, either could or would pay. Over in Germany before the war I was given figures covering the production of the various factories by a man who knew them well, and who had no axe to grind. The number of BMWs sold per year was nowhere near five figures, and this covers all models. It includes the machines sold in Britain and other countries, and the 200 cc single, and remember that Germany was a country in which the Government did all it could to encourage motorcycling.

I said earlier that I do not believe the BMW, even at 1,595 RM, or £133, was a commercial proposition. One can go back to our issue of December 7, 1933, and find as early as that this statement: 'I hear that German manufacturers have been informed by the authorities that they are expected to compete in big road races and endeavour to spread the fame of Germany. It seems that there will be German makes in every class of the German Grand Prix, and that we shall find a number of Germans in the Dutch TT and the Belgian Grand Prix.'

#### Selling the Name

One of the aims of the BMW was to 'sell' Germany - her goods, her brilliance, her might and so on - and to sell the three letters BMW. Do you recall the Husqvarna's bids for TT and other racing honours? Stanley Woods wrote only a few months ago about his experiences with racing Huskies. The Husqvarna concern makes sewing machines and all manner of other articles to be found in the home. At the time of the racing it was stated quite openly that the idea was to sell the name of Husqvarna - to add to its lustre.

In the case of the German machines the advertising was more than this - there was nationalism behind it - and the motor cycle was required for war. I have little doubt that by no means all the cost of racing, of experimental work and of development, was charged up to the motor cycle side. It would not surprise me to learn that the mere manufacture of the machines, which were made in an aircraft engine factory, remember, did not pay at the prices charged. The machine was advertising; the knowledge gained from experimental work on the engine could bear fruit in the production of aircraft engines, and, not least, more than one of the big noises at



the factory had a great personal interest in - indeed, a love of - motor cycles. These things made a difference and, as you know, it is usual in aircraft engine factories to carry out the initial work with a single-cylinder. The BMW was a twin, but what matter? There were still lessons.

#### Designer - or Developer

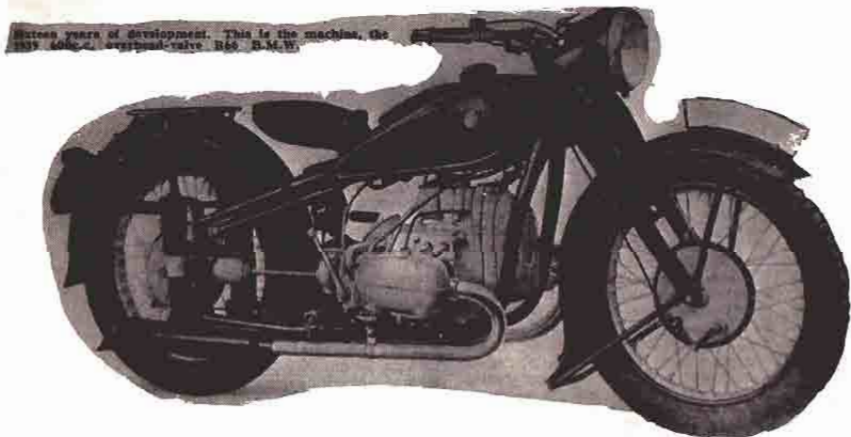
The head of the motor cycle experimental side, you may be interested to know, once spent a number of months working at Ariels and is a great admirer of Mr Edward Turner. One day he told me that the two greatest motorcycle designers in the world were Herr Schleicher, the designer of the BMW and Mr Turner. Actually, I wonder whether the word 'developer' should not be applied to the former; you will see the picture of the first of the transverse twins, the 1923 model, and can compare it with that of the machine marketed just before the present war.

When I first met 'Broken Valve Rocker', as I used to call the man who became experimental chief, he was riding an o.h.c. Square Four Ariel, although at BMWs - had ridden it approximately 100,000 miles. He, at least, thought that there was a lot to be said for British motorcycles.

Personally I am a great admirer of the transverse twin, even if I have never got to the stage of wearing spectacles, rose-coloured or otherwise, but if it were made over here in similar fashion would it be a success or would the manufacturer reach Carey Street? The inference from some of my previous remarks is the latter, but let me delve a little more deeply into matters.

As Ixion recorded only recently, following the International Six Days of 1937 'Nitor' induced a British manufacturer of wide knowledge and experience to analyse the 500 cc overhead valve model in terms of cost. This in brief was his verdict:- The machine could not be made and sold in this country at less than £90-£95. It was very doubtful whether any British manufacturer could sell more than 2,000 machines a year at such a cost, and having regard to the enormous tool cost involved the complicated tube sections, castings and the class of machinery necessary, the return for capital outlay would be so small that no sound business house would consider the proposition for a moment'.

That was in 1937. Prices have risen considerably since then - were upward before the war. Note the reference to not more than 2,000 machines a year at £90-£95 and the BMW according to the rates of exchange existing in 1938 came out at roughly £133. This makes one think.



Now, let me quote something from a letter dated July 14, 1944 . It was written by a manufacturee to Colonel Bowden, whose article 'A Rider Speaks His Mind' appeared in our issue of 20 April. The Editor has permission to use extracts from the letter. It reads: 'Arthur Bourne has passed on to me some remarks which you made in a rather lengthy postscript to a letter you have written to him..... I am the man with his feet firmly on the earth. I am the bucket of cold water. I am the man who knocks down the Castle of Spain. In other words, I am the poor bloke who has to keep shareholders satisfied. I will make what I think the motor cycle public will buy without the necessity for too much persuasion - persuasion is expensive and its cost has to be added to the cost of manufacture. If you succeed in persuading sufficient people that they want shaft-drive, multi-cylinder water-cooled machines, I will make them, but only after the persuasion has worked. I am not at all sure yet that the buying public even want rear springing.....'

#### Getting Out of the Rut

In that you have a July 1944 view. Since I am doing so much quoting I may as well go farther and quote a portion of my reply to the manufacturer who costed the BMW in 1937 and stated that it was not a commercial proposition. It appeared in our issue of 12 August 1937 and reads as follows:

'Six or seven years ago, when money was scarce, you decided - the majority of you - to concentrate on overhead-valve singles. You continue even in these better times to concentrate on this type almost to the exclusion of all others. Why? And why are machines of different makes often nearly as alike as two peas?

'You used to provide much greater variety. It is not that we are nearing finality in design. It is that you are frightened of the fickleness of the public and fear it would be financial suicide to get out of the rut? May it not be financial suicide to stay in it? I have not seen it commented on before, but the fact that Dutch team that won the Silver Vase in the International rode German machines this year has probably not escaped your notice, and you recall - do you not? - that in the past these men rode British machines.

'One of the several machines in this country which is very definitely out of the rut is the 1,000 cc four-cylinder Ariel. Our allegedly fickle public has certainly been prepared to buy that - indeed, has clamoured to obtain delivery. And the price as you know is £90 solo, plus £2 16s. for a 100 mph speedometer. £1 10s for an instrument panel clock, and 2s 6d for a licence-holder, making a total of £94 8s 6d.

'Machines of 1,000 cc are not everyone's meat, but introducing this model hardly seems to savour of a short cut to Carey Street! What of other types - 500 cc vertical twins on the lines of the new Triumph, 500 cc fours, more 350 cc twins, and so on? What of unit construction, which New Imperials standardise throughout their range? And what of rear-wheel springing?

#### It Would Ruin Normal Firm

'Many of us are prepared to spend a little more when it is something we yearn to have. I suggest to you, Mr Manufacturer, and others like you, that by giving us variety you can add many more customers to your order books (and add to our pleasure). By this I do not suggest that the pendulum should be allowed to swing from one extreme to another. As 'Nitor' remarks 'There are more people with short purses than long ones'.

There are not many words in the foregoing that I would alter today, nearly seven years later (five of them war years) but this does not blind me to the fact that unless there is to be an unbelievably mighty market for motor cycles or some benevolent multi-millionaire steps in (to the ruination of other manufacturers) a

machine precisely similar to the BMW would be likely to ruin any normal undertaking. The BMW concern was abnormal; there was that nationalism we have discussed, the aircraft side and the personal interest of directors. And remember that this was Germany's one super motor cycle. Except for the DKW two-strokes - Auto Union! - among the many German motor cycles there was hardly a machine to hold a candle to the average British motor cycle. British machines were streets ahead of the general run of German mounts. This stream of letters we receive compares a single Rolls-Royce type production which even in its home country could not command a big sale, and Germany, with the Nazi encouragement of motor cycling, with a country of huge sales. While saying that the design with its cleanliness, ease of maintenance and freedom from the need for attention should be in the minds of all as an example of what can be done, let us face facts, of which the major one is that other than in a Fascist empire, now tottering, you get a sovereign's worth for every sovereign, and no more. Do, Messrs. Manufacturers, give us variety after this war, and some of those characteristics we have mentioned, but at a price we can afford to pay. One final point on the price question from the history of the BMW issued by BMW themselves;- 'The BMW will never be anything like a machine for the masses'. Anything like .....



**COVER PHOTOGRAPH:** Gordon Diplock, Secretary of the South Eastern Section . Gordon's extra BMW Club activities include building small cars, making rear chain cases for Moto Morini 3 $\frac{1}{2}$ 's, reconditioning 1913 Douglas's, and manufacturing Condor 580 gearbox selector forks from solid. He is Captain of the Moto Morini Riders Club, a committee members of the West Kent Section of the Vintage MCC and works from 9.00 - 17.00 hours

Enough of the man - what of the bike? The /5 enthusiast will notice its rather none standard specification. The registration book details are:

Engine No. 2982258 Model R75/5. Date of Purchase 2 9 71  
Mileage to date is about 30,000

Interesting home made modifications to the bike are:

- 1) Stainless carrier side frames
- 2) A fairing that works
- 3) Stainless seat rails
- 4) Leather seat with increased padding
- 5) Light under seat
- 6) Seat support rod
- 7) Tank cover
- 8) Rubber mounted mirrors
- 9) Telescopic steering damper
- 10) Wingnut for front brake adjustment
- 11) Anti-ringing strips on front cover

BMW parts to non-standard specification include:

- 12) An R695 front mudguard
- 13) Stronger rear wheel rim to WM3
- 14) 150lb rear springs

help us to record  
and yourselves to rebuild

## the Reputation Builders

From John Lowes  
Vintage Secretary

Having taken on the task of Vintage Secretary and having no idea how many vintage models we have in the Club, I feel it would be very useful to compile a register of vintage machines and more recent classics (aren't they all!). I would, therefore, be grateful if members owning pre-1955 models would drop me a line giving details of model, date of manufacture, frame number, engine number, registration number and details of sidecar, if fitted. With these details I can then try and accumulate relevant literature to be of assistance to members who may have problems with their vintage machines.

At the moment I am able to offer members a fair amount of technical information on the more popular post-vintage BMWs in English, at modest cost as follows:

R12/R17 Instruction Book	23 pages		
Most of a handbook on electrics	particularly useful for coil ignition machines		
	10 pages		
Routine maintenance R5 and R6 also	helpful for R51, R51SS, R61, R66, R71, R51/2		
and R51/3	1 page		
Wiring diagram, magneto ignition	1 page		
Wiring diagram, coil ignition	2 pages		
Wiring diagram coil ignition incorporating Lucas dynamo and voltage control unit (you will have to be really desperate to use this as Lucas dynamos can't stand the pace!)	2 pages		
Technical information:			
R12 single carb	4 pages	R20	5 pages
R12 twin carb	4 pages	R23	5 pages
R17	4 pages	R35	5 pages
R 5	4 pages	R75	4 pages
R 6	4 pages	R51/2	2 pages
R51	5 pages	R51/3	2 pages
R51SS	6 pages	R67	2 pages
R61	5 pages	R67/2	2 pages
R66	5 pages	R68	2 pages
R71	5 pages		

For most other models I will have, when translated, only minimal, say one page of information.

Cost to members is 2p per page, which is what I have to pay. Postage, assuming my wife's kitchen scales are sufficiently accurate works out to be:

16 pages	8½p first class	6½p second class
30 pages	11½p first class	9p second class
50 pages	15 p first class	11p second class
70 pages	18 p first class	13½p second class
88 pages	21 p first class	16p second class

I will be glad to answer, where I can, any questions members may have concerning vintage BMWs, but please enclose a stamped addressed envelope. I am still seeking more information, so that I can offer even more help when needed by members. If anyone can loan me any literature for a short while so that I can obtain a copy, I would be most grateful and will refund all costs incurred, or pay for photostat copies etc. sent. Particularly welcome would be instruction books and spare parts lists.

I trust all this will be of help to at least some Club members.

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

Continuing thoughts about trips that might be; the opening installment of Ray's article can provide food for thought and highlights a few points worth mentioning for the rider new to Continental Touring.

## Europe Revisited

Ray Swann

I got my first taste of parts of Europe just after the War, as an insignificant and very young part of the Occupation Forces ... in those days it was, of course all rubble and Black Market. I promised myself I would return - as a civilian!

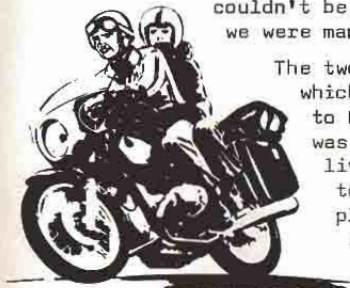
I've been back a great many times since those days by various routes and means but, until last summer, never via two wheels. Oh, yes, I'd tried .. jeez! how I'd tried. However, since discarding a conglomeration of reliable but expendable Japanese machinery in favour of the 'superior' BMW I'd soon learned that my two versions of this latter marque were going no-place without a tow-rope. Well, come-hell-or-high-water and irrespective of who's head rolled, my 75/6 was going to be made capable of doing the job for which it was intended, even if it killed me .... and it very nearly did! After two year's of anger, frustration, considerable expense, legal intervention and the skill of an engineer who made various parts to counteract the damage caused by countless number of BMW-trained mechanics my machine was at least looking as though it could cope with a journey further than my local Sainsbury's - perhaps even to the Continent? Being now inherently suspicious of BMW capabilities, I decided to give the bike a decent blast prior to embarking on that cross-channel ferry and so mapped myself out a 2,000 mile route up to and around the Scottish highlands plus a few deviations en route to see various long lost relatives. My wife politely but very firmly declined my invitation to 'hop on the back' and said she would tag along on her Honda Four and bring my ever-faithful tow-rope with her! Sensible girl ... she is still alive and I've still got my tow-rope!! Actually, the machine ran quite well throughout. A few oil leaks here and there and it consumed petrol like there was no tomorrow but the engine was sweet, even if the handling left a lot to be desired ... however, I reckoned it would just about see me through a proposed 4,000 mile European trip when the rear sub-frame snapped in half like a dry stick of chalk and I was on the outside lane of the M1 Motorway returning home! My wife, silent and looking very white remembering she'd declined my invitation to ride pillion, patted her faithful Honda and dutifully dug out the ever-present tow-rope. We made our weary way home with me foaming at the mouth and gibbering incoherently about the doubtful parentage of the casual labour at Spandau. Within a couple of days I'd stripped out the sub-frame, had it tubed and welded, reassembled it and at long last we were on the Ferry for Calais. Eureka! Perhaps the machine would behave itself a bit better as it got nearer the Fatherland!

The bike was tied down in the car deck, we unloaded the pinchable gear and retired to the Lounge for the 1½ hour crossing. Lounge? Well, so far there was little evidence of much progress having been made during the past 30 years... this tub was barely more comfortable and had no more facilities than the troopships which transported us from Harwick to the Hook all those years ago. Only this time we were paying heavily for the privilege of crossing that expensive strip of water on a pleasure jaunt. We sat there contemplating the trip ahead and decided to make extensive notes en route which we thought might benefit first-timers or those who hadn't been thisaway for a few years.

We are not camping enthusiasts therefore this jaunt could prove expensive - we had to prune costs. My wife (rather gallantly I thought in view of the circumstances) agreed to ride pillion and leave her machine at home, we had also arranged to share a chalet in Switzerland for a week with another couple of Bee Emm riders and their wives and this process was to be repeated a week later in an Austrian chalet ... from there on it was to be bed and breakfast as, when and where we felt like it. The journey to the chalets was to be a three-bike convoy and we were all there on the

Ferry happily agreeing to get the hell out of France with all possible haste and in to a more civilized country. Unanimous! But it wasn't quite as simple as that.

The three bikes, a 90S and two 75/6s chugged their way off the Ferry at Calais, were waved through Passport Control and immediately had to go in search of a friendly looking garage or workshop. We were all equipped with Krauser stuff and the 90S had shed a pannier .. the backing plate had pulled right through, presumably with vibration, making it impossible to mount on the carrier. A piece of alloy sheeting fitted inside the pannier and the assistance of a willing French mechanic armed with a gigantic rivet-gun, solved the problem. Could this happen to the rest of the panniers? I decided to investigate before we departed this helpful workshop. The third machine had its Krausers mounted to a BMW carrier, and they were solid as a rock. Mine, as with the 90S, was equipped with the flimsily mounted Krauser carrier and the flexing at high speeds or over rough roads was tremendous, putting an undue strain on the panniers and probably affecting the handling. Damn and blast! Of all people, I should have known better ... I had been testing Krauser equipment long before they were made available to the UK and I'd failed to notice this vital defect, probably because the panniers had never been so laden as they were now. I consoled myself with the fact that no other Tester had noticed it, either. There was nothing we could do now - the panniers were OK for the moment and the carriers couldn't be modified out here on a dusty French street. Besides, we were many hours behind schedule. It was time to move.



The two other jockeys had plotted out a route between themselves which was to take us via Dunkerque, Lille, Mons and Liege, to Cologne for a night's stay. This suited me a treat, I was looking forward to renewing my acquaintance with this lively City nestling on the banks of the Rhine. It was too late in the day, we weren't going to make it. We ploughed our way through this drab, uninteresting section of France towards the Belgium border and stopped to re-fuel ourselves and the bikes just before reaching the border post - none of us was carrying any Belgium currency. French petrol (Super) worked out at approx.

£1.10 per gallon, a basic meal in a very pleasant self-service roadside restaurant was no more expensive than in the UK ... except for that bottle of drinking water which I'd purchased thinking it was lemonade! I was well aware that drinking water on the Continent was a bit dodgy which was why I'd packed purifying tablets, but I'd forgotten that they sold the confounded stuff!

We pressed on into Belgium, our GB plates again getting us casually waved through the frontier and we were on the tree-lined autoroute towards Liege. Not a particularly pretty route but after the drabness of France it was a welcome relief. We ran into heavy thunderstorms, it was getting dark and late. Time to find a bed for the night so we headed for Dinant and a sleazy Hotel which was the only place open. The proprietor wanted £8 per double room with breakfast ... I knocked him down to £5 per room, without breakfast. He needed the business. There was nowhere to get anything to eat or drink and I was already congratulating myself on having packed a large quantity of tea, sugar and powdered milk together with a £3 miniature immersion heater and a melamine cup. I plugged into the shaver socket and within a minute we had tea, and time to reflect on the day's ride. Already some hoary old myths had been laid to rest. Riding on the wrong side of the road was no problem at all and became second nature after 15 minutes. French roads, although not good by continental standards, were still superior to our own and, as for the infamous French driving about which I'd heard so much, it wasn't that bad. Oh, sure, they were a bit fast, a bit reckless and a bit noisy but at least one knew where one stood with them. Personally, I felt a lot easier than I ever did on our own roads

with 'Mr British Average Driver' up my back flap.

I woke up in the middle of the night to the sound of my Cycle-Guard going full tilt, by the time I'd opened the bedroom window the alarm had switched itself off and

running footsteps could be heard receding into the distance ... it had paid for itself already! It awoke me again in the morning, but this time, it was just kids poking about. It startled the living daylights out of them. We decided thenceforth to always park the three bikes together and touching, with my machine in the middle as it was the only one equipped with an alarm. As it happened, the precautions were unnecessary - the machines suffered no further interference during the remainder of the tour. We lumbered the Belgium proprietor with Traveller's Cheques and left Dinart during the morning mist, destination Cologne. At the German border we were again ushered through without formality and in the accompanying Service Station complex we refueled at a fraction over £1 per gallon and sloshed back a cup of weak tea which cost the equivalent of 40p (this latter price was about average in all of the 10 Countries I was to eventually visit). Cologne was 50 miles down the road and we arrived by mid-day, we now needed somewhere safe to leave the bikes - they were carrying a load of attendant gear and we didn't fancy humping it around. A multi-storey car park above an Hotel eventually agreed to accept all three machines for 5DM for a few hours and this meant we could wander around the City comparatively uncluttered by riding gear. We did the usual round of shops, Cathedral and a wander along the promenade to see some of the bridges which had replaced the ones we'd knocked down (!) and departed four hours later, thoroughly relaxed, fed and watered.

We'd decided to follow the picturesque section of the Rhine down to Switzerland stopping for the night about half way along but progress was slow, painfully slow, and by nightfall we'd only got as far as Worms - there was no point in going any further so I wandered off to look for accommodation, being the only one with any knowledge of the language. I found a nice little Hotel opposite a small cobbled square, £8 per double room complete with shower and WC plus a really superb breakfast. Surprisingly reasonable! After unpacking in search of a change of clothing and being suitably showered, the next couple of hours was spent pleasantly enough in the Cafe beneath the Hotel chatting to a Yank from Arizona. Funnily enough, I had long been considering doing a lengthy tour of the States and had virtually decided to have a bash at it next year but this 6ft 9ins of gum chewing Americana knocked the idea straight on the head ... apparently there is a blanket coverage throughout of 55 mph with radar traps at every second cactus. I retired, plugged in the life-saving teamaker, and pondered. This chap had been deadly serious so America was definitely 'out' as far as I was concerned - I'd got enough frustrations with this trip! Accustomed to travelling alone, I was finding it difficult to adapt to what can only be described as 'a sedate crawl' (the usual bugbear of convoy riding) and my nerve ends and brake pads were taking a hammering - not improved by my wife muttering that she 'should have brought her pushbike and waited for us in Switzerland'!

To be continued

### BMW - CLUB LEUVEN ( BELGIEN )

Regional Rally in Leuven, Belgium - 23/24 April 1977

If my German/English translation is correct the Rally control is at the Motel at the Leuven exit of the E5 autobahn (between Brussels and Liege).

I just got stuck with one little word - GESCHICKLICHKEITSWETTBEWERI - but perhaps it's not important .....

Next 'lickin and stickin' 30 April - at home of Ken Wells (address page 2)



B M W CLUB TEAM

to F I M Rally 1977

Pau - French Pyrenees

Will club members who are attending or wish to attend the 1977 FIM Rally (6/7/8 July) as a BMW Club team member please contact the Club Sports Secretary, Alan Dean (address inside front cover). It is important that all entrants are members of the sporting section of the club and that the mileage shown on each member's rally entry form is the same figure. Let's ensure that quantity of riders makes up for the enforced lack of mileage.

**15% DISCOUNT** Members were **WRONGLY** advised of the availability of 15% discount on Koni dampers from J W E Banks of Peterborough last month. Will those wishing to obtain dampers at this rate please contact Ken Wells (address inside front cover)

ODDS & SODS

Ray Swann

Watch that Insurance! Eagle Star have doubled their Comprehensive Cover premiums this year therefore the Norwich Union 'Rider' Policy reverts to being the best value for those of us considered to be the right insurance age. Members who are insured with either Eagle Star or Pearl should note that, unless they are paying an additional premium, their machine is only covered to the value of £1,000!!

In contrast, Pearl represents one of the best bets for Continental Holiday Insurance and are one of the very few firms who do not exclude motorcycling in their Policy - however, do arrange cover well in advance. They are not famous for their speed.

ATTENTION EVERYONE WHO WILL BE IN THE NORTH WEST ON FRI 13 MAY AND TUES. 7 JUNE

Ian Barkway will show an assortment of films covering various motoring and motorcycle events in Cotehill Village Hall, Nr Carlisle on the evening of the above dates. More details next month

*****	MEMBERS IN SCOTLAND	*****	NATIONAL EVENT	*****
*	get together at the	*	R A L L Y	*
*	HAWES INN, SOUTH QUEENSFERRY	*	Camping 4 5 6 7 June 1977	*
*	at 12.00 hrs 17 April 1977	*	Bridgend Caravan Park	*
*	& thereafter at same time & place	*	Wooler, Northumberland	*
*	on every 3rd Sunday in each month	*	* See diary of events for directions	*
*****		*****		*****

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HELMUT DAHNE'S TT WINNING ROAD TYRES



100/90 H 19 Rille 16 . . . . .	£18.50
120/90 H 18 Block C88A Touring Speed . . . . .	£20.00

Further details of these tyres on request

**METZELER PLUS**

325 S 19 Block C5 (for greater grip & wear up front). . . . .	£15.00
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325 H 19 Rille 12 . . . . .	£16.00
400 S 18 Block C66 Touring Special . . . . .	£17.00
400 H 18 Block C66 Touring Special . . . . .	£19.00

Post & Package £1.00 per tyre

Brian Anderson, 150 Fleetwood Road, Dollis Hill, London NW10 Tel: 01 425 1426

(evenings and weekends)

LATE MUTUAL AID

WANTED: for /5 or /6 seat grab rail. Apply to Ian Barkway, Pleasant View, Back Street, Cotehill, Carlisle CA4 ODR. Phone Penrith 2697 (working hours)



## mutual aid

FOR SALE: R60, 1969, 28,000 miles. Stainless steel exhaust system, 5 gallon tank, faulty speedo otherwise excellent condition £525. Apply to: Michael Fox 1 Deep Lane, Clifton, Brighouse. Phone Bradford 883948 after 6p.m.

FOR SALE: R50/5 1972 as new Black, 20,000 miles. Electric starter, panniers, top box, new front tyre brand new silencers and suit, size 42", gloves, helmet Phone Wrose 53535. George Collier, 19 Cheltenham Road, Wrose, Nr Shipley, Bradford. £700

Please send items for inclusion in 'Mutual Aid' to the Editor

FOR SALE: for /6 or /7 Heinrich handlebar screen. Silver & Red with gold lines. to fit standard handlebars £90.00

Also for /5 or /6 Heinrich leg sheilds. Metallic blue £45.00. Genuine BMW rear carrier to fit short wheelbase /5 £15.00. All above items are brand new. Buyer collects or post and package extra. Contact Bob Porecha, 78 Byne Road, Sydenha, London SE26 5JD Tel: 01 778 3314

FOR SALE: R75/6 1974. White. Cockpit fairing. Krauser 25 litre panniers, stainless silencers Continental tyres (new rear) 36,000 miles but mechanically very sound. £1,050 Apply D Lohmann, 336 Balmoral Drive, Hayes, Middlesex Phone 01-573 2379 (evenings)

FOR SALE: 1 pr Barbour overtrousers size 32 waist, worn once, too small £10.00. Cravan carrier for BMW, long wheelbase /5 series £8.00. Apply to Ian Griffiths 121, Mickleburgh Hill, Herne Bay, Kent, CT6 6JZ. Phone Herne Bay 2136

FOR SALE: For 75/5/6/7 Carburettors! A pair of reconditioned vacuum carbs complete with cables and plastic air inlet pipes, or exchange for a pair of R60/6 carbs that have choke feature. Apply to Larry Dawes, Vredelaan 102, B 2958 Weerde, Belgium. I can arrange parcel post in UK or even deliver/collect in SE.

FOR SALE: R60, frame and forks £70. Two standard petrol tanks £17 each. Full Avon fairing with mirrors £35. Handlebar fairing £15. Tatty duel seat GM £3. One pair of R60 silencers M.S. £6.00. 'many bits and pieces' centre stand, standard sump etc. Apply to: Harry Smart, 60 Marvell Avenue, Hayes, Middx. Tel 01-561-0683 After 6 p.m.

FOR SALE: German 'Hammerli' .177 air-rifle. This is a superb balanced percision marksmans rifle.... very definitely not a toy! Complete with carrying case and additional 4 x 20 telescopic sight. As new. £60.00 Apply to Ray Swann, 15 Ascham Road, Bournemouth BH8 8LY

FOR SALE: Martin Gould Leathers (BMW) We are now able to supply Custom-made leathers to order, prices from £200 plus VAT. Also available complete re-furbishing, clean ing repairing, alterations and customizing. Please write or phone for details - Martin Gould Leathers, 30 Preston Street, Brighton BN1 2HP Tel: Brighton 27488

WANTED: for R69S 7/27 bevels and matched speedometer or will swap 8/25 bevels for 7/27's. Apply to: Ken Hodgson, 22 Canterbury Avenue, Lancaster, Tel: Lancaster 62132

WANTED: Gearbox to fit /5. Can collect. Apply to D Hodgson, 3 Victoria Road, Waterloo, Liverpool 22

CONTINENTAL TYRES \*\*\* CONTINENTAL TYRES \*\*\* CONTINENTAL TYRES \*\*\* CONTINENTAL TYRES For /5, /6, /7:

Speed rated 325 S - 19 ... £14.00	Speed Rated 325 H - 19 ... £16.00
to 112 mph 400 S - 18 ... £17.00	to 130 mph 400 H - 18 ... £20.00
Post & Package £1 per tyre. Apply to Peter Hodgson, Haycliff Lane Mills, Wibsey, Bradford. Tel: 74988 (working hours) Tel: 598109 (evenings)	

STORM PROOF MOTORCYCLE SUITS from a firm whose name and location would indicate a link with the oil industry. Supplied in two qualities (1) Thermoquilt lining, jacket & trousers £39. (2) Supertherm (silvered heat reflective lining) £47.20. P&P 95p Grange Offshore Supply Co, Box 508, Inverkellor, Angus, Scotland Tel: Inverkellor 257 (Discount available for club members - quote Fred Secker's name)