

the journal of

July 1978

THE BMW CLUB



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SMALL PRINT LUNACY

ISSUE 321 JULY 1978

Although last month I said that I would be on holiday when you were reading that issue, at the time of writing this I am still at home on the point of donning my safety helmet ready for the race against time to meet a Folkstone ferry. If I am ready for relief from anything then it is from a 'small print paranoia', brought on over recent weeks by constant study of various forms which seem to offer insurance against all things which we hope will never confront us. Every time I leave these shores I do it, and every time I vow to sort out a policy which will save me the bother. Well this time I did, and in the process of sifting through various policies was amazed by the number of companies that deliberately exclude motorcycling from their policy, loaded the premium by up to 90% or reduced the benefits by an equivalent amount. Of course I've met this hurdle before and have used a company who don't include any form of motorcycling exemptions. I know that we experienced riders usually blame the young and frivolous for rubbing off some of their expenses onto us so far as insurance goes, but surely that same argument doesn't apply to continental tourists. I've not seen many British platform booted, stud bedecked jacketed FS1E thrashers tempting fate on E5, have you, but I have seen some atrociously overladen minis and caravans? Don't insurance companies realise that so far as visibility is concerned there is no disadvantage to driving on the right when abroad on a solo bike. Anyone who has driven a car abroad will know the dangers of overtaking when sat on the right, and just ask anyone who has ridden in a left side sidecar in a right side driving country what they think of it.

Any Joe Soap can load his car and head for the sun, but only the thoughtful rider who himself knows his chances of returning are good will make the effort to travel there on a motorcycle, and hence I suggest he is more than likely a good insurance risk. Of course surmising never did get us anywhere, but it is a basis on which to build proof. GW



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
- WESTERN:** The Caldicot Community Centre, Newport Rd,
Caldicot, Gwent
- SOUTH EAST:** The Fountain Inn, Barming, Maidstone, Kent
- LONDON:** Spencer Arms, Lower Richmond Road, Putney
- OXFORD:** The George Hotel, Littlemore
off A4142 south of Oxford
- EAST ANGLIA:** The General Arms, Little Baddow,
Nr Chelmsford, Essex

An informal meeting of members takes place on the 3rd Sunday of each month at The Hawes Inn, S. Queensferry
SCOTLAND, around 12 noon

- | | | | |
|----------------|-------|--------------|----------------------------------------------------------------------------------------------------|
| JULY: | 1/2 | NORTHERN | Welsh Borders Weekend. YHA, Bridge, Church Stretton |
| | 2 | EAST ANGLIAN | Run to Wisley Botanical Gardens (Woking), meet at The Ship Pub, Ripley High Street, Main A3, 12.00 |
| | 2 | MIDLAND | Day Run, Derbyshire. Meet Yeoman Car Park, Kingway, 12.00 |
| | 4 | LONDON | Natter Night |
| | 9 | LONDON | Run to Beachy Head (Picnic). Meet at Spencer Arms 10.30 |
| | 9 | NORTHERN | Meeting, Lowton 14.00 hrs Talk on Electronic Ignition |
| | 12 | SOUTH EAST | Natter Night |
| | 15/16 | MIDLAND | Camping Weekend, Whetton Mill, Nr Ashbourne, Derbyshire |
| | 16 | YORKSHIRE | Visit Calton Towers. Meet Car Park 13.00 |
| | 18 | LONDON | Natter Night |
| | 23 | WESTERN | Visit to Rose & Brian Gwinnett at Painwick |
| | 26 | EAST ANGLIAN | Meeting |
| | 26 | SOUTH EAST | Natter Night |
| | 29 | NORTHERN | Barbon Hill Climb, Nr Kirkby Lonsdale. (See Section News) |
| | 30 | MIDLAND | Day Run, Windmills, N. Laverton |
| | 30 | OXFORD | Bob Tucker's Treasure Hunt, Littlemore 14.00 hrs |
| AUGUST: | 1 | LONDON | Natter Night |
| | 9 | SOUTH EAST | Natter Night |
| | 12/13 | MIDLAND | Camping Weekend. Forest of Dean |
| | 13 | NORTHERN | Lowton Meeting 14.00 hrs |
| | 13 | WESTERN | Cwmcam Forest Drive, Gwent |
| | 15 | LONDON | Natter Night |
| | 19/20 | NORTHERN | Bryn-du, Llanberis Social Weekend |
| | 20 | EAST ANGLIAN | Thetford Forest Picnic. Meet at A134 Thetford to Kingslynn Road. First picnic area on right 13.00 |
| | 20 | OXFORD | Meeting at Windsor. Details to follow |
| | 23 | SOUTH EAST | Natter Night |
| | 25/28 | NATIONAL | GREEN CARAVAN AND CAMPING SITE, WENTINOR, NR BISHOPS CASTLE, SHROPSHIRE (40p per night) |
| | 29 | LONDON | Natter Night |
| | 30 | EAST ANGLIAN | Meeting |
| SEPT: | 6 | SOUTH EAST | Natter Night |
| | 10 | WESTERN | Natter |
| | 10 | NORTHERN | Meeting Lowton 14.00 hrs |
| | 16/17 | MIDLAND | Camping Weekend |

DIARY OF EVENTS CONT...

Sept:	12	LONDON	Natter Night
	17	EAST ANGLIAN	Run to Bluebell Railway. Meet at Horstead Keynes Stn. Nr East Grinstead Sussex 13.00 hrs
	17	YORKSHIRE	Run to Lakeland. Meet Ambleside Car Park (opp. Library)
	20	SOUTH EAST	Natter Night
	23/24	NORTHERN	Social Weekend YHA, Hawes
	24	OXFORD	Jim Kentish Slide Show
	27	EAST ANGLIAN	Meeting and finals of East Anglian Trophy (Photograph Competition). Generals Pub

Section NewsOXFORD:

From Mike Warrilow

Due to the editor wanting a holiday (cheek!), must get the report in even earlier this month.

The weekend at Jim Kentish's was a success and I would like to thank Jim for his hospitality. A lot of time and effort was put into that weekend. I'm glad a good crowd turned out, every one seemed to enjoy themselves, anyway with luck Geoff Wilson has reported the weekend in more detail in the previous magazine, if he didn't I'm in trouble.

What a day the BMF Rally turned out to be, weather wise I mean, but it didn't seem to bother the crowd that turned up. The BMW club tent was so crowded you couldn't get near it. Congratulations to the tent minders and display organisers, I only hope you managed to sort out the loads of clobber etc. A lot of new members were attracted to the club so I am told. That's it for this month so Geoff and Jenny can go on their hols. They are leaving a forwarding address to enable them to deal with all the correspondence whilst lying on the beach (I bet).

Bob Tucker's Treasure Hunt. Meet at Littlemore on 30 July at 1 p.m. (take your pick, Diary of Events says 2 p.m.... GW) Not to be missed so I am told. We are apparently still looking for a few members from last year.

EAST ANGLIAN:

From Bob Hunter

In view of the recent controversy over tyres suitable for BMWs and the consequent detailed reports on the various alternatives available, the East Anglian Demolition Company have commissioned the next topic for discussion: Are BMWs as tough as they used to be?

First to donate his bike for testing was veteran Jim Egginton; after a preliminary attempt to demolish the kiosk at Duxford he was ready and one quiet Sunday afternoon when nobody was looking he performed a remarkable piece of landscape gardening on a small cottage in deepest Essex. (Details of our testing sites will not be revealed to the public). The lady said that she was thinking about having another gate installed in her front hedge, but was unsure as to the use of an R80/7 hole in her lawn. A few gallons of water and some goldfish soon solved her problem and more valuable figures were obtained for our survey.

The next test was carried out after our Norfolk Broads run in May when guest tester Kidge Elder re-sited a telegraph pole for the GPO with his R100RS. However full crash resistance details were not obtained so if you have found any pieces of blue fibre-glass in your garden or lodged on your roof - we need them for the survey.

Next for the test is an R90S, Tester-in-Chief Gravestock is 'going to arrange something special'.

At the end of April a special squad of East Anglians was dispatched to Jim Kentish's 'regatta' at Swanmore, after initial attempts to keep us out failed we established

a base camp as far away from beeping bike alarms as possible! We enjoyed the Gymkhana - how about a longer one next year.

Don't forget the photo competition to be held in September, now is the time to get snapping. Incidentally this is open to all members, the theme is 'Motorcycling'. Just post or hand your snaps to me - any shape or size will do, the closing date is now 5 September.

The sun has just come out for the first time this year..... I'm going out for a thrash!

I'll send on the piece of blue fibre glass that struck me on the nut as I quietly ruminated in the deckchair one Sunday in Cumbria!! GW

NORTHERN:

From Bill Madeley

As a Northern member, and the man solely responsible for writing the Northern News, I'm restricted, within certain boundaries, to writing about Northern members and Northern events. So however I feel and appreciate the work and efforts of individual members of the BMW Club, I have to hope that their efforts are recognised and appreciated elsewhere in these pages. The BMF Rally at Peterborough was a case in point. To show the appreciation of the Northern members who attended, I would like to pay tribute to Geoff and Jennifer Wilson for the tremendous work they did there. During the many times I visited the BMW tent, never once did I see either of them in a relaxed attitude. The Northern section are very proud to have them as members. Thank you both. (We're flattered Bill, but its fun and we recommend it G & J).

The carriage clock, so generously contributed to by Northern members in memory of Tom Westhead, has now been presented to Sadie Westhead and her family. Sadie would like to thank members for their kind gesture. To quote a few words from her letter; 'It is very difficult to find words to express our thanks and appreciation for the club members' gesture in presenting me with such a wonderful memorial gift, which will be treasured also by our sons in the years to come'. Sadie hopes to come to the section meeting in the not too distant future to thank us all personally.

We are hoping to have Norman Burrows give us a talk on electronic ignition systems this month. So if you are contemplating fitting electronics to your machine this is a meeting you should not miss. Norman is not only an electronics engineer, he can also manufacture ignition units to suit your machine far cheaper than any conventional units on the market.

There are two social weekends this month. One is the Staunton-on-Wye YHA weekend on 14/15 July, which promises to be a great weekend. If you haven't booked you had better get weaving if you want to come. The second one is our annual camping weekend at Lupton for the hill climb at Barbon. We will be camping Friday and Saturday night 28/29 July. The campsite is at Lupton, tum exactly opposite the Plough Inn on the A65 road about 6 miles from Kirkby Lonsdale.

As I wrote last month, our Llandudno weekend produced some of the most enjoyable riding I've experienced on club outings. An interesting side effect of one of our members, one Stewart James, has now returned to the 'elite' of BMW owners by purchasing himself an R90S. He was so impressed by his ride on Tony Williams' machine that he almost immediately went out and got himself one. BMW have never made the perfect touring machine, and from my experience of the factory, they never will, but they make a machine so tantalizingly close to it, that once having ridden one, the serious touring rider is almost invariably never really satisfied with anything else he may ride.

IMPORTANT NOTE FOR YOUR DIARY : The BMW Club Annual General Meeting will be held at Meriden on Sunday 15 October 1978

SOUTH EAST:

From Ruth Verrall

So, after Wet Watchet came Soggy Swanmore. I don't think I've ever seen such persistent rain as on Monday while we tried to take the tent down without drowning each other. The weather must take the blame for turning us yellow too. Had the sun been shining I'm sure (?) we'd have leapt about on our bikes with the best of them, but Gordon kept shaking his car at us and - well, you don't like to offend friends, do you? I'm glad we got back in time for Sunday night's bonfire though - that was great fun, especially since the rain had stopped for a few hours. Apart from the weather it was a good weekend and a chance to renew some semi-lost acquaintances as well.

Now on to the future. On 16 July we're heading for Bovington Tank Museum in Dorset. An early start is the order of the day, to get us there by 10.30 am when the Museum opens. When the boys have finished playing soldiers the intelligensia among us will go on to Clouds Hill, where Lawrence of Arabia was living when he and his Brough had their fatal crash. A long day, but we hope an interesting one, with presumably enough pubs between Dorset and our respective homes to find a meal if sandwiches aren't your thing.

The Club night on 12 July will be full of nattering, but the one on 26 July will have a quiz to tax the wits and boggle the minds. See you there.

 Hey Ruth, compare that with the Diary of events. Someone isn't telling somebody something GW

YORKSHIRE:

From James Clegg

Crich Tramway Museum in Derbyshire was the venue for our May meeting, and was very well attended, some 25 people turning up including one member from Maidstone on his way to visit relatives, another on a 'Sunday run' from East Anglia and a gentleman from the Northampton area.

The site of the Museum is being reconstructed to photographs and original drawings some of which can be seen in a small exhibition. For the Tram enthusiast there is a large selection of home and foreign Trams some of which are in regular service on the short $\frac{3}{4}$ mile track. They are hoping to extend the line further and this work should be completed in 1979.

On 16 July our meeting is a trip to Alton Towers, meet 1.00 p.m. From Ashborne take B5032. Alton Towers is signposted in the immediate area.

LONDON:

From Bruce Clarke

What a start to the weekend! Rain lashing down and thick mist on the M2 Motorway and not a lot of time to cover the 70 odd miles to the docks at Sheerness. We, that is 8 London members - well 8 $\frac{1}{2}$ if you include young Simon Preston, were off to Germany to the Kradnetz Rally to collect the trophy and awards won by Brenda Preston as Touring Girl 1978. The party consisted of 4 BM's and a 750/4 Honda with a Squire Sidecar hitched to it on a road test by Bruce Preston. We met Eric Rosenthal at the Rally point - Eric, having spent the previous week in Germany, was early for a change. The festive part of the rally was a very enjoyable affair, not only did Brenda win the Touring Girl award but Bruce won the furthest travelled sidecar award. Thanks to Bruce Preston for arranging the trip and special thanks to Mrs B P for spending the cash portion of her award on a slap up meal for 9 hungry people. Those of us who made the trip thoroughly enjoyed ourselves even though it meant getting off the boat and riding straight to work on Monday morning.

Most of my non-working hours and many hours that I should have been working this month, have been spent on the BMF Rally display. I would just like to express my thanks to those who gave assistance.

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LUGGAGE

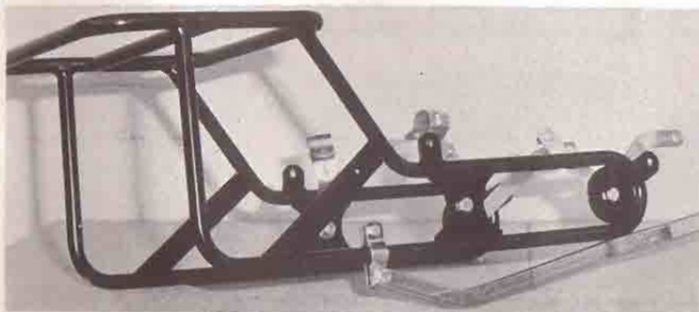
LUGGAGE

LUGGAGE

I was on the verge of writing that we would now take a look at the more traditional form of luggage carrying in the form of **HARDWARE**, as opposed to the sling on software we discussed last month, but thinking back to the pre glass fibre days; thoughts provoked in my case by pictures only, the tradition was one of software fitted onto hardware frames. The software was mainly canvas bags I suppose, and the hardware any concoction of bits of metal welded and bolted together. But as the war years passed and science took leaps forward, the consumer product years came upon us and with them the advantages of durable, repairable and hopefully waterproof luggage carrying equipment.

Ken Craven bridged the gap between the haversack and the glass fibre ages with his world famous Silver Arrow plywood laminate pannier boxes which were themselves fitted to a frame bolted to the rear of the motorcycle.

So this month before studying a couple of the best makes of glass fibre based equipments we will bring into play the frames to which panniers and top boxes can be attached.

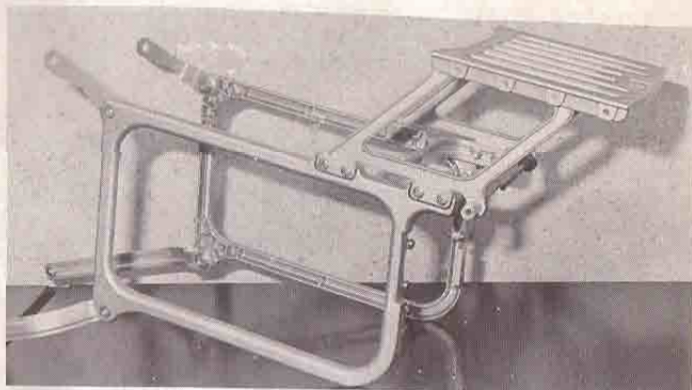


Craven frames have retained their black finish after a diversion into chrome plated frames proved unsatisfactory as the life could not be guaranteed. (Craven work to a 5 year life). Present day frames are coated in a stoved epoxy powder (i.e. a 'plastic' finish), which can be satisfactorily touched up with paint.

Although not strictly necessary, Craven do recommend fitting support arms to their carrier frames, even if panniers are not to be fitted, to take load off the bike frame itself. Support arms and fittings are made of mild steel with zinc plating.

Craven frames come in three basic patterns known as W, L and S patterns (L type above). The W fits pre /5 model BMWs, the L fits /5 to /7 models and the S type fits models with the S type seat (ie 90S, 100S & RS). The S type frame hinges backwards to allow the seat to lift.

The problems of the S type BMW seat led KRAUSER to recently introduce the die cast alloy carrier as illustrated (right). This frame is universal to all present day models and is designed to accept Krauser's own ABS panniers.





Craven EQUIPMENT



Designed for use in conjunction with their carrier frames are the Craven panniers and top boxes. They are constructed from laminated fibre glass and resin with a very hard

gel coat covering giving a degree of elasticity and a high gloss finish. Though repairable with a standard glass fibre repair kit from any motorists shop it is not possible to replace the gel-coat and a paint finish should have to be supplemented.

	Pre /5	/5, /6, /7	R90S	R100S & RS
Carrier Type & Capty	W	L13	S2	S2
Golden Arrow : 26ltr	/	/	/	/
Comet : 26ltr		/	/	/
Classic : 36ltr		/	/	/
Concorde unknown			/	/



This gel-coat will withstand very hard knocks from outside of the box but any blow from within the box can cause crazing of the finish which again is irreparable. (So don't let loose tools bang about inside).

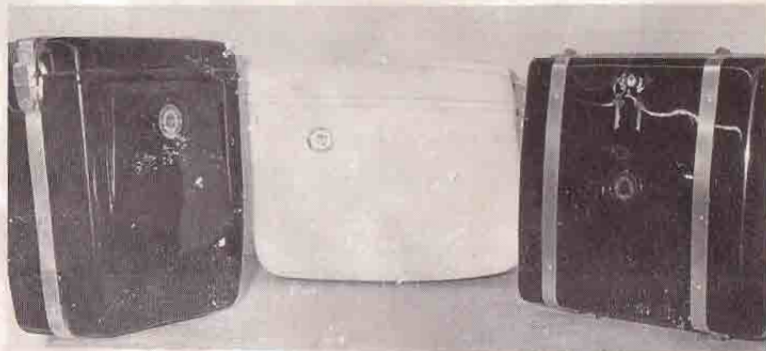
For many years Craven have used toggle type fasteners on the lids of their boxes, and some years ago did offer these

fasteners with locks incorporated. Recently the toggles have been discontinued on certain boxes in favour of high securing flush mounted locks. It seems a pity that the likelihood of theft should force us to suffer the inconvenience of having to fumble for a key each time we wish to secure a lid to a box even if we were parking at the North Pole. Craven are looking forward now to using stainless steel for a carrier frame and a styrene based material for boxes.

Above: Top Boxes
(4 models available)

Left: Classic
Panniers

Right: 1 to r
Concorde Pannier
Comet Pannier
Golden Arrow
Pannier



Dudgon & Wilde

Most important is that the Dudgons (Mary & Roy) and the Wilde (Tony) are all fully paid up members of the BMW Club, and all three own BMWs. Perhaps it is for this reason that, although their panniers and top boxes are suitable for any motorcycle providing they have a good carrier frame, they are particularly suitable for BMWs, and also that D & W manufacture carriers tailor-made to fit all BMW motorcycles using existing bolt holes in the frame. The carriers are made into one complete unit (no clips or separate hangings) and coated with plastic to give a durable gloss finish.

The boxes are constructed of 3 layers of glass fibre matting, $\frac{1}{2}$ oz per square foot weight, and all the top boxes and large panniers have a reinforcing strip incorporated between the second and third layer of mat.

The finish on the boxes is standard black or white cellulose paint, or matching colours to order, with decorative aluminium strip & chrome plated brass hinges and locks secured by solid aluminium rivets and back washers. There is plastic sealing strip fitted between box lids and bodies.

Any damage can be repaired using a standard glass fibre repair kit, the damaged area being rubbed down with wet and dry paper and then resprayed with a can of matching cellulose paint.

At present Dudgon & Wilde produce equipment in the following sizes:

Large Top Box	Round or Flat Lid	21" x 11 $\frac{1}{2}$ " x 10" or 11"
Medium Top Box	Round or Flat Lid	17" x 11 $\frac{1}{2}$ " x 10" or 11"
Large Side Opening Panniers		19" x 14 $\frac{1}{2}$ " x 8"
Medium Side Opening Panniers		16" x 15" x 8"
Top Opening Panniers also available		



The photograph at the top of the page shows their latest pannier, at present under

test, which will accommodate a full face helmet (or two) and will be lockable onto a special frame

NEXT MONTH I'll try to round off the laying down of the theories by introducing equipment manufactured in ABS, by which time I hope a few of you will have let me know how theory matches up to fact in your opinion from experience. G.W.

Readers Letters

A New Dealer

I would like to advise all members in Hertfordshire that Ken Green Motor Cycles of Welwyn Garden City has taken on a BMW Dealership.

The courtesy and attention I have received has far surpassed that of any other dealer I have dealt with to the present time.

Members may also like to note that by the time this article is printed, discussions with Ken Green should have secured a 10% discount on spares.

Tony Day
Stotfold

So sayeth the Handbook

The /5 Handbook says 'don't chamfer the leading edges' of TLS brakes (what does the /6 handbook say?)

I guess the reason for this is that such a wide lining won't clear water from the drum unless there is a sharp leading edge, and certainly my experiments with Fords agree with this theory.

However, does anybody know the reason?

Keep up the good work.

Andy Bryant
Beckenham

Who will help!

Some information which may be of interest to fellow BM Club members:

1. Re-conditioning crankshaft assemblies

Pidcock Motorcycles Ltd, 277 Osmaston Road Derby. Tel: Derby 49673 will separate and re-assemble if presented with the crank assembly and new conrod/big end assemblies. I was charged £3 for my R26 crank. I forgot to ask the price for a twin crank, but presume it would be about £5.

2. Workshop Manuals

BMW Munich tell me that photocopied manuals in four languages can be obtained from: Gunter Schober, Dipl. Kaufmann, Postfach 5806, D - 6800 Mannheim 1.

If anyone wants an R26 Manual the order number is 9099 136. I have no idea of the cost.

3. I have ordered my R26 Manual from a supplier in the USA. I forgot to record his address, but as soon as I receive the manual I will send it to you (the address not the manual).

This person can supply reprints (not photocopies), in English, of 'Shop Manuals' at 13 US Dollars each. He also does 'Tool Manuals' for the R24 through to R69S (1949 - 1969) at 9 Dollars each.

4. Do you know from where I might acquire a Road test of an R26?

All the best

Archie Bowman
Hilton, Derbyshire

Archie, Thanks for letting us know about 1 and 2. We also have just been informed of the manual supplier in the States who is Roland M Slabon, Box 132, Andover, Massachusetts, 01810, USA. So you have saved me having to make special mention of him.

An 'original' R26 road test is on its way to you. GW

LIMITED EDITION FLOORS

For the record. During the second week of May 50 dealers from Britain were guests of BMW in Munich when the white FLOORS's with rallysport stripes, and white panniers were launched. 150 of them will be sold (and I think by now have been) in Britain at a cost of £3,300 each

BMF RALLY PETERBOROUGH 1978

it applied to Bruce and Margaret (Clarke) and Nick and Patsy (Rainey and Hadley) during the week prior to this year's BMF annual event. For it was they, who virtually single handed (if that makes sense) were responsible for what I suspect was the best looking BMW Club tent ever to grace a BMF Rally field.



first magazine, so welcome to you all). They even managed to advise members on Continental touring, approximately date an R51, and conclude that a querying member's carrier was infact of the Craven breed; and all that without even leaving their seats to make consultations with any male. Well done lasses, you're three of the best.

Outside the tent the Northern, Yorkshire and London sections combined to 'heave on the hemp', losing their second contest to the eventual overall winners. The photo shows from front to rear, Barry Cook, Howard Robinson, Tim Wilkinson. Tony Williams, Alan Cowperthwaite, Geoff Wilson, Kevin Ives and resting at the back, Fred Coventry. Sue Ives is shouting the odds on the left.

Thank you everybody who helped make that day such a success for the Club, especially Adrian Rivett & Joanne who, besides loaning two of their machines also looked after the cook house, and to everyone else who made bikes available for

display.
What will we
do next
year? CW



Whose dad was it who said 'Join a Motorcycle Club lad and you'll never have any free time' (or something to that effect)? That particular pater must have known his son, because the quote by no means embraces everyone, but certainly

Ovenden and yours truly and Jenny helped a little on the Saturday and on the Sunday morning (before some people got up). Eric Rosenthal emerged, having slept in Adrian Rivetts racing outfit sidecar inside the Club tent, (he reckoned that Ballaugh Bridge caused him to wake up once or twice), to act as foreman.

Patsy, Margaret and Jenny (1 to r on the photo) spent all day peddling Club wares, and enrolled 30 new members. (This will probably be your



South African Diary

from Dick Fuller

a Rennsport on full chat, though I'm told that's a symptom of the old anno domini business so perhaps I'd best shelve that subject

Business-wise the year was abominably wretched, thankful that it's over is what I feel on that score, and the general aura of dreariness was compounded by having to spend a lot of time driving positively the most accursed vehicle ever to case its shadow upon my life. In December, having acknowledged with word, deed, and pocket the error of my ways, I returned to an Australian Ford with the purchase of my fourth Fairlane 500, seventeen feet of air-conditioned, power-assisted, unashamed luxury shoved along by a rather nice little 5.8 litre vee-8. Bliss!

However, touching on this motorcycling lark, which, as I recall, is what I should be talking about, how was '77 in that respect? The year opened well with mileage accumulating in fair was considering the fuel restrictions, upon which I'll dwell in a jiffy, and the requirements of daily toil dictating weekday renunciation of the food old R60 in favour of the aforementioned bucket of bolts, at the wheel of which I cover up to 30,000 miles p.a. Mileage of this order, especially in a conveyance for which one's warmest feelings are intense dislike, render extremely attractive the prospect of shutting the thing in the garage after the Friday night festivities and forgetting it till Monday, and thus the BM usually covered upwards of 250 miles per weekend, plus the odd evening trip to Durban and long weekend visits to friends in Johannesburg and elsewhere. Weekend mileages could have been higher but for the disgracefully inadequate fuel ranges of my companions' machines.

I may have mentioned it before - stop me if so - but out here in the colonies the fuel crisis is with us yet. The maximum speed allowed is 55 mph, which is hardly thrilling at the best of times, but the punishment for being a naughty boy is so vindictive that few ordinary mortals dare put their all at risk. Could you, for instance, cheekily unbelt 160 of the Queen's crispest (at current exchange rates) for doing seventy on a wide, arrow-straight, empty road and claim you'd had value for money? Fine of R600 (£375) and more are levied upon those of steely nerve and golden vault who brave the perils of the 'ton'. Cables on the road, ditto in the road, radar of prolific variety, and even the wretched Vascar (thankfully only in the Transvaal to date) litter the highway even in fairly remote areas. As to this merry scene the business about petrol shops closed from six until six each night and from noon on Friday til 6 a.m. Monday, and the delightful prospect of a £2,000 fine and two years in chokey for syphoning from other containers, and you can see that it's not frightfully easy to put in big mileages on weekends as a matter of course. I'm not saying no-one ever bends these rules a bit, but you can take my word that the job requires nerve of the most cast-iron specification. I would estimate that more mouthfuls of motion lotion have now been swallowed inadvertently by trembling syphoners, more intent on listening for the heavy footfall outside than the job in hand, than ever before since the invention of the internal combustion engine. I mean, when a group of motorcyclists trundle up to a fellow's garage, one of the bicycles is wheeled in, the door shut, and several minutes later the ironmongery rolled out again smelling strongly of combustible substances, even the dullest intellect could have a fair

Hardly does a bloke have time to heave a sigh of glad relief that one festive season is past then the next is bearing down upon him. Anybody know what happened to 1977? For my money it shot past like



stab at the purpose of the visit. Pleas that one is draining from a 15 mpg car to use more expediently in a 75 mpg motorcycle would wiad less weight with the authorities than a tick in a hippo wallow.

Actually, news has just come through that the fuel selling hours are to be relaxed as from next month (that was back in April GW) because of their detrimental effects upon the motor and tourist industries, so we'll be able to enjoy the unprecedented feast of petrol at the equivalent of 83p per gallon between 8 a.m. and 6 p.m. Monday to Saturday. Makes you feel lightheaded just to think of it.

Weekend jaunts consisted mainly of the Sunday 'Breakfast Run' variety, and my companions were Robbie and Dave; occasionally others would join us. Robbie rides a Gold Wing, known in my irreverent moments as The Hernia Factory. Robbie says he likes it, but then, there's no accounting for taste. Actually, to say he rides it is an exaggeration, 'conducts' is probably a better word, for I've never known anyone to ride a potent machine with such disgusting restraint. He doesn't like bends, won't go within miles of a dirt road, won't ride it in the wet and loathes riding at night. There's nothing more painful than tackling a mountain pass at night with young Robert in tow. But get him in the workshop and you'd go a long way to find a better-brained, more fastidious mechanic and auto-electrician. Dave is a phlegmatic type, the easy-going, game-for-anything sort, and he rides a Yamaha 750 triple; not such a bad machine at all, but more/that anon. Dave's always ready for a thrash round the twisty bits or over the rough and many's the time we've thundered off together in a cloud of dust to explore some back route, leaving Robbie to go the long way on tarred roads and meet us a couple of towns farther on.

Some time previously we had stopped going down to join the Durban crowd for their breakfast run, largely on account of their excessive numbers and manical riding - our philosophy being that we can quiet easily have our own accident without getting involved in someone else's - but also because of their repeated visits to the same two venues, neither of which were so attractive that one felt obliged to scream with delight at the prospect of breakfast there. We in 'Maritzburg have a much wider choice of runs, being inland, whereas Durbs. has the Indian Ocean all over one side and most of the lads don't like their motorcycling to be wet.

The idea of riding to an hotel in a semi-distant spot, there to partake of breakfast before continuing the run, is a sound one for our type of climate. Even in winter the thermometer can rise uncomfortably high during the day, and in summer it's like riding into a blast furnace, so it is most practical to leap out of bed with a glad cry at an early hour and put in a few miles whilst the sun is still rolling up his sleeves and spitting on his hands, so to speak. Venues further inland, towards the Drakensberg mountains or the highveld, are at a somewhat higher elevation which helps a chap to keep his cool; indeed, in mid-winter at these greater altitudes frost is by no means uncommon up to mid-morning.

The high point of my motorcycling year - or the low one, depending on which way you look at it - was my trip to Rhodesia in April. I planned to visit Bulawayo and the Matopos, Victoria Falls, Wankie Game Reserve, Kariba, Salisbury, Umtali, Inyanga, the Vumba Mountains and Fort Victoria and the Zimbabwe Ruins. Well that was the plan, anyway. I saw Bulawayo - in fact I saw quite a lot of Bulawayo - and gave the Matopos a fair slice of my attention, and I did see Victoria Falls after my engine had shrunk. Regular readers will recall that the old BM chose to celebrate its thirteenth birthday by executing a mechanical version of tripping over its own feet, as it were, and the condition came very close to being terminal.

I'll dispense with picking over the grisly remains because I'd like to tellyou a bit about Rhodesia. Rhodesia is a wonderful, marvellous country with a character and atmosphere that are quite unique, and the Rhodesians are wonderful, marvellous people. And who should I run into just over the border from Beitbridge but Gil Davidson, ex-London Clubmember. Gil set off some six years ago on an MZ to reach S.A. overland, but after long and chequered interludes in Europe and the

Middle East eventually made it as far as Rhodesia and decided to drop anchor there. The road to Bulawayo is like all that I used in the country, a lonely one - if you meet three other vehicles in fifty miles the road feels dangerously overcrowded. It is a good road, apart from sixty very rough miles this side of West Nicholson, and runs for the most part through typical African busveld where wildlife abounds. Hornbills and countless other exotic birds seem to line the fences either side of the road, warthogs, monkeys and buck scamper into the verges as the BM pounds along at unaccustomed speed; Rhodesians have more important things to do than persecute motorists. Under these conditions it is easily possible to average over 80 mph, so it only takes $2\frac{1}{2}$ hours to reach Bulawayo.

I mentioned West Nicholson, and I return to it for a mo. just in case anyone should get the impression that the place, the first dot on the map for a hundred miles, is a seething metropolis. Expunge the idea totally. It is a 'town' typical of so many in this part of the world in being so small that they put the name on both sides of the sign. Well, not really, but you get the idea. If you approach it in anything higher than second gear you've bounced over the level crossing and are well out of town before you've realised you've arrived. 'Here it comes, wasn't it' about sums it up.

I spent a full day in the Matopos, the national park close to Bulawayo famous for its bald granite hills and fantastic balancing rocks, and for World's View, the resting place of Cecil John Rhodes, the great pioneer and explorer who gave not only much of his life and endeavour to the country but also his name. During rides around the park I saw at close quarters many Sable - the beautiful, graceful animal that is among the largest of the many antelope species collectively referred to as buck - chased a baboon or two, and delighted in the abundant birdlife and unspoilt, rugged beauty of this peaceful area.

The next day my itinerary was ruptured by an embarrassingly painful din issuing from the offside cylinder - although I suppose there was no call for embarrassment because there was no other human being within twenty miles, but it did exude that dismaying air of finality which a chap finds so discouraging. A thing like that can ruin your whole day. My trip could have ended there and then but for the many kind people who rallied round, eventually I was befriended by Ian Gate and taken in by Stan and Cathy Zangel, and Stan, being the local BMW fundi, offered me his spare motor. Over the Easter weekend Ian and I went to Salisbury to visit his folks, though I hang the old bulb in shame to confess that the trip was not made by motorcycle. Finally, some two weeks later, I set off for Victoria Falls with the R50 motor humming sweetly.

To be continued next month

THE CHOKE CABLE AND THE PETROL TAP

A parody of a well known phrase or saying could be 'Those who can ride do, and those who cannot, write about it'. A phrase I might wish to contend but would agree that so many riders meet problems which they think not to tell others about. A few of us that both ride and write about riding meet problems which we believe must have been encountered before and wish someone had told us about them.

One such is this. It involves the alloy fuel taps as fitted to /5s and a choke cable. Nearly one year after fitting a 750 engine (with c.v. carbs incorporating a choke) in place of a 500 cc motor (without a choke system) I found that one choke operating cable, the left side one, was slowly wearing through the alloy of the fuel tap body. I prefer not to think of the deluge which would occur when the chaffing wore a hole right through. I haven't found a satisfactory solution yet, has anyone else? CW

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

HALF PRICE OLDHAM

Barry Gibbs,
Rose Cottage,
Hollington, Long Crendon,
Nr Aylesbury, Bucks.

Recently my 75/6 battery broke down and upon learning that new one would cost nearly £40 I decided to find a cheaper alternative. The battery finally chosen was an Oldhams 101 as fitted to Reliant three-wheeler cars/vans; normally retailing at £27 it can be obtained with discounts for about £17 and has a two year guarantee as well as higher amperage. It's measurements are slightly larger than the Varta type - being 1 inch taller, same width and $\frac{1}{2}$ inch deeper.

Fitting details are: remove old battery as per instruction manual, remove battery carrier (three base and two side nuts), flatten-out the forward-facing lip (this lip prevents battery from sliding forward in the carrier). Now fabricate a replacement 'L' shaped lip of about $\frac{1}{2}$ inch width and $\frac{1}{2}$ inch depth - pop rivet this to old lip so you end up with a carrier which is about $\frac{1}{2}$ inch deeper. Replace carrier loosely in machine and fit battery with terminals on opposite side to original - the reason being that fitted as original (i.e. terminals facing forwards) these terminals would touch frame of machine. Now tighten three base and two side nuts of battery carrier. Replace air filter and side panels - tricky due to extra width of battery.

Due to + and - terminals being on opposite way round, the leads are too short. As a temporary measure I removed negative lead and joined it to positive lead by a nut/bolt and securely insulated it. (This is bad practice electrically and I intend to replace it with adequate length of new lead shortly). For the negative side I used a new lengthened lead.

Finally, you now need to fabricate a new battery top securing clip since the old one no longer fits - ensure that it is adequately insulated from the battery terminal as it passes quite closely to them.

The considerable saving of £20 plus is worth the fiddling of fitting and loss of the tool box beneath the saddle (due to taller battery). If any member requires additional information I will be happy to help upon receipt of a SAE or a telephone call to Long Crendon (Bucks) 208418.

**OSTEND
CUSTOMS**



It actually happened to Sid Thomas.

"My final offer is three camels and a thousand pounds for the lady in the leather suit and plastic yashmak!"

Barry Gibbs
78

where earth tilts to the sun all day (in summer)



Tim and Chris Wilkinson explored the same latitudes last year as did Barry Cook when he was in Iceland, but they took a different range of longitude and an R60/5 and were left with these memories

Our route began on the ferry from Newcastle to Bergen, and thence up the length of Norway to the Lofoten Islands, across to Finland and south through Sweden.

One of the marvellous things about Norway is that it is such good motorcycling country and the sea crossing is a fitting start to a holiday, not too long to be boring yet long enough to make you realise that you are going somewhere. The crossing time is twenty one hours. We caught the 4 p.m. boat on an afternoon in July, and land was sighted the next day at 11 a.m. Soon we were entering the fjord to Bergen, getting our first taste of Norway with the rugged coast and the rocks crowded with small huts where the Norwegians retreat at weekends to relax, swim and fish.

The boat docked on time and being last on board - along with five motorcycles from Sweden, the riders of which had had a marvellous time in the UK as everything was so cheap to them, and two BMW R60s from Holland - we were first off clearing all formalities in five minutes.

Aiming for the Circle

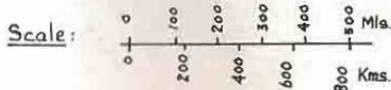
We stopped to check everything before heading out to Bergen on our journey north. Voss was to be our first stop, about 80 miles from Bergen. In Norway there is no trundling for days on motorways or main roads before reaching exciting roads amidst wonderful scenery. No sooner had we left Bergen and turned off the main E68 than the road to Voss began disappearing into long tunnels, one after the other, and then winding its way round hairpin bends up to Storfossen. It began to rain as we neared Voss and this was to set the scene for the next few days. We did not let the rain dampen our spirits as there was plenty of excitement, riding, crossing ferries, and absorbing the scenery. Our second day gave us our first real taste of some bad roads; it had been raining heavily. The road over the Sognefjell, which snakes its way up a sheer slope from sea level to 4500 feet, was paved with water bound gravel and this had turned to grey brown slime. The bike excelled itself and it surprised us how quickly we could ride even in such conditions. The summit was barren with icefields visible all around. We spent the second night at Otta on the main E6 north. Namsos was our goal on the third day and as it was all on main roads we covered the 330 miles quite easily with time to stop for lunch in Trondheim, Norway's third city.

From Namsos we followed a coastal route which took in a number of ferries, all of which are extremely interesting, and kept us off the main E6 tourist route. Our intention was to camp at Brunnoysund and to ride and walk to Torghatten, a mountain with a hole through the middle formed millions of years ago when the sea was at a higher level. This we did, giving me great pleasure to stand in the hole looking out to sea.

What I have not mentioned is that not long after leaving Namsos we came to grief on one of Norway's many dirt roads. It had been raining and the road had been dug up with roadworks. I was taking it gently feeling the BMW sliding and twitching even at only 30 mph. Just as I was feeling satisfied with our progress the front wheel slid away and the bike spun round throwing us off. What a disaster I thought, but not to worry, once we had picked ourselves up and found that we were perfectly all right we turned to the bike. It had landed on the right hand cylinder and Craven panniers, and apart from a few gouges out of the rocker cover all was well, so we started up and got on our way - hurry for BMWs!

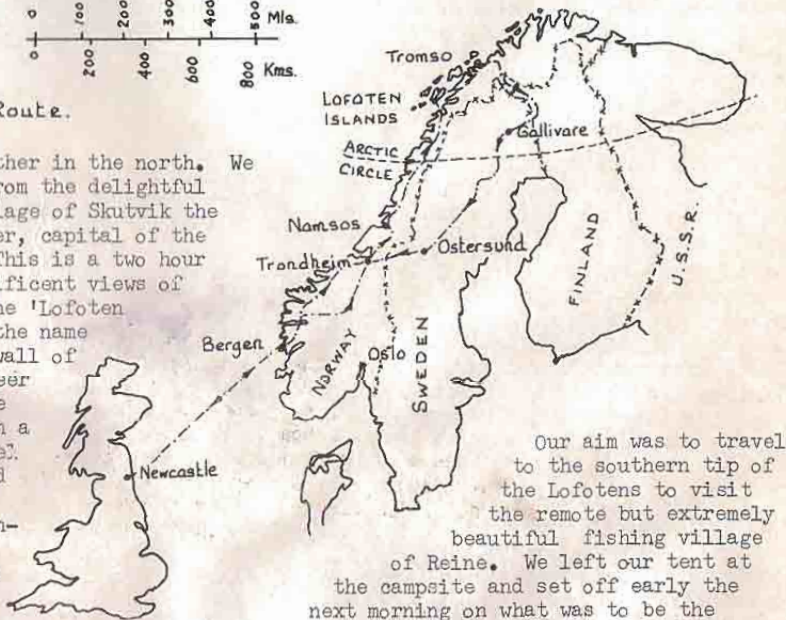
Now the Lofotens

We travelled north on the coastal route until we rejoined the E6 at Mo I Rana, just south of the Arctic Circle, where we camped for the evening. The next morning we rose early and headed for the Arctic Circle, one of our goals for the holiday. It was 8.30 a.m. when we crossed the Circle and from a personal viewpoint we felt quite satisfied. However the Lofotens awaited us so we pressed on through some marvellous mountain scenery sculptured by successive ice ages and camped that night at a delightful little place called Hamroy, where in the evening, a sunset turned the surrounding mountains a brilliant red at 11 p.m. This is one of the aspects of northern Norway that many people forget - that it is light for twenty four hours a day. It never gets dark during the summer months and so one can enjoy the sunshine and fine weather for a much longer period each day. One thing I must dispel is the idea that some people have that it is cold north of the 66th parallel, even at this time of year. With twenty four hours of insulation, and warmed by the Gulf Stream, the temperatures reach into the eighties quite regularly. We



--- Tims Route.

found our best weather in the north. We caught the ferry from the delightful little fishing village of Skutvik the next day to Svolvær, capital of the Lofoten Islands. This is a two hour crossing with magnificent views of the mainland and the 'Lofoten Wall' which is as the name suggests, a great wall of mountain rising sheer out of the sea. We camped on a site in a small bay near Kabelvåg. This provided our first real opportunity for sun-bathing, over 200 miles north of the Arctic Circle!



Our aim was to travel to the southern tip of the Lofotens to visit the remote but extremely beautiful fishing village of Reine. We left our tent at the campsite and set off early the next morning on what was to be the

most enjoyable and adventurous day of the holiday.

The return trip was approximately 140 miles but this was all on gravel roads and included six ferries which ran infrequently. We had set off rather late and did not reach Reine until 3 p.m. by which time we should have been setting off back. Not having our camping equipment meant that we could not stay overnight so we took in as much of the scenery as we could in an hour and began the return journey. I know that beauty is in the eye of the beholder but I must say that the environs of Reine are the most beautiful I have visited in Europe. We arrived back at the camp site at 9 p.m. very dirty from all the dust thrown up off the roads and rather tired.

The next day saw us heading north once again off the Lofotens, over more ferries and on up to Tromsø, a town of 30,000, which can be considered the 'capital' of northern Norway. Due to its importance as a business centre one gets the impression of a much larger settlement when walking along the main streets lined with shops that serve people from many miles away when they make the infrequent shopping trips.

From here we began our homeward journey travelling east for a while to Skibotn and then through Finnish Lapland and into Sweden. Unfortunately Sweden stands no comparison for Norway for scenery and variety, being predominantly trees and lakes. As a result we hurried through Sweden in a few days calling in such places as Gallivare, Arvidsjaur, Asele and Ostersud until we got back to Norway and the fjord country for which it is so famous. This gave us five or six days of relatively relaxed riding and camping in beautiful scenery.

We visited the Briksdalbreen glacier, and explored some of the less popular roads and villages until we had to return to Bergen to catch the boat.

We had covered 3,800 in the three weeks and, although we were tired due to narrow twisting roads, the R60/5 had performed faultlessly over extremely bad roads and through some atrocious storms with both of us and our camping equipment on board. In fact the bike seemed to revel in the bad going, even as we were becoming demoralised with the constant shocks and buffeting. However, there were very few motorcycles touring in Norway and most of these were German mainly on BMWs or MZs. The only people we talked to on motorcycles were an American on an old A7 touring Scandinavia, an Australian on a TR6P doing a European safari, and a visitor from Malaya on a 90/6 whom we met at the Arctic Circle. He had driven from Morocco and was heading for North Cape before returning home. Quite a trip!

This made us wonder why so few British motorcyclist visit Scandinavia. I won't pretend to know the reason why but what I do know is that they are missing an ideal motorcycling holiday in one of the last unspoilt corners of Europe that is easily accessible.



This town may be so in winter
Not so far from Trondheim

mutual aid FOR SALE: Hydes tank cover in brown for /6. Little used, £6 incl postage.

WANTED: clock or clock pod to fit /6. Apply to Mike Harley, 32 Kingfield Gardens Woking, Surrey

DISCOUNT: Vanguards, 140 Oyster Lane, Byfleet, Surrey. Tel: Byfleet 46499 will give 20% discount to BMW Club members on orders over £10. (Someone tell me what they sell GW)

CONTINENTAL TYRES -- CONTINENTAL TYRES -- CONTINENTAL TYRES --
FOR /5 /6 /7

Speed rated to 112 mph

325 S - 19 £13 . 50

400 S - 18 £17 . 00

Speed rated to 130 mph

325 H - 19 £15 . 50

400 H - 18 £21 . 00

Tubes £2.90

Post & Package 1 tyre £1.50, 2 tyres £2.00 Apply to Peter Hodgson, Jet Tyres, Haycliffe Lane, Wibsey, Bradford. Tel: 74988 (work)

CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB RE

Chrome Plated Machine Badge £2.25 Enamel Lapel Badge .50p

Waterproof Cloth Badge .80p Adhesive Helmet Badge, 20p

Available from Richard Appleyard, National Treasurer, (address on Page Two) or at the Club Rooms from Section Secretaries (include a bit extra for postage)

FOR SALE: Spares for Pre and Post /5 BMWs by fast mail order service. Accessories imported from Germany to your order. Repairs to Pre & Post /5 BMWs by appointment. Contact Bob Porecha, 78 Byne Road, Sydenham, London SE26 5JD. Tel: 01 778 3314 evenings and 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 3393 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. Ray has just investigated the innards of the time pieces fitted to BMW bikes and reckons he should have no problems repairing them.

London News Cont..

This is an instance when names should be mentioned and they have been on page 11.

With a London Section run and lunch at Midhurst, Sussex and a National camping weekend at Wooler there was something for everyone in May.

P.S. Nice to see the lads and lasses of the Northern Section at Peterborough, looks like I may have to retract last month's closing statement.

Earwig's Log

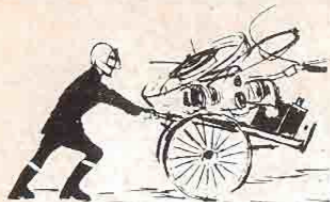
Eric Rosenthal

If anyone noticed that my 90/6 on display outside the Club tent at the BMF Rally was hanging its head in shame a little, it was because the previous day, on the way to Peterborough, it gave an indiscreet display to the police of how high carburettor slides can be lifted, thereby earning my licence an outing to Swansea sometime in the future. Perhaps it was the previous week's diet of prime Autobahn that tempted it to make a snack of the A1(M). Oh well, I've always reckoned there's nothing improves fuel consumption like fitting an endorsement to your licence. There's a firm at Swansea

Indisputable evidence that the Prestons' wit has genetically passed to their offspring was recently demonstrated while lunching in a pub during the Jim Kentish weekend. Bruce, after much discussion, ordered Venison pie. When it arrived, young Simon anxiously scanned the surface of the pie and asked - "Where are the Vennies daddy?"

COPY DATE : 1 AUGUST FOR SEPTEMBER MAGAZINE

PLEASE SEND ALL CHANGES OF ADDRESS TO FRED SECKER, ADDRESS ON PAGE TWO

mutual aid

FOR SALE: 1972 Polaris BMW R50/5. New battery, steel front rim and stainless steel silencers, otherwise absolutely standard. £600. Apply to David Hodgson, 47 Oakwood Road, Halewood, Liverpool L26 1XD. Tel: 051 486 1947

FOR SALE: Voltage regulator unit for R69S £10.00
WANTED: Side stand and dynamo cover for R69S

I can also offer DISCOUNTS on Craven equipment

(panniers, top boxes etc) i.e. carrier, fittings and comet panniers to fit R80/7 £68. (rrp £80). Apply to Nicholas Robinson 18 Blackhall Road Oxford

FOR SALE: Oil filters £1.55 each £4.20 for 3. Points £2.75 each. Condensers £1.85 each. Bulbs Halogen £2.75 each. Varta Batteries 15 amp/hr - collected £22.50 posted £23.50 - 28 amp/hr - collected £31.00 posted £32.50. please state which model. Apply to Andy Wright, 12 Heybridge, Castle Road, London, NW1. Tel: 01 267 8110 (evenings and weekends)

FOR SALE: Right hand silencer for BMW R60/6, almost new. Cost £54 offers. Also
WANTED: Touring fairing to fit R60/6, panterra or polaris preferred, but anything considered. Must be in excellent condition. Good price offered if suitable. Apply to 8 Jubilee Drive, Old Belfast Road, Bangor, Co Down BT19 1RF. Tel 0247 61926

FOR SALE: Front wheel complete with bearings £45. New unused BMW tool kit £20. Kickstart conversion kit /6, /7 £45. 5 speed gearbox £160. Camshaft suit all /6, /7 models except 600cc. £20. Twin master brake cylinder for earlier /6 £27.50. Brake caliper complete with pivot pin etc £27.50. Glider engines £42. Pair 75/6 carbs £50. Pair 100/S/RS carbs £75. 60/6 kilometre speedo £10. /6 headlamp shell £30. 750 cylinder heads £30. Plain right hand slider £15. Caliper left hand slider £25. Bottom yoke and stem £20. Single master cylinder £10. Steering damper unit £10. Blue 3 gall petrol tank with garish chrome side panels £15. Yellow code crankshaft thrust washer £2. /6 left and right switches £14 each. /7 left and right switches £16 each. Rear lamp complete. Matt black indicator complete with lens £6. BMW paint sticks green, burgundy, curry 75p. /5 fork brace (suitable for Barry Cook) £13. /7 locking petrol cap £6. /6 horn £2. /5 positive battery leads £1. /6 left hand short stem mirror £2. Footbrake pedal and rod £13. Front and rear mudguards £15. /5 magura levers pair £15. /6 clutch levers £3.50. Pair and a half moped type panniers £8. Right hand headlamp shroud £6. Upper handlebar clamps alloy, matt black or for screen fittings. Front winker stem s, 90S, 100S fork gaiters with felt seals. Late starter motor £60. Diode plate, rectifier, winker units etc etc. Carriage extra. Apply to Arthur, 88 Harden Drive, Bolton, Lancs BL2 5BX. Telephone Bolton 32266

FOR SALE: 1 pair rear shocks, set of wrap a round crash bars, set of Avon bars new, exhaust nut key, halogen bulb, crypton timing stobe light, plus a few extras. Apply to Cliff Bennett, 49 Providence Road, Coseley, Nr Bilston, W Midlands

FOR SALE: Circa 1950 twin engine (top mounted magneto and front mounted dynamo) very professionally over bored to 1000cc, some spares from same era offers? Apply to Ian Middlehurst. Tel 01 272 7191 (home) 01 934 4556 (office)

WANTED: Large Steel tank (7 or 8 gall) for /2 BMW also Pagusa Seat. Apply to Jim Riley P O Box 3 Evesham (0386) 45427

WANTED: BMW or Krauser 35 litre panniers, urgently (or maybe Sigmas) with frame. Apply to Vic Long. Tel Fundenhall 224 (coll)

METZELER TYRES - - - METZELER TYRES - - - METZELER TYRES - - - METZELER TYRES +

At the time of going to press Brian was completely out of tyres and since his next shipment, which should now be in stock, will no doubt be up in p... have refrained from publishing... this month.

For details apply to Brian Andel... London NW10
Tel 01 452 1426 (evenings/weekends)

PLEASE SEND ITEMS FOR INCLUSION IN M... THE... PRESS ON PAGE TWO