

# the journal of

OCTOBER 1977

# THE BMW CLUB



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ISSUE 312

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## **editorial**

The Annual General Meeting; the hogmanay of another Club year, the epitome of all that is British, a symbol of democracy, is upon us again. Three pages of this month's magazine are in compliance with Club Rules and furnish each member with the Minutes of last year's A G M. Read them, parts are quite interesting. Are they minutes of a club heaving with activity or do they display an attitude of all talk and little action? Don't accept all they say as an unalterable fact of life. Fact, the minutes certainly are, matters arising there must be, come to the AGM and raise them. If over the past six months I had carried a concealed tape recorder at the various Club events I have attended I could have provided sufficient AGM discussion material to ensure a super lively meeting. Surely those members keen enough to discuss Club matters over a couple of pints in a local pub will come and put their points officially. I feel a gentle breeze of change which is refreshing and always necessary to keep an organisation free from chaff and rotten wood but does not destroy the well rooted stock, and at the same time blows in new seed with fresh, if not new, ideas. I hope this year's AGM will foster and take advantage of new enthusiasm. Keen members always will show themselves. But always remember, and the Northern News this month supports this belief, that an interested and active membership demands the formation and guidance of a committee, in no way can a committee alone make a successful club. There is certainly no chicken and egg problem here.

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

**COVER PHOTOGRAPH** Not Eric Rosenthal relaxing after the rigours of 'TT Week' but proving that touring in communist countries is by no means all tension and [take] chagrin, and perhaps more to the point proving how long travelling companions can/exchanging currency at the Romanian/Bulgarian border.



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 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:	Cricketers Public House, Danbury Common

### OCTOBER:

1/2	EAST ANGLIAN	Camping Weekend, Bawch, Mid Wales
5	SOUTH EAST	A G M
8	MIDLAND	Run to Nottingham Goose Fair. Meet on Derby Road, Nottingham outside AA Offices at 14.00 hrs
9	NORTHERN	Meeting, Lowton
9	WESTERN	Meeting, Old Tippling Philosopher, 14.00 hrs
9	LONDON	Run to Stratford upon Avon Motor Museum, 1 Shakespeare Street, Meet at 10.30 Beacons Field Town on A40 or at Museum 13.00
11	LONDON	Natter Night or slide show
16	YORKSHIRE	Visit to Stanford Hall Motorcycle Museum. Junction of M1 & M6 Near Rugby. Meet museum car park at 13.00 hrs
19	SOUTH EAST	Natter Night
23	NATIONAL	ANNUAL GENERAL MEETING
25	LONDON	Talk by Motor Police
26	EAST ANGLIAN	Natter and A G M
30	OXFORD	Summer Slide Show
30	LONDON	Visit Bluebell Railway, Horstead Keynes, off B2028 south west of East Grinstead. Meet Spencer Arms at 10.30 or East Grinstead Town Centre at 13.00 hrs

### NOVEMBER:

2	SOUTH EAST	Natter Night
8	LONDON	Service Demonstration
13	NORTHERN	Meeting, Lowton
13	WESTERN	A G M and Bring & Buy sale. Old Tippling Philosopher 14.00
16	SOUTH EAST	Natter Night
20	YORKSHIRE	A G M and film Show, A E Autoparts 14.00 hrs
22	LONDON	A G M
27	OXFORD	Bring & Buy Sale
30	SOUTH EAST	Natter Night
30	EAST ANGLIAN	Meeting & Darts Match

### DECEMBER:

2	YORKSHIRE	Annual Dinner (See Section News)
6	LONDON	Natter or BMW Talk on /8's
11	NORTHERN	Meeting, Lowton
14	WESTERN	Meeting, Old Tippling Philosopher 14.00 hrs
14	SOUTH EAST	Christmas Party

DIARY OF EVENTS CONT....

18	YORKSHIRE	Christmas Party
18	OXFORD	Mince Pie Party
20	LONDON	Christmas Party
21	EAST ANGLIAN	Meeting

section newsYORKSHIRE NEWS:

From James Clegg

Our August meeting was held at Staithes, a small fishing village near Whitby. The poor weather was I think the reason for the low attendance, though our numbers were swelled by Geoff & Jen Wilson and friends from the Midland Section. Thanks for coming, hope you all had a safe journey home. Thanks also to the four locals who turned up (sorry didn't get your names, but thanks for the refreshments).

Staithes seems to have escaped the commercialism which has crept into the larger resorts along our coast. Besides the usual number of pubs there was just antique shops and a couple of cafes. It certainly is not a place though for people with weak hearts as the climb back to the car park from the harbour is energy sapping to say the least. Our ride home was via Whiby and Scarborough. The weather had now changed for the better and it was an ideal evening for a run..

There are three main points of importance I would like to mention:

Firstly: The Triumph meeting was cancelled due to circumstances beyond my control and I will endeavour to get another visit fixed for next year.

Secondly: This is the last call for people wishing to go to our Christmas Dinner and Dance at Ingewood Restaurant on Friday 2 December. The cost is £5.25, this includes a deposit of £2 payable immediately, but unfortunately, not refundable.

Thirdly: The A G M will soon be round again. Now is your chance to air your views and decide the future of the club. Lets try and see more Yorkshire members there this time instead of the usual half dozen.

Our October meeting is a visit to Stanford Hall Motor Cycle Museum near Rugby. Junction M1 - M6. Meet in Museum Car Park at 1 p.m.

Last but not least, November is our Section A G M. If you have any complaints or suggestions this is the time to let us know

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The four locals were Ken & Angela Shawley, and the Bramwells. Yes, the tea was welcome, thanks ..... G W  
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MIDLAND NEWS:

From Ken Wells

On Sunday 31 July eight Midland members accepted the hospitality of Doc Wynrow and his family for their annual meet. When he wrote to me he said that he was catering for one hundred and twenty people, and he wasn't joking. The whole day had every ingredient for success, good food, good weather, nice countryside, and of course the best company in the world. Doc's daughter Anne, is an RAC/ACU instructor, and after riding behind her I've gone back to studying my manual; if we all drove like her the insurance companies would be redundant. Thanks to both of you for a marvellous day.

On Friday, Saturday and Sunday 5, 6, and 7 August the Midland and London Sections held a joint camping weekend at Ranksborough Hall, Langham. Altogether thirty members and visitors attended, the keenest must surely have been Bruce Clarke who left early (6 o'clock) on Saturday morning to go to work, and returned on Saturday afternoon. Having had scorching weather up until Friday, Saturday and Sunday were very disappointing, however, two junior Midland members still broke the ice on the swimming pool on Sunday morning. Saturday morning, we all spent

a pleasant two hours visiting Dave Nourish's Weslake engine building works. I think most were surprised how much was being achieved by a small business, and we all wished them the best of luck with their venture.

I have become very concerned with the way insurance is going, and I have been looking into the possibilities of a 'club' insurance scheme, various car clubs manage it with considerable savings, why shouldn't we? Up to now I have had no luck, but how about members keeping the Editor informed. This I feel is one quiet way that motorcyclists can be driven off the road with no 'demos'.

Congratulations this month to Irene and David Williamson on the birth of their daughter Angela, also to Angela and Philip Horton on the birth of their daughter Gwenda. Finally, a note for your diaries the Midland A G M to be held at Wm Sharp, Bescott Crescent, Walsall, on Sunday 13 November at 1.30 p.m.

#### OXFORD NEWS:

From Jack Gibbs

Double thanks this month to Bob and Muriel Tucker. Firstly, for organising a very enjoyable evening for some thirty members, who met in Marlborough to enjoy the thrills of hang gliding. It was so much enjoyed that Bob hopes to arrange a repeat to occur on a Sunday sometime in the near future. Secondly for introducing and organising our first ever Treasure Hunt for our August meeting. The wettest week for years extended into Sunday and provided the biggest hazard of all for our Treasure hunters. To follow route cards, and their preservation, in torrential rain needs no further elaboration. Despite this, the Tuckers man-made problems and the subsequent inquests, hoads of fun was had by all and it demands a repeat.

This months special mention goes to Jim and Margaret Steadman of the South East Section who, mounted on their lovely new R100RS, joined us for the first time. They went astray while Treasure hunting and discovered we have six other George Public Houses in the Oxford area before making home.

The Doc maintained his interest in tea making throughout the afternoon and suggested it may be necessary to keep in practice for Doc's Day 1978. After this years fabulous garden party it was a surprise to learn his deep freezer still contains left-over eats from the party.

We discussed our other star event, Jims Day! to be repeated in May '78, but report of progress must await his return from his second long distance biking holiday, this time to the New World with the Vincent Owners Club touring North America.

Jim will top the bill at our October meeting advertised as Holiday Slides Show. His previous shows prophesy another memorable event, so please join us for 3 p.m. start at the George on 30 October. Other slides taken much nearer home will also be shown, so please bring along your own gems for us all to enjoy.

#### Bob Tucker elaborates on the Hang Gliding

Birdman, Ken Messenger, who recently achieved success in hang cliding across the Channel, instructed about 30 club members from various sections on the do's and dont's of hang gliding at Milk Hill, near Marlborough on the first Thursday of August.

After a brief talk on the construction of the Kite, the necessary clothing and instruments used, they were invited to try their skills on a tethered kite belonging to the Hang Gliding School.

The first to go was Mrs Swann from Bournemouth. Well done the ladies, all of whom did very well.

It was a really enjoyable evening, flying conditions were perfect, and I think everyone was well pleased.

The Northern section of the BMW Club is on the decline. Harsh words, but true nevertheless, and unless we face up to the fact the decline will continue until there will be no returning to the once great section that we were. To return to the 'golden days' of the club in its earliest years, with its peaked capped members, open roads, pub rooms with great roaring coal fires and more steib outfits in the yeard then solo machines, is impossible. Those days are gone forever and never will we see their likes again. For those of us priviledged to live through them, nothing will ever take their place, nor should we want it so. May they rest in peace, their memory never forgotten.

However we can, and must return to the days not so very long ago, when the apathy now very apparent at the section meetings never existed. The enthusiasm which then abounded among members made it a very great pleasure to attend. To those of us who work to keep the club section running, that pleasure has almost gone, and has been largely replaced by frustration caused by the almost complete lack of interest shown by members when any suggestions for a social get together are asked for.

The success of the club depends on two things, one, a hard working committee, two, and enthusiastic membership. There is no question but that we have the first, equally there is no question but that we have not got the second. The future of our section depends on you, the member, if you want the section to fail for lack of support you are doing fine, carry on doing nothing, and the day will not be long in coming when our section no longer will exist. But, if having read this, you decide that you want the Club section alive and well, let us know of your change of attitude, by some enthusiastic support. With your help we can again take pleasure in attending club meetings. We are in your hands, don't let us down.

The attendance at our Llanberis weekend was, like the ride down there, dismal, only seven people turned up which illustrates only too clearly the apathy prevalent in our section at the moment. However the shortage of numbers in no way spoilt our enjoyment. The ride to Llanberis in company with Norman Sharp wasn't one or our better rides with lashing rain most of the way and a persistent missfire on Normarfs machine which slowed us down somewhat. At one point I had to pass Norman and 'have a blow', I was in danger of falling asleep! John and Angela arrived after us on the Friday night; Angela immediately set about munching the cold chicken they had brought with them and by the time John had put the bike away, the chicken was almost gone. When the chicken and two mugs of tea had gone the way of many things before them, Angela blissfully announced that she had seen Steve Bond apparently lost in Llanberis village. Asking her why she hadn't stopped to give assistance she replied with wide eyed innocence: 'I wasn't driving, was I, 'e was'.

Needless to say Steve eventually found his way to Bryn Du hostel after asking every person in Llanberis and getting different directions each time. I think the only way he found it was by following the sound of craking chicken bones!! The arrival of Steve Barret on his new pep pill the 'Kamakasi drifter' completed our group for the weekend, and what a great weekend we had, but that's another story, and if you're really interested, why not join us next time.

The infamous tales of BMW's weaving and wobbling their way around the world are passing into legend, and yet there are still people who don't believe them. Such a person was our own Phil Carter. Phil had never experienced any such instability on his machine up until a few months ago, when he got into a monumental wobble on his R69S. Having had the experience, Phil now knows how bad BMW's are in the stability department, if there is the slightest thing set up wrongly on them. However the interesting outcome of this experience was the fact that Phil, although he never really found the cause of the instability, cured it by replacing all the steering geometry bearings, and yet his confidence was that shaken he couldn't believe in his own mind that the bike was now as stable as was possible with the

overall design. He came to me complaining that it wobbled like a jelly at 35 mph and weaved nicely at 70 mph, and asked if I could help. I laboriously went through all he had done and came to the conclusion that he had done all the right things and the bike should handle reasonably well. So I decided to try the machine on the road myself, after the horrifying tales he'd told me I let out that clutch lever very gently indeed I'll tell you!

The outcome was that, with a top box fitted, the bike would very gently wobble at 35 mph but no apparent weave up to 90 mph, without the top box the bike was stable at all speeds.

The information and point of interest to be gleaned from all this, is that if you are unsure of your bike's handling, for your own peace of mind, have it checked by someone you can trust to give it a proper test. Not me though, I'm really a coward at heart, riding at 90 mph on a machine that I thought could throw me off any second, wasn't really my idea of fun.

## Bank Holiday camping 27 28 29 Aug

Tim Wilson (Yorkshire) won the cylinder head skittles.

Bruce Preston (London) took home the glass-ware after most successfully negotiating the narrow alley.

Geoff Wilson (Northern) controlled the speed of the tin bath to best advantage.

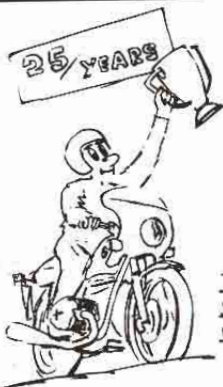
Tony Barkway won the rounders match almost single handed, with a little help from every one else - on both sides.

And Gordon Diplock won the hearts of the children with his Honda 50 engined mini-car.

Thanks Gordon for a well organised weekend.

THE STYLES OF TIM WILSON (LEFT) &  
IAN BARKWAY (BELOW)





for Eric  
Rosenthal

## Another Jubilee

This is Her Majesty's 25th  
year on the Throne and less  
widely known, my 25th year  
in the saddle



Both careers have been eventful and at times hazardous. There are of course differences, as for instance, a throne doesn't move at speeds which it is imprudent to mention within earshot of policemen. How did I celebrate my Silver Jubilee?

I went to the Isle of Man - for the first time! It turned out to be a highlight of my biking experience. For many years 'Island' addicts have nagged at me to go but it wasn't until this year that I succumbed. I decided to join London Section members Bruce Clarke and Alan Hills for a three-day visit to see the 'Senior' and Sidecar events. True to form I was late for the start to Liverpool but caught up with my two friends while they were rashly poisoning their digestive systems in a motorway restaurant. Reaching the ferry quay at Liverpool, we joined a long line of 'Blenders' for the 'pumping dry' ritual. The guy put the pipe in my tank and as he started pumping, I raised it about four inches. At the fifth stroke of the pump bubbles started rising in the tube ... he didn't get much out of me. This operation seems to me to be a farce for it wasn't even mentioned on the return journey. Driving off at Douglas I was immediately hit, not literally of course, by the vast number of bikers burning it up in every direction. On our ride to the Peel campsite we must have got caught up in a road race without competitors' numbers - on a two-way circuit! Or was there a cliff at each end of the road where all these lemmings were going? Whatever the answer ... we joined!

The campsite was good and very cheap, it was owned by the Peel Municipality. We were surrounded by tents belonging to those whom I consider to be the best end of the motorcycling fraternity. The next day we cruised around part of the circuit and strolled about Douglas. Everywhere bikers ... on the road, in the streets, in the shops, in the pubs and restaurants. Bikes parked on pavements, roundabouts and even zebra approaches. Some riding without helmets, some riding along pavements interesting machines everywhere and above all, everybody friendly. It was fantastic - I've never experienced anything like this. The whole island struck me as a nature reserve for motorcyclists with local residents and police as game wardens!

The next day we watched the 'Senior' but not being a racing fan, I wasn't impressed especially as they all seemed to be the same machines. I did hear one four-stroke but that disappeared in the first or second lap. The sidecar race interested me a little more particularly as Adrian Rivett, who maintains my machines, was competing with his BMW outfit. Whenever there was no racing and the circuit was open, the roads were again packed with bikers, hundreds, in a constant stream passing in opposite directions and constantly overtaking in the same direction, using cafes and pubs beside the road as pit-stops. It never failed to delight me.

The International Assembly - thanks to Fred - was also a singular experience.

A good evening, in pleasant surroundings, where besides our club members, I met friends from Holland and Germany ( and a Swede who thought he knew me, but changed his mind!). Just one personal moan I would voice here - the music was too loud. It took about three minutes, at the top of my voice, to make Lottie hear my question 'Where's Fred?' and it took about the same time for me to hear her answer 'I don't know'. Fifty watts down each earhole is enough to blow the fuse on any conversation!

The three days passed too soon and departure was truly reluctant. I must also mention that 'The Island' scenery appealed to me and the sight of Snaefell shrouded in mist while the sun shone below, was impressive.

There was a shock awaiting us at Douglas quay for the return ... the bikes were being hoisted onto the ferry. Now I know that old-timers will laugh at me and say 'It was like that for years' but nevertheless to see my faithful Bimmie suspended twenty feet above me, makes me feel queasy. And so we left ....

The whole trip was well worthwhile. I now see the cause for addiction! Mind you, reviewing The Fleet at Spithead could also have been fun!!

## Readers Letters

### All Sorts

Do you edit all letters published? I am presuming this one to receive the treatment, though it's just a few notes.

**Insurance:** I'm 26 years old, ride on R100RS, have a dirty licence and pay £106 pa insurance. That's OK by me, but £12 per green card, even if only for 3 days is a bit much. I've been on the Continent (EEC) for 23 days over 4 trips - cost 48. Legal & General say that regulars are a high risk. This year is claim free so far.

**Touring:** The Hebrides are much better than you would expect.

Belgium is quite the most expensive country I have visited, but Austria was not as bad as I thought, however I'm still a novice. Roads and drivers are best in W. Germany; why didn't anyone tell me before?

**Bike:** Since September '76 I have done 22,000 miles on my 100RS, with an extreme mix of good and bad. The fairing is fundamentally excellent, but cold hands and rain in the face are probably the worst points. Just in case you're thinking about it, I advise against removing the lower sections, one's feet get no cooler (however in April 1977 Das Motorrad removed the whole fairing from an RS to achieve an increase in top speed of 13 kph - 9.4 mph - and better fuel economy. This may explain the

low ratio final drive for such a top end tuned machine). I've put /6 knee pads on my tank with good result. The bike is certainly fast, yet is OK in London rush hours and will pack 100 miles into the hour being capable of holding 6250 - 6500 rpm (105 - 115 mph) for hours on end, the Salzburg - Dunkirk autobahn proved that.

**Clothing:** Why don't people admit that nylon is never fully waterproof? I've tried Premier, Guardsman & Belstaff, they all leak. Is anything smart, easy wearing and absolutely waterproof? My Dutch, green, lightweight wellies were my best ever buy at £3.50. After 12 months, 25000 miles, plus walking they are now due for replacement. "Nu-finish" is good polish for bike and visors.

**Problems:** Warranty work on my bike has included two new silencers, 2 petcocks, 4 tank taps, 7 bulbs (various), 4 gear-boxes, 1 shock absorber, 2 tubes, many oil seals, 1 alternator, 2 wheel bearings & engines and more.

I'm not a mechanic at all and find BMW at Brentford very acceptable and much much more helpful and quicker than anywhere else. Two dealers refused to replace a petrol cap, saying that BMW just weren't paying out on warranty work. The Concessionaires already know my feelings here.

**The Club:** I enjoyed articles by Hunter, Swann and Barton best in a very enjoyable magazine. Why don't all dealers offer Club membership (not free) to all

Letters to the Editor cont...

customers?

Well, if you have only read the first and last paragraphs, so be it, but I may even get another BM next year.

All the best  
Kidge Elder

Only you know how I have edited your letter Kidge. The writing and your apparent haste caused me problems, but I think I've got it all in, except the bit about tyres which I will reserve until a later magazine..... G W

Civilised Problem Solving

As many members will no doubt have seen Allan Jefferies of Shipley have recently celebrated 60 years in the motorcycle business. In a recent article in the motorcycle press, Tony Jefferies was quoted as saying "We believe in treating our BMW customers as Rolls Royce Customers would be treated". My recent experience endorses this statement as I had the misfortune to have considerable trouble with a new R100/7 I purchased from them. Not only were they extremely concerned with rectifying the problems but they kept me fully informed during the time it took to sort the matter out with BMW, even to the extent of ensuring that I was not stuck for transport at certain times. Even when buying a BMW I am sure this type of service is unusual these days and I hope it may assist members to know at least 'one dealer cares!'

P S Wood

Values

In answer to your request for impressions on tyres in the August Journal, I would like to add to the comments I made in my article in the May copy concerning the Metzeler I fitted to the rear wheel after 18,000 miles. I have now replaced the Continental ribbed tyre on the front at 21,000 miles for a Metzeler Block C5. A further dramatic improvement in handling has resulted. The most obvious improvement is that I do not have to use the steering damper to ensure that I never get a flutter at any speed. Subject to wear rate, it's Metzeler for me from now on.

To change the subject a moment, I have recently read two reports on the R100RS in New Motorcycling Monthly and Motor Cycle Mechanics.

Two major criticisms come out in both reports - How can BMW justify the price of nearly £3,000 when compared with other machines in the same category? I am a BMW owner and enthusiast, but I couldn't give a reason. Any views?

Secondly, the fairing and mini screen. The fairing is a pretty obvious copy of the excellent Avon that I have, which was designed for the machine and supplied at about a quarter of the price of the BMW one. As both reports stated the mini screen gives no protection unless you lie on the tank. It may look good, but surely a fairing is to protect the rider. Who wants to have his head blown off?

Finally, the impression I get from a number of reports is that the ever increasing size of the BMW engines has detracted from their smoothness and general ruggedness. I find my 50/5 more than adequate. I can imagine a 75/- is really as large as is needed performance wise.

What do the experts in our ranks think? I still marvel at the fact that I only had to pay £520 for my new 50/5 in 1972. I wonder what it is worth now?

Good riding  
Wilf Tyler.

Wilf, You'll be interested in my views having just replaced my 50/5 engine by a 75/6 motor. (Perhaps next month)

I think BMW would also be 'interested' in your views of the RS fairing, bearing in mind the expense of the wind tunnel testing which is supposed to have produced it..... G W

Ray Brown informs us that the FIAM horns as fitted to /7's, although a genuine BMW part, are obtainable with mounting brackets and plastic cover from other accessory shops at reduced prices.

# Time Rolls on

but Dennis Upton rediscovers the Club with the help of an R51

Let me tell you a story, a true one of course.

Some time ago I visited a very long standing friend of mine by name of Qin Motler; in case you have never heard of him he was the M in MLG and if you've never heard of them then there is no justice in the world as in my opinion MLG was the BMW Club in the beginning.

Whilst we were together we obviously talked of the old days, (you know the time when things were different!!), and of course the Club cropped up and he gave me a copy of the Club magazine which was issued in 1971. From that magazine I got Tom Stephens' name and address who very kindly sent me a June 1977 magazine which included an article entitled "Looking Back" by Bruce Preston which I found very nostalgic and interesting, but of course my memories went back before his started in 1958 and made me wonder just where all the oldies, members and bikes, had gone. So I thought you may be interested in my ramblings.

When Tom Stephens wrote to me he said 'it (the Club) had lost what little pretensions it had of being a sporting group'. Well in my case it was really the sporting side which introduced me to the BMW as back in 1951/2/3 I was a very active member of the 'South Harrow and District' and in conjunction with the 'Alperton and Wembley' and the 'BMW Club' used to organise and compete with each other in what were then known as Road Trials. In those days I was a Triumph Tiger 100 man and as you can imagine rivalry was quite strong and generally speaking Johnny Dunstan of the A & W and myself and a few others were picking up most of the awards although occasionally a BM club member did manage to pick up a crumb now and then!!

At that time the BMW Club centred around MLG and Charlie Lock, who I know is still going strong down Chiswick High Road. Charlie had rebuilt a 1938 R51 a bit special and was justifiably very proud of it, and of course came in for a lot of ragging when he didn't win anything. I still have some plaques and cups which I won in the BMW Club events of that period which occasionally get a polish.

In 1952 I bought a brand new Tiger 100 which I was very pleased with and proud of and inevitably attracted criticism from the BM boys which finally resulted in Charlie Lock offering to let me road test his beloved R51, which needless to say I took up and went gaily up the Western Avenue.

I don't know whether you have ever had the pleasure of riding a T.100 at fair speed on country roads, but if you have you will not have forgotten that very individual motion of the Spring Hub chopping merrily on every corner!! You can imagine what a revelation the road holding of the R51 was by comparison. I tried everything on that bike, including coming into heavy cross winds at high speed and it was as solid as a rock.

This all happened in 1953 when my T.100 was barely a year old but the outcome was to reluctantly return Charlie's BM and immediately ask MLG's to find me an R51, which they eventually did. It was a 1938 model with Steib sidecar and the 'new' innovation, a George Meir 7 gallon tank. Despite an engine seizure in the first few days my wife and I had great times on that bike and it was a great wrench to part with it, but we finally did and things were never the same from there on and we sorely missed the spirit and firendship which all motorcyclists had and practised.

If anybody knows the whereabouts of GPL 417 I would like to know if it's still in good hands somewhere.

Continued on Page 13

from Dick Fuller

Well, it looks as though I'm 'on' for the Buffalo Rally in two weeks' time. I hadn't intended to go, as mixing it with a few thousand gun-toting drunken dregs of humanity is not my idea of how best to spend a long weekend. It is only an excuse for a decent ride; last year, you may remember, the rally provided the opportunity for Rodney and me to put five years' wear and tear on our machines and ourselves in a 1½ - day jaunt, pulverising rocks and camping, victual-less, in a paper-think contraption which Rodney yet maintains is a tent, in the rarified air of Lesotho's mountain-tops. This year, the venue having been changed to Port Elizabeth, which can only be an improvement, there is no roadless, mountainous Lesotho en route in which to indulge such light-hearted mesochisms, and I've covered sufficient miles in recent times that I don't have to go to prove anything; more about that in a mo. There are quite a few 'motorcyclists' of my acquaintance (among them some Englishmen I blush to confess) who consider the 560 mile run quite beyond the limits of human endurance. Anyway, as I was saying, someone is unable to go and thus a hotel booking is going begging, and, well, it is a nice run, plenty of bends and hills and mountain passes and other causes of two wheel ecstasies, unlike so much motor-cycling out here in the colonies.

Motion-lotion, that's the problem. Petrol, don't you know? I'd love to pop down to P.E. in time for lunch on the Sunday and saunter back with the lads on the Monday, so as to cram in as much motorcycling as possible, and not get associated with all those shrinking violets who spend their time in such events proving their manliness and maturity by terrorising little old ladies around town: However, our rulers, in their infinite wisdom, forbid the sale of the combustible between Friday noon and 6 a.m. on Mondays, unreasonable people, and the carriage of spare supplies and transfer from other vehicles during these hours entitles the miscreant to two years twiddling his thumbs at the expense of the taxpayer, if you see what I mean. Definitely not for the faint-hearted. And I was hoping to go for a tour round on the way down, darn it.

Now this mileage business. It all started in April. I'd been knocking off about a thousand a month for the past year or so, which is fair for a wretch condemned by the necessity to eke out an occasional crust to rattle around in a jam-jar all week. Then I loaded up the old R60 and set off into the freezing dawn for a three week tour of Rhodesia. Everything was going swimmingly until, on the fourth day, heading for Victoria Falls at a steady pace, the off-side exhaust valve decided that all this pelting in and out for the past thirteen years was not on and promptly threw in the towel. The piston didn't think too much of being beaten about the bonce by this decapitated chunk of valve trying to get in on the 7.3:1 act, and the din was fearful. Notwithstanding this assault on the ears, I go on record with solemn pledge that, as I thumbed the cut-out, I distinctly heard the gleeful ring of the cash register at Club Motors, about 700 miles to the south. So there we were, 125 miles from the nearest dot on the map with a recently converted 300cc BMW flat single and nothing but bush for hundreds of miles around, hardly an atmosphere to stimulate merry cogitation about that 'Rolls Royce among motorcycles' business.

Well, to cut an awfully long and, indeed, immensely painful story, to the bone, finally the wreckage was dumped unceremoniously back in Bulawayo by three kind people with a truck, where by sheer good fortune I fell in with the local BMW expert, who not only let me loose in his fully equipped workshop but also inflicted me on his family by offering to put me up. Despite this, efforts to get the plot mobile again did not meet with unqualified success, and finally Stan offered the loan of a spare R50 motor less heads, carbs., and clutch. The scheme was to leave the R60 engine with him for a complete overhaul and, using the '50 with my heads, etcetera, make my despondent way home. I've always known real

motorcyclists are the best types, but this sort of thing rather humbles one.

But the mileage I was going to tell you about. By the time we'd rattled to a demoralising standstill in the wilds of Africa about 1,100 had accrued, and by the time I'd reached home (there were moments, I cannot deny, when I wondered if I'd ever see dear old 'Maritzburg again) via Viç. Falls the R50 had done about 1,550 miles in three days and its new pistons were bedding in nicely. However further disaster was lurking just around the corner, for the next weekend the gearbox decided that merely screaming at me as it always has was not enough and the input shaft front bearing and seal gave up the unequal struggle, rust-proofing the rear tyre with commendable efficiency and making a hole in my motorcycling again. Did I tell you my gearbox got a mention in the Old Testament? That bit about wailing and gnashing of teeth, you know.

A couple of weekends ago I trundled up to Bulawayo to collect my overhauled motor. For reasons I won't bore you with I had to go from Jo'burg on the Saturday when, if you recall, no petrol is for sale, and 338 miles were wrung from the jolly old oily rag before going onto reserve five miles from Beitbridge, some 82 mph or thereabouts. Once in Rhodesia, where jalopy juice is readily available at all hours, 50 mph was not entirely unreasonable for a joyous 2 hrs 20 mins to despatch the 185 miles to Bulawayo.

The R50 engine went in on 20 April and came out on 23 July with some 5,700 weekend miles to its credit - just nicely run in. The R60 was thrown back in and I departed at 7 am on the Monday, running-in for a change. Rode non-stop until the petrol shops put up shutters just before 6 p.m. took half an hour for a desperately needed cuppa at the greasy plate merchant's in Ermelo, and arrived home at 11.30pm 810 miles in all. Sixteen hours at the helm gave adequate opportunity to reflect on the shortcomings of my personal upholstery - 'numb' isn't the word.

So somehow, despite the manifold disasters which keep seeking me out, some 19,000 miles have been crammed into fifteen months of weekends. I do appear to be getting my modest share of motorcycling; but the extra eleven or twelve hundred miles to the Buff. would just ease up the 'new' motor a bit more!

## John Lawes vintage sec. writes....

In an attempt to maintain supplies of spares for pre /5 machines, the National Committee has asked me to try to compile an up to date register of dealers, both in the UK and abroad who stock these spares. In the December 1976 Journal there is a list of German sources for older models, and with the exception of these, I feel it would be best to start from scratch in compiling a register. Therefore I would be most grateful if anyone who knows of any dealers that maintain stocks of pre /5 parts could let me have details.

I also think it may be helpful if anyone who knows of any spares, new or second hand, available from private sources would inform me, as I can then, hopefully, put owners of similar machines in touch.

Finally, if anyone has any bright ideas about maintaining sources of supply of spares for pre /5 machines, I would be glad to hear from them

### Time Rolls On cont...

I have written also to Mr T Fielding of the Western Section seeking membership information; so you can see I still have interests in BMWs and this time it is another R51 but a newer model a 1939 version!! How I came by this one is another story and one I'll tell you sometime, but needless to say I can't wait to get it on the road.

However, if somewhere someone knows of an unwanted set of original style R51 handlebars and controls they would like to go to a good home please put them in touch with me.

My best regards to all your membership and especially those of my era who had enough sense and loyalty to stay as members.

## Technical Topics

A topic much discussed during the advent of the /6 series was oil seals, particularly rear crankshaft ones. The problem seems now to have been solved, but never theless, as long as seals are necessary to retain oil in a vessel where a moving shaft leaves the vessel, then the seals will wear out.

5,000 miles have now proved that a slightly modified crankshaft oil seal from a Datsun 180 will satisfactorily replace the genuine article at approximately 8% of the cost. A sharp knife and piece of glass paper soon changes the 'Datsun' seal into a BMW seal, as the sketch shows. The really ambitious can also cut two or three coils out of the seal spring to increase the tension (oil seal springs usually are 'screwed' at one point). I'll let you know if this increased tension makes for any wear on the flywheel boss, next time I have reason to look.

GW

### the R80's

The 785 cc engine of the R80/7 with a bore and stroke of 84.8 mm and 70.6 mm (2.8mm bore increase on present 750's) will be produced in two guises (i) producing 50 bhp and (ii) producing 55 bhp. The first being designed primarily as a tourer.

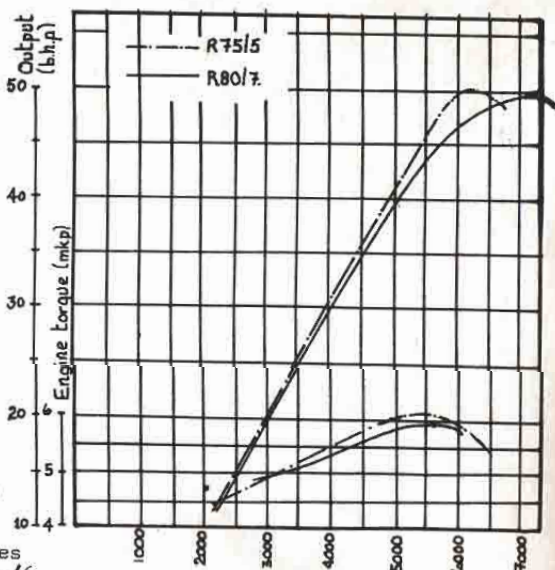
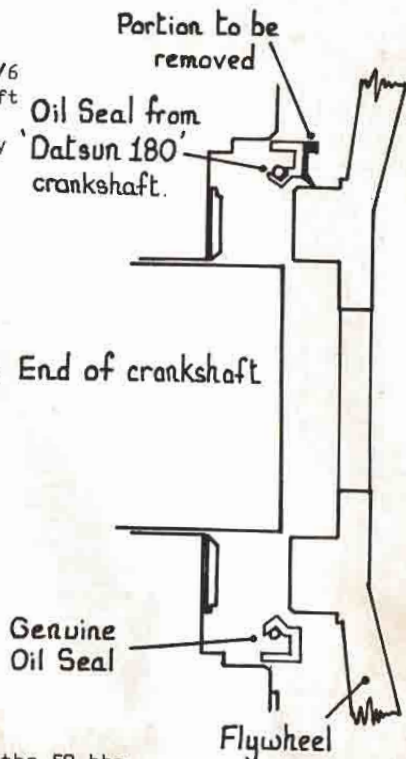
The power output and torque curves shown compare the 50 bhp model R80/7 with the R75/5.

The performance differences are attributable to the very low compression ratio of the 50 bhp model (80:1) enabling the engine to run on low octane fuel. The compression ratio of the 75/5 is 9.0:1 showing 10% c.r. reduction. It is interesting to note that even the R50/5 regarded as having low compression characteristics, had a ratio of 8.6:1.

The response of the 50 bhp R80/7 is maintained by reducing the gearing in the final drive compared with the 75/5 or /6 to 11/37 a ratio of 1:3.36 (the ratio presently used in the R60/5 & /6)

The 55 bhp model will have a compression ratio of 9.2:1 (same figure as R60/5 & /6) and a final drive ratio of 10:32 (as on the R75/5).

The engines will drive through gearboxes with the same ratios as on the present /6 machines, but if my geometry serves me correctly the new quadrant linkage system on the gear lever



Engine Speed (R.P.M.)

Continued on Page 17



## 6. REPORT OF THE SOCIAL SECRETARY

As the Social Secretary was unable to be present the Chairman gave a brief resumé of the year's events which had been well attended. There had been a lack of communication within the Club and full information and support should be given by the Section Social Secretaries.

K Wheeler asked if the date of the AGM could be published in the Magazine as early as possible. The General Secretary replied that there had been problems with dates this year. It was agreed that the National Committee would decide a venue and date as soon as possible.

The General Secretary read correspondence he had received from Gunton Hall, Lowestoft. The cost for a weekend in either May or September would be approximately £10 per person. It was suggested that the BMW Club should take over Gunton Hall completely but this would not be feasible from a cost point of view. On a show of hands by those present good support of a weekend at Gunton Hall was indicated.

K Wells suggested that a weekend during the 'closed' season in a hotel might be acceptable to members. Reasonable support was indicated and it was agreed that the National Social Secretary should investigate this.

P Gowland asked if it would be possible to have meetings between the National Social Secretary and Section Social Secretaries. R Laithwaite pointed out that this had been agreed previously and mileage allowance would be payable to those attending.

## 7. REPORT OF THE EDITOR

Due to his short time in office the Editor had nothing to report but thanked every one for their support.

A vote of thanks was proposed to L Anderson for accepting the job of Editor at short notice:

Proposed	J Gibbs	Seconded	P Gowland
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## 8. ELECTION OF OFFICERS

A vote of thanks was proposed to the retiring Committee Members for the work they had done throughout the past year.

	Proposed	K Sanders	Seconded	E Rosenthal
<u>President:</u>	Nominated Elected	G Saunders G Saunders	&	G Diplock 39 to 28 votes
<u>General Secretary</u>	Re-elected	F Secker		
<u>Treasurer:</u>	Re-elected	J Wood		
<u>National Social Secretary:</u>	Proposed & Elected	P Gowland		
<u>Editor:</u>	Nominated Elected	L Anderson G Wilson		a late nomination was received for G Wilson and it was agreed by those present to accept this nomination

## 9. ELECTION OF ASSISTANTS TO OFFICERS

<u>Assistant to General Secretary:</u>	L Thorpe	Proposed	K Wells	Seconded	R Rearden
<u>Assistant to Treasurer:</u>	R Appleyard	Proposed	J Gibbs	Seconded	E Potts
<u>Assistant to National Social Secretary:</u>	G Diplock	Proposed	F Secker	Seconded	K Wells
<u>Assistant to Editor:</u>	L Anderson	Proposed	J Gibbs	Seconded	P Barclay

## 10 ELECTION OF VICE PRESIDENTS:

K Wells	Proposed	J Gibbs	Seconded	B Lowry
M Warrilow	Proposed	I Clark	Seconded	B Clarke

B Preston	Proposed	S Jackson	Seconded	F Secker
G Diplock	Proposed	E Potts	Seconded	P Gowland

11 PROPORTION OF MEMBERS SUBSCRIPTIONS ALLOCATED TO SECTIONS

Discussion took place on whether £1.00 per head from the annual subscription should be allocated to Section funds instead of 25p presently being allocated. It was agreed by 52 votes to 7 that £.100 per head would be allocated to Section Funds.

12. EXPENSES TO MEMBERS ATTENDING NATIONAL COMMITTEE MEETINGS

The General Secretary said that the 1<sup>1</sup>/<sub>2</sub>p per mile currently paid to members who attended National Committee Meetings was unrealistic.

It was agreed that the amount paid per mile should be raised.

After various proposals of 2p, 2<sup>1</sup>/<sub>2</sub>p and 3p, it was overwhelmingly agreed that 3p per mile should be paid.

13. ANY OTHER BUSINESS

A vote of thanks was proposed to Mrs Secker for her continued help.

Trophies

The following nominations had been received:

<u>Sporting Trophy</u>	P Antrim	Proposed	K Wheeler	Seconded	J Gibbs
<u>Max Deubel Trophy</u>	S Wood	Proposed	R Laithwaite	Seconded	G Wilson

Concours Trophy:

It had been agreed that Concours would be judged at a time & date decided by the National Committee. This had not been done this year.

It was then decided to fix a firm date at either of the following club events:

August Bank Holiday Camping Weekend	Proposed	E Rosenthal	Seconded	B Lowry
Annual General Meeting	Proposed	I Clark	Seconded	K Sanders

It was decided that this should be done at the A G M by 33 to 32 votes.

It was then proposed that this year's Concours should be judged at this Annual General Meeting

Proposed	A Moores	Seconded	B Lowry
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This motion was carried with three votes against

The Judges this year to be: B Porecha, I Clark, K Wheeler

G Diplock said he would like to present a Concours Trophy to the Club for Pre /5 models. It was decided to accept this offer and the National Committee would decide on the exact definition for the presentation of this trophy.

The Chairman thanked everyone for attending a very enjoyable meeting which closed at 4.30 p.m.

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\* If there is anyone you would like to honour for the work he or she has put into the Club over the past 12 months, then bring your nomination with seconder to the A G M. The nominee regarded most worthy will receive the Max Deubel Trophy \*

\* Don't forget the polish either. There are two trophies annually presented to the solo and combination judged best for concours in the bike park at the AGM venue. There may even be three trophies this year. \*

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Continued from Page 14

(as on all the best tried 'rear set' arrangements) demands less movement of the toe to effect a gear shift, but the linkages would seem to make access to the gearbox oil filler plug as difficult as it is to the one on the engine. GW

'LICKIN' & STICKIN' 29 October at home of Ken Wells. See Page 2 for address

# vintage vapours

from **ANGUS  
BUCHANAN**

# Rebuild of an R 51

The R51 was introduced in 1938 and for obvious reasons ceased production, for civilian use anyway, in 1939. It is a 500 cc overhead valve machine producing a stated 24 bhp at 5800 rpm. With the R61 and R66 it was one of the first series to adopt rear suspension and hence a universal joint in the drive shaft. The engine was the same unit as in the R5 that Joe Greenwood wrote of last month.

SJN 323 was purchased in April 1972 as a rough but nearly complete bike with a lot of spares from various old BMW's.

The engine and gearbox were said to be in good condition, so these were taken out of the frame and left untouched; a wrong decision it turned out to be. The cycle parts were completely stripped down, cleaned and stove enamelled. The wheels were rebuilt with new spares and also enamelled.

A E Edmunds Walker (part of the Associated Engineering Group) supplied clutch and brake linings, the R51/2 front brake being fitted with twin leading shoes. They also supplied most of the bearings and oil seals needed.

Exhaust pipes and carburettors were supplied by Markhouse motorcycles and decent petrol tank, about 3½ gallons, obtained from Harvey House of Danbury.

The bike was first started up in February 1974 and run around the garden and a few private lanes to see how, and if, it went. It sounded fairly well. By May it was ready for its first MOT test, which it passed. On the way back from the test the piston seized. Back to the workshop. On taking off the barrels I found that they had been fitted with compression plates which had blocked the cylinder wall splash holes. Second hand barrels and pistons were therefore obtained from 'Markhouse Motorcycles' along with a pair of cylinder heads as the original heads had badly worn valve seats and guides. At the same time I fitted an R51/2 gear box as the R51 gearchange is really 'clunk' and not always 'click', with its extended linkages. All this took time so not many miles were covered in its first MOT year.

The second year was better - particularly after I had fitted a new pair of Amal 600 carburettors - and quite a few miles were covered. I had trouble with the rear drive, but a new pinnion bearing (off the shelf) from 'Wide Range Engineering', correct shiming and the help of Harvey House cured that.

The steering had always been bad and before it's third MOT I fitted new bushes into the front forks (I had them made of plastic). They have certainly removed the play - whether the handling is any better I am not quite sure. My eldest son owns a triumph twin and he says that the BMW steers quite well if 'you lay it over'



It has now passed it's third MOT test, and I hope to use it a lot in the summer but London traffic scares me stiff.

On the whole the bike has been reliable bearing in mind its age. It takes off like a good old British single and occasionally arouses a wave from some riders of modern BMW's.

The next project is to fit an Austrian left hand Felbar sidecar to the R51. The Felbar is of 1939 vintage and similar to the one Brough Superior sometimes fitted with the sidecar frame used as an extra petrol tank.

During the rebuild I have had help from many people, particularly BMW at Dover who supplied many items on a 'try it and see' basis, since no parts list was available for this machine.

I know I am biased, and a BMW car agent, but I like BMW's - cars and bikes, and anyone passing my way on the A134 is more than welcome.

## mutual aid

**FOR SALE:** Trials sidecar to fit direct onto Pre /5 BMW. Clutch, flywheel and petrol tank for R51.

**WANTED:** British Hub Co twin leading shoe front brake as fitted to Greeves Silverstones and Cotton Telstars. Apply to Ian Clarke, 72 Field Barn Road, Hampton Magna, Warwick CV35 8TS. Tel 0926 44095 after 18.00 hrs

**FOR SALE:** Spares for Pre and Post /5 BMWs by fast mail order service. Accessories imported from Germany to your order. Repairs to Pre and Post /5 BMWs by appointment. Contact Bob Porecha, 78 Byne Road, Sydenham, London, SE26 5JD. Phone 01 778 3314 evenings/weekends.

**FOR SALE:**

### SPARE BULB PACKS /5 /6 /7

including one of each: Quartz Halogen H4 60/55 w Side Light/Parking 4w  
Panel (Capless /6,/7) 1.2w Rear/Brake Light 5/21w  
(/5 capped) 3.0w Indicator 21w  
4 x ceramic fuses

10 items £4.50 inc. P & P

### REPLACEMENT HEADLAMP BULBS

/6, /7	H4	QH	60/55w )	£3.25	inc. P & P
/5	QH		60/55w )		

### AIR FILTERS

/5,/6, /7 £1.25 + 30p P & P

Apply to Ian Barkway, Pleasant View, Back Street, Cotehill, Carlisle



**METZELER**

METZELER TYRES *** METZELER TYRES *** METZELER TYRES *** METZELER T	
100/90 H 19 Rille 16	£18.50 + VAT 8%
120/90 H 18 Block C88A Touring Speed	£20.00 -do-
325 S 10 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

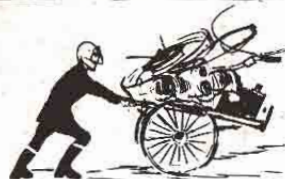
£17.00 -do-

400 H 18 Block C66 Touring Special

£19.00 -do-

Post & Package £1.20 per tyre. Further details on request. Brian Anderson, 150 Fleetwood Road, Dollis Hill, London NW10 Tel: 01 452 1426 (evenings & weekends)

25% OFF normal retail price for watch repairs. Ray Brown a member from the Isle of Wight is a professional watch repairer and will deal with repairs by post. Contact him at 13 Sandown Road, Lake, Isle of Wight. Tel: Sandown 3676 between 09.00 and 22.30 hrs.



## mutual aid

FOR SALE: Windjammer Mark 3 fairing, white, very good condition, suit /5,/6 models £70. Apply Alan Westwood, 38 Westminster Close, Easton, Middlesbrough, Co. Cleveland Tel Easton Grange 3392.

FOR SALE: BMW R90S, Orange, N Reg, 45000 miles, in excellent condition £1400 ono. Also one pair of Lester cast wheels for BMW /5 onwards, as good as new £175 ono. Apply to Mike Hayes, 98 Walsingham Road, Childwall, Liverpool 16. Tel 051 722 0602

FOR SALE: Earles Fork R60 1964 for sale, running well complete with fairing, panniers & rack. Taxed and tested until November, offers around £380. Please phone 043270251, or call Poulstone Court, Kings Caple, Hereford. Seat bad and needs tidying possibly

FOR SALE: R75/6 'R' Reg, black, matching craven carrier, panniers and top box, front crash bars, 8000 miles. One years Autogaurd guarantee. Taxed £1550 ono. Phone Knighton 698.

FOR SALE: 1 Highwayman one piece touring leathers - blue size 5'7" 38 chest in perfect condition £35.00. 1 one piece blue wet suit, John Brown sells this as the ultimate suit for £28, worn twice medium size £18.00. /5 large white petrol tank recent respray £30.00. 1 black Krauser rear carrier for 90S £8.00. 1 official BMW service manual for /6 £8.00. Apply to Stanley Jackson, 76 Bourne Hill, London N.13 01.882.6431

FOR SALE: R69S 1963. 2,000 miles since rebore(1st over); new big and small ends new mains, new tyres £650 ono. Apply Tel Bradford 631540

FOR SALE: New unused pair Girling matched shock absorbers for BMW £18. New unused throttle cable for 600 cc £1. Vendetta white touring fairing for BMW /6 includes crash bar, excellent condition £50. Dual seat (low, fastback) for Honda 750/4 'K' models little used £12. BMW Krauser carrier, black £15. Tel 01 722 1767 (N. London)

FOR SALE: BMW R60 frame and forks, damaged but repairable. £50 ono will split Phone 0635 83 341 after 5 pm

FOR SALE: BMW /5 left & right handlebar levers unmarked. 1 left and 2 right hand handlebar switches (1 right hand brand new and unused). Top yoke complete with handlebar c-clamps. Headlamp shell and kph speedo (rev counter needle snapped). All in good condition - no accident damage now using /6 equipment on my /5. No reasonable offer refused. Apply A W Lauchland, 80 Newhouse Drive, Kilbirnie, Ayrshire KA25 6ET

FOR SALE: Drum to single disc conversion - £140. Single to double disc conversion £100. Reconditioned /5 four speed gearbox £80. Near new 280 watt alternator £50. New alternator stator £25. New late starter motor £60. New five speed gearbox £160. Crankshaft £50. Flywheel £17. New /7 camshaft £20. New advance/retard unit £10. 75/6 and 90S speedo/rev counters complete £30. £30. 60/6 and 90S kilometre speedos £10. /6 headlamp shell £30. Pair /6 headlamp shrouds £10. Pair 100S 40 mm c.v. carbs suit 90S £80. Right hand c.v. carb £25. Right and left 750 cylinder heads £40 each. Rocker covers /6 £8. new /7 £10. /6 front engine cover £15. 90S top engine cover £2. Kickstartless gearbox end plate new £5. Standard sump 50p. Plain right hand slider £15. Bottom yoke £20. Single brake master cylinder £10. Steering damper kit £13. Handle bars £4. Small blue petrol tank £15. Large green tank £25. /6 plain new petrol cap £2. /7 new locking cap £6. Late petrol taps £5.50. /6 horn £2. /5 positive battery leads £1. Mirror £2. Toolbox £1. Footbrake pedal and rod £3. Set of black Krauser pannier frames etc. Left hand silencer £10. Front & rear mud guards, green, burgundy & blue. £15 each. Other odds and sods, oil seals, gaskets, switches levers etc.

WANTED /6, /7 frame. Apply Arthur Elmes, 88 Harden Drive, Bolton BL2 5BX.

Telephone Bolton 32266 after 2.00 p.m.

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