

the journal of

JULY 1977

THE BMW CLUB



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ISSUE 309

JULY 1977

editorial

WHERE DO 'THEY' GO FROM HERE?

That's a question many people have been asking of BMW over the last couple of months since they announced plans involving £50m investment in its West German motorcycle plant. During May the Financial Times quoted Rudolf Von Schulenburg, Managing Director of BMW Motorcycles, as saying 'We do not think it would be wise to follow our competitors and develop more and more motor cars on two wheels. We would rather continue with our well-balanced concept and go for better power per weight ratio. Power per weight is far more important than adding 1000 c.c.s'.

I am sure most BMW owners would agree with those last few statements, but it is interesting to speculate on how the existing 'well-balanced concept' will be used, especially since the same Financial Times article said that the new investment programme will mean the development of a new range of smaller machines in the 400 cc to 500 cc range. In an earlier issue of our Club magazine we read that at the release of the /7 range in Germany it was said that the 100 RS produced as much power as this 'concept' would produce, and I suspect that Von Schulenburg is correct in asking who needs more power anyway?

At the end of 1973 the last of a long line of nominally 500 cc bikes was made. That machine made the scales at about 420 lbs and produced 36 horses at around 6,500 rpm. The power figure isn't bad for a 498 cc machine, but it was too heavy being exactly the same bike, excepting cylinder bore, as its 600cc and 750cc stable mates. It compared badly with its middleweight competitors considering that today's Honda 400/4 and Suzuki GT 380 triple weigh in at about 375 lb and

Continued on Page 4



Will Section Social Secretaries please keep Pete Gowland informed of events as they are arranged

diary of events

where the sections meet

NORTHERN:	Catholic Church Hall, Lowton, Nr Wigan 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:	Old Tipling Philosopher, Chepstow Road, Caldicot, Gwent.
LONDON:	The Spencer Arms, Lower Richmond Road, Putney, London
SOUTH EAST:	The Fountain Inn, Barming, Maidstone, Kent.
EAST ANGLIAN:	Cricketers Public House, Danbury Common

JULY:

1/3	MIDLAND	Camping at Whetton Mill, 9 mls north of Ashbourne on A515. Turn left for Alstonfield at New Inn, follow signs for Whetton Mill Support Midland Camping Weekend
1/3	LONDON	Support Midland Camping Weekend
5	LONDON	Talk by BMW Concessionaires
10	NORTHERN	Meeting Lowton
13	SOUTH EAST	Natter Night
17	YORKSHIRE	Visit to National Air Museum, Hendon. Meet Scratchwood Service Station on M1 before London 13.30 hrs.
17	MIDLAND	Day run to Melbourne Hall, Melbourne, Derbyshire. Meet outside Hall at 14.00 hrs.
17	EAST ANGLIAN	Run to Severn Valley Railway. Meet 08.00 hrs Ongar M/C or 10.00/10.30 Watford Gap Services M1, or Bridgenorth Railway Station 13.00 hrs.
17	LONDON	Visit the Iveagh Bequest, Kenwood, Hampstead Lane NW3. Meet in ground 14.30 hrs.
19	LONDON	Natter Night and Fancy Dress
22/24	NORTHERN	Camping Weekend at Lupton, Nr Kirkby Lonsdale in support of Hill Climb
24	WESTERN	Visit Ros & Brian Gwinell, Hillberry, Madams Wood, Painswick, Stroud Glos. 14.00 hrs. From Gloucester take B4073, Painswick Rd entrance $\frac{1}{2}$ mile after Kingsbury Hotel on left.
27	EAST ANGLIAN	Cricketers. Meet.
31	SOUTH EAST	Visit Shuttleworth Collection, Old Warden Aerodrome, Bedford. Meet Scratchwood Service Station M1 09.45 hrs.
31	OXFORD	'Doc's Day'. Meet 31 Dobbins Lane, Wendover. Dobbins Lane is the tree-lined avenue running north west from the top of Wendover High Street, A413. 11.30 - 12.30 hrs.

AUGUST:

2	LONDON	Natter Night
5/7	LONDON MIDLAND &	Camping Weekend at Ranksborough Hall, Langham Oakham
5/7	SOUTH EAST	Support London & Midland Camping Weekend.
10	SOUTH EAST	Regulation Run 20.00 hrs
14	SOUTH EAST	Visit to Portsmouth Submarine Museum. Details only from South Eastern Secretary
14	NORTHERN	Meeting Lowton
14	EAST ANGLIAN	Forest of Dean picnic. Meet 8.00 Ongar M/C or 12 noon Severn Bridge Services

Diary of Events cont... (August)

- 14 WESTERN Visit the Maritime Museum, Bute Street, Cardiff. 14.30 hrs.
follow Dock signs
- 16 LONDON Natter Night
- 20/21 NORTHERN Club Run
- 21 YORKSHIRE Visit Staithes, Nr Whitby. Meet at Staithes by Harbour at 12noon
- 21 OXFORD Bob Tucker Treasure Hunt
- 24 SOUTH EAST Natter Night
- 26/29 NATIONAL Rally in Norfolk. Site to be decided.
- 31 EAST ANGLIAN Meet at The Cricketers.

SEPTEMBER:

- 4 NORTHERN Support Jumbo Run
- 4 MIDLAND Support Jumbo Run
- 7 SOUTH EAST Natter Night
- 11 LONDON To be arranged
- 11 WESTERN Visit Dean Forest Railway Society, Parkend, Glos. 14.00 hrs.
Take B4234 frm Lydney.
- 13 LONDON Natter Night
- 17/18 LONDON & Camping Weekend at Thruxton
- SOUTH EAST
- 17/18 NORTHERN Social Weekend, Llanberis.
- 18 YORKSHIRE Works Visit. (Possibly Meriden Triumph Works) Details nearer
the date.
- 21 SOUTH EAST Natter Night
- 23/25 MIDLAND Joint Camping Weekend with Midland Sidecar Club at Wenlock
Edge. Camp Site opposite Plough Inn on the B4371
- 25 OXFORD Games Day at The George
- 28 EAST ANGLIAN 'Cricketers' Meet



news
from
the **BMF**

At the recent extraordinary General Meeting of the BMF a proposal by the BMF Executive Committee to replace the existing club membership subscription system was approved by a vote of 44 members to 6. This now means that rather than pay a subscription to the BMF for each individual member of the BMW CLUB we pay a block sum of £100 per year (by virtue of having in excess of 500 members) plus £5 for each club section. Worked out this means that the total sum payable by our Club will not alter very much.

The new subscriptions will also be inflation index linked; another point for the treasurer to bear in mind when doing his expenditure forecasts.

Editorial Cont...

produce 37 BHP. So what can we expect for the future? According to Von Schulenburg it must be a flat twin (the well-balanced concept) and be light and powerful (like an old Velo, say), and no doubt it will be refined. Perhaps the smaller engines will be oversquare to reduce engine width, and perhaps they will have overhead camshafts to enable higher revs to be utilised and reduce noise, but we can only speculate.

When will these new models emerge? Well, in the past BMW seem to have worked on a 10/15 years cycle of model changes, so perhaps we can expect the models which began with the /5 to bow out in the early 1980s.

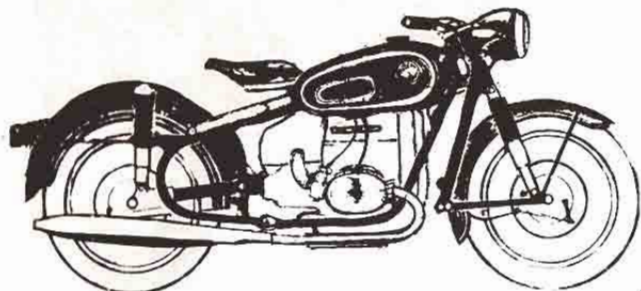
Roll on the return of real middleweight BMW'ing.

GW

'LICKIN 'N' STICKIN' 30 JULY at home of Ken Wells - address Page 2

6 into 2 just goes

In the autumn of 1976
Stan Wood from Horwich
set out to build himself
a sporting sidecar outfit



which wouldn't slow down as his family increased in size and weight. The front cover shows Stan and eldest daughter Gillian looking rather pleased.

Recently I carried out the above conversion for the following reasons:

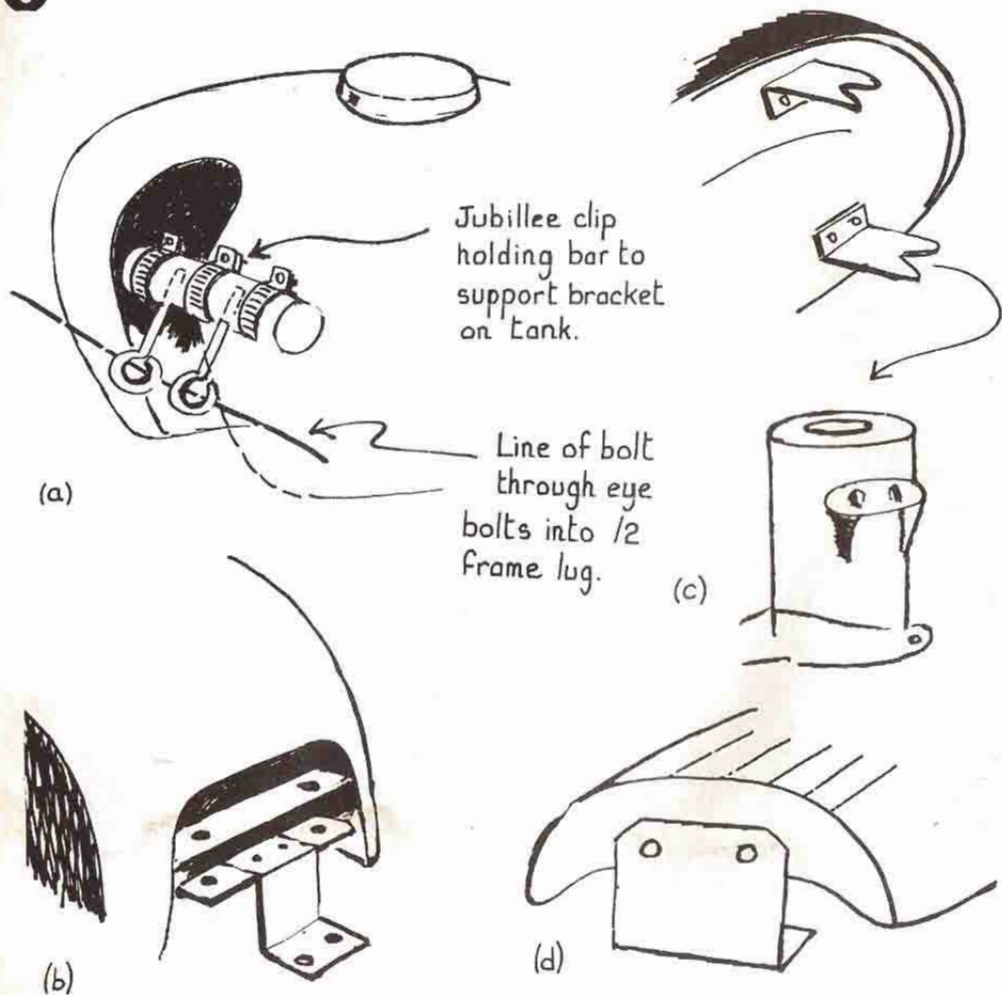
- a) The non-availability of Earles type spares at the North end of this country
- b) Less maintenance i.e. cleaning slinger rings at 30,000 miles
- c) More power and higher cruising speed
- d) Better electrical system.

I first thought of the conversion about three years ago but twelve months since Mike Leader beat me to it by getting an R75/5 engine and 4 speed box. As Mike progressed it became obvious that the best idea was to buy a complete crashed bike to save problems and hopefully money. Eventually, through the small ads in M.C.N. I obtained a crashed machine - an insurance write off with 2,500 recorded miles. This was picked up on 3 October 1976 and the conversion completed and on the road by 1 November 1976.

Work started by completely stripping the R75/6 and in view of the small mileage I decided to install the motor as it was. On the R60 frame the rear tank mounting bracket was cut off and the front fork brace moved up 2" to clear the front engine cover. It is preferable to weld on the new brace before cutting off the old one to prevent the forks from spreading. If a sidestand is fitted on the frame the locating peg will have to be removed. Next job was to elongate the driveshaft holes by 1/16th to enable the coupling bolts to mate with the tapped holes on the gearbox output shaft flange (the U/J should be protected at this stage) and the gaiter was refitted to the swinging arm.

On the R75 engine the oil filter cover was removed and the hole taped over, to enable the engine to fit in easier. The engine was then dropped into the frame with 4 mm. spacers at each side of the front engine bolt. This enables the oil filter to be changed with comparative ease. The 3 hexagon bolts were changed for Allen screws 15 mm long, the top front one being shortened by 4 threads to enable it to go through the cover plate and clear the frame.

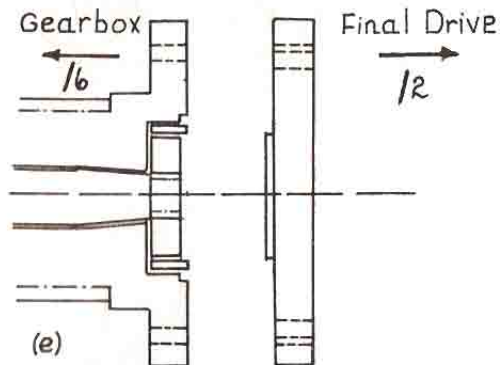
On the gearbox the output flange nut (hexagon head) was removed and a late R69S 16 mm slotted nut was fitted without washer and the end of the shaft filed flush. A locating bush was turned up which holds the drive shaft concentric with the output flange. The engine was then pivoted on the front engine bolt and the gearbox fitted - beware of the clutch arm fouling on the rear brake switch mounting when lowering. Two more spacers were then fitted (4 mm) and the rear engine bolt re-placed. The drive shaft was connected up and the gaiter fastened on to the gearbox. The top of the air filter casting was cut off at the same angle as the seat mounting plate on the frame to give about 3/8th" - 1/2" clearance for various nuts and bolts through the said plate. A piece of dural was then Araldited in place.



(a) & (b) Front and rear fuel tank mountings

(c) & (d) Rear and front seat fixings

The /6 headlamp shell was damaged so a Lucas shell and Cibie unit were fitted, the left hand side being filed out to accept the ignition switch. It turned out to be a bit of a squeeze and I ended up putting the flasher unit under the seat and wiring to suit. The /5 however fits with no modifications. The starter relay and voltage control were mounted on the lower of the frame top tubes (as frames differ slightly brackets will have to be made to suit) together with the brake master cylinder. At this point I should add that I have a Kawasaki Z900 front disc fitted which needs very little modification to go in the Earles type forks. The starter relay and voltage control were fastened to two dural plates with spacers in between and a bracket going down to the horn mounting, which if mounting a brake



(e) The coupling bolt centres between gearbox (1/6) and final drive (2) coupling flanges are not the same. In order to use the existing flanges the holes in the drive shaft flange were elongated and the arrangement illustrated prevented any movement there might be between the two flanges.

This does not give rubber mounted handlebars as on Triumphs but insulates the pod from vibrations. It may be necessary to bend the bracket to ensure a good run for Speedo/Tacho cables. On Michael's bike using /5 components 3/8th" spacers were used with the 'P' type clamps to clear the chrome cap on the steering damper. Standard clamps cannot be used in either case as they foul on the tank.

The 25 A.H. battery was a problem to fit, mine eventually went in the top box using the original battery carrier. Mike used a car battery mounted in the side-car. Either way longer battery leads are required. A /6 seat was used with brackets as in the diagrams.

A pair of special stainless steel exhaust pipes were obtained from Breakwell & Green to mate up with stainless steel R60 silencers. Gearing is 27/7 on 18" wheels 28/8 proved too high for my Palma, wife and two children.

Since completing the bike I have covered over 8,000 miles and am satisfied that it was worth the effort.

However, I feel that this conversion is only suitable for a sidecar pulling machine. The /2 frame was designed to take the maximum power which an R695 could deliver. The 75/6 produces far more power, and I feel that the frame could not cope with it. i.e. causing instability at high speeds, an inherent problem on all earles fork bikes. Locating a large battery is also a problem and installation in a top box uses valuable carrying space and is not to be recommended once again on stability grounds.

If you think from the picture that the exhaust pipe is near the ground, you are right, it was only an interim measure until special pipes were made up.

The good illustrations in this magazine have been done by John Groves, Social Secretary of the Northern Section, the not so good ones by Geoff Wilson.

Anyone interested in writing about their experience of Avon tyres on BMWs please contact the Editor.

master cylinder will have to be trimmed back on the frame tube so that the unit does not foul on the tank. Before a /5 or /6 tank can be mounted the top fork yoke has to be cut away to ensure adequate steering lock. If a right angled piece is cut out using the lower of the two handlebar clamp holes, the steering lock problem is easily resolved.

The coils had to be mounted under the seat which meant longer HT leads and extending the other coil wires. This leaves in the case of a /6 handlebar instrument pod. The pod bracket is rubber mounted and was cut off above the 10 mm. bushes and the steel inserts in the large bushes were reamed out to take Triumph 'P' type clamps. Two 1/2" thick dural spacers were fitted under the bushes and the 'P' clamps inserted and fastened up tightly.



Alternative BMW'ing for Alan Wray

R75

DOHC 750



IF IT'S A SHAFT YOU'RE AFTER ...

I have a confession to make. I visited the BMF Rally at Peterborough using a Yamaha triple 750cc as means of transport. At this point let me make it quite clear that I will not consider purchase of 2 strokes and neither am I prepared to knock BMWs.

Whilst in the BMW Club tent I was approached by one Uncle Fred who attempted to get me to make statements concerning Yams v BMs and unbeknown to me the Magazine Editor was listening not far away. However, may it be made known that the 750 BMW and Yamaha 3 compare in every aspect. Acceleration whilst not phenomenal, is much better than is at first apparent, due to the smoothness of delivery and ideally spaced ratios in the 5 speed box. Gear-changing is noiseless, possibly due to not being an engine speed clutch. Fuel consumption runs out between 40 mpg; using all (or almost) performance, and 50 mpg at 4000 rpm or so. Suspension is slightly in the Yamahas favour although I would willingly lay either machine over without any qualms. In fact, the triple corners better if a touch of reverse lock is applied to lay it into the bend, relax until the time is right to apply reverse lock again whence the machine picks itself up and carries on. Do not attempt to hold it into a bend or it will fight back.

Where the machine can be faulted lies in two areas. One is the petrol tank capacity of 3.8 imperial gallons. At least a BMW style tank should have been employed. Second is the nose of the seat which has a shade too much padding where the thighs touch, thus forcing the knees out a little too much.

One modification that I intend to do is to shape the bars similar to the BMW style ie a downward cant to the grips as on long trips the elbows are raised too high and tend to make the shoulder blades ache.

I would very much have loved a 75/7 BMW but with about £700 difference it was no contest. For this I blame not BMW, but the falling pound (£). I also consider that the triple will take some sales from BMW. Whether the Yamaha will outlast a BMW mile for mile remains to be seen but first indications seem to say that it will, however if it doesn't I will let you know (if you are interested that is!).

By the way, I still own the 75/5 I bought in 1973, so BMWs have not been forsaken.



METZELER TYRES ** METZELER TYRES ** METZELER TYRES ** METZELER TYRES
HELMUT DAHNE'S TT WINNING ROAD TYRES

100/90 H 19 Rille 16	£18.50 + 8% VAT
120/90 H 18 Block C88A Touring Speed	£20.00 -do-
Further details of these tyres on request	

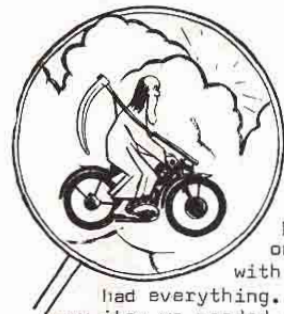
PLUS

METZELER 325 S 19 Block C5 (for greater grip & wear)	£15.00 -do-
325 S 19 Rille 12	£14.00 -do-
325 H 19 Rille 12	£16.00 -do-
400 S 18 Block C66 Touring Special	£17.00 -do-
400 H 18 Block C66 Touring Special	£19.00 -do-
Post & Package £1.20 per tyre. Brian Anderson, 150 Fleetwood Road, Dollis Hill London NW10 Tel: 01 452 1426 (evenings and weekends)	

Looking Back with Bruce Preston

.....again

IN THE OLDEN DAYS WE ONCE HAD NINEMEMBERS IN THE LANDS
END

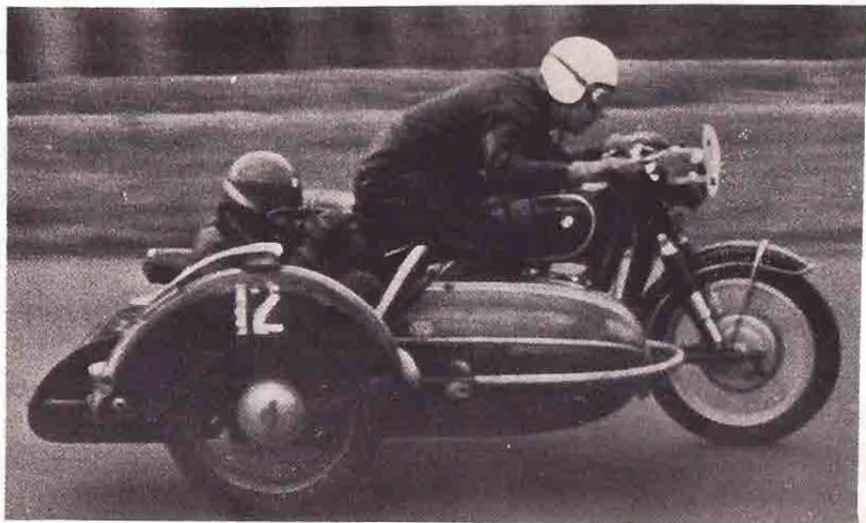


Yes its true, I think it would have been the Lands End Trial of 1964. We had three club teams listed in the programme. There was Ken Vogl, who was later to become one of the country's top sidecar racers and who used a BMW with a massive Blacknell Bullet and Malcolm Freeman, the man who had everything. Malcolm was the one who could be relied upon to produce any item we needed, from a hammer to a nail brush, delving deep into his Barbour suit to come up with the necessary part. He rode an R60 that was modified to help him win a number of awards in long distance trials. Then there was Dick Sutton and his wife Jean. Dick used an R69 with great gusto and Jean, who was to lose a leg in a bad accident some years later, but still came back smiling, rode a Tiger Cub and was a welcome member of the team. Then there was Vic Doswell, if memory serves me right he used one of those energy transer BSAs that year in preference to his R26. It meant that we transferred most of our energy to his blasted bike trying to get it started after each section. Come to think of it that wasn't Vic at all, but a chap from Southampton, Bob Willis. Vic did ride the 26. Wally Freeman rode his R26 that year, too. Funny old soul was Wal, he was club secretary at that time and had owned his R51 since 1947 having done something like 300,000 miles on it. He's still got it and I wouldn't be surprised to find he's topped the half million mark by now. On the way home from the trial I recall suggesting that he left before us after the lunch stop as he only had a 250. It was like a red rag to a bull and he disappeared into the distance and we never saw him again that day! The last two in the team were Keith Sanders and myself. Jean won a first, and we nearly all collected seconds and thirds. It was a terrific trial and I still remember the elation at getting up Beggars Roost clean. Admitted it was sideways and I was only on one wheel, and rapidly losing control as I passed the sections ends card, but the cheers just as dawn was breaking of the hundreds of spectators spurred me on. My dreams of a first sunk in the mud of some wretched lane near Bude.

Many of us used the same bikes for the Silverstone High Speed trials in the summer too. Ken Vogl, Keith Sanders, Vic Doswell and myself rode and, I think, Malcolm Freeman. I bolted the Steib on and Keith passengered with some energy but not much success and the best we could manage was a third class, the right hand Steib and my basic caution combining to give old Ken the pleasure of riding round us with the BMW/Blacknell on a number of occasions during the half hour ride. We lost the bottom of the Steib and its innards during practice and wedged it with wood for the 'race'. Naturally we used the same machinery for camping weekends, road trials, club runs and even the occasional mud plug. One night time-and-observation trial was fabulous with the sections lit by candles in bottles and a whole lamb roasting on a spit at the finish somewhere in Berkshire. We had a good night, too, Keith Sanders winning the overall trophy and myself the standard road tyres class (I couldn't afford trials tyres!). We also won the club team award but I felt bad about my part in the victory for my lights packed up half way through and a chap called Stan Ducker from the Alpertin & Wembley Club allowed me to follow him on his Trophy and lighted the sections for me while I rode them. He was about twice as fast as I was on the rough but I had to keep up or I was well and truly done for and it must have been the only time I ever finished on time. Poor old Stan never even won an award though!

Perhaps our greatest sporting success was winning the Great Pram Race. That was during the club's regular annual camp at St Briavels in the Wye Valley, a delightful setting and one that I have always regretted allowing to slip through our fingers. We'd have perhaps a hundred camping with more staying bed and breakfast in the village and our weekend always coincided with the village carnival. Now, in our folly, we entered about half a dozen teams in the pub-to-pub pram race, with one pub being at the top of the hill and one at the bottom, two laps being needed with first the 'mother' then the 'baby' in the pram. We dressed the part and, with Keith as baby we left the bottom car park on two wheels, recapturing the thrills of Silverstone. At the top you had to drink half a bitter; I was barely able to draw breath let alone drink and most went down my front. When Keith took over at the half way stage we were somewhere near the front and I was well and truly shattered but still had my wits about me, enough to deliver a judicious tap on the ankles of a fellow club member who had the temerity to try to overtake us. He, baby and pram disappeared in a flurry of wheels and napkins. Our final charge down the hill to the winning post was terrifying and I swear there was smoke coming from the pram's axle but we made it by a short head and the club celebrated our fifty pence (it was ten bob then) prize to the extent that I finished up showing a loss on the deal. I had to return home early next morning and, passing through a deserted village, there was nothing but wrecked prams and the occasional drunk to be seen.

As always the club had some real characters and I still keep in loose touch with many of them. Do any of you older ones remember Commander Geoffrey Marescaux de Suburit? He was 'something in the Admiralty' and was frequently seen riding down the Strand on his BM complete with leathers and wearing a bowler hat and monocle! He retired to Norfolk where we often visited his delightful Rectory and now he is a lay preacher in Inskillin, Eire, so if ever you are that way drop in and say hello for me. Then there was John Whitehead. He's still around and still riding the bike that earned him notoriety. It had a huge brass plumbing arrangement on the rear that he said was a water air filter and ensured only pure air into the motor of his old R51 (I think it was a 51). He also claimed that he'd done over 200,000 miles without stripping the motor so there could be something in it.....





Most of the above had happened in the early sixties and it was as the club was beginning to grow with sections in the west, midlands and north and support for club events was always terrific. I remember a western section dinner attracting over 80 members including a beautiful brunette from Liverpool who I was to marry within eighteen months. Our introduction was hardly a romantic occasion for she arrived in brother Fred's sidecar and I peered inside as they pulled into Clarry Williams' garage and cried 'Good heavens, its a girl'. It was a while before I could even get her to speak to me.

So many of those members who played a part in laying the foundations of this club have left the country. Maurice Farmer, ex-social secretary is in Perth, Australia, and George Tipping, northern secretary at about the same time is in Victoria, in the same country. Dick Fuller, ex-editor is in Pietermaritzburg, South Africa and Fred Williams, (my brother-in-law) and Pat Ford in Johannesburg. There must be half a dozen others scattered around the world and, as always, I am struggling to remember names.

Let us just leave you on a financial note. In 1964 when much of the above happened a R69S cost £530 and an R60 £420! There was only one BMW dealer in the country though MLGs, whose owner, Charles Lock, still runs the concern, loves bikes and boasts of being the club's first member. He kept the club going, too, through its early sticky patch. I really enjoyed those years in the BMW Club when we didn't always have to wonder if we could afford the petrol before we went to a club event. Let's not lose our perspective though, the club today is every bit as good and I am still getting as much pleasure out of it as I ever did.

The two photographs show Bruce and Keith in contrasting moods at the 1965 Silverstone High Speed Trial.

section news

YORKSHIRE NEWS: Tykes Tattles

From Barry Cook

Our visit to Holy Island was marred by the heavy rain sweeping up the East coast and another inconvenience was the tide being in! Good timing by the Committee who shall remain nameless. Some of our people had arrived early and actually been across for a few minutes but the trip was out of the question so we all dived into the nearby pub for a drink. There was no sign of a let up and it was decided to go up the road to St. Abbs a little fishing village nestling in a cove just north of Berwick upon Tweed.

Going through Berwick the sky had cleared and we arrived at St Abbs in bright sunshine; amazing that 20 minutes down the road was a howling gale, but we settled down to enjoying ourselves in the car park sheltered from the breeze.

As well as being a beauty spot St Abbs is blessed with clear water and so is very popular with skin divers. There were several groups of divers either getting ready to dive or just coming out, and a walk round the harbour wall to where some divers were ready to enter the water was informative. The breeze off the sea was bracing, but it also produced waves large enough to upset the divers as they attempted to enter the sea with some dignity.

Over the cliffs could be seen the usual gulls but also some puffins, perched on narrow ledges looking remarkably unconcerned at the squabbling gulls landing and leaving every few seconds.

It was pleasant to see our more northerly members turn out despite the weather and even more pleasant to see two older bikes among the 5s, 6s and 7s; Angela Shawley had ridden up on an R26 with her husband Ken on his R60/2 - a rare bike and even rarer to see a woman riding one.

Having recently changed my cylinder head gaskets I was perturbed to find there were no holes large enough to go over the spigots in the cylinder head. So we are buying gaskets that do not fit and have to cut larger holes in the things. It seems to me we are standing for rocks breaking over our heads and paying for the privilege.

OXFORD NEWS:

From Jack Gibbs

July is the month of 'Doc's Day, 31 July is the day, time 11.30 a.m. and the venue is 31 Dobbins Lane, Wendover, Bucks. BEE EMM signs will be displayed at each approach road. If you have enjoyed Doc's Day in past years we know you will come this time, if not come and enjoy a real surprise.

We regret a mistake in last month's calendar. It was in fact, tour of Oxford Colleges. History more than one month past escapes my memory. The history of our University is concentrated during the 12th and 13th centuries, so that concludes my report.

Another relief is the reporting of Jim's Camping Weekend. Bruce Prestons professional pen will do a much better job. I must add two appreciations, firstly our thanks to Jim for inviting us to enjoy the seasons first camp midst bluebells, primroses and woodland at their most beautiful. Secondly we thank everyone who joined us. The total must have been around the ton.

It was so nice to meet so many new members and even nicer to learn the things they said concerning their first meeting with other club members. Ann tells me of their surprise (it also came from older members) that everything was free. One of our proud achievements is never to charge for anything at any Section meeting. On this occasion we thank the London Section who shared the weekend, shared expenses and kept our tradition untarnished.

We welcome two new members who bring our total to 70. Terry and ? Kelsey, Carterton, Oxford and A W Morrow, Burghfield Common, Nr Reading.

EAST ANGLIAN NEWS

From Bob Hunter

Here we are we do exist and everybody's wondering why it took six months for our first article to appear, well no excuses, we're off the ground now so watch this space for regular section news.

Please note that the address of our Secretary, Ray White, is now; 8 Hitchcock Place, Sudbury, Suffolk - Tel: Sudbury 75638.

Our section now boasts 41 members and we have a regular water-hole - 'The Cricketers' Public House, Danbury Common, near Chelmsford, meet the last Wednesday in every month 7 p.m. - 10.30 p.m. Please try and be there by 8 p.m. though or you'll miss the raffle, or Chris Boon changing his wheel bearings!

We have the use of the club room and it's bar and we are now used to an excellent turn out of at least 20 members plus many wives/girlfriends/boyfriends/throttle twisters etc.

On 21 May three highly polished members' machines were exhibited in a display at Chelmsford May Festival and £6 was raised for a local charity. Many thanks to those who came along and helped, but a large raspberry to those who didn't attend the run to Beaulieu the next day. Check out the events calendar for the next run - to the Severn Valley Railway - a good excuse for a ride in the sun. Also, look out for surprise happenings that we're likely to spring on you - to find out more, come along to the meetings.

If anybody has any problems/queries concerning any of the section's events please pop round and see me at 31 Kingston Avenue, Chelmsford (just off main A12) for a cup of coffee and a chat.

MIDLAND NEWS

From Brian Lowry

The BMF gave me the perfect opportunity to practise my favourite pastime of walking round in the warm sunshine, chatting to friends and drinking the odd glass of cool shandy. The size of the field at Peterborough gave everyone the chance to wander about freely enjoying the excellent stands and displays without the feeling of having played in the Rugby League Cup Final.

The visit to the Kingsway Fire Station went down very well and thanks must go to Kim Smith for giving a very informative tour and talk on the equipment carried in fire tenders and the various jobs that the Fire Service are called upon to do. The tour of course started in the Station bar where I had the opportunity to meet John Reid from Sheffield on his 17 year old R50. It came as something of a surprise to find that John is 80 years of age. He must surely be the Club's oldest member still riding a bike! Also, there was Jan Grabowski, a new member to the Club, welcome Jan. Welcome to new members Dave and Norman Whittle and Ron and Iris Phillips who joined us for the camping weekend at Bishops Cleeve. Sheila and I arrived in the dark on Friday night after chasing the local policeman around the car parks of Pershore for directions to the camp site - I must remember a map next time.

Saturday morning brought with it the dawn chorus at 4.30 a.m. I thought that we had camped in the Snowdon Aviary! Later in the morning members enjoyed a game of cricket in glorious sunshine, working up a thirst in time for lunch-time refreshments at the local hostelry.

readers letters

Thanks

Could I use your columns to firstly thank Major W Tyler for his piece on the joys and satisfactions of running the early /5 BMW's. He is right about the problems, but could some body help with the solution to the silencer problem. Do Breakwell Stainless Steel silencers still exist and if they do, how do I get in touch?

Dave Shaw

Stainless pipes and silencers can be obtained from Ivan Breakwell, 23 Plant Lane, Sawley, Long Eaton Notts. GW

Sub Frames & Sumps

Thank you for the June edition of the BMW Club's Journal, which I naturally read with great interest. I noticed a remark on the back page by Ray Swann to the effect that Krauser panniers tend to break the rear sub frame. The suggestion was so serious that I immediately investigated.

It may interest your readers to know the true facts. We have never had even one case of this nature. We have probably supplied more Krauser luggage equipment for BMW's than any other dealer, as we started importing them into the UK four years ago.

Also, we have only replaced two sub frames ever under warranty. These were due to seat hinge attachment fracturing. If any reader has a broken sub frame I would certainly be pleased to see it, and what's more, I feel certain it could be repaired satisfactorily.

Regarding your curiosity about the rocker box cover on the sump pan, this is an extension of the sump capacity, and also gives a better scavenge reservoir with less possibility of air mixing with the returning oil, which can happen with a flat bottomed sump on heavy braking etc.

I hope that this has cleared up a few points, and BMW owners' fears will be allayed.

V Davey (Gus Kuhn Ltd)

The last but one paragraph refers to the racing machinery featured in the June issue. Look closely at the sump, you will see a rocker cover fitted beneath it. GW

Taken the Hint

Your 'little hint' on page one of the last mag was the final shove I needed to make me put pen to paper. The first thing I would like to know is, has the BMW Club put a patent on 'DO YOU KNOW THESE TWO?'. Seriously though, - most excellent, congrats are in order. I am an RAC/ACU instructor and am thinking of giving out copies of it to introduce pupils to 'those two'.

Also I enclose a photo which I took at Brands last year which you may be able to use; I hope to be sending in quite a few as we get moved into summer, but these will be more of social meetings, rallies etc, so I must hurry and introduce myself at the London Branch!

Well, thanks for a great mag.

Ride on,

Stephen G Nicholls.

Disgusted

I was disgusted with the insulting rubbish printed in the June Magazine under the title 'Europe Revisited'. Doesn't either the author or the editor realise we have both Italian and Belgian members? I hope these members will accept my apologies for what was written.

I have spent most of my holidays abroad and wherever we have been we have been able to leave our bike, crash-helmets and riding gear completely unguarded for many hours, sometimes for the whole night; needless to say nothing has ever been touched; although we did have a couple of Americans show rather too much interest in our helmets in Salzburg; they had just purchased a new BMW and were broke.

With regard to hotels in Belgium, we have always been shown our room before signing in, and on the back of each door was the price list including taxes. Nowhere have we been short changed, we have always found the Europeans most helpful, kind and honest.

I would suggest, Mr Swann, that in future you stay in this country for your holidays, and leave Europe for those of us who can enjoy it, and can live with our fellow men.

Ken Wells

Amazed

I was about to book for my 'first' European trip when I read Mr Swann's article and was amazed to be informed that one must remove any item from the motorcycle that is not locked in case of theft, the slow progress that is made and the thought of my Krauser panniers falling apart! But most of all having to argue that the 'kost für zimmer mit morgen essen' is too dear and not being able to converse in 'Deutsch ich nicht besuche das schöne Deutschland.'

Fred Secker

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

Midland Section News Cont....

The pattern of events was repeated on Sunday, followed by a ride and then a climb up Cleeve Hill from where the view is staggering. Hills up to 77 miles away can be seen on a clear day and that was just such a day. Members seemed reluctant to leave the camp and most stayed until late afternoon.

NORTHERN NEWS:

From John Groves

We had our long awaited meeting with the BMW Concessionaires representative Mr Tony Yeomans last month. The meeting proved to be very interesting as Tony explained the why's and wherefores of the Company and the reasons for the cost of parts; in particular the fluctuating value of sterling in comparison to the German Mark. Of course, we all know that the cost of the parts is only relevant to the price of the bike. Are the machines getting too pricey I wonder? Mr Yeomans also informed us about BMW's 'Daily Vehicle off the road service' whereby your dealer (only if it is verified by them that the bike is off the road) should be able to obtain any part within 24 hours. This is a very useful service if you're stuck with a broken down machine and want the part urgently. The other motorcycle manufactures should take note of this to help their buyers and not just try to sell machines; after all without motorcyclists they would not be in business. Mr Yeomans told me after the meeting that he enjoyed coming to talk to us and this had improved his understanding of the BMW Club. This has to be a good thing don't you think? I thought that there would have been more members at the meeting, not just from the Northern Section. So it would appear that we have a lot of BMW riders who are completely satisfied with the machines they own. I would like to thank Mr Yeomans for explaining everything fully to us when asked to be more explicit. There were a lot of questions thrown at him which he did his best to answer.

I was glad to see Don Butterworth at the meeting after his accident with the Tin Box on wheels, yes a motor car! Well, I know the feeling Don when it wasn't your fault. So safe riding on your new BMW.

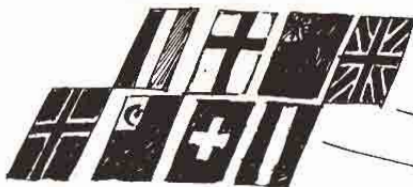
We had another good weekend at 'Bryn Du', Llanberis. The people that did not come missed a very good weekend in good company. The Saturday and Sunday were excellent. The sunshine was welcome after the winter as were the empty roads.

It's not too early to think about next year's events - let me know what you want.

A Trip Behind the Curtain

FROM

Sid Thomas



Having spent nearly
two years on a complete rebuild

of an R60 of 1959 vintage, purchased for £100 in 1972, what a marvellous feeling
I had during my first ride on a twin cylinder machine, after nearly twenty years
on an R26 (250 cc single)

After a few weekend trips during 1975, knocking the rough edges off newly machined parts, the time came to have a thorough reliability test on my handiwork. We decided on a trip to Leipzig..

It was a beautiful summer's morning in August when Maisie and I set off on our first holiday together for eight years (with a one man business it's a little difficult for husband and wife to go on holiday together).

We arrived at Harwich in good time to catch the 5 o'clock Ferry to Bremmerhaven. Having seen the R60 safely tethered on the car deck of the 'Prinz Oberon' we were soon in our cabin, changing from leathers into more suitable attire for the 18 hour journey.

On the way down to Berlin we ran into a heavy thunderstorm in Winsen which caused us to miss the turn off for Lauenburg and end up in the old city of Luneburg. Getting lost there we attracted a police escort out of the city onto the Lauenberg road. Approaching the East German frontier, we were following a 10 ton sand lorry. He stopped, I stopped about 5 yards behind him. He then decided to reverse and did not stop until he smashed my windshield, with the two of us getting ready to abandon ship. (Stop the world we want to get off.) After a heated argument, in German, with the Polish driver, which got us nowhere, I decided to press on as we had quite a way to go to Nauen - approximately 15 miles west of Berlin.

At the East German check point we were kept hanging around for about 1½ hours waiting for clearance of visas and passports. Maisie had to remove her helmet twice for the guards to make sure who was wearing it.

We arrived at Nauen without further incidents.

Having changed from our riding gear, it was down to the dining room for a meal. as we were really famished by this time - 8.30 p.m. We were kindly informed it was too late for an evening meal so it was a case of tramping around dimly lit cobble stoned streets, looking for something to eat, which we finally did, but not before I was asked to pay for it in West German Marks!!

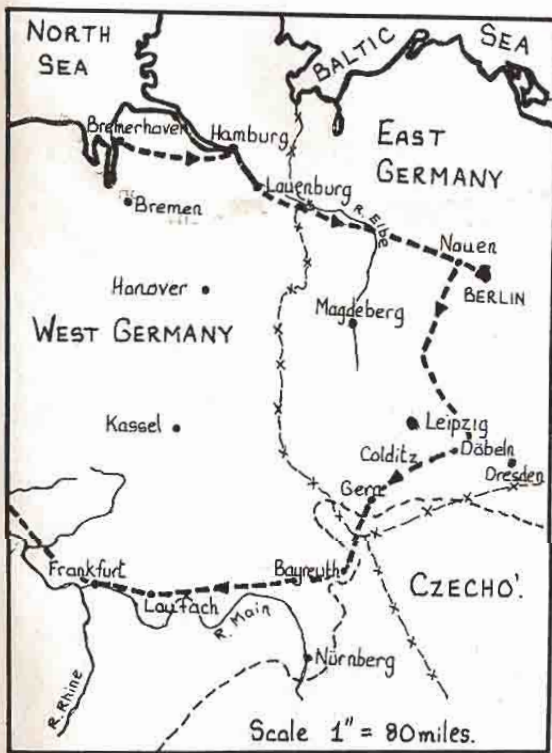
East Berlin was very disappointing shopping wise, Maisie was very disillusioned with it, so it's best forgotten .

Another day we went by train and bus to a little village called Staaken, situated on the East German/West Berlin border, with the intention of visiting West Berlin. We presented our passports and travel permits at the guard post. They were duly stamped by the officer in charge, and we proceeded to another office for checking. Here a query arose concerning the exporting of East German currency so back to the first office we went to arrange the deposit of our marks in a Bank. However, before we could do so, it was suddenly discovered we were not travelling by Motorrad.

Where was it? Why did we not have it with us? So they kept on. I am sure they thought we had flogged it. I explained in the best German I could muster, 'The BM, is at the hotel garage at Nauen', we had travelled by train and bus to Staaken, that we were just visiting West Berlin to have a 'butchers hook; my wife wanted to see round the shops, but I was flogging a dead horse. We could not enter West Berlin without the motorcycle. He explained we could go in on our British Passports but our visas would be automatically cancelled, and we would not be able to return to Nauen to pick up the BM. He was a proper comedian. This lot certainly made a change from the usual run of the mill in the U.K.

After all this malarkey, we went looking for some place to eat, and walking along the perimeter of the Wall for a couple of miles, we finally found a house where we had quite a good meal at a reasonable price. We heard some automatic gunfire during our walk along the wall - perhaps they were shooting at rabbits.

The following day, we were on the road once again, with Döbeln, near Dresden our next port of call. Along the way we stopped at a little village called Gaston to fill up with petrol, and feed the inner man (you have to keep a careful check on your petrol situation as filling stations are very few and far apart, one would be in deep trouble, if you should run out of juice in between towns). We had left the BM outside, near the entrance of the Gasthof, while we ate our lunch. On returning we were greeted by what seemed to be the whole village assembled around the bike to see us off. It must have been a gala day for them to see two leather clad British tourists on a German BMW. I don't believe there are any bikes in East Germany larger than 150 cc, I didn't see one.



A few miles further on, not far from Riesa, it happened. We were bowling along quite merrily at a steady 35/40 mph over a cobbled stretch of road, then on to smooth tarmac, when next instant we were on the deck, skidding along the tarmac on our backs, the BM leading the way. It was fortunate we were on a smooth surface with no traffic. When we came to a stop, the BM was still ticking over, but I soon switched off, as I had visions of it going up in smoke. We were both shaken, but after righting the bike we walked back along the road to see what had brought us off. There was nothing there, it was as flat as a pancake, and no trace of oil. I thought the front wheel bearing must have seized solid, whereupon examination revealed the fishplate on the front mudguard stay had fractured, causing the mudguard to drop onto the wheel, stopping it instantly. I had the mudguard off in a very short time, with a little assistance from a young couple (who had stopped to offer us help in any way) on a 125cc Simpson Lightweight Scooter, Manfred and Inga Buch by name.

By the time we had reached Riesa, the heavens had opened, so the four of us took shelter in a gastof for $1\frac{1}{2}$ hours over coffee, waiting for the thunderstorm to abate.

Fine weather meant farewell to our new friends and eventual arrival at our Hotel in Döbeln at about 7.30p.m. with my old friend Arno, patiently waiting for us. I explained why we had been delayed and he took charge of the Bm for the next 10 days by which time he had replaced the smashed screen, rebraized the mudguard stay, straightened the 'D' type crash bar, and given the bike a wash and polish to boot. I don't think I shall ever be able to repay Arno and Christel (his wife) for their kindness to us. They made us promise to come and stay with them in their new home in two year's time.

One little incident that occurred one day in Döbeln, I must record, as it caused us quite some embarrassment. Maisie and I had sat down to lunch in a restaurant when half way through our meal, an elderly gentleman came and sat our table, as most of the tables were occupied. In due course, we got chatting and when he learned we were from England, he was overwhelmed with delight, as we were mostly taken for Poles. It's usually tourists in the Eastern Block who have their holidays behind the Iron Curtain and not beyond it; not if they value their life. But back to my tale. At the end of our lunch this old boy, he was 72 years old, a pensioner insisted on paying for our lunch and kept saying 'Englander nicht geld', 'Englishmen have no money'. So not to cause further embarrassment I let him have his way. The final crunch was yet to come! After a little while the old boy nipped outside to the street to find out what time and where we could get a bus to 'Griebstein Castle' which was just a few miles from Döbeln. We had a few minutes to wait at the bus stop and chatted for a while until the bus arrived. As we got onto the bus to pay the driver, the old boy held out two marks to pay for our bus fare. I nearly fell off the step and practically thrust it back into his pocket. He must have been a student of the Financial Times.

We extended our stay by two days, after some coaxing from Arno and Christel and had to pay a visit to Police HQ to have our visas extended. I explained to the Dossman that we had come off the bike and Maisie would like a few more days to get over her shaking up (he didn't ask to see her bruises!!) He probably took pity on us poor souls.

All too soon the day arrived when we had to begin our trek westward. We bid a sad farewell to Arno, promising to return in 1978. Christel had left word that we had to call at the cosmetic shop, where she worked, to say goodbye. After leaving Christel outside the shop, tears streaming down her pretty cheeks, I don't think Maisie was far from tears either, we were on our way. From Döbeln, we made a flying visit to 'Colditz Castle'. Going to the ticket office to pay to go in to the Castle, an elderly lady taking the cash, learned we were Englander's and requested no payment ('here we go again' I thought). Out she dashed from the pay office up the drive to the castle courtyard, shouting to a courier who was just about to begin a guided tour with a party of German tourists 'Two Englanders to join your party'.

The Castle is still as it was during the dark days, the only visible difference one could see was, that in the Courtyard where the P.O.W used to exercise, there grows a Japanese Cherry tree. It think its used as a children's orange now. The iron grills are still on the outside of the upper windows. After the walk round, we were entertained with a piano recital, in the Concert Hall. The Music piece lasted about 20 minutes, so by the time he finished playing, we were glad to get out into the cool air, as we were beginning to get hot under the collar in our riding gear. A quick look around the village, lunch and we were once more on our way.

While we were in the Castle I asked the courier if 'the glider' was still in the roof, as I would have liked to have seen it, but he poo pood that idea and did not want to know.

Our next port of call was Laufach, a small village, about 10 miles east of Frankfurt where I knew of a little Hotel, which was spotlessly clean, and reasonably cheap, where Maisie and I could stay a few more days to complete our holiday. Coming out from East to West proved no problem, it only took a matter of minutes.

The run to Laufach was uneventful, the BM bowled along the Autobahn effortlessly, although over the 70 mph mark the back end would start performing.

On the last leg of our journey, from Laufach to Ostend, we met four lads on 3 BMs, I believe they were from Yorkshire. We didn't have much time for a chat as they were just leaving a Service Station when we pulled in. We gathered they had been on holiday in West Germany.

And so, it was back to the fair country once more, after eighteen days of revisiting old haunts of Germany. It's a holiday we both shall remember for a long time, also the good friends we found on our travels. We shall be back one day.

B M W * LEIDER

(Sung to 'Little Brown Jug' - if you like)

- | | |
|--|--|
| <p>1. Its badge is white from North to East
Pale blue from North to West,
From South to West the white repeats
More blue completes the rest</p> <p>2. Twin pots opposed from side to side
Give axial ro-ta-ti-on
They make the bike a trifle wide
But do reduce vi-bra-ti-on</p> <p>3. Its right head lies behind its twin
So does VERGASER rechts
The off-side bing may bruise your shin
Unless a boot protects</p> <p>4. It has no chain to whip or wear,
Or scatter oil around
The final drive by bevel gear,
Which doesn't make a sound.</p> | <p><u>Chorus</u> After each verse -
Ha, Ha, Ha, BMW*
Little Black bike don't I love thee
Ha, Ha, Ha etc.</p> <p>5. Its spares are getting very dear,
That is, when you can sight 'em,
And getting dearer every year,
And so ad infinitum.</p> <p>6. You want a bike that's more refined?
You might do well to ponder,
Does BMW* now lag behind,
The Golden-Winged Honda.</p> <p>7. Its badge has white from 12 to 3,
From 3 to 6 pale blue,
From 6 to 9 more white we see,
Then more blue carries through.</p> |
|--|--|

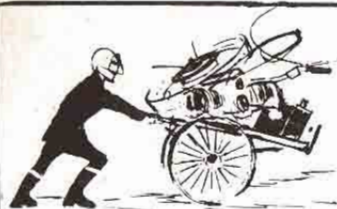
*W pronounced (Vee or Vay) - as German. VERGASER RECHTS - Right Carburettor.

Written by the 'Doc' Oxford Section

THE ANNUAL GENERAL MEETING OF THE BMW CLUB
will be held at
THE MANOR HOTEL, MERIDEN

Commencing 14.00 hrs on Sunday 23 October 1977

I hereby give notice that the Annual General Meeting of the BMW Club will be held on the aforementioned date. Any items for inclusion in the Agenda should be notified to me in writing by 9 September 1977 giving name of proposer and seconder.
F. Secker, General Secretary



mutual aid

FOR SALE: Krauser Crash Bars, black finish £20. Ashmans Europa Boots size 7 hardly used £15. Workshop Manual R50, R60, R69S £2. Swagman Tank Panniers (Deep Type) £17.50. /5 Rear Wheel £20. Bukta Falcon Tent. Separate ground sheet. Large extended fly sheet £15.

WANTED: ATE master cylinder for Steib Sidecar brake.

Apply Jim Moylan, 11 Persehouse St. Walsall WS1 2AS

FOR SALE: R60/6 N Reg. 8,000ml Dunstall fairing, c/bars, spots etc, offers around £1,200 or swap for R90/5 with cash adjustments. Apply Roger Daniels, 62 Mynydd Maen Road, Pontnewydd, Cwmbran, Gwent NP4 1HF

FOR SALE: R75/6. Illness forces reluctant sale. 1000 mls only with 6 months warranty left. Crash bars fitted, and unused Krauser 35 ltr panniers £1,850. Tel: Upton Magna 689, Nr Shrewsbury, Salop

FOR SALE: 1974 R60/5 10,000 miles, black, s/steel silencers, screen, carrier £730. Swagman tank bag and tank panniers set £16. Craven panniers (repainted) £10. Apply J. Perry, 14A Pretoria Road, Cambridge CB4 1HE

FOR SALE: Brand new Read Titan BMW type fibre glass fuel tank. Black, lovely deep knee recesses and so light in weight. Bargain £10 plus carriage. Apply P Dickson, Endrig, Kennoway Road, Windygates, Leven, Fife, Scotland. Tel: Kennoway 350682

FOR SALE: R75/5 1974. 22,000 miles, including crash bars & carrier £925. Ring Mr Stafford 01-839-7711 (office hrs) or Maldon 892570 (home)

FOR SALE: Michelin Tyres with 30% discount. Delivery £1. (e.g. 325 S19 M38 - £12.50) Apply: Vernon Edwards, 6 Crestwood Av, Wigan, Lancs. Tel: Wigan 46880

FOR SALE: Lewis Leather 'Phantom' jacket (quilted shoulders, elbows, knees) black with red stripes, like new. Suitable for someone 6ft to 6ft 2in and bulky (I'm 17st.) cost new £90+, asking £40. Also Belstaff Trialmaster suit, red, smaller size. £15. Lewis boots, like new, cleated rubber soles, size 10/10½; cost new £19.75, asking £12. Bell helmet, scuffed up, £7. White Kangol helmet (size 4) worn once £8. Goggles gloves £3. Apply: T Disch, 73 Queen's Gate, London SW7. Tel 01-373-4732.

FOR SALE: 1970 R60/5. Craven panniers. Dudgeon topbox and carrier. Avon Lynx fairing 8 leading shoe front brake. 45,000 miles one of the first. Good condition except for silencers. £700, ono. Apply: Cliff Bennett. Telephone 021.557.8665.

WANTED: For short wheelbase /5, new stainless steel silencers. Apply to Dave Shaw 7 Swinburn Place, Newcastle upon Tyne NE4 6EA

WANTED: Boots size 8. Black Prince Jacket size 38. Mike Bull, 136 Disraeli Road, Putney, London SW15

WANTED: Exhaust and balance pipes for /6 any condition. Apply: Arthur Elmes, 88 Harden Drive, Bolton, Lancs BL2 5BX Tel: Bolton 32266

WANTED: for /6 Large blue tank. outright purchase or exchange my new 3½ gallon tank. Apply: Chis Chirnside, St Georges Cottage, Sizergh, Kendal, Cumbria. Tel: Sedgwick 60815 (evenings) or Lancaster 2245 (office hours)

GARAGE TO SHARE: in W. London. Rent increase means /5 owner seeks 3rd motorcyclist sharer for lock-up garage with electricity in Royal Crescent Mews W11 (Holland Park) About £100 (inc. rates) p.a. per person. Apply Edward Hay 229-4344 (day); 229-8270 (evenings)

CONTINENTAL TYRES *** CONTINENTAL TYRES *** CONTINENTAL TYRES *** CONTINENTAL TYRE

FOR	Speed rated	325 S - 19 ...	£14.00	Speed Rated	325 H - 19 ...	£16 . 00
/5	to 112 mph	400 S - 18 ...	£17.00	to 130 mph	400 H - 18 ...	£20 . 50
/6	Post & Package	£1.25 for 1 tyre. £2.00 for 2 tyres.		Apply to Peter Hodgson,		
/7	Jet Tyres,	Haycliffe Lane Mills, Wibsey, Bradford. Tel: 74988 (work) 598109 (night)				

PLEASE SEND ITEMS FOR INCLUSION IN 'MUTUAL AID' TO THE EDITOR - ADDRESS PAGE TWO