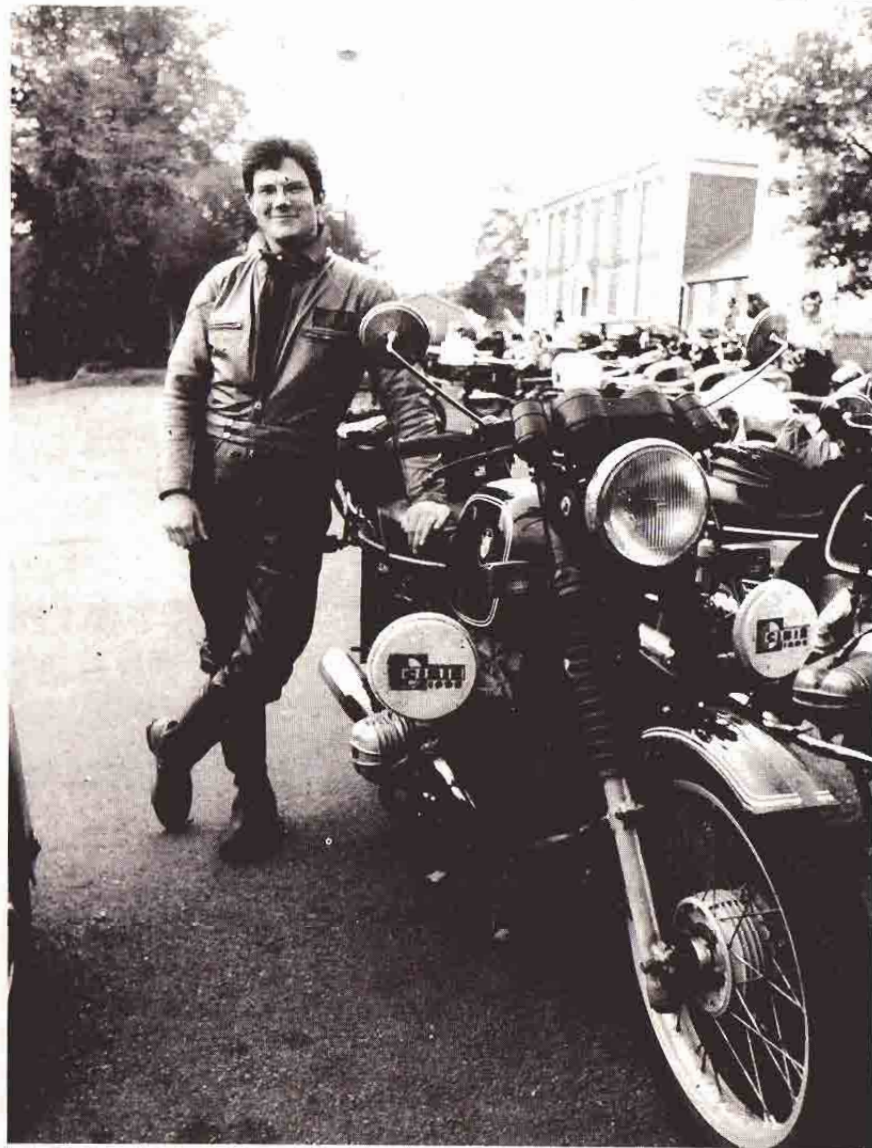


the journal of

February 1977

THE BMW CLUB



club officers

| | |
|----------------|--|
| PRESIDENT: | George Saunders, 7 Aldborough Court, Chingford Av. London E4 |
| SECRETARY: | Fred Secker, 13 Naverne Meadows, Woodbridge, Suffolk IP12 1HU Phone: Woodbridge 2164 |
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| MIDLAND SEC: | K Wells, 8 Field Close, Houghton on the Hill, Leicester LE7 9GS Phone: 0533 41774 |
| OXFORD SEC: | J Gibbs, 4 Cherwell Park, Old Marston, Oxford |
| WESTERN SEC: | T Fielding, 24 Blethwin Close, Henbury, Westbury-on-Trym, Bristol |
| LONDON SEC: | N Williams, Flat 2, Yo Dabbs Hill Lane, Northold, Middx. |
| S. EAST SEC: | G Diplock, 19 Mountford Road, Kemsing, Nr Sevenoaks, Kent. |
| SPORTS SEC: | A E Dean, 139 Haigh Moor Road, Tingley, Wakefield, Yorks |
| TOOL HIRE SEC: | K Sanders, 31 Slough Road, Iver Heath, Bucks. |
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| VINTAGE SEC: | J R Lowes, Bowbury House, Ashbourne Road, Kirk Langley, Derbyshire Phone: K Langley 334 DE6 4NJ |
| EDITOR: | Geoff Wilson, 4 Scaur Close, Lazonby, Penrith, Cumbria CA10 1BT Phone Lazonby 584 |

ISSUE 304

FEBRUARY 1977

**sections!
don't just go
your own
way**



Pete Gowland

The diary of events for the year 1977 is now taking shape, but there are one or two sections which have not given me their lists of events. Will those sections get them in as soon as possible, and do not forget to give as much detail of your event as possible.

In my post as national social secretary I have come to the conclusion that my job would be impossible without the help of the section social secretaries and you, the members. With this in mind, if any member knows of camping sites or hotels or in particular, places which do both, please let me know.

As any social secretary can tell you, you can run out of ideas on what to do or where to go, so do

write to me or tell your section social secretary. It is your club and the officers are there to try to do what you want.

The **Western** Section has now been taken over by Trevor Fielding as Secretary and Roger Young as Social Secretary. For some time this section has been going through a bad patch, but I hope with Trevor and Roger things will improve. So all you western lads, give them some support, you can make it a good section, but they need your help. After all, you do have some of the best motorcycling country at your disposal.

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 Two)

Illustrations by John Groves & Geoff Wilson of the Northern Section

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. This month home of
Brian & Shiela Lowry, 65 Lathkilldale
Crescent, Long Eaton 2 pm
- OXFORD:** The George Hotel, Littlemore
off A4142 south of Oxford
- WESTERN:** Old Tippling Philosopher, Chepstow Road
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.

| | | | |
|----------|-----------|-------------|---|
| February | 1 | LONDON | Talk by Chris Bates Rep for Starvillas Ltd and Film Show 20.00 hrs |
| | 9 | SOUTH EAST | Natter Night 20.00 hrs |
| | 13 | NORTHERN | Talk by Representative of ROSPA 14.00 Hrs |
| | 13 | MIDLAND | Meet at Brian & Shiela Lowry, 65 Lathkilldale Cres. Long Eaton, Notts. 14.00 hrs. |
| | 13 | WESTERN | Meet at the Old Tippling Philosopher Inn (as above) |
| | 15 | LONDON | Darts match v. Suzuki & Honda owners 20.30 hrs |
| | 20 | YORKSHIRE | A G M 14.30 hrs |
| | 22 | EAST ANGLIA | Natter Night |
| | 23 | SOUTH EAST | Natter Night 20.00 hrs |
| | 26 | MIDLAND | Bike Test Day, Trinity Motors, Blackbird Rd, Leicester |
| | 27 | OXFORD | A G M 14.00 hrs |
| March | 1 | LONDON | Bring & Buy Sale 20.15 hrs |
| | 6 | MIDLAND | Meet at Ivan & Betty Breakwell, 23 Plant Lane, Sawley Long Eaton Notts. 14.00 hrs. |
| | 9 | SOUTH EAST | London Transport Film Unit Show 20.00 hrs |
| | 13 | NORTHERN | AGM and Talk by Prof G Roe on 'Further Developments in Stability' (with film) 14.00 hrs. |
| | 13 | MIDLAND | Day Run to Donnington Race Track, meet Lamb Inn on A453 Donnington 13.00 hrs. |
| | 15 | LONDON | Natter Night |
| | 20 | YORKSHIRE | Visit to York Minster, Meet in Castle Museum Car Park 12.00 hrs |
| | 20 | SOUTH EAST | Pioneer Run |
| | 23 | SOUTH EAST | Natter Night 20.00 hrs |
| | 25/26/27 | NORTHERN | Bryn Du, Llanberis Social Weekend. Details from John Groves, 29 Bennett Hill, Oxton, Birkenhead M'side. |
| | 27 | LONDON | Ride to Beaulieu Motor Museum, Sunninghill on A30 at 10.30 or Beaulieu Museum 13.00 hrs. |
| | 27 | OXFORD | Talk by Thames Valley Police |
| | 29 | LONDON | Film Show or Natter Night |
| | 29 | EAST ANGLIA | Natter Night |
| April | 3 | NORTHERN | Day run to Langdale, Lake District. Meet Dungeon Ghyll Car Park at 13.00 hrs |
| | 6 | SOUTH EAST | Quiz 20.00 hrs |
| | 8/9/10/11 | NATIONAL | Rally at Warren Bay Caravan Park, Watchet, Somerset Details from Pete Gowland Nat. Social Secretary or Section Social Secretaries. Book your van now. P.T.O. |

editorial

That note that caused a stir

It is a fact of life that no two people react alike under certain situations, and it has been interesting to study the varied reactions to the hand written note which arrived in our December Club Journals stating that if subs had not been paid then that issue would be the last that the unpaid up member would receive. Letters were received from the super-sensitive who read a book full of ideas into the two line note, mainly because they had thought that the note was a personal one when in fact, it was sent out in EVERY magazine, and from the keen committee member who was not aware of any agreement having been reached that such a note should go out in the Journal at all. To put everyone at ease, and the records straight, I must say that the note was the idea of a very enthusiastic committee member who took it upon himself to slip it into the Journal at the time of enveloping. I did not even know about it until I received my official copy of the Journal as a club member. This insertion was only an attempt to rectify a problem that this member was having in doing his good work for the club and we cannot blame him for that, but the method was obviously wrong.

The moral, which should be born in mind by all people involved in club life, is that a committee should always be approached on matters concerning members, if only so that the over enthusiasm of some members might be moderated slightly.

I hope that all members will honour the date for paying subscriptions and hence obviate the necessity for such notice to even be considered in future.

Thanks, again

You will observe that almost every item in our Club Journal displays a credit to the contributor to serve as a 'thank you' for making the effort to write. Not in print are the names of many other members, mainly from the Midland Section who each month packet and address the journals for distribution. Also omitted is my wife, Jenny, who types the original copy, with no little frustration, since the typewriter did not come up to her capabilities, as any observant member will have noticed from the quality of type, however, a thorough service seems to have helped. Thanks to you all.

For the literary minded

If those of you in this category start thinking that Geoff Wilson has swallowed the dictionary, then it can be attributed to a Christmas gift from my wife of 'Rogets Thesaurus' - I still have not decided whether it was a hint or not.

GW

H E L P ! !

I have obtained, on loan, an Owners Manual for models R12 and R17 BMWs. Unfortunately, it is a French edition. Could I please hear from anyone who would be prepared to translate this into English? It is 47 pages of print interspersed with photographs on pages the size of this Magazine..... The Editor

| | | | |
|--------|----|-------------|--|
| April | 10 | NORTHERN | Talk by Representative of BMW Concessionaires 14.00 hrs |
| | 12 | LONDON | Natter Night |
| | 20 | SOUTH EAST | Film Show 20.00 hrs |
| 22/23/ | 24 | NORTHERN | Bryn Du , Llanberis Social Weekend. Details from John Groves, 29 Bennett Hill, Oxtou, Birkenhead, M ¹ side |
| | 24 | MIDLAND | Day run. Lunch in Shrewsbury. Details from Bob Clayson to follow. |
| | 26 | LONDON | BMW talk |
| | 26 | EAST ANGLIA | Natter Night |

Institute of Advanced Motorists

Andrew Morison



Two months ago Richard Appleyard told us something of the League of Safe Drivers mentioning at the end the Institute of Advanced Motorists.

I have been a member of the I A M for a number of years. I had felt ever since taking to a motorcycle three years ago, that the I A M ought to cater for those using 2 wheels, as it already catered for those using 3 or 4.

When the I A M announced its solo motorcycle tests in early September, I applied for a test. It was one of those chilly, damp autumnal days at the end of October when I was waiting, near Fanum House on the Guildford by-pass, for Peter Coombs, the I A M examiner. He appeared, just before 9.00 a.m. riding an R90/6 and exuding the calm authority to be expected from a former motorcycle instructor at the Metropolitan Police Driving School at Hendon.

The test started with a short briefing during which I discovered that occasionally exceeding the speed limit to nip past a car was 'one of the things that motorcycling is all about'. Otherwise all speed limits and traffic signs were to be observed and adequate progress was to be maintained for the prevailing road conditions. Hand signals were unlikely to be needed as my R60/6 was fitted with trafficators.

I set off along the route given to me by Peter Coombs. He followed me on his own machine. At first we travelled along suburban roads, but soon were out in the country. The country roads were wide and fast to begin with, but soon we were winding up narrow lanes. The first stop was at a car park with a pot-holed and gravelled surface; I had to ride round this to show how I could deal with poor surfaces.

The next road section was a long more country lanes to a busy and tortuous main road and the next stop at a large hard standing where cones were laid out in a slalom course. This test of low speed control I found very difficult.

The last road section took us on a fast main road into Guildford. In Guildford Peter Coombs took the lead to guide me through the one way system and back to Fanum House on the by-pass. His great skill on a motorcycle was only too plain to see as he eased his way quickly through the heavy traffic, effortlessly avoiding irregularities in the road surfaces without inconveniencing other road users.

Now came the most interesting part of the test. Peter Coombs spent half an hour explaining to me what was wrong with my riding. Where did I fail to meet the high standards set by the I A M? I rode too timidly not making full use either of the power available to me or the inherent advantages of a solo motorcycle over a motor car. I rode my R60/6 in the same manner as I would have driven a car. Peter Coombs gave me much helpful advice. As I ride along now, I can imagine his censorious look every time I fail to meet his high standards. I think my riding is improving and in due course I will put myself to the test again.

I recommend to anybody who lives within a reasonable distance of Guildford to try the test. Guildford is the only test centre for solo motorcycles at present. Application forms can be obtained from:

The Institute of Advanced Motorists Ltd,
Empire House, Chiswick High Road, London W4 5TJ .

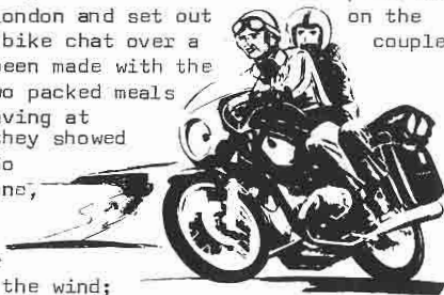
Before taking the test it is worthwhile to study carefully the I A M manual 'Advanced Motoring', which is obtainable from bookshops or the I A M, and 'Motor Cycle Roadcraft'. The Police Motor Cyclists' Manual which is published by HMSO.



Before I begin this short account of our little trip, I would just like to explain a few of the details. When I say 'our', I mean my wife Jean and myself. We have always had a fancy for long-distance riding and as we have never done the Lands End-John O'Groats trip we rather fancied our chances. Before I go any further I would like to point out that a few years ago I read in one of the weekly motorcycle papers that a chap on a Norton had done the trip in 14 hours 20 minutes. I can't recall whether this was overall time or travelling time. I also recall he said something about fitting a new Head Gasket at Helmsdale. Nevertheless, the time of 14 hours 20 minutes was the time we set out to beat. As we live in the North and have travelled both South and North we had a pretty good idea of times from certain points to home. So, given the weather, we were pretty sure we could do it. The trip also had to be done either early or late in the year due to traffic and also while there was a reasonable amount of daylight.

So the date was set for 22 September 1976. We decided on the end of summer just in case the machine did blow up and our main holiday would not be jeopardised. Not that I haven't any faith in the R90S 'far from it' - just playing safe. So this is how it went:-

On Tuesday 21 September, we arrived at Lands End at 5.00 p.m. As we unloaded the bike another machine roared into the hotel park. A 600 Norton Twin of considerable age; my first thought was another chap doing the same as us, but alas no, he was on his last leg of a UK tour, 4,036 miles in all. He was a South African chap who had come across to England, bought the Norton in London and set out on the tour. After dinner the three of us exchanged bike chat over a couple of drinks and then parted. Arrangements had been made with the hotel staff to pay our account, and receive two packed meals and flask the same evening, as we would be leaving at 4.30 a.m. This was duly done, at which time they showed us the way out of the hotel by a side door. So arrangements made, account paid and packing done, we turned in so that we could make a quick departure. I don't think we slept much that night as my thoughts kept going over plans for the long run; would it be dry; what direction the wind; should we take the A30 or A38; etc, etc, etc?



Eventually Jean prodded me, 4.15 a.m. The first thing I did was to look at the sky - sure enough, bright stars and clear sky. Things were looking good. We quickly dressed whilst eating a couple of sandwiches, which I could hardly swallow and then we left the room. It seemed as if we were doing a moonlighter from the hotel; everything dead quiet as we made our way down the stairs and through the hotel lounge.

The first snag came when we discovered that the Tank Bag wouldn't fit through the small side door but after a good push from me and a push from Jean it went through. The cover was then removed from the machine, it was as well we had covered the bike as earlier on it must have rained quite considerably. Everything was wet. It was quite a job fitting panniers and strapping waterproofs on in the pitch black, all being done by feel and familiarity of the machine. After a couple of minutes we were set. Petrol on - choke - starter - engine fired. The time 4.45 a.m.

As we quietly rolled out of the hotel park it was obviously going to be tricky for

the first miles into Penzance. The road is just one bend after another - a good chance for the motor to get warm before the revs climb. The sky was clear but the roads were wet coupled with the autumn leaves - a spill now would be disastrous so we took it steady. From Penzance we followed the A30 which at this time of the morning was deserted. As we got nearer to Bodmin I noticed a pair of headlights in the mirror, about $\frac{1}{4}$ mile behind. I increased speed on the straight bits but still those lights persisted, whatever it was it was motoring, presumably chasing us. Before long we were in Bodmin. The A38 was the route chosen as I feared hill fog over Bodmin Moor on the A30. We made a quick exit from Bodmin and so doing lost our pursuer.

The next stage was to Liskeard - a narrow twisting section of the A38. The roads were still wet so progress was still impeded slightly. Through Liskeard and on to Saltash, across the Suspension Bridge and to a halt, the first since departing from Lands End, a Toll was required. The roads by this time were getting wetter and the weather pattern was beginning to take shape. A South Easterly was pushing a rain belt across the country and we were catching it up rapidly.

The next section was dual carriageway as far as Exeter, this could be taken flat out nearly all the way. The tyres stuck to their line well, the rear end would just skip a little on the bends, I was thankful Jean was on back keeping that back-end on the road. The next stop was made about 15 miles North of Exeter on the A38; waterproofs were required. We combined the stop with refueling; it was one of those 50p piece machines. Have you ever tried filling your 5 gallon tank by this method, no sooner has the pump started than it stops again. It makes you realise just how little you get for 50p. Eventually we were back on the road heading for the M5 - 7 a.m. daybreak.

As the traffic thickened on the M5, mostly heavy goods setting off for the day, the conditions got worse to the point of skid and fog warnings. Going was now down to 50 mph in a sea of spray. The motorway in these conditions coupled with a pair of stainless discs up front is no place for the faint hearted. Birmingham came and went, conditions still bad. Hilton Park Services - we stopped for petrol, quick brew and loo. Not necessarily in that order.

We decided that if the weather did not improve any, we could make a decision as to whether to carry on with the attempt or turn off at Preston. The time was now 9.15 a.m., still respectable for the conditions we were enduring. As we headed North with the wind tearing at our Heli-Henson oversuits the weather improved slightly. I found that with panniers, tank bag, two of us on board coupled with the drag from our oversuits $6\frac{1}{2}$ thousand in top was about all the old girl would pull.

After trickling through the roadworks at Stafford and Knutsford up came Preston, I looked round at Jean - had she had enough of this foolish long distance burn up? As she did not answer, I presumed that the decision was mine. As the time was now 10.30 a.m. and conditions still improving I decided to push on; believe me it was very tempting knowledge that a hot bath within 10 miles was mine.

The next stop, Forton Services, South of Lancaster. P,B,L, you know the routine (11 a.m.) Next, the long climb over Shap Fell. I don't know if you have ever been over Shap but the climb is quite deceptive. At times it feels like the brakes are sticking. As we descended Shap on the Penrith side the tachometer was again on the $6\frac{1}{2}$ mark. Two orange and white cars were parked on a bridge ahead, the throttle was rolled back to 80 mph, a more respectable speed to be seen at, especially by the boys in blue. Before opening up again a quick glance in the mirror, another orange and white car was gaining on us. This, I thought, was all we needed. Sure enough blue light - red signs - hard shoulder. The man in blue said 'speeds in excess of 100 mph were not permitted on our motorways'. This I reluctantly agreed with and

stated that I did not think we were doing that speed. With a short warning he departed - at least one bit of luck.

As I went through the gears came strange noises from the engine room, or so I thought, just like big end rattles. Southwaite Services; so I turned off onto the car park. A quick dismount while the engine was revved and listened too. BMs don't half rattle when they are hot, but nothing too unfamiliar. We departed Southwaite 12.15, having lost about 15 minutes.

We were now on the A74, a busy dual carriageway, pretty uneventful but quite interesting at $6\frac{1}{2}$ on some of the bends. We took on petrol at Lesmahagow at 1.15 pm; the roads still wet. The next stage was to take the M73, A80 and M9 to Dunblane and then over the A9 which would take us to John O'Groats eventually. After Stirling the going got more interesting, that was when heavy lorries were not impeding us. We had now been on the road for 10 hours, 8 of which had been on motorway or dual carriageway, a change of going was welcome.

Next stop Newtonmore, a small village in the midst of the Grampian Mountains. The attendant at the petrol pumps enquired from where we had come, 'Lands End' I replied. 'You haven't' she exclaimed. We just smiled; time we got rolling again. All along the A9 trunk road improvements were in progress which meant diversions, mud etc. By this time the bike and ourselves looked as though we had done 5 days of a 6-day trial.

Inverness was reached, 4.45 p.m., exactly 12 hours on the road. We had 2 hours 20 minutes to cover approximately 145 miles to equal our target. The last time I travelled this road from Inverness to John O'Groats was some 14 years back, on a 197 Francis Barnett. On that particular occasion it took me 14 hours to reach Inverness from Blackburn. How things have changed. What we lacked in performance we made up for by enthusiasm. However, back to our story. Inverness was left as we travelled along by the Cromarty Firth. The roads were now dry and the race against the clock was on. In some ways it was like the last lap of the Senior TT, the clock in the cockpit ticking round as I made mental calculations as to where we would have to be by what time.

Our route planned was to take the A836 after Dingwall which cuts a corner off the Tain Peninsular. I don't know why but somehow we missed it, this put some 8 miles on I suppose. All my brain power was now being employed in keeping us on the road. As I feared running out of juice we made another stop at Tain to top up. This was to be our last stop, the time now 5.40 p.m.

No time was lost as we sped up the quiet but tricky last leg North of Helmsdale; there are a few hairpin bends as the road climbs from sea level. These called for bottom gear to accelerate quickly away up the hill. As we reached the top bend a wall of fog met us, visibility down to 15-20 yards. I now know what it feels like to have the chain break at Signpost Corner. As the road descended we ran out of it, it seemed the fog was lying at about 200 feet above sea level. Luckily the road from here kept below that.

The next place Wick, the time now 5.66 p.m. This left us 10 minutes to cover the remaining 18 miles. It was at this moment that I realised we had failed in our attempt to beat 14 hours 20 minutes. In spite of this we kept going as fast as possible within the limits of sanity, although as we raced down the long narrow straights on the last couple of miles with the tachometer approaching $6\frac{1}{2}$ the nearby farmers must have thought us lunatics. At long last the sign 'John O'Groats'. The time 7.10 p.m. We had missed our target time by 5 minutes - 14 hours 25 minutes in all from leaving Lands End.

As we pulled into the hotel car park, not a soul to welcome us in - just the sound of the sea and the damp September mist. The machine was ticking as the metalwork contracted. It's a good job bikes can't talk.

The surprising thing was that I myself felt quite fit after such a long haul, I think it was the excitement as we neared the end that kept my mind active. Jean was ready for a 5 course meal and warm bath.

So that was it. A good trip, well worthwhile, with a sense of personal satisfaction too.

Total Mileage - 889
Average Consumption - 34 mpg
Consumed approx 1 pint of oil
Consumed half the life of the rear tyre
(Continental 112)

I would think that given fair weather and further road improvements which are nearing completion, coupled with a determined rider, the trip could be done in 13 hours.

Unofficially, of course.



COVER PHOTOGRAPH - Yorkshire Section Secretary - Barry Cook

(Here is a short autobiography)

'I am single, 30 and heterosexual, not necessarily in that order. I am qualified as a Mechanical Engineer and work as an Assistant Manager in the extrusion and upsetting department of a forge producing turbine and compressor blades for aerospace and industrial applications.

I started off BMWing on an R50/5 and after 60,000 miles moved onto an R75/5, which after a further 10,000 miles went in for an R90/6, all second hand.

I consider BMWs to be basically right, but the mudguards are as useful as a sore leg and the tappet noise is appalling even allowing for pushrod actuation.

I like riding for fun and touring abroad with like minded people. The best country I have visited so far is Morocco with France a distant second. I am also a member of the IMTC.

Northern Section
SOCIAL WEEKEND

Bryn Du, Llanberis
25/26/27 March

BOOK NOW - CONTACT

John Groves, 29 Bennett Hill, Oxton
Birkenhead, Merseyside.

National Event

RALLY

Camping & Caravans

8/9/10/11 April

Warren Bay Caravan Park

4 BERTH £11-00

6 BERTH £12-50

CAMPING £1-25 per tent

BOOK YOUR 'VAN NOW - CONTACT

Pete Gowland (Address: See Page 2)

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

COPY DATE: 1 March for April Magazine.

section news

MIDLAND NEWS

From Brian Lowry

The weekend prior to the December meeting, Phil Griffin and myself attended a Social Secs' Meeting at Keith Wheeler's house along with Pete Gowland and Stanley Jackson, the London Social Secretary. Between us we managed to sort out a comprehensive calendar for the year.

Being a brilliant navigator I volunteered to show Pete and Stan the way to the motorway for the return journey. Horror of horrors, the sign read M5 Bristol and South Wales, I hope you enjoyed South Wales lads.

The December Meeting at Keith and Yvonne's was well attended with good food, tea and coffee in abundance. A big thank you to Yvonne and her helpers; their hard work was much appreciated by the hard riders and those of us in the BMW Appreciation Society that arrived in our little boxes.

Many thanks to Ian Barkway who donated a timing light to the section. This is now in the hands of our Tool Hire Secretary, Don Fear, 13 James Street, Anstey, Leicester. Phone 0537212036.

NORTHERN NEWS

From John Groves

Well hello again, as a new lad to the job, I will try to make the newsletter as interesting as possible to all. By the way members were laughing and chatting as the new year party was enjoyed by everybody. It was good to see some not so familiar faces there. I wish these people would come along more often. Is it the jobs they do; the weather; or bike troubles; who knows! Come on you lot its only once a month. The ice cold winter has now nearly gone. So lets wash away the grease and grime of the winter and look forward to the nice warm sunshine which will be with us again soon.

At last we have a visit from ROSPA set for 13 February 1977 which we have been negotiating for some time now. This is a good time to air our views. So try to come along to this one; it should be a good club meeting.

LONDON NEWS

From Bruce Preston

One of the snags of such a posh Newsletter is that although the reader will not be reading about the London section until February we are writing about it over Christmas with the cosy glow of the section Christmas party still fresh in our minds. So would you mind pretending, until the end of the report, that it is Christmas again? In previous years the ladies of the clubroom have done all the catering for the party but, this year a large and varied spread was provided by the pub owner, and very well it was judged too. At the end of the evening just four sad looking sandwiches remained as a reminder of glories past, so presumably the seventy or so members present were adequately filled. With music and food and a full house the atmosphere was great and there was no shortage of takers for the informal section outing to a Chelsea restaurant at the beginning of January, all places being filled by the time the evening was over. A particularly welcome visitor was Len Smeed, now happily recovered from his illness and making the excuse that he couldn't come before because he had been in New York and the middle east most of the time. One thing that the pub did not provide was the cake and this was beautifully done in blue and white with a BMW badge by Bob's wife Dorothy, I am sorry to say I can't remember their surname. It was a lovely cake though and I remember that well enough!

Cont....

LONDON NEWS Cont...

Social Secretary Stanley Jackson and his aides are raring to go this year and have planned at least one 'event' a month on clubnights and numerous visits to places that Londoners never go to like the Science Museum and Beaulieu. I think that you can expect to see a large turnout of London members at camping weekends too, for interest has never been higher and everyone is looking forward to Easter in Watchet. Except me that is; I've got to work!

Finally, as Christmas passed I am sure many of us remembered those section members of not so long ago who are now scattered around the world. Maurice Farmer in Australia, Dick Fuller in South Africa, Gil Davidson in Rhodesia, Joe Rosen in Holland, Peter McDonald in Jamaica and Richard Maudsley in Perth, Scotland. Just to show that we ex-editors stick together Richard stayed with us for a day over Christmas and Herbert Kennard called to ask where he could get nylon cables for Dick Fuller! Bob Porecha obliged.

WESTERN NEWS

From Trevor Fielding

First, let me introduce myself as the Western Section's new Secretary/Treasurer. At the AGM held at the Old Tippling Philosopher Inn, Chepstow Road, Caldicot, Gwent on Sunday 14 November 1976, I took over the Section from Mike Warrilow who acted as temporary from Chris Parrott who was Secretary for some time.

Some 15 members and friends attended, supported by our President George Saunders and Roy Laithwaite who travelled down from London; my thanks to them for their support, and also to the other members who turned up.

Roger Young also offered to be the Section Social Secretary and to organise events in the future jointly with me, but we do need support from BMW owners and members in the West and South and West Wales, to whom a warm welcome awaits. Our meetings will be held at the above address on Sundays, the next one being Sunday 13 February 1977 at 2 p.m.

Our Bring & Buy Sale on Sunday 12 December was again supported by some 15/20 members and friends, and again I thank those who came for their support. Ray Swan came loaded with many items, and the proceeds helped to increase the Section Funds. Thanks also to Mike Warrilow who acted as Auctioneer, getting the members to part with their cash and also Dave Dickenson of Tintern will display, in his showroom, details of the Western Section meetings/events to help swell our membership.

My thanks also to John E Morse, Manager of the BMW Dealer in Bristol, at Messrs Welch & Co Ltd, Avon Street, Bristol 2 who I called upon for support. I wish all members in Bristol/Bath/Glos South & West Wales a very happy year in 1977 and look forward to meeting them in the future.

YORKSHIRE NEWS

From Barry Cook
ahead

Yet another first for the Yorkshire Section as we strive to keep one jump/of that lot over the hill. 1975 was the year of the disaster movie so it was inevitable that 1976 should be the year of the Disaster Party!! No expense was spared as you may judge from the fact that we had more prizes than people and what other section can beat that. Haunted-looking figures were seen drifting round the games room and it was rumoured that they were committee members, but surely not, for we have no one with eyes on stalks, grey hair and with a penchant for counting people repeatedly in the hope that they will reach 60. The caterers had to be rescued after being surrounded by hundreds of uneaten sandwiches which could have turned nasty and the bar staff only rubbed their hands to keep warm and not with glee. Now look here you *!?*&! lot out there, I know the weather was not particularly good but there are other forms of transport - friends could have given you a lift in a car perhaps

Cont.....

YORKSHIRE NEWS Cont...

- or why not club together for a taxi?

Be sure not to miss the AGM for there are several proposals to be discussed which could have far-reaching effects on your club life. Nor surprisingly, these proposals come from, and are seconded, by members of the Committee.

EAST ANGLIAN NEWS

From Ray White

Being a brand new section, news is really rather thin on the ground, so we will continue to use this column as a 'getting to know you and us' report.

We have a great section already, with many well known names in the BM world to our credit. To date we have had two meetings, two club runs and an Xmas Dinner and are looking forward to continued support for future events.

Please remember that we meet on the last Tuesday of each month.

Perhaps it will not go amiss, for the sake of those of you who are afraid to ask me any personal details, if I make myself known; in brief.

I am an Army Sergeant with 18 years service in the Infantry - Royal Green Jackets. I am about to finish and join the Suffolk Police Force and have served in Cyprus, Borneo, Malaya, Singapore, British Guyana, Africa, Gibraltar, Norway and other places on short duty visits, not forgetting N. Ireland on six occasions. I am married with two children, enjoy free fall parachuting, boxing and soccer; used to enjoy doing many miles on a R50/5, but now delight in my new R100/7.

Everyone in the section looks forward to meeting you all, and would like to arrange some joint meets ad runs.

Please don't think Ray is full of self esteem, he was asked to supply some personal details for all our benefits.....GW

OXFORD NEWS

From Jack Gibbs

On the Friday before our Mince Pie Party we had our first snow in three years. A carpet 4" deep was expected to provide atmosphere and play havoc with attendance. Continuous rain followed until Sunday morning, and this must surely wash out the party, and wreck our first ever early start at 11.30 a.m. Thanks to 40 stalwarts who defied the elements my pessimism was obviated. Even at that unearthly hour several willing hands awaited our arrival and unloaded the Sprite. Vic Dowsell had done some cooking, during his Army days, and was delegated Chef for the day, Ann made the soup, from washing up water by the taste, and young Ken looked after the beverages well and truly. As always the Doc's famous BEE-EMM Mince Pies were much admired and enjoyed. This year it was noted that fewer had blown gaskets. Judging from the large number who left early, the early start was justified.

Three special mentions this month:

- 1) Richard Appleyard brought along his 90 year old father who rode his motorcycle until past 80 years and won a Gold award in the 1911 Lands End Trial.
- 2) Paul Mullis had exceeded 81,000 mls on his 75/5 before blowing the motor, while touring near the Artic Circle. Is this a record mileage for a /75, he has now reverted to his 51/3 outfit.

Please make a special effort to attend the AGM (2 p.m. start). We need new ideas in addition to the existing items on the Agenda which are:

- | | |
|--------------------------------------|-------------------------------------|
| 1) Volunteers for election to office | 2) Do we meet often enough |
| 3) Would you prefer an earlier start | 4) New ideas re camping w/ends etc. |

CLAIMING DATES: May 6/7/8 Camping at Jim Kentish's home
July 25 Docs Day

readers' letters

From Vice President

Bruce Preston

Having just received my December Newsletter I was a little surprised to discover a slip inside telling me it was the last one unless I renewed my subs. Over the years the number of 'free' magazines given to the late renewals has dropped from three to two to one and now to none.

I would be interested to know what prompted the Committee to make such a decision for surely it can only create the situation where less people will renew at the end of the year? It seems to me that to give one or two extra magazines per member is far from a waste if, as a result, even a dozen or so rejoin who might otherwise have neglected to do so.

As the club is in a stronger financial position than it has ever been the few pounds saved are nowhere near as important as the few members lost. Unless, of course, you believe that money is more important than members.

If the decision was not a Committee one then I think that the business should be the subject of some very searching questions at the next Committee meeting.

A Bit Short

Phil Noad
13 Westfield Road
Brockworth
Gloucester

A prospective club member

I am hoping to purchase an R75/6 in the immediate future (if the chancellor loans me any money), but there is a small problem which I hope your club members can help me with before I actually take this step.

Being on the slight side I find the 32" seat height a bit of a stretch and wonder if any of your membership have faced the same problem and successfully overcome it. The immediate solution which I am contemplating is: 17" wheels fore and aft with a shorter girling suspension unit on the back.

However, I am naturally reluctant to butcher such a beautiful machine and find that I have upset the handling to boot.

I should therefore be most grateful if any of your members who have got round this problem would pass on the secret!

Being an optimist I would also be very obliged to you, if you could send me details of the BMW Owners Club.

Thank you in anticipation.

If Members have any experience of this problem please let Mr Noad know and also drop me a line for inclusion in the Journal GW

MAX DEUBEL AWARD 1977

This award which is presented annually to a club member (non-committee member) who does the most work for the Club during the previous year, has been awarded to Stan Wood of Horwich, Lancashire for the tireless work he has done in assisting members to keep their pre/5 BMWs running. Let's hope that having recently installed a 75/6 engine in his R60 frame his interest in the old models does not dwindle. Well done Stan and thanks from everyone.

/5 Fork Modification

Owners of 1970 through early 1973/5 series BMW motorcycles that are plagued with 'sticky' fork action, can benefit from fitting later /5 and /6 fork damper nozzle parts. The part numbers and quantities for one motorcycle are:

- 4 required, Part no. 31 42 1 232 046 threaded ring
- 2 required, Part no. 31 42 1 232 045 alloy bushing
- 2 required, Part no. 07 11 9 063 047 small copper gasket, damper tube
- 2 required, Part no. 31 42 1 232 426 large copper gasket, slider bottom nuts

The modified parts are easily installed in the bottom end of each main stanchion tube, and allow the damper tube which is attached to the lower fork slider and moves with the fork action to move up and down freely without binding due to misalignment or possible conflicting manufacturing tolerances. Thus, the damper nozzle is allowed to 'float' and seek it's own centre. All parts are stock BMW motorcycle parts and available from your local dealer. Before you rush out and start on this worthwhile project, check your chassis number as the above parts were factory-installed from R50/5 2904276 onward, R60/5 29411811 onwards and R75/5 2987432 onwards.

What you are doing is replacing the original one-piece threaded bushing (nozzle), with a two-piece threaded bushing, cut out inside to accommodate an alloy spacer or bushing slightly smaller in outside diameter than the cut-outs. The two-piece threaded rings are fitted with the cut-outs facing each other, and with the alloy spacer trapped between them. Thus, the damper tube, which must operate through the centre hole in this trapped spacer as the fork works, is free to 'slop around' slightly. This eliminates any binding that might be present. Proceed as follows;

The job can be done with the machine normally on the centre stand. The main stanchion tubes are not disturbed. However, as oil has to be put back in it is best to remove the fork top alloy caps with the toolkit pin spanner, and remove the fork tube top securing bolts (26mm toolkit spanner), and lift out the fork main springs. This takes away any spring pressure against the lower fork damper tube assembly.

Remove the rubber plugs from the bottom of each slider, and with the 4mm toolkit allen wrench and a 13mm ring-type spanner, loosen the nuts at the bottom of each damper tube. Then loosen the large (26mm hex) nuts at the bottom of each fork slider. This loosening is easier to do with the front wheel, axle, etc., still in place. Now remove the front brake plate torque arm allen bolt at the fork slider, undo the front brake cable at the wheel, and proceed to remove the front wheel complete with brake back plate assembly.

Undo the four 8mm nylock nuts that secure the fender top tubular stay, and the bolts nuts and washers attaching the fender rear stay, and lift off the front fender complete with stays.

Place a suitable container to catch the fork oil, and remove the wave washers and nuts from the damper tubes. Push the damper tubes upwards a bit to unseat them so the oil will drain off. Loosen the lower hose clamps securing the fork boots, and slide them upwards, off the sliders. Withdraw the sliders off the stanchion tubes with a downward motion. Remove the large slider bottom nuts and throw away the hard red fibre washer which was originally used on these earlier /5 models. It is obvious that now is the time to thoroughly clean the internal bores of the sliders and cap nuts, and clear away any accumulated swarf that might be present.

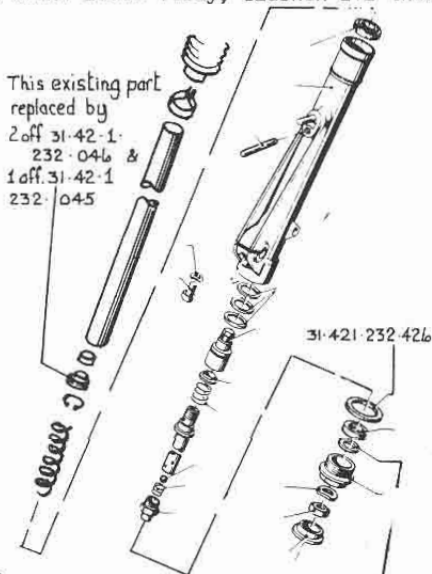
At the bottom end of each stanchion tube is an internal circlip. Remove this circlip, and with two small pin punches, a suitable makeshift tool can be used to unscrew the threaded bushing (damper nozzle). Factory torque spec on this part is
Cont.....

only 1 mkp, or 7.233 ft/lbs, so it is not terribly tight. Do not remove the inner damper tubes as further dismantling is not necessary.

Screw in one half of the two-piece threaded ring into the stanchion tube, with the cut-out part facing downwards. Just screw it in tight, as far as it will go. Then place the alloy spacer inside the other half, and screw it up against the first one, with the alloy spacer trapped between the two threaded rings. Again, just so it is tight; undue force is not required. Be careful not to damage the exposed damper tube. Replace the internal circlip, making sure it is fully seated in it's groove. Do the other side the same way.

When going back together, use a new copper gasket (07 11 9 963 047) on each damper tube as this will ensure no fork oil leakage from inside the slider. Fit the new copper gaskets (31 42 1 232 426) to the slider bottom nuts, and tighten slightly. Oil the inner lip of the fork oil seal and carefully slide the slider back onto the stanchion tube, making sure the damper tube projects through the hole in the bottom cap nut. Refit the wave washers and nuts to the damper tubes and tighten slightly. Replace the front fender assembly, making sure the tubular top stay slides onto the slider studs without binding. Replace the front wheel, brake back plate assembly, torque arm, brake cable etc. Refit the fork boots to the sliders. With the front wheel and axle in place, snug down the damper tube nuts, keeping in mind this is a hollow stud and can be twisted off! Then fully tighten to 50 ft/lbs the slider bottom cap nuts. The old torque setting with the red fibre washers was no less than 94 ft/lbs, so the copper gasket is preferable as to torque setting plus providing better oil-tight seal. Add new oil, maximum is 280 cc's per leg. BMW recommended fork oil is a necessity here, as most other fork oils are too heavy. Replace the rubber plugs in the slider bottom cap nuts. Now insert the fork main springs, and replace the top bolts. Torque setting here is 87 ft/lbs. In lieu of a torque wrench and socket, hammer tighten these top bolts with the toolkit spanner. Next replace the alloy cap nuts. Apply the handlebar front brake lever fully, slacken and then fully tighten the wheel axle nut. Take the machine off the centre stand and with the front brake fully on, work the forks up and down a few times. This will help 'centralise' the L/H slider on the axle and minimize binding. Then tighten the allen pinch bolt in the L/H slider, and you are done! The improved /6 type fork action should be immediately apparent.

One further thought concerning fork springs. If you feel that the existing main spring is too weak or too soft, or the added weight of a frame-mounted fairing is too much for your original-equipment springs, a heavy-duty spring, Part No. 31 42 1 232 017, is available with wire diameter of 4.5mm compared to 4mm diameter of the standard main spring. 1972 & and later /5 & /6 models have a better springs than 1970/71 versions, but it is advisable to fit the '017' spring if a change is to be made. The '017' spring is actually slightly shorter in length than the 72 and later stock item. It is the heavier wire gauge that makes the difference.



(This article has been reproduced from the BMW Owners of America BMW News) 047

mutual aid



FOR SALE: For /6 Avon Fairing with crash bars £50, Apply Ken Lillythwaite, 15 High Ashton, Kingston Hill, Surry. Phone 01-546 3463 evenings

FOR SALE: For R50/R60/R69S 5 gallon BMW Steel Petrol Tank, as new, £50. Apply M Leader, 25 Graymar Road, Little Hulton, Worsley, M'Chester Phone 061-799-6319

FOR SALE: For /5/6 pair of wrap round crash bars £10; Tripoint screen, slightly scratched £4. or both for £13. Apply John Hall, 24 Middlewich Rd, Natwich, Cheshire, Phone 0270-63583 between 10.30 & 21.00

FOR SALE: 1976 (New) R100/7 used twice. Enquiries to Ray White, 23 Queensland Drive, Colchester. £2,000 (saving of £300 with extras)

FOR SALE: For /5 & /6 Haynes Workshop Manual. Still in original wrapping. £2.00 including postage. Apply Alan Payne, 16 Sylvan Avenue, Exeter, Devon EX4 6ES

WANTED: For /5 short wheelbase model offside silencer (genuine BMW) and nearside silencer (Stainless Steel) will pay cash or swap for 1955 BMW model spares.

Apply Ian Clarke, 72 Field Barn Road, Hampton Magna, Warwick. Phone 0926 44095 after 6 p.m. or weekends

WANTED: Elephant Boy Tank Bag. Chrome rack for 100/7 S model. Camping Kit. Apply, Ray White, 23 Queensland Drive, Colchester

WANTED: For /6 Standard Krauser rear carrier (to fit pannier frame) Apply L Anderson, 131 Clifton Road, Birmingham 12 8SW

WANTED: For R60 front mudguard, rear mudguard light, headlamp brackets and rubber front brake shoes and cams, and smart standard petrol tank.

For Steib sidocar, brake shoes and hub parts. Apply R Bennett, 54 Woodlands Road, Lepton, Huddersfield

WANTED: FOR TRANS AFRICAN TOUR FROM SEPTEMBER 77 second or third biker. Apply to Stanley Jackson 76 Bourne Hill, Palmers Green, London N13

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The same road tyres as used by Helmut Dahne, Hans Otto-Betenuth on the 1000 cc Production TT winning BMW are available for your /6 & /7 machine (also for long wheelbase /5)

100/90 H 19 Rille 16 £18.50

120/90 H 18 Block C88A Touring Speed £20.00

P & P £1.20 per tyre

Further information from Brian Anderson, 150 Fleetwood Road, Dollis Hill, London NW10 or telephone 01 452 1426 evenings and weekends

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For /5,6,/7

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| Speed rated | 325 S - 19 ... | £14.00 | Speed rated | 325 H - 19 ... | £16 |
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| Chrome Plated Machine Badge | | £2.25 |
| Enamel Lapel Badge | | .40 |
| Waterproof Badge (Cloth) | | .75 |
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All items available from National Treasurer, John Wood, (address on front cover) Please, when ordering by post enclose a bit extra for P & P