

the journal of

January 1978

THE BMW CLUB



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ISSUE 315

JANUARY 1978

editorial

ALL A MATTER OF FACT FINDING

I've just been saved from writing a load of rubbish and publishing it by a member who has probably more motorcycling experience under his crash helmet than most of us have inside the whole of our leathers. Jim Kentish has thankfully put me in my place after me having blown my top over one of my favourite 'soap box' topics. It all started when I heard a whisper that the RAC were discussing concessionary insurance deals for BMW owners. A brief mention in one of Jim's letters to me seemed to make that whisper something of a reality. Now many of you know that I do not think BMW owners alone should qualify for reduced insurance rates; certainly if all BMW riders were good riders (and they aren't) not all good riders would be BMW riders. By all means let us distinguish between good riders and bad ones (the bad ones cost us money and our reputation) but not between good riders on different makes of machine. Since Jim sits on an RAC Committee I let him know my views in no uncertain terms. Of course I should have known better. The real topic under discussion is that some BMW riders are being quoted special terms for insurance, not concessionary ones, but inflated terms, presumably because of the 'high' cost of spares and hence repairs. Although I suspect that in similar accidents a BMW will most likely come out the best and that is what matters; should we discuss 'accident damageability'. GW

New Dealer in Derby PIDCOCK MOTORCYCLES, 277 Osmaston Road, Derby. Tel 49673
offer 10% discount on spares and tyres to Club Members



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 A560
YORKSHIRE:	A E Autoparts, Legrams Lane, Bradford on east side of west circular road.
MIDLAND:	Venue varies - see below
WESTERN:	They are on the move. Watch this space for news of their new venue.
LONDON:	Spencer Arms, Lower Richmond Road, Putney, London.
SOUTH EAST:	The Fountain Inn Barming, Maidstone, Kent
OXFORD:	The George Hotel, Littlemore, off A4142 south of Oxford.
EAST ANGLIAN:	Cricketers Public House, Danbury Common

JANUARY	3	LONDON	Natter Night
	8	NORTHERN	Meeting Lowton
	8	MIDLAND	Home of Ken & Margaret Wells, 8 Field Close, Houghton on the Hill, Leics.
	8	WESTERN	Meeting
	11	SOUTH EASTERN	Natter Night
	11		Night out with the Stars, Lyceum Ballroom, Strand Tickets £2 from Alan Hills
	15	YORKSHIRE	Alpine Rally - see Section News.
	15	NATIONAL	Committee Meeting
	17	LONDON	Bring & Buy Sale
	25	EAST ANGLIAN	Meeting
	25	SOUTH EAST	Natter Night
	29	OXFORD	New Year Party
	31	LONDON	Natter Night
FEBRUARY:	5	MIDLAND	Home of Paul & Winifred Barlett, 7 The Crescent off New Birmingham Road, West Midlands. Junction 2 of M5. Follow signs Wolverhampton for 2 miles
	8	SOUTH EAST	Natter Night
	12	NORTHERN	Meeting Lowton - Talk on First Aid
	12	WESTERN	Meeting
	14	LONDON	Natter Night
17/18/19		NORTHERN	Social Weekend, St Johns in the Vale, Keswick, Cumbria
	19	YORKSHIRE	Meeting A E Auto Parts, Slide Show 14.30 hrs
	22	SOUTH EAST	Natter Night
	22	EAST ANGLIAN	Natter Night
	26	OXFORD	AGM
	28	LONDON	Natter Night
	26	MIDLAND	Sunday Lunch - Leamington Spa. Details from B Lowry 65 Lathkilldale Crescent, Long Eaton, Notts.
MARCH	8	SOUTH EAST	Natter Night
	12	MIDLAND	Home of Ivan & Betty Breakwell, 23 Plant Lane, Sawley Notts
	12	NORTHERN	AGM Lowton
	12	WESTERN	Meeting
	14	LONDON	Natter Night
	19	YORKSHIRE	Works visit to be arranged
	22	SOUTH EAST	Natter Night
24/27		NATIONAL	Weekend at Warren Bay Caravan Park, Watchet, Somerset
	26	OXFORD	Natter
	28	LONDON	Natter Night
	29	EAST ANGLIAN	Natter Night

section newsOXFORD NEWS:

From Jack Gibbs

Happy New Year to all club members. Our New Year resolution is to take advantage of May Day, now a statutory Bank Holiday, falling on a Monday in 1978, thus providing an extra long weekend. This provides the opportunity to revive one of the Club's most popular events during the 1950's.

With the demise of the Club Annual Dinner and the Holiday camp weekend, both of which succumbed to inflation, the opportunity for social intercourse has been limited to the Club Journal, Section meetings and camping weekends.

Your National Executive Committee has spent many hours endeavouring without success, (high charges etc), to overcome the problem. We hope to provide the answer and resurrect that long past success, the Club Gymkhana. Long standing members will recall it as being a one day event with nearly everyone of its 100 members attending for what was the year's most popular outdoor event.

Thanks to section member Jim Kentish, the chief problem of finding a suitable venue is overcome. For the third successive year Jim invites the Oxford Section to organise a camping and social weekend at his home, Bishops Hill House, Swanmore, Nr Southampton. Pete Gowland, National Social Secretary will join us in organising, and all sections will be solicited to do likewise. More details later.

Our Bring and Buy on 27 November contradicted inflation. Guest auctioneer and Jester, Mike Warrilow, from the Western Section did us well in extracting cash from unwilling pockets. A spin dryer at £3, almost new; tele springs for 75/6 at £3.50; and pearl ear-rings with gold fittings £4 illustrates how to beat inflation. Dear Ann did approve of the latter. The financial dealings prevented our usual method of welcoming new members. To the several new members who joined us for the first time, we now say welcome to the club and section and thanks for joining.

We start 1978 with the New Year Party on 29 January. Members are asked to bring a few eats and organise a game or two.

To conclude I thank all members who by their regular support throughout 1977 brought to our meetings at 'The George' the friendship which our Club is all about.

WESTERN NEWS:

From Trevor Fielding

We held our Section Annual General Meeting on Sunday 13 November 1977 at the Old Tippling Philosopher Inn which was attended by some 12 members along with some new faces. I shall for another year be the Section's Secretary and Treasurer, Roger Young has stepped down as the Social Secretary after 2 years and his place taken by member Chris Wren from Boddau, Nr Pontypridd. We place on records our thanks to Roger for all he has done for the Section in arranging this last summer's trips, and to his good wife who has looked after the cups of tea at the meetings. Chris will also be helped by several members Mr Littlewood and Mr S Thomas to arrange forthcoming social events in 1978.

This will be the last meeting at the Old Tippling Philosopher Inn as we have to vacate this venue due to alterations to be made soon, however thanks to Roger we hope to have a new venue as soon as possible.

After our AGM we had a bring and buy sale, conducted by Mr Ray Swann who did his utmost to get the lads to buy, and assisted by Mike Warrilow as Cashier. Thank you both, the proceeds helped the Section Funds.

We welcome the following new members, Mr Ken Pye from Burry Port, S. Wales, and Mr Paul G Herst from Torpoint in Cornwall.

My thanks to all the Western Section members for their support over the last year, and hope we all have a very good year in 1978.

YORKSHIRE NEWS:

From James Clegg

Nice to see such a good turn out for our section AGM and Film show. There is only one change to our committee and that is to the position of Treasurer, John Wright has had to stand down due to pressure of work, thanks for doing such a good job John. His position has been taken over by Tim Wilkinson.

Well, you are probably all sat around still bulging from eating and drinking too much over Christmas, so to get both body and mind active once again why not enter the Yorkshire Alpine run. A jaunt round the Yorkshire Dales, traversing adverse camber hairpin bends, with I hope a touch of snow and ice to make things a bit more exciting, will do you a power of good. Just send 50p entrance fee plus a stamped and addressed envelope to: 40 Westcroft, Honley, Huddersfield. A week before the run I will then send you the final details. Participants are reminded that this event is not a race, just do you own thing and take care.

LONDON NEWS:

From Bruce Clarke

Colour Slides of an interesting trip or holiday make me quite envious of other rider's ventures, my thoughts are far removed from the dismal winter nights and all that accompany them. Recently, in a crowded club room, we saw a fine display of slides from Jim Kentish. These slides, accompanied by a taped documentary and incidental music, depicted two of Jim's trips in 1977. The first portion of the programme gave an insight of Greece, in particular, the architecture of the many ancient and modern dwellings.

Then to follow, his visit to USA a trip arranged by the Vincent Owners Club and open to BMW Club members. To produce a slide show of such quality and interest is no mean task, requiring a considerable amount of thought and time. Our grateful thanks to Jim, for a very entertaining evening.

The Section AGM effectually chaired by the inimitable Bruce Preston, produced several different, if not fresh faces, to the various committee posts, Alan Hills takes on the Social Secretary job, Alan has given a lot of thought to the future of the section and has a number of ideas for the ensuing month or so. Please give Alan your support by attending the events arranged and by offering him any ideas you may have. Stephen Trott is our Treasurer, Bruce Preston the Chairman and 'The two Erics', Messrs Potts and Rosenthal Committee men without specific tasks. I am now wearing the secretary's hat.

Thanks indeed to the retiring Committee, in particular Stanley Jackson. There has been a full calendar of events over the past year or so with something to satisfy most tastes, although certain events have not been too well attended, I feel sure his efforts have been appreciated, many thanks Stanley.

THE SAGA OF PETE

The saga of Pete Gowling's has ended, at least it has for Pete and Tom anyway, Pete is now the proud owner of a new 100/7 - Tom can relax once more.

All the best for 1978.

NORTHERN NEWS:

From Bill Madeley

I'm happy to report that the Northern Section is alive and well. The crisis has been passed, and the future looks bright. It was a close run thing; only the committee members know how close, but we have sailed through the doldrums of apathetic indulgence into the prosperous trade winds of active club participation. We can look forward to the coming months with eager anticipation.

The full committee, plus a few keen section members, met in November to draw up our social calendar for 1978, and a printed calendar will be available for members at our monthly Lowton meetings. A new venture for us was discussed at length at the meeting, that of Youth Hostelling. We hope that it will be a success with members as it offers tremendous scope for cheap weekends together, and a vast variety of venues. The Lake District, Yorkshire Dales, South Wales and a place close to the BMF Rally is envisaged as venues for the year. Members who want to join us on these weekends, will of course have to join the YHA, the charge is £2.50 for a year's subscription and forms will be available from John Groves our social secretary. These weekends will be open to all BMW club members, but other section members would have to make their own arrangements for joining and booking their own accommodation. The addresses of the Hostels, and dates of the weekends will be printed as soon as possible. Bookings should of course be made as soon as possible, as accommodation is at a premium in the summer months.

Our next social gathering is on the 17 February at the Carlisle Diocesan Youth Centre, St. Johns in the Vale near Keswick in the Lake District (see elsewhere for details)

At our Lowton meeting we are hoping to put on a film show this month. Denis Birn has kindly offered to try and get some films for us from Shell, if he manages it we can look forward to some fine entertainment.

The Llandudno weekend was a fabulous success, with the reborn enthusiasm prevailing among members, the atmosphere created at the weekend made it into one of the most enjoyable social gatherings I ever remember in the club. In no small way was the weekend's success due to our 'newer' members of our section. Denis and Carol, Tony and Sheila, Stewart, Ricky and Bill, and the doyen of them all, Steve Barret. They have brought a breath of fresh air to the section, something that has been lacking for a long time, may they long continue to do so. Some criticism was leveled at our riding techniques, by Denis and Gareth Jones, both highly qualified to do so, and as the last thing we want is a disaster on our club runs, we will bear it in mind for future runs. I could write a book about that wonderful weekend, but as Geoff and Jennifer have begged me to curtail my enthusiasm in print, let me end by saying here's to the next time.

MIDLAND NEWS:

From Brian Lowry

The only November meeting was at the William Sharp factory at Walsall for the Midlands AGM held on 13 November. Many thanks to John and Mary Horton for once again allowing the use of their premises and providing the welcome refreshments. The officers elected for the coming season were Margaret Wells - Treasurer, Ken Wells - Secretary, Don Fear - Tool Hire Secretary, and myself - Social Secretary.

A discussion arose over obtaining a Club Room to alternate with the monthly indoor Winter Meetings but owing to the time lag between writing this column and its publication in the magazine I feel that it is not a practical proposition for this year and will have to be looked at for next year. I proposed that due to the high cost of beverages etc the amount paid at the Winter Meetings be increased to 30p (as in the past children to be exempted). After discussion a vote was taken and the proposal was carried by a large majority.

I would like to take this opportunity to wish you a happy and prosperous New Year and safe riding.

(Please don't forget to complete the forms for the Sunday lunch in February).

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

COPY DATE - 1 FEBRUARY FOR MARCH ISSUE

a new venue

NORTHERN SECTION, FEBRUARY 17/18/19 WILL BE AT

St. Johns in the Vale Diocesan Centre, Keswick, Cumbria

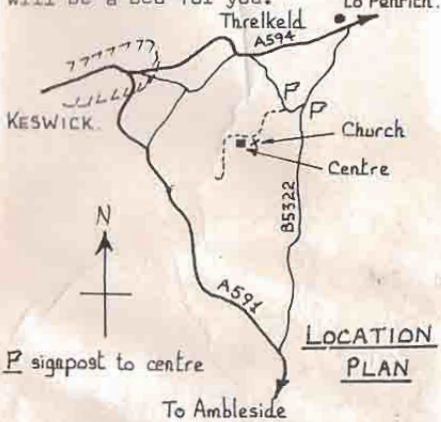
The centre is situated on Naddle Fell in the heart of the Lake District. Within sight are Saddleback (2,847 ft) and Skiddaw (3053 ft). Helvellyn is immediately to the south and there is a panoramic view of the Grassmoor group of fells to the west. Borrowdale, Thirlmere, Derwentwater and Bassenthwaite are close at hand.

IMPORTANT

1. Members are asked to arrive NOT before 18.00 hrs on the Friday night, but please try not to be too late.
2. All members must bring their own food for the weekend (or sufficient to see them through to Saturday when shops will be open.
3. Each individual must provide his/her own sheets & pillowcases (or sleeping bags) and soap, tea towels and washing cloths.
4. Milk will be arranged.
5. Male and female sleeping accommodation is separate, each dormitory being served by its own washroom, showers, toilets and airing cupboards.
6. Limited camping space is available, the charge being as for the 'centre' if all facilities are used.
7. Bring your own table tennis bats and balls.

CHARGES PER HEAD PER NIGHT £0.65p.

If you plan on coming ring John Groves (Tel: 051 652 2500) or Geoff Wilson (Tel: Lazonby 584) as near the date as you like so that we can ensure there will be a bed for you.



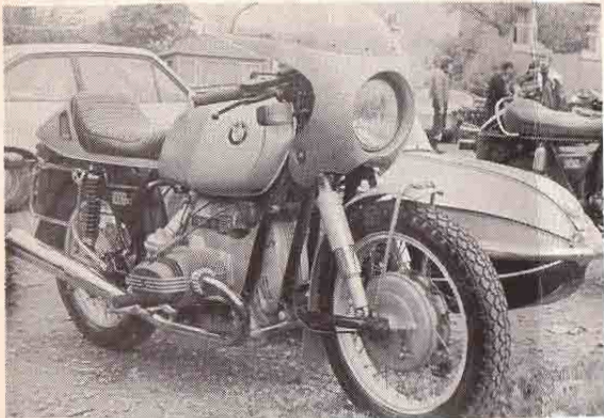
LATE mutual aid

FOR SALE: R75/5 Spares. Front bearing carrier £8. Sump £5. Cylinder £20. Left head (incl. valves) £30. Starter cover £2. Flywheel £20. Crank Shaft £50. Rods £10 each. Pistons £15 pair. Cam (incl. gear) £15. Swing arm and shaft (short wheel base) £55. Rear axle £5. Front brake plate and shoes £15. Front Hub £30. Rear sub frame (short wheel base) £35. Front brace £12. Tool box £2. Pair Craven Comet panniers (white) £20. R90/6 Spares. Right head (inc valves) £30. Cam (incl gear) £15. Rear units £15 pair. Apply to Brian Anderson, 150 Fleetwood Road, Dollis Hill London NW10 Tel 01 452 1426 evenings

FOR SALE: R60/6 Spares. 2 1st o/size pistons. 2 throttle cables, 2 choke cables £60 the lot or offer for individual items. Apply to Pete Gowland 65 Camden Road, London NW1

 *You may still have chance to book a
 *caravan at WATCHET for the Club Week-
 *end at Easter - 21 - 27 March 1978
 Contact Pete Gowland, address Page Two

PLEASE ENSURE THAT ALL CHANGES OF ADDRESS ARE SENT TO FRED SECKER AT THE ADDRESS AT THE TOP OF PAGE TWO



as Paddy said
**'ITS REALLY
 SOMETHING
 DIFFERENT'**

Paddy Maddock is Eire's only dealer in BMW motorcycles, but not for him is the impersonality of a standard machine (though his wife Janet does ride one) and hence the birth of what is for me anyway a rather special 'special'. It is special in that I think I will live a long

time before I throw my hind limb over such a rideable sidecar outfit again. Having resigned myself all too often to the limitations which most sidecars (be they branded 'sports' or not) impose on any motorcycle Paddy's 'rig' left me with a feeling of disappointment after realisation that no other outfit may ever seem the same again. Here's why; the machine was fast, throttle responsive at speeds neighbouring 100 mph, perfectly straight line stable over uneven road surfaces, steered easily at low speeds, stopped quickly and looked handsome. Simple attributes they seem, but rarely combined with three wheels.

Bruce Preston and myself, obviously having as much respect for each other's riding capabilities as we had for our own lives, in turn acted as the ballast in the Watsonian GP sports sidecar painted RS silver grey, while the other piloted. I soon learned that it was the impeccable manners of the pair that enabled me to kneel on the sidecar seat facing rearwards taking pictures of Eric Rosenthal following closely behind at over 105 mph. The photos never came out; was it camera shake brought on by nerves? I'll not admit to that.

The R100RS engine hauled its load up to a three figure speed (mph) with little effort, my nerve forsook me at 105 mph and Paddy reckons that 110 mph is about its lot. That top speed figure would seem about correct for the RS engine pulling a 3.2 :1 ratio rear axle as standard on the 75/6's. At high speed an outfit is ridden on the throttle and hence the instant throttle response and ample reserve of power made overtaking and cornering a revelation (unless of course you cornering yourself to corner and overtake at 110 mph) And the revelation was not always to the rider but more so to the overtaken. Only during low speed manoeuvring was the extra 2" on each end of the standard RS length handlebars appreciated (making a total width of 680 mm, only 50 mm more than the standard /7 bar). Even this outfit suffered the trait of so many of its kind, namely a steering wobble at about 15 mph, but we didn't ride it at that speed so often.

The item on the bike about which I was most sceptical was the front brake, a twin leading shoe drum type originally fitted to the earlier fork models, but it only served to prove that a well engineered, set up and maintained drum brake will not be bettered for all weather use.

Many things combine to make this combination travel so well, but I have no doubt that the main ones are the frame and the forks. The frame is basically a /7 one with the front duplex bracing member removed and replaced by a steel tube which doubles as a sidecar attachment point. The rear duplex is similarly braced and used for sidecar attachment. The thin tube which joins the main frame members below the swinging arm pivot is braced by a web to the left side rear footrest.

Cont. on Page 19

Readers Letters

How are things in Scotland

Regarding Tim Castleton's letter in the November issue, prompts me to report (rather belatedly) on status quo in Scotland.

It is now a year since the first tentative meeting was held at Bannockburn (not a political choice honestly!). During this time the nucleus of a 'section' has been formed, several of us living mostly in the south east and borders. We have made contact with some other owners, some were interested in the club, some not, but we keep on trying.

Last summer, a couple of runs were organised. One, to Strathallan Aircraft collection, attracted several riders and Pillion passengers. The other, to Tranquair House, resulting in Peter Dickson narrowly missing Scott Lawrie and wife who toured the place alone.

The problem really lies in the scattered disposition of BMW riders in Scotland and the consequent lack of communication.

However, we are still meeting every third Sunday, at the Hawes Inn, South Queensferry, which is a start. (Maybe the relevant dates could be entered in the magazine's Diary of Events each month?)

That's about it then; we can only hope that Tim Castleton and any others interested can make it to The Hawes, or alternatively if he could organise a place and invite northern riders, we could travel north. It seems a pity that we can't organise something in a country which has some of the world's quietest roads (except the A74!) and finest countryside.

How about a National Camping date somewhere in Scotland, perhaps next summer? This would surely appeal to many members not to mention the French and German riders whose machines crowd Edinburgh during the summer.

On a more personal note, I've just got my RCU back after several weeks waiting for a clutch plate and mainshaft to be replaced, the splines of the flywheel having parted company with their 'parent' while in Elgin in August. Mercifully I had just got back from touring Germany

Italy and France. The bike was just out of warranty which caused problems enough here but the thought of explaining that in pidgin Italian or German, makes the heart skip a beat! If any rider notices slight knockings coming from the gearbox area, let them check their warranty! I wonder if any other members has had this unpleasant experience or were my splines forged under a bad sign?

Best regards

Peter Wright

R S Electricker

First my apologies for not being able to attend recent club meetings - my job I'm afraid, however I have a tip I wish other club members to know about.

My fault occurred the very day I was returning from my very first club meeting, remember me with the Red RS100 with all the lights on, well they kept going off, and to cut a long story short I will come straight to the cause and cure.

The cause of my lights (main beam only I must add) going on and off was traced to the headlamp control relay, 2e on the wiring diagram.

On stripping the relay down this is what I found: the contacts for the main beam (terminal 87) are on the end of a thin springy arm and were burnt, whereas the sidelight contacts (terminal 87b) are on a solid arm and were o.k.

By operating the relay manually I was able to see a small gap between the main beam contacts - hence the arcing.

The cure was to bend the fixed contact, but as I did not want a repeat performance I changed the wiring around i.e. the main beam is now connected via the contacts on the solid arm and the sidelights via the repaired contacts.

This has been a 100% cure, and I hope will be of some assistance to other members who might have the same problem someday.

Secondly, there has been a lot of publicity of an R100RS with a host of electronic gadgets fitted. If the owner is a member of the club I wonder if you could supply his address as I am interested in his burglar alarm, as I

think, should be all BMW owners.

Melvyn Blackburn

If anyone knows the gadget bedecked
R5 please let Melvyn know via the
Editor. GW

Committee Oversight

For the past two years the 'Licking and Sticking' has been held and organised at the home of Ken and Margaret Wells. Helpers were mainly Midland members with visitors from other sections always most welcome.

At the committee meeting prior to the AGM a decision was made to cancel this arrangement. I'm prepared to accept that the committee took the decision in the interests of the BMW Club, but I should have thought that a mention of the change would have been made to the club members present at the AGM.

It would appear that two year's effort can pass without mention. On behalf of club members who feel likewise I propose a Vote of Thanks to Ken and Margaret.

I hope that the new team get more thanks after they have served for a similar period.

I A Rouse.

I second the Vote of Thanks Ivan. Never in the past two years has the Journal been delivered late. It was unfortunate that the arrangement could not be continued. GW

.....Pipe Drain

It seems I am forever reading of rusted-through silencers, yet surely the remedy is easy to those of us who owned bikes in the old days of early post-war follow the British manufactures lead of 'them' days and drill a hole, 1/8th inch is sufficient, at the lowest point of the exhaust system, which is just in front of the silencer joint.

My own /5 has survived to date on the original silencers because, due to problems associated with the stupid carburettors on the 600cc model, I discovered condensation leaking from the silencer joint after a few minutes

engine running. Now, with holes drilled the condensation pours forth visibly, instead of being trapped in the silencer.

I might add, that because rusting was supposed to be one of the BMW problems, I bought a pair of pattern silencers, new, for the princely sum of £7 each in 1974 and to this day they are still on a shelf in the garage, unused.

It all amounts to a crazily-designed exhaust whereby the condensation has to be blown uphill before it can get out of the silencer; the same problem must apply to Norton Commandos and Benelli Sei models, to name just a couple.

Bob Metson

'Rainurages'

I expect you are receiving a large response to the excellent article on 'Tyres' in the November issue of the Journal of the BMW Club.

What caught my eye was the comment on the Continental K112 that it handled well on longitudinally fluted roads.

Earlier this year my wife and I came back through Paris on the motorway from Tours on a well loaded down R75/7 and the 'rainurages' after the motorways merge gave a very uncomfortable sensation of wobble, so that we came off and used the main road until picking up the peripheral ring road. The bike has the Metzler Rille 12/C66 tyres fitted, and I wonder if the feeling of instability was due to these tyres. Have any other members experience of other tyres on these fluted roads?

Another thing which perturbed me at the time, was to see two post /5 police BM's come into the motorway and nonchalantly accelerate away into the distance, on these flutings, so that I wonder if there is a technique for dealing with these surfaces. If there is would some kind member let me know.

I expect I shall wait until the Metzlers are due for changing, so are there any particular areas of motorways that we should perhaps try and avoid in the mean time?

Dave Higgs

Dave - The riders report on Metzlers

might come up with something.

However Metzlers are prone to causing weave on fluted surfaces, although I find that if your nerve will stand it, the weaving does not build up in amplitude and can be tolerable.

Parts of the E5 in Belgium are fluted, as are parts of the French Auto Route du-Sol. GW

Help! Help!

1974 R75/5 advice wanted. The front brake, twin leading shoe, is absolutely lethal at low speeds.

In the past 12 months when braking under harsh condition the wheel locks, skids and I take a tumble (4 times in 12 months)

Under advice I have tried chamfering the leading edge of each shoe lining. This results in an ineffective brake (even more frightening than falling off) until bedded down and then back to square one i.e. lethal.

In all but one occasion the skidding occurred on wet roads - so I assumed this to be something to be expected, but the last tumble was up the back of a then stationary car, with a skid mark on the road of 4'0" length. Road speed was approximately 10 mph and this on a perfectly dry surface.

The machine is shod with Metzler tyres by courtesy of Brian Anderson.

Can any member help diagnose a fault or make a suggestion to help the situation other than the obvious 'get rid of it'.

I might add that even a setting up by the accomplished Gordon Diplock hasn't helped.

By the way, having started motorcycling in 1949 and ridden all sorts of machines this is the only machine that I have ever fallen off (ice and mud excepted).

I would be grateful for any help from any source. My local London Agent is not interested in seeking a cure.

Can I fit a Disc to this 75/5?

Charles King

2 Broken Spokes Lane
Wheel Buckleshard
Glum

Entitled to an Opinion

With reference to Bob Clayson's letter in the November edition of the 'Journal', regarding safety clothing. I'm glad to hear that Margaret and Bob are back with us in body and soul, less 90/5.

In a way I agree with Bob. In my opinion it should be compulsory that ALL motorcyclists should wear some sort of protective clothing, such as a leather suit, or at the very least a wax cotton over suit. Not the nylon types that are very much in favour at the present time. Leather gloves and good quality boots should be worn. (Not the dreaded plastic D--ry boots.) and of course a full face helmet for ALL riders and pillion passengers. I think these suggestions should become law, with stiff penalties for non-conformists!

If these proposals were to become law, and I don't think for one moment they will, they would see the country one hell of a lot of money in hospital bills. I think our friend Bob will bear me out when I say that, 'Once you've had a spill with the proper clothing, you think twice about going out without it, and being unprotected'.

A Midland Section Member
(Name & Address Supplied)

<u>AIR FILTERS</u> /5 /6 /7	£2.00	<u>QUARTZ HALOGEN</u> 60/55W Headlight Bulbs	
<u>SPARE BULB SETS</u> /6 /7	£4.50 inc Post.		£3.50 inc Post.
/5	£4.50 inc Post		
<u>BOSCH SPARK PLUGS</u> (W230 T30 for R60's)		90p per pair inclusive	
(W200 T30 all others)			

Apply to Ian Barkway, Pleasant View, Back Street, Cotehill, Carlisle CA4 0DR

BMW ELECTRICS

THE /5 STARTING CIRCUIT

/5 owners are constantly plagued with the 'click-click-click' syndrome whenever the temperature drops or the bike sits for a period of time without being used.

MODIFICATION OF THE /5 ORIGINAL STARTER LOCKOUT UNIT TO ELIMINATE THE "ELECTRIC CRICKET"

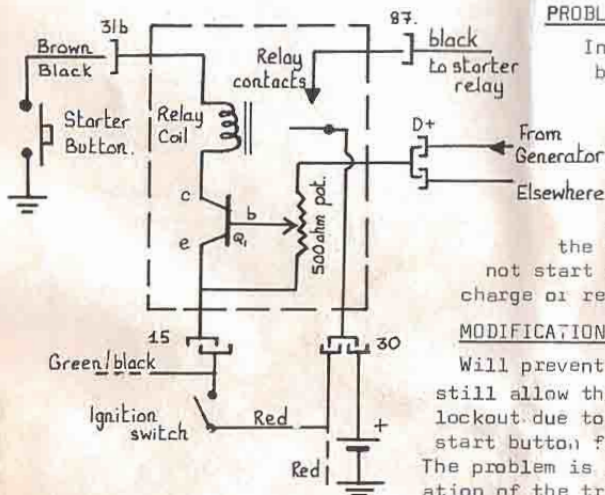
The whipping boy has been the battery and everyone has been looking for a better battery to eliminate the aggravation. However, the battery is not the cause of the "electric cricket". The villain in this case is in the Starter Lockout Unit mounted under the gas tank on the forward left side of the top tube. When the temperature drops or the battery is not in a near-full charged condition the transistor in the SLU does not "turn on" all the way.

The following simple modification will eliminate the "electric cricket" and still maintain the repeat-starter prevention feature. This unit is used on the /5 only.

Those who don't feel they can do the modification themselves can remove the unit from the bike (taking note of which terminal which wire is connection to). Open the unit by carefully uncrimping the cover and take the unit and these instructions to your friendly neighbourhood TV repair shop. The charge should be minimal.

RESULTS: The elimination of the "electric cricket".

Of course, you have disconnected the earth lead before you started on this project.



PROBLEM:

In cold weather battery voltage may be low enough to prevent transistor Q1 from operating the main starter relay, or inhibition may be due to peculiar characteristics of the transistor due to age or temperature, or both. The resultant effect of the relay is the "click-click" and the bike will not start even with a battery in good charge or respectable condition.

MODIFICATION:

Will prevent the "click-click" problem and still allow the bike to have the anti-starter lockout due to accidental depressing of the start button feature when the bike is running. The problem is solved by streamlining the operation of the transistorised protection circuit.

PROCEDURE FOR MODIFICATION:

Obtain two parts:

A 470 ohm $\frac{1}{2}$ watt carbon fixed resistor from any radio shop or radio parts house.

A silicon diode, not critical, offering larger current rating and peak reverse rating is also OK. Get one with solderable pigtail leads.

1. Remove unit from under the petrol tank on left side of frame. It can be

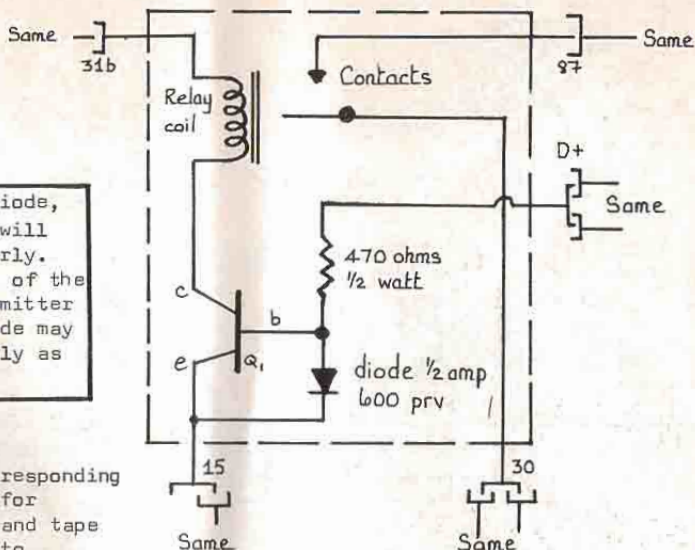
MODIFIED CIRCUIT

/5 Starter Lockout

Circuit Modified:

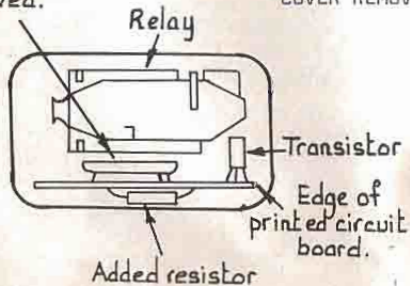
Prevents the problem of the "click-click" in original circuit.

NOTE: When installing diode, there are markings that will tell when it is in properly. A band indicates the end of the diode that goes to the emitter and terminal 15. The diode may also have a symbol exactly as in the picture.



identified by the numbers appearing on the case corresponding to the numbers above for connections. (Disconnect and tape up negative battery lead to prohibit possible damage of shorting etc. while removal and reinstallation is in progress.

Potentiometer (adjustable resistor) to be removed.



TOP VIEW OF REPEAT START PREVENTION RELAY WITH COVER REMOVED

2. Carefully uncrimp the shell from the unit as it will be reused.

3. Remove the small variable resistor with the slider by unsoldering from the circuit board.

4. Place the fixed resistor from the hole in the board at D+ terminal of the original resistor, and where the centre arm hole of the original resistor went.

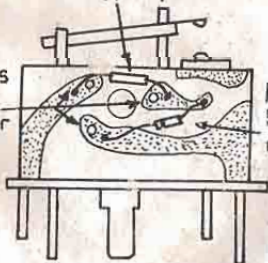
5. Place the diode in the remaining hole where the original resistor went, and to the same hole where the new resistor went that is in the hole of the arm of the original resistor. There will

simply be three holes with one wire of the new parts in one each of the two holes and the third hole will have two wires in it. Solder them up and check circuit against the above. Make sure the DIODE IS CONNECTED PROPERLY AS SHOWN.

Replace cover and replace unit in bike.

Mount resistor to printed circuit side of board by soldering leads to copper pads.

Unsolder leads from potentiometer (in 3 places)



Mount diode, soldering to copper pads. Stripe must be at end shown.

FRONT VIEW OF REPEAT START PREVENTION RELAY WITH COVER REMOVED.



COME FLY WITH ME TO AMERICA

(Part 2)

The story so far By the third day of his visit George had reached Barberton, in Ohio State.

The next day I had another wet ride across Ohio and Indiana to Chicago, where I was calling in on Karen A'LLerio, editress of the BMWDA magazine and

her husband Miguel. I stayed with them for a couple of days, looking around Chicago, which is everything it is reputed to be, and meeting dozens of BMW owners. All were keen to learn how the trip had been organised so that they might soon do likewise. If they do, I hope our members are as friendly to them as they were to me.

On saying goodbye to Karen and Miguel it had been my intention to head south-east and reach Georgia, but unforeseeable events began to take a hand. Firstly I was held up in two giant traffic jams on the Interstate. 'Lane splitting' or filtering as we would call it, is illegal in Illinois, and is discouraged by car drivers who will throw open their car doors at you if you try it. So I just had to sit it out, with the engine of my bike protesting on its diet of rather low octane petrol, higher grades being unobtainable in many places. Then I ran into rain again, but this time it simply hammered down. After four hours and only 130 miles I gave up and booked into a motel. I learned from the T.V. in my room that the storm was heading east, and I was obviously going along with it.

Next morning dawned fine and sunny and I set off in good heart. Within fifty miles the sky had become overcast and the air decidedly chilly. I had to stop to put on another shirt, and my pyjama jacket, and my full Barbour suit. I got as far as Cincinnati before running into rain again. I had caught up with my storm of the previous day. Every so often I stopped at a roadside restaurant to sit out of the rain, with my feet up to let the water run out of my boots. At one such stop I met up with a youngster on a Triumph. He came from Florida and was dressed only in jeans, T-shirt and plimsolls, and was soaked through. He told me he had been to Cleveland and had run off with his sixteen year old girl friend. Not satisfied with abducting a minor, he had taken her over a State border, which compounded it into a Federal offence. Somehow he had become separated from the car in which she was being given a lift with all their belongings, so he was riding up and down the Interstates, with only five dollars in his pocket, looking for her, and expecting to be picked up by the Police at any moment. He was, as they say, 'bad news', and I got away from him as soon as I could. I carried on down past Lexington and eventually ran into clear weather. This bliss did not last for long however, so before I got wet again I booked into a motel at a place called Corbin, in Kentucky, where Colonel Sanders opened his first chicken restaurant.

I woke up to the sound of tyres squishing on a wet road surface, and stayed in bed until the noise stopped. On leaving the motel I was dressed for the worst, and needless to say the weather cleared up. The scenery in Kentucky and Tennessee is a great improvement over Indiana, which is flat farming country. Even the views from the Interstate are impressive where they are not spoiled by ranks of advertising hoardings **maxing** up the hillsides. I reached the very beautiful Great

Smokey Mountain National Park after lunch and began a very pleasant meandre along its scenic route, the road twisting and turning alongside the Little River through thick forests. It reminded me of Bavaria, but I wish someone in authority would go there to learn how to make advertisements which blend with the surroundings. The Americans have not somehow got the knack. And then there was Gatlinburg! Oh America! how could you do it? Slap in the middle of so much beauty is this hideous place, a cross between Blackpool and Southend, with a monster traffic jam through it created by Boy Scouts playing at being traffic wardens. With the engine overheating almost to the point of seizure I crawled gratefully out of Gatlinburg to continue on my way. My stop that night was in a motel at a place called Greenville, Tennessee.

Let me pause at this point to write a few words about the legendary American motel. This one at Greenville cost me nine dollars, and for this I got a cabin which was beautifully furnished and carpeted, and included a toilet and bathroom equipped right down to face flannel and soap, air conditioning, telephone and colour television. I am not a camping enthusiast I admit, but I think anyone would have to be keen to lug a load of equipment around and suffer all the discomfort of camping when you can live in such luxury for only a fiver a night.

Food is another item which is very reasonably priced in America. My breakfast the next morning was poached egg on toast, with extra toast, butter and jam, and endless cups of coffee (you only pay for the first one), and cost less than a dollar. With petrol only half the price it is in the U.K. you can see that touring American style cannot be called expensive.

Sunday 14 August was warm but overcast. The early part of the day was spent locating the home of Vern Hansen and his wife Sue. Vern is a founder member of the BMWMOA and was President for its first six years until he retired from the post earlier this year. He saw the club grow from nothing to be second only to the AMA in size, with over seven thousand members. This club gave him a new R100/7 as a mark of gratitude on his retirement. Vern and Sue are very warm hearted people, and I spent a hilarious day with them.

Leaving early on the Monday morning I took the road which led to the Blue Ridge Parkway, a scenic route which runs for five hundred miles through North Carolina and Virginia. It is a true example of American efficiency, trimmed, wrapped and delivered, touring made easy. The road is smooth and well surfaced, trimmed neatly along the edges, with 'overlooks' at all the interesting vantage points. I saw plenty of deer and little furry animals which I would not try to identify, but no bears. Particularly prolific were enormous brightly coloured butterflies. On my second day on the Parkway I saw a rattlesnake sunning himself on the road surface. When I walked up with my camera to take a picture he made no effort to slide away, but just looked up and smiled. Even such abundant beauty occasionally got boring, and when it did I could not resist the temptation to open up and enjoy the smooth road with its uniformly curving bends. This had to be done carefully, because the speed limit is 45 mph on the Parkway, and the wardens are well equipped with Radar and Vascar.



I spent two days riding along the Parkway and the Skyline Drive through the Shenandoah National Park. Then I had a leisurely tour of the civil war battlefields around Fredericksburg, Virginia, before calling in on BMWMOA member

TYRES TYRES TYRES TYRES TYRES TYRES

Moving on from tyres not recommended for any models of BMW, this month we have riders' impressions of tyres only recommended officially for models of 750cc and below, and made by



MICHELIN

1. Roy Gravestock has earned dubious acclaim for having crashed his R90S in many different parts of the world so perhaps Roy's views can be accepted as having been gained during 'tests to destruction'.

'The past two years have gone like this. February 1976: I bought an R90/6 fitted with Metzlers. Initial impressions were good, but I noticed a disconcerting lack of feel in the wet.

At 4,800 miles I fitted CONTIS front and rear for a trip to Greece. These gave a much tighter feel, but as the rear tyre wore the handling became twitchy, especially on uneven surfaces (Was this the much advertised Conti 'Early Warning System?').

At 10,500 miles the rear Conti was down to 2mm and I refitted the original Metzeler.

At 14,700 miles the Metzeler was down to 1.5 mm and handling very hairy. I waited, and waited and waited for a mail ordered tyre and eventually fitted a Michelin M45 400 18. Total transformation. None of the rear end wiggle of part worn Contis or Metzlers.

At 18,800 miles I sold the bike with 2.55 mm of tread on the front Conti and 3 mm on the rear Michelin.

In June 1977, I purchased a 3,400 mile old R90S with Metzlers fitted. Again no 'feel' in the wet.

Come 3,700 miles and I fitted Cortis, 325 H 19 front and 130/80 H 18 rear (better mileage from wider rear the adverts said). There was no noticeable difference in handling, and as wear set in the twitchyness returned, if anything worse than with the standard 400 H 18 rear.

9,500 miles on and the rear Conti showed 2mm tread and the front 3.5 mm when they were cut on glass, and the original Metzeler refitted. Two days later the front end slid away on a wet tightening bend sending bike and self on a hedgerow exploring trip (slight damage).

Hence at 10,000 miles those Metzlers had to go. I fitted Michel 41 325 H 19 PZ2 up front (despite floomy predictions of wear rate) and M45 400 18 at rear. BEAUTIFUL. The ride was slightly bumpy due to the tyres rigid carcass (which makes them 'pigs' to fit), but they gave incredibly precise handling, wet or dry. Most impressive.

At the present 11,500 miles there is no noticeable wear on the front tyre and the rear is down to 5.5 mm.

I conclude that for my style of riding Michelins come top of the list, despite an apparent shorter life (rear 5000 miles as opposed to 6000 on Contis or Metzlers). Against this is price RRP for Michelin rear is £24.36 inc. VAT, for Conti it is £28.08. These figures can be proportionately reduced if you shop around!!

2. Ian Barkway, a BMW'ing butcher chooses his tyres with some care, as he would a piece of sirloin.

'On first acquiring my brand new R75/6, I was expecting the best handling motor-

cycle available for the price of £1,500 (that was in the distant Autumn of 1974). After saying goodbye to my old R60/5 which wasn't the best handling 600cc machine by a long way. Without any camping gear or pillion passenger it was quite passable, but it hadn't any instant power after about 70 mph.

So off to our friendly dealer Mr Davick Motique (deceased) for my brand new 750cc BMW. After carefully running it in until spring of '75 it still gave concern on tight corners and during bendswinging.

Then one near fateful night on our descent of the M6 south to a Midland section meeting, lying across the middle lane of the motorway was a large balk of timber, it was like playing at Evel Kenevel. Later it was found that it had split a large section of the original Continental front tyre.

This was then replaced with a TT100 325 x 19" which was supposed to be the greatest thing since sliced bread, but I'm afraid it turned the shaking front of the BMW into something like a side winder not knowing which ditch it was going to deposit me into. I speedily made plans to take this monster off the bike, but what was I going to replace it with?

I decided to give the manufactures of various brands of tyres a chance of offering the best handling tyres available for my BMW.

Dunlop didn't advise anything at the moment, but they were working on something.

Avon only had ribbed front and GP rear, but they also had something in development.

Michelin; now they had something going but not imported at the moment. They had a new range of tyres made in France and they were to be imported soon. Would I like to try them when they were ready? YES, was the eager reply. About two weeks later a telephone call, Michelin at Stoke on Trent announced 'We have a S41 325 x 19" front tyre and an M45 400 H 18" rear cover available. The arrangements were made, and I was to collect these from the local Michelin agent.

I fitted both these tyres with a large amount of gusto and anticipation. The tyres were inflated to the recommended pressures and out on the road for a road test. They seemed OK but they needed 'running in' for the recommended 200 miles. Then BINGO, tyres that handled well on my bike.

The front cover needed a few miles to get 'sticky' and the rear was very squat, round in section and looked mean.

Time for the high speed testing and out on my own private test circuit (Couldn't tell you where it is 'cos the fuzz'll be after me!) She handled like a dream (Well as good as you'll get from a Be Emm). After doing about 1,000 miles there wasn't any perceivable wear on the front cover but the rear cover was short of about 1 mm of rubber. With only another 7 mm of usable rubber left, I calculated that I had approximately another 6,000 miles left on the rear cover. Bearing this in mind and that I had my 4 holidays coming up in about two months, what I needed was a longer lasting rear tyre, but which?

A few words with Dennis Quinlan and he suggested the Metzeler C66 Touring Special and the Riddle front. Marvelous, back to square one. No, I'll leave the Michelin S.41 where it is, on the front; 'but it won't handle' was the reply from people in the know.

I fitted the C66 and a quick ride on it proved that it does handle, and so it has ever since (except for the steering head bearings doing a nasty!)

The wear rate is about 11,000 miles per rear cover that is solo, camping gear, at touring speeds, and approximately 20,000 miles from the Michelin front cover. At the moment I'm using the S41 tread with the P22 compound rubber. This should shorten the life of the front cover, but it handles.

I've had this combination for 28,00 miles and I'm quite happy with this Mongrel Set up.'

..... but what of the pre /5 models. How do they take to present day tyre technology?

3. Garth Howarth's R50/2 has been subject to quite a bit of experimenting.

'(A) Handling etc.

- (1) Front - Avon ribbed 325 x 18 run at 26 lb/in²
 Rear - Avon GP 350 x 18 run at 29 lb/in² (solo)
 32 lb/in² (passenger)

This set up gave superb handling in the dry, the best I've had from any tyres on the Bee-Emm, and ample grip in damp conditions but were not so good in heavy rain as the GP just did not clear water fast enough. On the other hand it let go very gently and smoothly so that one could use all the available grip.

Front tyre pressure was critical, if it dropped below 25 lb/in² you could get really vicious handlebar flutter on downhill corners taken at less than about 50 mph. However, with the correct pressures this set-up gave less trouble with the 35 mph flutter than any other, even with very heavy tail loads, although of course, the dampers have deteriorated steadily since then so it may not be a fair comparison.

- (2) Front Avon ribbed 325 x 18 run at 26 lb/in²
 Rear Dunlop TT100 410 x 18 run at 28 lb/in²

Not quite as good in the dry as with the GP on the back but better in heavy rain, though the TT100 did not fit as smoothly.

- (3) Front - Michelin S41 325 x 18
 Rear - Dunlop TT100 410 x 18

Lethal! No pressures quoted as nothing I tried could tame this pair, I never had the courage to take it over 45 mph it was so bad. Needless to say I only ran a few miles like this before I ditched the TT100, still with about 2½ mm of tread so the mileage given below is not representative.

- (4) Front Michelin S 41 325 x 18 run at 30 lb/in²
 Rear Michelin S41 350 x 18 run at 35 lb/in²

(both pressures with passenger)

Very good in dry or in rain, but rather twitchy in damp conditions, one felt the back was about to let go long before it's maximum grip was being used; curiously, the front never gave this impression. The pressures may look a bit high, but are in fact near enough to the minimum pressures, as shown by the makers load/pressure chart; this is a peculiarity of the S41, even compared to other Michelin tyres, and is presumably caused by the very flexible side-walls. The flexibility of the walls makes them wonderfully easy to fit, particularly compared to TT100s.



- (5) Front Michelin S41 325 x 18 run at 30 lb/in²
 Rear Michelin S45 350 x 18 run at 32 lb/in²

When Michelin discontinued the S41 in 350 x 18 I changed to the M45 on their recommendation; they were right. Handling and grip are much the same dry or wet, but the twitchyness has gone, so now I can use the grip without frightening myself. When the dampers have been renewed (they are absolutely shot) I think this will be the best combination of all.

(B) Wear (in round figures)

- (1) Avon 325 x 18 ribbed - 13,000 miles to 1 mm of tread - all over, not just in the middle.

- (2) Michelin 325 x S41 - life unknown! Has done 27,000 miles and still has 5 - 6 mm of tread.
- (3) Avon GP 350 x 18 - 8,000 miles to nearly bald in the middle - say 7,000 to 1 mm
- (4) TT100 410 x 18 - 40000 miles to 2½ mm tread.
- (5) Michelin M45 350 x 18 - not worn out at 60000ish, looks like being a bit better than S41.

I would have tried more tyres but the S41/TT100 incident cured me of mixing makes, so I'm on Michelins until the front tyre eventually wears out!'

COVER PHOTOGRAPH Brian & Sheila Lowry

Brian has been a Club member for four years, having started riding 'motorcycles' six years ago on a Puch moped. Until then he had hated motorcycles but something changed his views. Perhaps it was Sheila who was riding her own Yamaha 90 cc bike when Brian was still astride the moped. They got together and progressed through a Puch motorcycle (50cc), a T100 SF Triumph and Norton Cammando to an R50/5.

His present machine is an R75/6 which carries them both abroad and at home to numerous camping grounds, and on their duties as Midland Section Social Secretary

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

Paddy's Special Cont...

bracket to reinforce the bracket for the third sidecar fixing point. The fourth fixing is to a ball fitting screwed to the front engine mounting bolt. Certainly a rigid set up. This combines with the earles forks engineered to retain the taper roller bearings in the headstock of the present day frame (the earles fork models had ball races), to make an entirely dependable and very sporting method of transport.

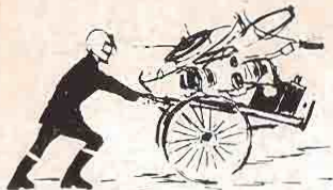
Paddy's future plans include fitting 15" EML wheels and a brake on the sidecar wheel. GW

American Tour Cont...

Milton Hal. Last year Milton covered over 46,000 miles between spring and autumn, and entered for the BMWMOA longest distance award. Would you believe he came second, to a guy who did 52,350 miles. Winner of the Womens Award was a housewife who did over 30,000 miles. Hard riders take note. That evening I went with Milton to chat with a handful of his motorcycling buddies. I must have sat there for a couple of hours with the conversation going on around me, totally unable to understand a word of what they were saying so broad were their accents.

(To be continued next month)

	METZELER TYRES ***	METZELER TYRES ***	METZELER TYRES ***	METZELER TYRES ***
	100/90 H 19 Rille 16		£18.50 + VAT 8%	
	120/90 H 18 Block C88A Touring Speed		£20.00 + VAT 8%	
	325 S 19 Block C5 (for greater grip & wear)		£15.00 + VAT 8%	
	325 C 19 Rille 12		£14.00 + VAT 8%	
METZELER	325 H 19 Rille 12		£16.00 + VAT 8%	
	325 H 19 Block C5		£17.00 + VAT 8%	
400 S 18 Block C66 Touring Special			£17.00 + VAT 8%	
400 H 18 Block C66 Touring Special			£19.00 + VAT 8%	
Post & Package £1.20 per front tyre £1.40 per rear tyre. Brian Anderson				
150 Fleetwood Road, Dollis Hill, London NW10 Tel: 01 452 1426 (evenings/weekends)				

mutual aid

WANTED: Earles type R60 or R50, near perfect condition. Prefer full fairing, panniers etc. Fullest details and price to V. Orange, 68 Fisher Street, Paignton, Devon or Tel: 0803 559559

WANTED: Speedometer for R50/5. Apply to Mike Leader 25 Graymar Road, Little Hulton, Worsley, Manchester Tel: 061 799 6319

Owner of 6 months old (40000 miles) R905 wishes to purchase perfect crown wheel and pinion Assembly complete in casing of ratio 32/11 or would exchange present 33/11 for same. Would also consider offers for 32/11 to help me purchase new 32/11 unit. Apply to Don Butterworth, White Coppice, West End Lane, Warton, Preston

FOR SALE: One medium and one small Barbour suit. Both in excellent condition, no tears, scuffs or wear marks. £40 for both one. Apply: Eric Rosenthal, Flat 3, 41 Westwood Hill, London SE26. Tel: 01 659 3841.

(Also one 33,000V sparrow, complete with earth lead)

FOR SALE: R60/6, P Registration, blue with contrasting fairing, genuine mileage 1,500 miles only. Used as second vehicle. Low mileage due to continuously working away. Open to offers. Apply to: Martyn Purslow, 48 Cherry Tree Close, Bedwas, Gwent NP1 BHV. Tel: Caerphilly 884814.

FOR SALE: /5 Side stand £3. Set cables £5. Footrest rubber £2. Gas lamp with cylinder £5. Police gannex coat £7. Buyer collects or pays postage. Apply to Fred Secker, 13 Naverne Meadows, Woodbridge, Suffolk IP12 1HU. Tel Woodbridge 2164

FOR SALE: Set of brand new valve springs and exhaust valves (2 off) to fit R50/2. £10. Apply to P Cunningham, 58 Paxdale, Sutton Park Estate, Hull HU7 6DB

FOR SALE: BMW R27 send SAE for details to 15 Yanworth, Nr Cheltenham GL54 3LQ

FOR SALE: R90S P Reg, large sump, Daytona Orange, £1,500, as new 14,000 miles. Apply to A Freely, 3 Beechway, Bollington, Macclesfield, Cheshire. Tel: Bollington 72634. Also set of Britax crash bars £6.

FOR SALE: Lined vinyl tank cover to fit large /5 tank, colour black, also hand pump for R60/2 brand new. offers to K Wells Tel No. 0533 417744 after 18.00 hrs not Tuesdays.

FOR SALE: as new BMW fairing clock and voltmeter. Clock £25, voltmeter £10. Apply George Kasper, c/o 116 foxglove Road, Dudley, W. Midlands. Telephone Dudley 231011.

FOR SALE: 1 pair R100RS wheels, as new. Chrome spokes, blue coach line. £120 one Tel: Borough Green 884218

FOR SALE: R50/5 Monza, electric start, longwheelbase, 17,500 miles only, first registered 21 December 1973. One of the last 500 cc produced £800. Delivery can be arranged. Apply to Scot Lawrie Tel: St. Boswells 2284

FOR SALE: Bosch contact points /5 onwards £2.60. Oil filters used as original equipment by BMW £4.24 for three - available now. Also available Pattern Oil Filters £3.24 for three will fit /5 onwards all include P & P. Varta 28 amp batteries to fit /6, /7, to order, must be collected £30. Please contact Andy Wright, 12 Heybridge, Castle Road, London NW1 Tel 01 267 8110

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 BMWs by appointment. Contact Bob Porecha, 78 Byne Road, Sydenham, London SE26 Phone 01 778 3314 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 3 Louis Road, Lake, Isle of Wight, Tel: Sandown 3676 between 09.00 and 22.30 hrs. If you have problems obtaining batteries for your digital watch he may be able to help you. All repairs carry a normal guarantee

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