

the journal of

October 1978

THE BMW CLUB



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editorial

It's possible that I am just plain stupid, but having read a short piece attributed to the authors of a report on a project carried out in the USA to evaluate the effectiveness of public service television announcements (commercials for the public's good as opposed to the advertisers' good) urging seat belt use, I was left somewhat non-plused at my inability to comprehend the meaning of their statement that their report 'adds to the growing body of evidence that behaviour modification is an inefficient means of reducing highway losses'. I suppose you and I and the other Joe Soaps who are not privy to the jargon of the 'safety industry' are not meant to understand it fully, but I have concluded that they concluded that left to ones own free will we are unlikely to succeed in saving ourselves (or others presumably) injury or death on the road. The report writers continue, 'Passive approaches, those which reduce the frequency and severity of damage to people and property irrespective of voluntary action, show greater promise of reducing highway losses'. In idiomatic English that means that a frame that automatically closes across your chest when you close the car door, or impact inflated air bags are more likely to be effective than an occupant controlled seat belt. Who employes such intellectuals that need to research to draw such conclusions. Do people adhere to speed limits just because a law tells them too, of course not, so how can anyone hope that ALL drivers will respond to television ads that advise seat belt use. Of course we cannot know here the crunch however. What that report does say that with a month seat belt campaign on 'the box' had 'NO EFFECT'. This is a misinterpretation of the report is that campaigns appealing to the driver are no use. Further to that report



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
ALSO: On last Tuesday night of each month
at The British Oak Inn, Durker, Near
Wakefield (Exit 36 of M1)
- MIDLAND:** Venue varies - see below
- WESTERN:** The Caldicot Community Centre, Newport
Road, 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 ANGLIAN:** The General Arms, Little Baddow,
Nr Chelmsford, Essex ALSO
The Golden Star, Duke Street, Norwich

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

- OCTOBER:**
- | | | |
|----|--------------|---|
| 3 | LONDON | Natter Night |
| 4 | EAST ANGLIAN | Meeting at Golden Star |
| 4 | SOUTH EAST | Natter Night |
| 7 | MIDLAND | Day run to Goosefair. Meet at AA Offices, Car Park
Derby Road, Nottingham, 13.30 hrs |
| 8 | EAST ANGLIAN | Run to Suffolk Coast. Meet on sea front at
Aldeburgh 12 noon |
| 15 | NATIONAL | ANNUAL GENERAL MEETING, MANOR HOTEL, MERIDEN 13.00 HRS |
| 15 | YORKSHIRE | Country run, Hawes Car Park 12.00 hrs |
| 15 | NORTHERN | Meeting Lowton 14.00 hrs |
| 17 | LONDON | Natter Night |
| 18 | SOUTH EAST | Annual General Meeting |
| 22 | SOUTH EAST | Visit Hampton Court Palace, East Molesey, Surrey.
Meet 14.00 hrs outside entrance |
| 25 | SOUTH EAST | Weekend at Scott Trial, Yorkshire, see Section News |
| 29 | OXFORD | Bring & Buy Sale 14.00 hrs |
| 31 | LONDON | Natter Night |
- NOVEMBER:**
- | | | |
|-----|---------------|---|
| 1 | SOUTH EAST | Natter Night |
| 1 | EAST ANGLIA | Meeting at The Golden Star |
| 4/5 | INTERNATIONAL | Irish BMW Rally, Kilkea Castle Hotel, Castle Dermot,
Co. Kildare, Ireland. 39 miles SW of Dublin |
| 12 | NORTHERN | Meeting Lowton 14.00 hrs |
| 12 | EAST ANGLIAN | Run to Shuttleworth Collection. Meet Old Warden Air
Museum, Near Biggleswade, Beds 13.00 hrs |
| 12 | MIDLAND | Annual General Meeting, Wm Sharp Ltd, Bescott Cres.,
Walsall 13.00 hrs. |
| 14 | LONDON | Natter Night |
| 15 | SOUTH EAST | Natter Night |
| 19 | YORKSHIRE | Annual General Meeting, A E Autoparts, Legrams Lane
14.00 hrs |
| | LONDON | Slide Show, Meet Littlemore 14.00 hrs |
| | LONDON | Natter Night |

DIARY OF EVENTS Cont..

Nov:	29	EAST ANGLIAN	Film Night Generals Arms
	29	SOUTH EAST	Natter Night
DECEMBER:	9	YORKSHIRE	Annual Dinner & Dance, Ingwood Restaurant, Huddersfield. £6.00 per head (Please send £2.00 deposit to James Clegg, 40 Westcroft, Honley, Huddersfield to secure a place)
	10	NORTHERN	Meeting, Lowton 14.00 hrs

Section NewsSOUTH EAST:

From Ruth Verrall

We couldn't have had better weather for our excursion into history at Chilham in August. The sun shone brightly on the Knights bashing the daylight out of each other at the tilt and the breeze gently ruffled the trees from which the eagle threw itself on to the unsuspecting lure being dragged around by its handler. All that and crashed Battle of Britain bits too!

Unfortunately Gordon & Ivy and Paul & I didn't get to the car park in time to say hello to people as they arrived, the reason being a pub lunch that changed unexpectedly from a 75p each Ploughman's to a £20-between-four blowout. By the time we'd staggered up the hill after that everyone else had gone in and dispersed. Our tardiness had one advantage though - we bumped into Terry Salter who's since become our latest member, so something turned out right. Anyway thanks to all who came, especially the group from the Isle of Wight, and sorry we missed you.

Now to October: Club night on 4 October is for the natterers, but on 18 October is the big one of the year - the AGM. Please make an effort to come and let us know whether we're getting things right or not - we're trying, but only you know if we're succeeding. On Sunday 22 October it's back into history again with a visit to Hampton Court and a prize for whoever gets out of the Maze first.

Last year Paul and I dragged the Diplocks up to Yorkshire for the Scott Trial, which I'm glad to say they thoroughly enjoyed, and we intend going again this year. We'll leave London on Friday 27 October, stay over two nights in a great motel near Catterick, watch the Trial on Saturday and return gently on Sunday 29th. If anyone else would like to come along let us know by the AGM so that we can book the accommodation - it's not a cheap weekend, but believe me the luxury's worth every penny!

As I'll be on my hols come copy date, next month's News will be in the capable hands of Pete Beaumont 'cos he's the only other one who can do real writing, and as long as I don't lose the Morini over the edge of the Pyrenees I'll see you in December.

MIDLAND:

From Ken Wells

On Sunday 30 July, seventeen brave (barmy) souls ventured forth to North Leverton Windmill taking on pouring rain and thick fog. According to the mag, we were to meet our leader at East Retford Market Place at 1.30, however after a pint and a natter to the local BMW mounted Officer of the Law, it was obvious that we were on our own; fortunately Jeff had seen a sign (climbed the blooming post I think) in zero visibility, so he led the way.

We had a good hour or so being shown around the last working windmill in Nottinghamshire, and I do mean working, 'twas grinding Wholemeal Flour, which could be purchased if anyone cared to try their hand at bread or scone making. As we contemplated the pouring rain, it was mentioned that a nearby garden centre served teas, so slipping the leash on our pet tea-hound (never heard of a tea-hound you've not met our Don, he can search out a sandwich from fifty miles, but he's more expensive than radar). Enroute we met a couple on a 75/5 wearing snorkels. When they finally turned out to be Sheila and Ian Clarke.

During our conversation with the very pleasant policeman we found that he preferred his 75/5 to 80/7, although he said the 80/7 was very tight, and he told us that Notts were selling their machines after three years, he hoped he could buy his. They had tried various makes of bike, but the BMs were the only ones to stand up to their kind of work up to present, but they were having a Guzzie automatic on test.

On 12/13 August Brian had organised a camping weekend in the Forest of Dean; with the weather we were heaving? Still, we were lucky, out came the sun and 40 camping members really enjoyed themselves. I don't know who changed the weather, whether it was the 7 Cornish members, Jack getting caught with the tea towel, or the news that Brian and Sheila were to become parents (congratulations to both of you).

With the members who turned out coming from every section but the two north of us, we could have called it a national event, however the general friendliness was the main reason for it being a great weekend. In days gone by we always made coffee for the latest arrivals, Jack and Anne Gibbs did the honours this time, but wouldn't it be nice if the last to arrive made it for the next arrivals; you can hardly not make friends with someone whose handing you a cuppa?

Our apologies to Nigel and TT leathers in the August magazine it should have been Interstate Leathers. Please make a note in your diaries for the Midland AGM on 12 November, at Wm Sharp Ltd, Bescott Crescent, Walsall.

EAST ANGLIAN:

From Bob Hunter

Worried about what to wear this winter? We have the answer for those long months of armchair motorcycling, the EAST ANGLIAN TEE SHIRT has arrived, available in various styles and colours. This is what you have to do to get one slide up to Annie Redman at the next meeting, blow gently on her left ear and say the magic words 'I gotta have one, how much?'. I am assured that this is the ONLY way to obtain this highly sought after garment.

Talking of winter, new section members might like to know that starting last month (missed it didn't you!) and for each club night at The Generals Arms until the Spring, a variety of motorcycling films will be shown. This month's offering, for Road Race fans, is 'Formula 750 Champions' a new film made during the 1977 season covering all the major meetings.

October is AGM time too. It will be a busy night so come early for a ringside seat. You might be in line for a surprise award, to be presented on the night, if you have displayed a talent for dropping bikes or buying beer throughout the year.

Please send any business for inclusion in the AGM to Roy, no later than 10 October.

The Thetford Forest Picnic in August was, as usual, well attended, 24 riders plus one 'Tester', namely Dave Gibson who managed only three quarters of a U-turn in deep gravel before colliding with a large piece of Kidge Elder's RS fairing. Never mind Dave, we all know how easy it is to repair R90S cockpit fairings, don't we!

After the aforementioned Picnic the survivors spent an entertaining evening at Dick Sexton's country retreat near Colchester. Barbara learned to drive the lawnmower and Dick's Honda 90, I learned how to fall off it, sustaining my first motorcycling injuries in 10 years and Kidge, still suffering from Jet-lag, performed several technical yawns after consuming one of John Milner-Smith's toad and dandelion sandwiches.

Thanks Dick, we would like to organise a Gymkhana at your place next year the Committee will be paying you a visit soon.

COPY DATE : 1 NOVEMBER FOR DECEMBER MAGAZINE

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

YORKSHIRE:

From James Clegg

Some 10 solos and 1 outfit turned out for our August meeting which was a trip to Robin Hood's Bay, plus refreshments and more important a chance to natter with the Bramwells of Loftus, alias Dave & Doreen. We didn't leave Robin Hood's Bay though before walking down the usual steep hill to the bay and staggering back up again. The rest of the afternoon was very pleasantly spent at Dave and Doreen's, Dave showing us some of his clocks and watches and Doreen, with the help of Hilda Wilson showering us with such goodies as hot Meat and Potato Pie, various fruit pies, cream cakes etc etc etc. Absolutely superb Doreen; once again on behalf of us all, thanks very much. Those who went home don't know what they missed.

This next piece is not really Yorkshire News, more a national scandal. Some of the attire that people wear on motorcycles never ceases to amaze us. A prime example of this was on our return journey from the Silverstone GP. A young girl pillion passenger seemed to be having a little trouble with her footwear, on closer inspection we were not in the least bit surprised for on her feet were a pair of open toed, back and side platform soled SANDALS, accompanied by a pair of brown and white socks. The weather I may hasten to add was typically English which got even more typically English on the motorway; need I say more. This of course is only one example of what seems to be these days the 'in thing' for feet where bikes are concerned. Training shoes and no leggings being 'Top of the Pops'.

See Diary of Events for details of the Section Annual Dinner and Dance on 9 December.

WESTERN

From Tom Morgan (Who?)

Our venerable secretary 'wo normally rites this 'as gorn and done his clutch in on his CAR (?) and instead of joining us on our club run to the Cwmcarn Scenic Drive went with a friend to towit back from wherever it was the clutch stopped clutching. (There were those who said he didn't come because the forecast was for rain - not me Trevor, honest!).

Take no notice! I'm only serious.

We had a very mediocre turnout (I mean quantity not quality) as only 6 BM's plus a Vincent and a Suzuki turned up. It's to be hoped that we get a better turnout for the September run to the Maritime Museum at Exeter.

On behalf of the Section I would like to extend a very warm welcome to new members Ian and Janet Penrose from Frome (or they might have been frome From - I'm never quite sure about that place). This was their first club meeting and they seemed to enjoy themselves - well they said they did!

The arrangement was to meet at 'The Darran' in Risca for a couple of jars (of shandy, Officer!) and lunch for those who wanted to eat. What a magnificent cold buffet there was available at the bar, and that's there every Sunday. I understand that the Restaurant has a good name, too. As a lager drinker, I don't know whose beer they sell, but there was a Red Barrel hanging outside. We were made very welcome by the resident Manager (Tony).

We set off just after 'stop tap' at about ten past two to make for the





Did this really happen when Ken Pye bought a Suzuki?

Drive up through the forestry road. The sign at the entrance says that on Sundays it's 50p to get in. Go on a bike and it's only 25p. (12^{5p} per wheel? - how did Roger manage with the sidecar!)

The drive up to the top is on good road surface, although steeply cambered, with loose gravel in the centre and the obligatory 20 mph limit makes a lot of sense.

There are walks to be taken, adventure trails for children (of all ages), magnificent views and loos - (or as the Welsh say cyfleusterau).

At the topmost part of the road - at car park number 6 - we stopped to admire the view and each others bikes (some of us looked at the Suzuki and the Vincent as well).

Someone said 'Let's walk to the top'. You couldn't see where the top was for the trees, but off we went. The first thing we found was a climbing net put up for the young and the fit. Ken and Moira Pye have changed their names to Tarzan and Jane. I didn't climb it because I was taking the photographs.

Then our newcomer Ian Penrose set off at a goodly pace to lead us to the top. On entering a small boggy clearing nowhere near the top, and completely surrounded by dense pine forest, some wit got the needle and suggested that 'this is where the rescue helicopter lands!'

We found our way down to the car park again where we had left the machines and went about getting ready to leave.

The afternoon was rounded off very pleasantly by hot drinks in the inevitable Italian Cafe you find in most Welsh Valleys and then we all went our separate ways home, thankful that although it had become cloudy, we had no rain for the run.

That's all for this time.

LONDON:

From Bruce Clarke

Welcome visitor to the London clubroom at the end of August was Richard Maudsley, one time editor of the Newsletter and until recently a school teacher in Scotland. These days his first love is the bagpipes and he had been seen practicing in the seclusion of Hampstead Heath on previous visits to the Metropolis. Richard is off to Libya for a two year stint, still teaching. When he returns he should be able to afford that new B.M.

Members may have seen or heard of the local Wimbledon Club's Two Way Communication evening in the various advertising media. It proved to be a very well presented and attended event with representatives of other types of road user coming along to the Wimbledon Clubroom to put their points of view. Surely the BMW Club, with its huge membership and the quality of member should be able to pursue the theme with equal success. Congratulations to the Wimbledon Club for their enterprise, it certainly deserves the £500 prize offered by the motorcycle industry that they are aiming for. I am sure members of the section who gave their support came away having had their eyes opened to some of the problems others have to deal with.

By the time members read this the London Section AGM will have been held and, who knows, perhaps a new team will be running London affairs. Whoever it is can be assured of the support of the Section. Attendances at the club room still seem to be about the 60 mark. Let us hope that most if not all, will make the trip to Meriden to attend the AGM of the whole Club, it is a great social event and the ideal

opportunity for everyone to put in their two penn'orth about the club in general. Remember the date, Sunday 15 October 1978.

Planned rides from London in the not too distant future include our second invasion of Ireland for the Irish Rally. What a superb Rally this was last year, the dozen or so of us who went across last year thoroughly enjoyed ourselves. This year it is quite near to Dublin and the complete trip involves less than 500 miles riding from London. Why not join us?

NORTHERN:

From Bill Madeley

To say that the social events of August were a complete disaster, would I think be an exaggeration, considering that a few of us had some marvellous moments.

The Gus Moody weekend was a particularly poor turnout of members, and the Northern section owes Gus an apology for their virtual non-attendance. Fortunately for Gus and his wife Jane, their elaborate plans for a massive barbeque were scrapped before the weekend due to suppliers letting them down. If the plans had gone through we would never have been able to look Gus in the face again. We also must apologize to Kidge Elder who found himself the only one camping on the Friday night at the farm. Our sincere apologies to you both. I only hope that we don't lose your company in the future because of our treatment of you.

The Bryn Du weekend although poorly attended, understandably so due to our unavoidable clash of dates with the National weekend, potentially could have been our usual great weekend. But in the event it turned out to be a very sad weekend indeed. Only half an hour after setting out on our Sunday run Tony and Sheila Williams crashed their R90S when negotiating an 'S' bend. Fortunately neither of them was badly hurt, just heavy bruising, but their bike is in a sorry condition and needs extensive repairs. To analyse a crash is difficult if not impossible, as any crash is a series of circumstances stretching back as far as to what precise time you got out of bed in the morning, a few seconds either side of that time and it would have been more than possible to have avoided it. But I think one overriding factor contributed to this particular mishap, and that is the fitting of Krauser crash bars to Tony's machine. These bars restrict your ground clearance by approximately 2" and it was these bars 'digging in' to the road when cranked over that brought Tony and Sheila off. In view of this I think that anyone who likes to ride their BMW fairly quickly through bends would be well advised to think seriously before fitting these bars. Finally I know we all wish a speedy return to two wheels for Tony and Sheila for it is obvious to those who know and admire their enthusiasm, that motorcycling is a necessary part of their life.

OXFORD:

From Mike Warrilow

Our treasure hunt was unfortunately washed out by torrential rain, but a few brave members turned up at The George including a party from the Isle of Wight. A quick vote was taken and it was agreed that rather than shelve the event we would put it forward to 24 September. This has of course meant altering the diary dates a little, so please check with the current magazine to make sure.

I was told it was Jack Gibbs birthday on the same day as the original treasure hunt so it was a good opportunity to pass on the section's thanks to Jack for his past services. We surprised him by presenting him with a road atlas and his wife, Anne with pot plants. Jack must have been pleased, he was speechless, those of you who know Jack will realise what I mean. Jack and Anne have asked me to thank all concerned.

The Yeovilton Air display is a bit of a mystery to me because I haven't come across anyone who attended. Anyone who did go would you please drop me a line giving a few details.

Our August meeting at The George was well attended and those present thought it would be a good time to have a natter about past and future events, as well as get

to know new members a little better. How well these discussions go, a very useful exercise and I think most thought it worthwhile. One of the new members is a motorcycle mechanic to the Policeforce. BMW's of course, and one member of long standing was threatening to sell his BM for a CX500 Honda. His reason for the swap is due to the hairy handling of his bike above 75mph; before you all start giving suggestions and cures, he's tried them all, still no good. One good thing might come from this though, we should get a truthful road test because Ray Swann doesn't believe in prettying reports up.

BIG BIKE ECONOMY

Remember the old fashioned economy runs? They don't seem to go for them any more, do they? It is different in South Africa though and Bike SA, reporting on a recent combined BP/Honda Economy Run said that, over a demanding course with a time limit to prevent riders dawdling, some astounding figures were recorded. Winner of the 50cc class was a Honda averaging 204 mpg, a Honda 125 won the up to 150 class with 167 mpg and a Ducati 250 picked up the quarter litre honours with 161 mpg. In the 750 class a Moto Guzzi 750 achieved an astounding 124 mpg while in the unlimited class BMWs cleaned up with the first four places going to the flat twins. Winner was an R80/7 that managed 121 mpg, second was a 100 getting 106 mpg and another 100 was third. Can you believe that, 124 mpg from an R80? One R80 owner we spoke to said that he just didn't believe it... he is lucky to get 40 mpg when he takes the bike to work, a complaint that is often heard about the R80 when used for short trips. Once it is warm the figures seem to improve though. It would be interesting to hold a club economy run, wouldn't it?

ABOUT EARWIG OF THE LOG



Innocence?

Very sensitive soul is our Eric when it comes to criticism and when one or two people suggested that his bike was not as quiet as it might be he came home at midnight, rigged up his tape recorder to work from his open bedroom window and rode up and down the road a few times. Playing the results back he was forced to agree. Yes it was about time he fitted those stainless steel silencers that have been hanging around his garage for the last six months.

The same picture of innocence incurred the wrath of the law coming down the M1 recently. He knew that he was caught cold, and quick thinking as ever, decided that there was only one course of action. As the large gentleman in blue came towards him he quickly put the bike on the stand and started leaping around the hard shoulder, legs crossed and making agonising noises. 'Sorry Guv', says Earwig 'but I'm dying to go to the toilet'. The policeman responded by suggesting that he solved his problem by taking advantage of a ditch nearby. Unfortunately Earwig had just that minute stopped for a visit at the last motorway service station and he could not squeeze one out. As a parting shot the policeman called 'I'm not going to do you anyway, you know, I only want to talk to you!'

Bruce Preston

DON'T FORGET THAT THE CLUB AGM IS ON THE 15TH OF THIS MONTH



electronic ignition



At the July meeting of the Northern Section, section member Norman Burrow gave a talk on electronic ignition. Here is a resumé of what he said

There are two basic ways of firing the ignition coil electronically, namely capacitive discharge and inductive discharge ignition.

1) Capacitive Discharge (C.D.I.)

In this system a capacitor is charged up by an AC to DC converter, to a potential of about 400v. On the firing signal this capacitor is discharged into the primary of the ignition coil in about 2 micro-seconds (2 millionths of a second). This 2 micro-second is what is known as the circuit rise-time and ultimately governs how fast the full spark potential is reached. About 40KV (thousand volts) is generated at the plugs which is about 30% more than the points and coil system, and the rise-time is 250 times quicker.

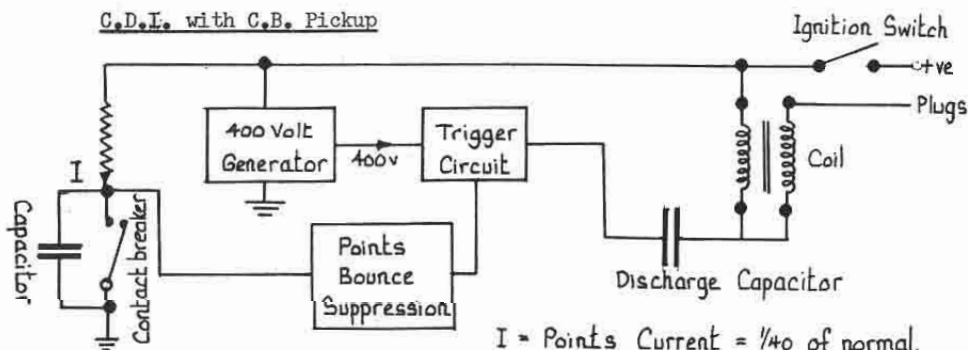
Advantages:

In C.D.I. the fast rise-time and high voltage generated produces better starting, better firing of fouled plugs, smoother running and better top end performance. Fuel consumption is usually only 2% better. Spark plugs last about 3 - 4 times longer, this is because, unlike the points and coil system, the spark is bi-directional due to resonance between the discharge capacitor and coil, hence as metal is burnt off the electrode it is deposited again as the plug spark first in one direction and then the other. Of course this phenomena is very quick and cannot be detected by the eye.

Disadvantages:

Because the spark is very much quicker than with the standard points and coil the engine performance deteriorates at low revs giving a slightly rough tick-over and slightly less torque.

C.D.I. with C.B. Pickup



2) Inductive Discharge (I.D.I.)

The electronic I.D. system is similar in operation to the standard system. A transistor simply replaces the points to electronically switch the primary current of the coil on and off. However the faster the primary current is switched off the higher the ultimate spark plug voltage.

If the coil can be switched off in less than 1 micro-second then about 25% - 35% increase in spark voltage will result.

Now when the coil current is switched from say 4.5 amps to 0 amps in 1 micro-second, due to back E.M.F. in the primary of the coil a high voltage (about 350v - 400v) appears across the coil primary winding and this is stepped up to 30 - 40 KV at the plugs. Because we are relying on the inductive discharge E.M.F. of the coil to produce the 350v the rise-time is about 50 times longer than C.D.I. but still faster than standard coil and points

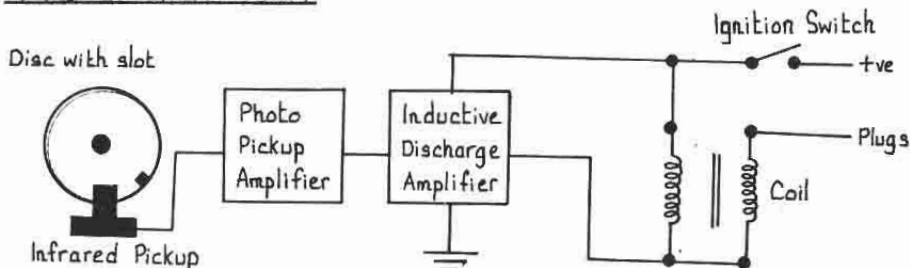
Advantages:

Faster, but not too fast sparks and higher plug voltages give better starting and smoother running without loss of low down torque. An improvement in mid-range torque and 5% better fuel economy is possible. Plugs last twice as long.

Disadvantages:

Plug life not improved as much as C.D.I. Top end performance not improved as much as C.D.I.

I.D.I. with Optical Pickup



PICKUPS

Each of the following systems can be used on either I.D. or C.D.I. systems.

1) C.B. (Contact Breakers)

Using the existing points is the simplest form of pickup. Usually a circuit is incorporated to eliminate points bounce and the current through the points is reduced to about 1/40 of normal, and the points life is therefore greatly extended. The life is limited by heel wear and spring fatigue. (My points have been in for 36,000 miles). Using the points, changing back to standard ignition is quick and simple.

2) Optical

A phototransistor and light emitting diode provide the pick-up, and a metal disc with a slot breaks the beam to give the firing signal. Since the photo pickups are usually infrared devices they do not prevent the engine being run with the points cover off in daylight.

They give a good clean firing signal with no wearing parts. However, because electronic auto-advances are difficult to achieve with photo-pickups the metal disc is fixed to the mechanical auto-advance.

3) Magnetic

These pickups usually take the place of all the standard ignition parts. An auto-advance range is provided and the system has no wearing parts at all. The standard auto-advance and points mounting plate have to be removed to mount the magnetic pickup. This means, in case of malfunction, reverting back to the original system

TREASURERS REPORT

31 August 1978

It is not common for a treasurer to publish his annual report before an AGM, but this year tradition is broken so that members may arrive at the AGM with a clearer view of what is being discussed appertaining to finances in the BMW Club

Firstly, as a club, we are still solvent. Thanks to the larger than strictly necessary rise in subscriptions three years ago we have built up reserves with cash in the bank of over £3,000. For this year (1 September 1977 to 31 August 1978) we have broken even again and have a small surplus but we won't be able to keep this up much longer and will have to raise subscriptions as soon as we begin to run at a loss and dig into our reserves.

There is however a more immediate important matter. Rule 6 states termination of subscriptions shall be 31 December yet Rule 11 calls for 31 August to be the end of the financial year!! This does not make any sense at all. For instance, my books are now closed off and yet four more issues of the magazine have to be paid for. To correct this there are several alternatives.

- (i) We move the financial year back to 31 December
- (ii) We bring forward the subscription and magazine year to 31 August
- (iii) We change the rules so that the financial year and membership year are both moved to another single date with the AGM taking place within a couple of months.

After long discussion the National Committee voted that the rules be revised so that the financial year ends 31 January of each year, with the AGM in March. After all no-one wants to go to an AGM in January or February, nor do Section Secretaries want the hassle of renewals in the middle of summer.

Therefore at the AGM I will be proposing a motion that:

Rule 6 be amended so that termination of subscriptions shall be 31 January of each year, and that fees tendered by members joining on or after 1 December shall be deemed to cover membership up to 31 January of the year following the next 31 January.

Rule 10 The AGM shall be held on a convenient date in March.

Rule 11 The financial year shall be from 1 February to 31 January of the following year.

Full details of these proposals will be promulgated by our General Secretary. This means that our next membership year will start 1 January 1979 and end 31 January 1980, and the next AGM will be sometime in March 1980. If needs be we can always convene an Extraordinary meeting this time next year.

To cope with the extra costs I shall propose that subscriptions be increased to £6.00 per annum.

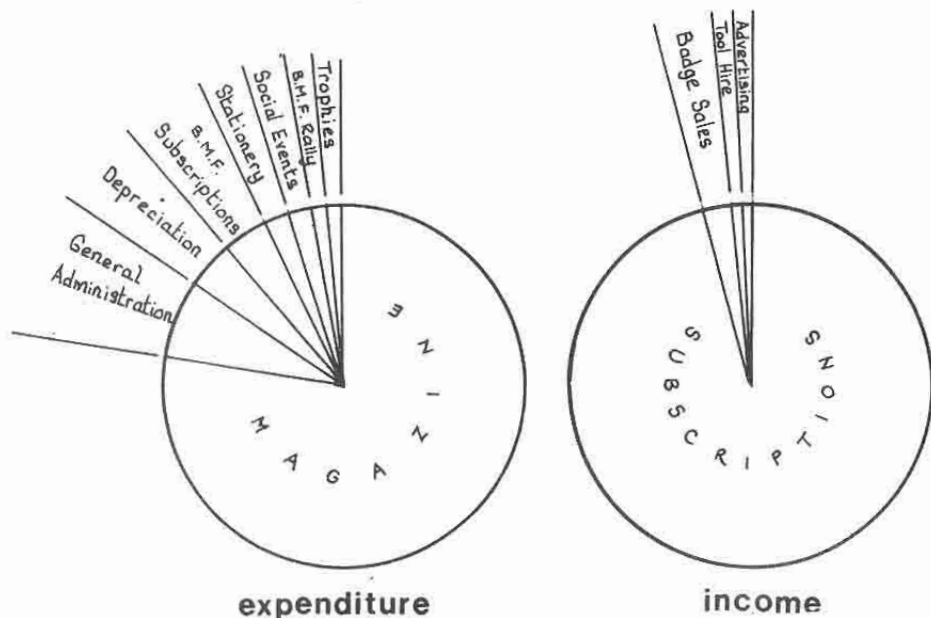
Last year our income amounted to over £4,400 and expenditure £4,000. The bulk of the income is from subscriptions and three quarters of the expenditure relates to the magazine.

It must be remembered that costs are still rising a lot faster than subscriptions have in the last few years.

It has been a year of hard work. The membership has risen to over 1000 and so I shall no longer dispense badges. In future please address orders to your local section secretary (until advised otherwise). This year has had its difficulties as well. Our suppliers took six months to deliver the final batch of machine badges, so if anyone knows of a quicker supplier then let me know. I apologise to members who have had to wait during the summer, some of it was my own problems, two weddings in the family in six weeks

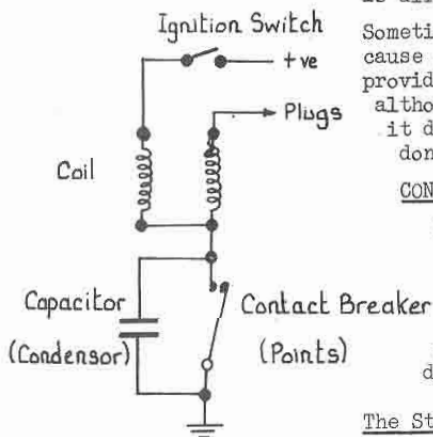
The Club books have been balanced, all 900 entries in them for the year are done, and are now in the hands of the auditors. I am on holiday in Sunny Italy for three weeks.

I hope to see a good number of you at the AGM.



Richard Appleyard

Electronic Ignition Continued



is difficult on the roadside.

Sometimes magnetic fields from the alternator can cause interference in the timing. The advance range provided does not resemble the original curve and although it yields an improvement in most cases, if it does not do so on some machines little can be done to alter the actual curve.

CONCLUSIONS:

Draw your own, but even the expensive systems are good value for money. Norman used to make up his own ignition circuits but now reckons that systems are so far advanced and purchase of components so expensive (if they are even available to you or I) as to make it technically difficult and economic nonsense.

The Standard (Kettering) System
(as favoured by BMW at present)

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

ROAD TESTS OF PAST MODELS

This is the second time I have been able to pass on my opinions of riding a pre second war BMW this year; the first time being in the May issue. From the title pictures of each article it seems almost unbelievable that the two differ in age by only 3 years. After the ancient looking (yet advanced in design) pressed steel framed side valve engined RL2 we try a

1938 R51 MODIFIED



Tubular framed, twin camshaft and OHV it met more the approval of British eyes.

What do you think of that seat on this 'R51'? 'Fine, one of the best', many who have ridden astride one will say, but when it comes to bump starting or adopting a racing crouch then the seat isn't so superlative. Yet even in the very early fifties Georg Meier, and others made the best of such seats by simply extending their prone position posteriors off the back of the sprung saddle onto a rear mudguard mounted pad. Those were the days before 'homogonisation' was necessary to differentiate between grand prix and production racing machines, and it seemed unimportant to fit a racing seat when there was a pillion pad already there or unnecessary to fabricate rear set footrests when the pillion ones could be used when crouched.

We look back nostalgically on those years around the second war when racing seemed to harbour a basic crudity which to vintage racing enthusiasts of today is best recaptured, and having ridden this modified R51 I can confirm that basic crudity has got its attractions.

Angus Buchanan, the Club member who has modified this bike makes no pretence that this R51 was ever intended for racing, (though BMW did produce an R51SS which was adopted to 'successfully compete in trophy runs and racing events') and in fact at the time of its manufacture Jock West and Otto Ley, amongst others, were successfully racing works overhead camshaft engined Kompressor Motor machines in what would seem to be R51 frames (the first to feature rear suspension).

Many members would see Angus' R51 'mixing it' with Adrian Rivett's racing outfit as they graced the outdoor paddock of the Club display at this years BMF Rally, and you'll remember what a so and so of a day that started off as, weather wise. However, never one to refuse the chance of a spin on something different, the rain wasn't to put me off wrapping derriboots and Helly Hanson round this slightly modified piece of immediately pre-war Bavarian-ware.

Fortunately drawn out starting problems and reluctance to buy batteries has over the years perfected in me that lop-sided gait necessary to bump start a motorcycle, but never before on an independently sprung saddle whosessso? d'etre is to not transmit road bump to rider rear. That idea works in the converse as well. Nevertheless some assistance from Angus at the back and the 'down on inertia'

flywheel combined to get the bike cracked up. Cracked up! That seems an pensioned off phrase, but it certainly appertained to that R51 as it cracked through the exhaust pipes that served mainly to create draft; although at the start of the test lip service to silencing was evident in the form of some corrugated sheet rolled up and stuffed up the tail pipe. I returned with one such baffle having been vomited onto the road somewhere.

As the engine warmed up I swiftly accustomed myself to the riding position and the noise and the close proximity of the ground (compared with modern machinery) and the quick response of the engine to throttle, obviously going to be characteristic of this one since the flywheel is 4lb lighter than standard. I moved the manual ignition timing lever from retard to advance, since I suspected correctly that never was this engine going to be 'slow running' and engaged gear. Gear operation could be called remote, since the lever was remote from the footrest, the footrest being rearset but the gear lever not having been subject to a matching modification. First gear was really only a formality, and second soon engaged, but I found that and subsequent changes hard work and slow (we think we have problems nowadays), only little improvement coming with practice. The high revving engine had a lot to do with the bad gear shifting, and the sudden changes in engine speed. No rev counter was fitted but I suspect that the engine idled at between 1500 and 2000rpm.



It looks low
enough to be
ready made
for sidcar
hauling
doesn't it!

Likewise, there was no speedometer either so speed could only be guessed at by observing the passage of white lines and other vehicles, but the bike seemed quite fast and handled very well on its modern Avon tyres (Roadrunners). However forgetting performance figures, the feeling of being aboard a 1938 model BMW which was obviously intended by its present owner to be used harder than I would use it on the A1 (Shh) was refreshing and reassuring since most owners of bikes of that age would quite rightly expect a rider to respect its years.

The engine of the R51, as standard is an interesting one, particularly in the range of BMW roadgoing machines. Perhaps in some future issue we will consider a standard R51 and talk about its details then, but suffice to say that the R51 features two chain driven camshafts operating overhead valve gear, lubricated not as part of the pumped system we know today, but simply by means of oil contained in the head which does not form part of the oil circulating system, and poured in through the filler cap visible in the picture.

The power plant of this R51 had been 'worked on' however, and its 40 year old frame was harbouring for originally planned for, produced by means of higher compression from BSA Starfire pistons, modified cams, gas flowed cylinder heads with Lotus valves, a lightened flywheel and amal carbs under experiment.

The Duckhams container where the air filter should be is to catch oil from the engine breather, preventing any reaching the racing circuit surface.

The whole machine had been put together in obvious haste to meet its display date at the rally and would be improved on later, but I found it surprisingly fast for its age and not out of its depth when riding in a pack of modern bikes. Like many BM's it always caused heads to turn, but not for the usual reasons. Around Peterborough, that wet Sunday morning, it was an illusion shatterer; an unlawful noise from an alloy mudguarded, Brooklands style handlebarred, racing number plate bedecked BMW. Is nothing sacred?

No, not as long as people like Angus Buchanan want to go vintage racing. The next R51 I came across will more than likely be dolled up like a Protar Model, so I'm thankful that I rode this one; it suited my temperament that day. Perhaps tomorrow I'll be sad because under racing conditions its life expectancy cannot be very long. GW

In an attempt to learn more about the racing history of R51's I contacted Joe Greenwood one time Vintage Secretary of our Club. Here is something of what he said

"Before the war and until Germany was re-admitted to the FIM in 1950 all works BMW's were supercharged, and none were innon-works hands i.e. you couldn't buy one, not matter if your name was Stanley Woods, so before the war 'Privat Fahren' used the R51SS which was the R51 with higher compression ratio (8:1), higher RPM (5960) and higher power naturally (28 PS). It was also higher geared, higher carb-ed and higher priced".

"I do not know how many were produced to "SS" specification but not many I think".

"After the war, when racing re-started in Germany (before we did in England incidently) the SS was much in demand by private owners, but most had to make do with the R51's with raised compression ratio, bigger carbs and open pipes".

"I have no assumptions as to why BMW produced the two camshaft design for a production model, and certainly no knowledge".

Page one of the September issue of Care on the Road

Warns us that 'Police in France can now check up on motorists' blood alcohol levels even if the drivers are not involved in road accidents.'

Informs us that 'Greece has almost double the number of traffic accident deaths per thousand vehicles as any other country in Europe. Britain on the other hand has the lowest figure (4.4 per 10,000 vehicles). Greece has 16 deaths per 10,000 vehicles, Belgium has 9.5 deaths per 10,000 vehicles and the figure for both France and W. Germany is 7.5.'

(So despite motorcyclists need I say more GW)

Advises us that 'The analysts found 0.78 front seat deaths per 100 million miles for Rabbits equipped with the passive system compared to 2.34 deaths for Rabbits equipped with a manually fastened belt.'

(It does make sense if you know that outside Britain the Volkswagen Golf is known as the VW Rabbit) GW

Editorial

intent on reaching B from A that a safe way of doing it never enters their heads, even if their eyes were trained on the old electron emitting valve the night before when it spoke to them about that very thing.

What chance the 'THINK TWICE, THINK BIKE' campaign then. I have no doubt we will be told that it has worked. GW

LUGGAGE

LUGGAGE

LUGGAGE

We must take off our hats to the manufacturers of luggage carrying equipment, they have conquered the fastidious mind of the BMW owner. That is what I am assuming at least, since virtually no complaints from members must imply almost implicit satisfaction with what is on the market. Thank goodness we are judicious enough in our choice to allow only the best to survive in the competition for our patronisation.

From the correspondence I have received relating to the topic most of it has been concerning Krauser equipment, and from the comments made it seems that Krauser are winners in the 'looks appealing' stakes, and from the great number of their equipments there are around it must surely be important. However if more than good looks is required then the story can be a different one. It is taken up by John Rubin:

'I bought one of the new cast alloy type Krauser pannier frames last year - the same as the illustration in the July magazine, but in matt black finish.'

'At 6,000 miles, on the bouncy roads of Marseille, one of the lower struts snapped off adjacent to the pannier support frame. The fact that it is made of cast alloy then becomes important, as your friendly French garage cannot weld the piece together again. A new piece was used, however at 7,000 miles, on a deserted minor pass in the Pyrenees the other side broke at the identical point on the strut. At Krauser prices I should have expected a longer lasting pannier frame.'

'Whilst telling the bad news on one piece of Krauser equipment I might as well endear myself to them forever by adding the drawbacks of the pannier cases themselves. Various people have told me that their (35 litre size) panniers leaked, and I congratulated myself that I had a good pair, as they did not leak at all, but on the way down to Jim Kentish's (at the start of the holiday when the frame struts broke) I discovered that both panniers had split - near the metal tongue that holds the forward end of the pannier onto the frame. Once again the choice of material for manufacture is important if repairs are to be possible. In this case there does not appear to be any glue which will adhere to the ABS plastic that the panniers are made of, though I did try several. The panniers are now ALWAYS strapped to the pannier frame to take the strain off the split. On various occasions, other users have advised that straps should always be used for safety, as there have been instances of panniers falling off and cartwheeling at great speed down motorways.'

'The moral seems to be - whatever the aesthetic appeal of the Krauser products, the practical value of a wellable frame and panniers which can be repaired with fibreglass is surely more important. Even if the Krauser equipment was good in normal use, it could not be repaired if even slightly damaged by, say, a careless deck-hand on the ferryboat. And you can paint fibreglass

'I think next time I will get Dudgeon and & Wilde panniers and frame. Their equipment always looks well-made, and the new shape looks as roomy as the Krausers, though I should prefer a top opening lid rather than the suitcase type, which is a great nuisance if you want to get at something quickly without removing the panniers from the frame!'

Alan Cowperthwaite has used the smaller 25 litre Krausers on the premise that the more room he has the more junk he is likely to carry.

He lists the following

Advantages:

- 1) They are made of a polythene-like plastic unlike the fibreglass of the 35 litre panniers and have survived falling off at an illegal rate of knots without much more than a few scrape marks but as they are self-coloured and matt finish

these are hardly noticeable.

- 2) I have had little trouble with leaks but care must be taken not to distort the lid if they are overpacked.

Disadvantages:

- 1) Like all Krauser panniers the locks are only held on with one small bolt which can come loose if not frequently checked, depositing the pannier on the road.
- 2) The locks are poor bits of pressed metal which rust and jam easily.
- 3) The panniers will not quite take a full-face helmet.'

'For attachment of the panniers I use the BMW chrome rack with the additional strut at the bottom. I have known a case where the flexing of the Krauser rack caused a cracked rear sub-frame.'

Club President George Saunders is one of the people who has experienced a Krauser travelling down the road beside him and comments

'I have gone into print once before because I am not very happy with my Krauser panniers. Like numerous others I found that they have a propensity to fall off. My offside one did this the first time I used them, when the solitary cross-head screw which secures the lockable catch to the box itself came undone. A dab of Loctite cured it. My Krausers look nice, but I am in no doubt that, should I ever need to replace them, I would go back to the less attractive but infinitely more functional Cravens'.

It is too bad that these pannier cases must be the subject of such criticism since as we have said before they are unsurpassed in appearance and certainly make the best of the space between silencer and grab rail without making the machine too wide. Nevertheless there is undeniably a design flaw and a look at the photographs shows what it is and how it can be alleviated.



The problem is one of levers. The location of the attachment points places undue strain on them causing the fixing tongue to buckle or the pannier to crack and screws to work loose. You can see the metal tongue forward fixing point and the toggle catch rearward attachment are below the horizontal centre line of the case. Therefore any weight in the top half of the case is being allowed to exert force on the fixings and they are in a bad place to resist it. Try pushing your bike over sideways by pushing on the handlebar with a friend trying to prevent you by exerting force at footrest level. You would win easily. So does the luggage in the Krauser box. This constant strain on the mountings makes the boxes then become loose on the frame, and once loose the self destruction process gets easier, as the 'shimmying' gets worse.

There are preventative measures which can be taken. The serial necessary are two angled buckles, with backing plate and nuts and bolts (obtainable from boat shops), a length of safety belt webbing strap, and if 'shimmying' has already



started a piece of car heater hose or garden hose pipe. The piece of hose slit and wrapped round the top tube of the pannier frame will take up any slack caused by buckling fixings on the box, and the arrangement of a strap across the seat between the boxes will take strain off the attachment points preventing further buckling.

You should not have to do that though after parting with six score notes and ten - - - - -

Some months back when discussing Craven equipment I mentioned there was talk of them using stainless steel for carriers; exhibits at the Motorcycle Show last month proved the talk to be correct. There were no prices fixed however.

Readers Letters

Social Secretary Blue's

During this year nearly 50% of the Section Social Secretaries have fallen by the wayside and this has prompted me to pass on the best piece of advice that I was given when I was appointed National Social Secretary.

This appointment came as a shock to me as I was going to deputise for somebody who withdrew his nomination $\frac{1}{2}$ hour before the AGM began. While I was still reeling with shock, for this post was combined with the London Social Secretary's, I was approached by Arthur Lewis, who for many years ran the Western Section, with this advice:-

- 1) Never expect more than about six people to turn up for an event and then you will not be disappointed.
- 2) When suggestions for visits have run out, arrange to go to places you would like to visit, then you will not feel annoyed about wasting a day if only 2 or 3 others turn up.
- 3) Never expect any thanks because you are only trying to give any, in fact quite the opposite for there is no glory in being a

Section Social Secretary.

With these points in mind, I thoroughly enjoyed my three years in the post. I visited many interesting places and made many friends, and thanks to Arthur's good advice never became frustrated with the job.

Roy Laithwaite
London

No Post Code?

Why does my Journal arrive showing no post code in the address?

Tom Morgan
Cardiff

One of three reasons Tom

- 1) The addressograph machine refuses to spell a Welsh address correctly.
- 2) Volunteer address typer forgot it (assuming the original displayed it anyway)
- 3) Like many addressograph machines ours is limited as to how much address it can cope with and we must make choices. GW

FRONT COVER : London Section Members

Janet & Peter Ovenden

THERE ARE JOYS IN RIDING IN

IN ESSEX AND ARISAIG

After sharing in the delights of dirt roads in Yugoslavia and the avenues of northern France in the last two issues of the Club magazine, Brian Day reminds us that perhaps for many of us there are unsavouried delights to be had from the roads of Britain, just as there are for himself and Jean

What makes a motorcycle journey enjoyable? A long continental haul or high cruising speeds, maybe fast sweeping bends with a 'grippy' surface. There are probably nearly as many answers as riders.

In my view it's often a relatively short ride that lingers in the memory as being a bit special.

Our 600/6 was barely a month old and still being run-in when we enjoyed just such a run, not only for the journey itself, but because the morning was perfect in so many small ways.

The sun woke us about 5 a.m. that particular June Sunday morning three years ago now. We had no run planned and had gone to bed the night before planning a day in the garden, but how can you resist a beautiful morning with a new BM in the garage.

A quick breakfast and we were away, heading for the Thames Estuary from our home at Hitchin in North Hertfordshire a distance of about 70 miles.

The route we took was over 'old A roads' still passing through towns and villages twisting delightfully around ancient boundaries. We saw hardly any other traffic as we cruised gently along, in fact the world seemed to be populated by milkmen, paperboys and dog owners.

We were heading for the old part of Leigh-on-Sea the close neighbour of Southend, but so different in character. 'Old Leigh' as it is known locally is famous for its Cockles and the sheds where you can buy cockles freshly landed from the boat and watch them being washed and cooked.

We parked right by the sea wall, with hardly a soul in sight we were the first customers of the day at one of the 'sheds'. Fresh cockles, brown bread, butter and a cup of tea eaten sitting on the sea wall made an excellent second breakfast.

We remember that day because it was perfect not only for us, but for so many other people. The tide would be full by 11 am, just right for the sailors who were busy preparing their craft. Even the publicans seemed to be extra cheerful as they prepared for the midday thirsts.

By 11 a.m. when we returned to the bike after our walk it was nearly hemmed in by cars; there was a queue at the cockle stalls - this was not for us, the magic had gone; we fired up the B.M. and cruised back home, passing an almost continuous line of cars going to add to the crush.

A second memorable run also had a nautical flavour.

May 1977 saw Jean and I and the bike (the same 600/6, not quite so pristine) at Fort William to spectate at the Scottish Six Days. A leaflet in our caravan mentioned among the many delights of the area, a trip on the McBrayne ferry to the Inner Isles, those with the magical names of Canne, Rhuin, Bigg and Muck. The time table was consulted; the choice was between midday sailings or, on two days a week, a 5 a.m. sailing from Mallaig.

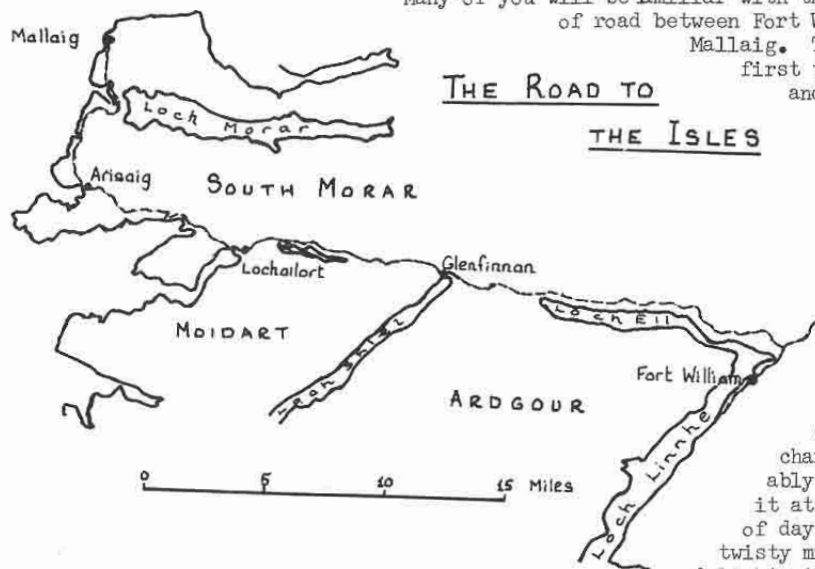
'If only the weather bucks up' I remarked to Jean 'that 5 a.m. sailing would enable

us to see the islands as the sun rose!

Which was why a few days later the B.M. was turned onto the Mallaig road 'The road to the Isles' at 2.30 a.m.

Many of you will be familiar with this stretch of road between Fort William and Mallaig. This was my

THE ROAD TO THE ISLES



first time along it and though obviously much improved, mainly in width and surface, by the very nature of the terrain it's still a switch back road. Therein of course lies its charm and conceivably I was enjoying it at the best time of day. Forty twisty miles of sheer delight, thanks in no

small way to the superb lighting on the /6. The railway follows the road for most of the way and we continually swept under bridges carrying it.

When did you last travel 40 miles at night on full beam and never have to dip for other traffic; that was our good fortune that morning? Mind you we did disturb some of the locals though, as they scampered off the road, their eyes glinting back as the headlight caught them. Why do wild animals like to sleep on the road? (Because it retains heat better than the grass and earth Brian and 'aint so damp GW)

We found a corner for the bike at Mallaig Harbour and locked it. We were early for the boat, but were allowed on along with a party of climbers bound for Rhum for a week's rock climbing.

The forecast had been right, it was going to be a beautiful day with a calm sea. We left the harbour in company with some of the fishing fleet and set course for Canna.

On the bike, wearing a shirt, three light weight sweaters and my nylon two piece suit, I had been comfortable. On deck at sea I shivered in the dawn wearing the same clothes. Soon the sun was high enough to provide some warmth and made sitting on the deck very pleasant.

At each of the islands stores were unloaded, the odd passenger picked-up or embarked, mail bags exchanged. Naturally the ship wasn't crowded which was maybe why the cook, once he had satisfied the crews' appetite fed us on magnificent 'door step bacon sandwiches'!

By lunch time we were back in Mallaig. The bike was safe where we had left her and we took a slow ride back to Fort William stopping now and then to explore little caves and beaches near the road.

We were in time to see the Six Daymen tackle the last section of the day, before returning to our caravan for a good supper and to watch the sunset over Loch Eil. We toasted ourselves with a single malt - it had been a long enjoyable day.

earwig's log

In an earlier journal I reported that on my way to the BMF Rally, I - "did drive a motor vehicle on a certain motorway called A1(M), northbound, at a speed exceeding seventy miles per hour, contrary to etc. etc." In common parlance, folks, I was nicked for turning it on a bit. Now I think that for those lucky ones who have not experienced it, the ensuing rigmarole is worth relating. To start at the beginning ... After being stopped, I was told that I had been going too fast; I said I couldn't argue with that (1). I was then told, courteously, my average speed over a certain distance, my highest speed, was invited to inspect the Vascar gadget in the car to verify the speeds mentioned, was asked for my driving licence and insurance certificates, was told that I would be reported for driving at X mph (my average speed) and prosecution would be considered, and finally asked if I had anything to say. I said that I accepted that I had been driving at the speeds mentioned and apologised (2). End of part One

Four weeks later I received a fat envelope by Recorded Delivery, which before I can get to my specs, gives me the impression that I'm to face a murder charge. It contains: the summons, a copy of the summons, a letter of instruction - 'to help' me, a form to fill out in case I decide to plead 'Not Guilty' and an envelope addressed to the court. I have to return the copy of the summons to acknowledge its receipt; Do I intend to attend court? Do I intend to be represented? Do I intend to plead 'Guilty' or 'Not Guilty'? I write 'Guilty' and sign. (3).

For part Three of this tale, we move to a super modern court building some 40 miles from London, five weeks later. I arrive at 10 a.m. and find the place crowded with policemen, solicitors and the rest who must be sundry summoned villains like myself. Before I can light up my pipe a gowned usher bears down on me - "What's your name?" - "Rosenthal, E" - he scans clipboard - "Court No 1, you pleading 'Guilty' or 'Not Guilty'?" - I reply "Guilty" (4). I wait two-and-a-half hours. My bame is called I enter Court No 1. The clerk reads the charge and asks "Do you plead ... " oh no, not again! - I say "Guilty" (5) Police officer reads the evidence and while he does that I wonder what Attila the Hun would have looked like in drag. Evidence given, Madam decides a conviction will be entered against me, i.e. she finds me 'Guilty' - so what's new? I have already admitted it FIVE times. She decides to fine me one Pound for every mile per hour over 70. I cannot help feeling contemptuous - not of the Law - but of its operation in such a manner. How long until we get the system to a fixed scale. The option of going to court could still be preserved. Surely, when an adult of sound mind admits to a traffic offence and is prepared to pay the penalty on the spot, nothing should prevent such a settlement which would save time and money. My £36 was probably swallowed up in the cost of the foregoing rigmarole, when it could have been spent on something far more beneficial to the community, like for instance, the double yellow line outside the court, which looked a bit tatty ER

Fred's Charitable Lap

It all goes to show that Club supremos not only wield pens, they also ride a bit as well. Fred Secker, the Club General Secretary straddled his R80 on a Friday night in August, and on the Monday night he returned home having covered about 1800 miles through nine countries, finding time to visit friends in Renchen and to view the Rhine Falls in Schaffhausen and the glorious sights of Bodensee. (En route he had a throttle friction screw fitted as well - must mean something).

Fred wasn't being antisocial just wasting fuel, he had sponsors backing his mileage for the benefit of a charity local to his home in Suffolk

IRISH BMW RALLY

At press date we have no further details of this Rally - held on 4/5 November near Dublin. Anyone wanting details please contact Geoff Wilson, address Page 2. (A number of us are attending)

mutual aid CONTINENTAL TYRES CONTINENTAL TYRES CONTINENTAL TYRES CONTI
 At the time of going to press supplies of Continental Tyres seemed to
 have dried up, so we are not publishing any prices this month. However by the
 time you read this the situation may have changed so please contact Peter Hodgson
 Jet Tyres, Haycliffe Lane, Wibsey, Bradford, Tel. 74988 (work)

CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB REGALIA CLUB REG

Chrome Plated Machine Badge £2.80 Enamel Lapel Badge .50p
 Waterproof Cloth Badge £1.30 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)

METZELER TYRES - - - METZELER TYRES - - - METZELER TYRES - - - METZELER TYRES - - -



100/90 H 19 Rille 16	£22.00 + VAT 8%
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400 S 18 Touring Special	£19.00 + VAT 8%
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Post & Package £1.20 per front tyre. £1.40 per rear tyre.	

Brian Andreson, 150 Fleetwood Rd, Dollis Hill, London NW10. 01.452.1426 (eve & W!end)

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
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25% OFF normal retail price for watch repairs. Ray Brown, 3 Louis Road, Lake, Isle
 of Wight. Tel: Sandown 3393 between 9.00 and 22.30 hrs. If you have any 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.

MAGAZINE BINDERS - - - MAGAZINE BINDERS - - - MAGAZINE BINDERS - - - MAGAZINE BINDE

Quality binders in BMW blue with gold embossed lettering, to hold 12 club
 magazines are now available at £1.75 each including post and package. Orders please
 (with remittance) to Tony Moores (Northern Section Secretary) 71 Westwood Street,
 Accrington, Lancashire, BB5 4BL. Any monies received after exhausting our
 present stock will be held over until the next batch is produced.

WANTED: American type wide dual seat for R60/2 (Earls type), or possibly a
 standard type seat as new. Apply to Bruce Preston, 55 Albermarle Gardens, New
 Malden, Surrey KT3 5BB Tel: 01 942 0231

FOR SALE: BMW R100S, Immaculate condition, under 6,000 miles, complete with
 Krausers plus many extras, moving to RS. Offers please to Ray White, Jay Cottage
 Cavendish, Nr Sudbury. Tel Elmsford 280951

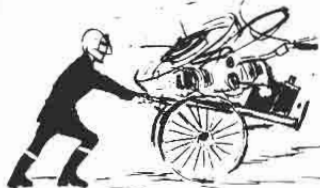
NEW FILM FROM BMW

BMW Concessionaires GB Ltd have produced a film of their 1978 Ride Away on which
 50 of their UK Dealers rode white Motorsport RS machines from Munich to Calais.

The 25 minute film covering the journey through Germany, France and Luxembourg was
 produced by David Wood of CH Wood (Bradford) Ltd and features a music track
 specially written by country guitarist Richard Harding.

The 16mm film is available for hire from The Film Library, BMW Concessionaires GB
 Ltd, 361-365 Chiswick High Road, London W4 or from certain BMW Dealers as from
 1 October 1978.

Thanks to Pete a. ...rienne Gosden we had a treasure hunt at the Wentnor weekend
 and thanks to Gus Kuna Ltd., we had a prize for the winner

mutual aid

FOR SALE: BMW 75/6 R Reg. November '76 under 9000 miles, green with matching cockpit fairing, double discs, fiamms, Krauser crash bars, spot lamps, new rear tyre, taxed. Genuine reason for sale £1,500. Tel. Long Eaton 68563 - B P Lowry.

FOR SALE: Moto Guzzi California R Reg 7000 miles excellent condition. 850 cc V twin, shaft drive,

triple cast iron integral braking system, absolutely fantastic handling and braking. Black, new Metzlers (thanks to Brian) taxed until September £1495 ono part ex either XT500 or single cylinder BMW 250cc. Please contact Frank Grassi 17 Cooper Avenue, South Liverpool L19 3PW. Tel 051.428.1825 work 051.427.2366 home

FOR SALE: 1974 BMW 60/5 blue, 23000 miles, 11 months MOT, stainless steel silencers, /6 ignition switch, starter relay modification £785.

ALSO: Yamaha Xs750 5,000 miles, road runners Cibie Z beam £1,185.

AND: Ashman Red Devils, pale blue trim rarely used Size 9 £30 ono Apply to Burton Urquhart, 10 Scarlet Avenue, RAF Halton, Aylesbury, Bucks, Tel Wendover 623535 Ext 548 (working hours)

FOR SALE: R90S 1975 Orange, 10,000 miles, supercondition, Krauser crash bars, exhaust protectors, rack, leather panniers. £1,600. Apply to Southend on Sea (Essex) 554376

FOR SALE: Watsonian Monaco Sidecar recently refurbished. 75/5 fittings. Also assortment of spares for 75/5 including new sealed beam, rocker cover (new), rear shocks, exhaust nut spanner, side panels, battery carrier (chrome), oil filter, air filéter, quartz halogen bulbs, tool box, various other bits Ring Chester 3 300070 after 6 p.m. or write 12 Wells Close, Mickle Trafford, Chester CH2 4DZ

FOR SALE: Brand new Ashman tourer boots Size 8, lambswool lining, reflective strip. New price £44, accept £30 inc P & P. Apply to Jim Spence, 75 London Road Peterborough, Cambs, Tel 0733.63718

FOR SALE: Avon de-luxe touring fairing to suit /5, /6, /7. Black with white hand extensions, complete with all fittings, including crash bars, mirrors voltmeter and oil gauge £65. Phone 0270.55155 ext 3665 day time or 0270.63583 after 6 p.m.

FOR SALE: BMW spotlight bars, good condition, but used. Apply to Phil, Gloucester 60125

FOR SALE: R.H. fork leg £15. Brake master cylinder (single disc) £10. Gear box back-plate (non-kickstart) £10. All fit /6 or /7. Apply to M Durzer 01.722.1767 (N. London)

FOR SALE: Krauser crash bars, black £20.00. Battery for 60/5 unused (not Varta) £15. Pair /6 silencers, one repaired £10. Green canvas bike cover suitable for large bikes with screen as new £10. Manuals Haynes all /5, all /6, and 90S £2. Genuine BMW all /5 £5. Apply to Roger Carr, 60 Alexandria Drive, Westhoughton, Bolton BL5 3HF. Will haggle

FOR SALE: Oil filter 3 for £4.20. Points £2.75 each. Condensers £1.85 each, Halogen Bulbs £2.75 each. All above for /5 on and include p & P. Varta Batteries 15 amp £22.50, 28 amp £31.00 plus £1.50 P & P. Fiamm horns £7.75 inc P & P. Griffin Clubman Helmets all sizes and colours £26.50 + £1.50 P & P. Haynes Manual £2.25 inc P & P. Apply to Andy Wright, 12 Heybridge, Castle Road, London Tel 01.267.8110

FOR SALE: Bulb kits /5, /6, /7 S & RS Models, complete with quartz halogen head lamp bulb £5 + 20p P&P. Bosch spark plugs for /2, /5, /6, /7 S & RS models £1.20 inc P&P. Apply to Ian Barkway, Pleasant View, Back Street, Cotehill, Carlisle Tel: 0228.61241

FOR SALE: Exhaust manifold nut spanners to fit /5, /6 or /7 £4.50 collected, £5.00 post. Deep sumps (for those who have not got them already) collected £15.00 posted £16.00 VARTA 28 ah batteries £28.00, must be collected. Apply to Peter Barton, Dinkley House, Dinkley Square, Mile End Row, Revidge, Blackburn Lancashire, Tel 0254.62558