

the journal of

September 1978

THE BMW CLUB



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ISSUE 323

SEPTEMBER 1978

PUT YOURSELF ABOUT!

I make no excuse for taking as a topic for this leader one which I have read from the pen of another magazine editor; I'm sure he won't mind me endorsing his comments (Peter Rae MCR)

At a time when some of us must be tiring of justifying our existence as motor-cyclists, thinking "to hell with them all, I'm just going to ride", it comes as relief to find that at least one group of riders in turning the present phase of "let's discuss motorcycling" mania to its own and our advantage. There are two ways of looking at the results of advertising motorcycling and its relative safety aspects, the first is that it educates other road users and makes them hopefully aware of our existence and reasons for us being on the road; the second is that it makes them more conscious of the idiot riders who deserve and demand no credit for anything, and leaves that other road user doubting the validity of the adverts he has seen, and vowing that no son of his is going to ever find out that motorcycling is 'the most fun you can have without taking your clothes off' (and whether that is a way in which some of us like to see riding pushed, Messrs IMC, I wonder). So to bridge that gap which otherwise is uncrossable, the way that is barred by a windscreen, members of the Wimbledon MCC have begun a two way communication campaign. They perhaps have realised that the visual impact of a motorcyclist is offensive to some, and that the only way to counteract the impression is to talk to other road users and introduce themselves minus leathers and helmet. They are taking themselves and motorcycling to groups and organisations which have other road users amongst their supporters, and surely that means ALL GROUPS, because most people use roads. My eventual point is this however; you don't have to be one of a number to do this two way communication thing, you can do it yourself. For

Continued Page 9.



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.

- SEPTEMBER:** 6 SOUTH EAST Book Night
6 EAST ANGLIAN Meet Golden Star
10 NORTHERN Meeting Lowton 14.00 hrs
10 WESTERN Visit Exeter Maritime Museum, Exeter. Meet at The Ship
Nr Cathedral, 12 noon onwards
- 9/10 INTERNATIONAL BMW Rally, Lonely Farm Leisure Park, Saxmundham, Suffolk.
12 LONDON Natter Night
16/17 MIDLAND Camping Weekend at Longwillows Camp Site, Woodmancote,
Bishops Cleeve, Nr Cheltenham
- 17 YORKSHIRE Lakeland Run, Meet Ambleside Car Park (Opposite Library)
17 EAST ANGLIAN Run to Stourhead, Wiltshire. Meet carpark 12 noon at
Stourton on B3092 3m NW of Mere on A303.
- 17 NORTHERN Visit Yorkshire Section at Ambleside
20 SOUTH EAST Natter Night
22/24 LONDON Trip to Cologne Show (Details from B Clarke - address
Page Two)
- 23/24 NORTHERN Social Weekend, YHA, Hawes.
24 OXFORD Bob Tucker's Treasure Hunt
26 LONDON Annual General Meeting
27 EAST ANGLIAN Finals of Photo competition at The Generals Arms
- OCTOBER:** 3 LONDON Natter Night
4 EAST ANGLIAN Meeting at The Golden Star
7 MIDLAND Day run Goose Fair, meet at AA Offices, Car Park
Derby Road 13.30 hrs
8 EAST ANGLIAN Run to Suffolk coast. Meet on the sea front at
Aldeburgh 12 noon
- 15 YORKSHIRE Country Run. Meet at Hawes Car Park 12noon
15 NORTHERN Meeting Lowton 14.00 hrs
15 NATIONAL ANNUAL GENERAL MEETING, MANOR HOTEL, MERIDEN, 13.00 HRS
17 LONDON Natter Night
18 SOUTH EAST Annual General Meeting
25 EAST ANGLIAN Annual General Meeting, Generals Arms
27/29 NORTHERN Llandudno Social Weekend
28/29 SOUTH EAST Weekend visit to Scott Trial (Provisional)

DIARY OF EVENTS CONT..

October:	29	OXFORD	Natter
	31	LONDON	Natter Night
<u>NOVEMBER:</u>	1	EAST ANGLIAN	Meeting, Golden Star
	4/5	INTERNATIONAL	Irish BMW Rally, Kilkea Castle Hotel, Castle Dermot, Co. Kildare, Ireland. 39 miles S.W. of Dublin
	12	MIDLAND	Annual General Mtg, William Sharps Ltd, Bescott Crescent, Walsall
	12	NORTHERN	Meeting, Lowton 14.00 hrs
	12	EAST ANGLIAN	Run to Shuttleworth Collection. Meet 13.00 hrs Old Warden Air Museum, Nr Biggleswade, Bedfordshire
	29	EAST ANGLIAN	Film Night, Generals Arms

Section NewsMIDLAND:

From Barry Jones

Once again the camping weekend at Wetton Mill near Ashbourne attracted a good turn out of regulars and new members from several sections, including East Anglian and Oxford.

The weather was very much in our favour and several runs around the Peak District were made, including a visit to a village fair and well dressing at Pilsley on the Chatsworth estate where a group of clog dancers provided entertainment outside the village inn. Altogether a very pleasant weekend.

A camping weekend at Longwillows camp site, Woodmancote, Bishops Cleeve, near Cheltenham has been arranged for the weekend 16/17 September 1978.

NORTHERN:

From Bill Madeley

The attendance at the YHA Hostel in Stourton-on-Wye, was good, but could have been better, which is a polite and democratic way of saying that it was poor, and could not have been much worse! Sad but true though that was, happily it in no way spoilt the enjoyment of those of us who were there. The sun shone for us nearly all the weekend which made it pretty unique for this drab summer. For our Saturday run Garth and Grada, volunteered to take us on a tour including a stop at a country pub for a superb meal. I'm afraid their faces were a bit red when it turned out that the pub in question could n't even make us a sandwich! Ah well; we were not very hungry anyway. Stewart James had better luck with his suggestion of a trip to Bulmers collection of steam trains in Hereford. After Stewart had 'gotten' us there, we were able, with a little gentle armtwisting, to have a private showing of the rolling stock that alone was worth the trip down to South Wales.

Sunday was almost a disaster for Tony Williams for he travelled down Sunday morning to join us for our tour round; he arrived just as we were leaving the driveway of the hostel, another two minutes and his 130 mile trip would have been in vain. Tony's enthusiasm in travelling down to join us brightened my day, and I'm sure it did for the others too.

Our sincere thanks must be given to Norman Burrows for his marathon talk at our July meeting on electronic ignition. I must confess that most of it was over my head, but I did learn one or two things from his talk.

John Groves had booked Hawes YHA hostel for us for the weekend 23/24 September. So if you want to come get in touch with John as soon as possible or book direct with the Hostel.

The Barbon Hill Climb weekend was a nostalgic weekend, enjoyable, with mixed feelings for me.

For the first time in more years than I care to remember, I arrived at our annual camping weekend site at Lupton without seeing a familiar face there. It was a

very sad moment in my life. I looked up to the top of the field where in years gone by you could not see the hedgerow for BMW Club tents and reflected on the sea of hawthorn. A lump came in my throat as I remembered the happy times we used to spend up there. As my gaze lingered on that empty hill, I realised that an end of an era had been reached, never again would I turn the corner into that field and see those old familiar faces smiling down on me as I rode up the hill. For one who was privileged to spend such happy times with some of the finest people whom I have ever known. The sight of that empty hill was one of the cruelest I have seen..

Time moves on Bill, and it's up to us to foster the support of new faces. Anyway we can't complain at the good section turnout at the Hill Climb itself. GW

EAST ANGLIAN:

From Bob Hunter

Okay! I'm back - Gravestock had to pen the last newsletter 'cos I was out of the country (avoiding Pete Gowland on account of the £2 I owe him for the Wooler Weekend) for a couple of weeks in Southern France. Somehow the 'Army and Navy roundabout' doesn't quite compare with the Galibier Pass.

Talking about holidays, at the time of writing, Gravestock is arranging a 'Testing Session' somewhere in Greece, only I don't suppose he told anybody he was going, so I'll apologise in advance for all those important letters sitting unread on his doormat during July and August.

One member "I'm not stopping anyway" braved the roads through suburbia to the Wisley Botanical Gardens run in July. Now look here all you hard riding East Anglians, it has been proved, by little Eric, that if you travel South of the Thames you don't fall over the edge 'cos the earth is round, even if the inhabitants are all upside down!

You won't believe this, but Treasurers Chris and Annie, after planning their summer holidays, camping in Wales, didn't go, because..... it was raining, they went to Great Yarmouth for the day instead. They were so exhausted when they berthed at the Pier that they considered asking the AA to Relay them back.

On 17 September we are having a Treasure Hunt (which cancels the run to the Bluebell Railway). Tony Hanson-Baugh has kindly undertaken to organise it (after a visit from 'Big Louie' and the boys). Those of you still recovering from the Sump scratchers Rally will be happy to know that this will be considerably easier consequently you will ^{have} a higher chance of survival and as I have nothing whatsoever to do with its organisation you might even enjoy it. There is no limit on the number of entrants so let's have a good turnout ... please ...

Meet at 10 a.m. at Ongar Motorcycles, Ongar High Street, There is no entry fee, no map is required, but OS Sheet 167 might come in handy if (when) you get lost.

WESTERN:

From Trevor Fielding

Again our annual visit to members Brian and Ross Gwinnell and the girls and young Mike was well attended, some 20 members turned up. We were not lucky with the weather, it rained of course, which curtailed outside walks except up to Brian's garage to view members' bikes, otherwise the afternoon was spent nattering. Around 4 p.m. we all tucked into the very good food and coffee provided by Ros. In addition to the regulars, new recent member Colin Pye from Weston-S-Mare arrived, nice to have met you. Our congratulations to Ian Henning and wife from Gloucester who now have an offspring, a fine son who arrived on TT week and duly named Mike. Congratulations also to our gambling member Gordon Williams from Gloucester who won a Kawasaki ZLR in the 'Win a Bike' contest in Motor Cycle. Dame Fortune certainly smiled on him, as the photograph in Motor Cycle 22 July showed, taken when he received his gleaming new bike. However without me twisting his arm, he still likes his BMW R75/5 of course. To win a couple of thousand quids-worth of bike

for some 40p stake is very good odds for any book. I was going to ask him to fill in my football coupon since he did tell me he had a feeling he was going to win. Better to be born lucky than rich, so to Gordon we can only say congratulations (lucky pup)!

Our last club run of this summer is this month, on Sunday 10 September to Exeter Maritime Museum. Members living in Somerset, Devon and Cornwall please note the date (see diary of events). I shall not be there as I am on holiday those two weeks so Social Secretaries Chris Wren and Simon Littlewood will welcome all members. After this it is back to our winter meetings at Caldicot. Looking ahead we shall be holding the Western Section AGM on Sunday 12 November; meeting from 1 p.m. onwards. I hope to open the AGM at 2.30 p.m.

We welcome new members to the Section, Ralph Phillips of Abertillery; Geoffrey Ford Bristol; and Mark Collett from Keynsham, Bristol.

SOUTH EAST:

From Ruth Verrall

I never realised there were so many people keen on tanks - unless it was just the atrocious weather that caused the filling of Bovington Tank Museum in July. About 15 stalwart idiots turned out for our visit, all of whom had set off in perfect weather, only to be soaked before completing half the journey. To add insult to injury the last few dripped in just as the Museum was closing for its lunch break and turning everyone back out into the rain.

From then on the group started to disintegrate, with those who didn't fancy sharing sandwiches with the dustbins in their little cubbyhole seeking the haven of a pub in Wool, complete with singing barman and good food. Some of us cut our losses and went home then but others went back to the Museum for a further look leaving after a while to go on to Clouds Hill, last home of T E Lawrence. It's a very austere place, abounding with leather, which may prove something about 'El Orrance' although I'm not sure quite what.

Dick Boakes is a genius. We have positive proof of that as he was the clear winner of our Sounds Quiz on 26 July amidst the usual cries of 'I knew it all the time but I couldn't remember it' etc. etc. coming from everyone else. By the way, would you believe that NOBODY got Max Deubel's BMW right? Slapped wrists all round fellers.

On to September: Club night on the 6th will be a Book Night - drag out that article you were keeping because of its special interest and the book you persuaded Aunt Flo to buy you last Christmas. Don't keep it to bike books - if it interests you it'll interest others. I'll chip in with a few from my willing if unsuspecting employers and we'll prove to one and all we can read.

On 17 September the weekend after the International Camping Do which of course we will be supporting, we are going to Stourhead, in Wiltshire. This is a house and garden owned by the National Trust, which in fact owns the entire nearby village, pub and all. The gardens are open all day, the house from 2 - 6 p.m., so meet in the car park by 12 noon which should give everyone time for a look at the grounds before deciding whether the house needs attention. Unfortunately Paul and I will be heading for sunny Spain by then so we'll have to miss the trip, but we'll look forward to hearing about it from those who do go.

OXFORD:

From Mike Warrilow

I cannot help but smile after reading some of the bumph put out by BMW. It would seem that we are being supplied with brakes that are super efficient in the dry, but don't work in the wet even if they are drilled. A hydraulic reservoir under the tank to prevent vandalism, but on reading about the 450 and 650 range it would seem that vandals have now vanished because the reservoir is on the handlebars again. Now a linkage has appeared to improve gearbox action, it doesn't make a scrap of difference, not until the linkages wear and the lever flops about. Perhaps we won't be able to get gears at all; and of course the now famous advertisement

stating that the front brake calipers are positioned at the rear of the forks to 'prevent' fork dip. Then that was followed up by saying that the calipers were positioned there to keep them out of the wet. Must not forget the first aid kit under the seat, because it is needed more than ever now that the foam thickness has been reduced to accommodate it. But of course the biggest laugh must be on me, I have bought one of these great ergonomic advances in technology and like it. Oh well, never mind!

Better put a bit of news in. The camping weekend went down well with about 7 tents in all. We had a lot of day visitors, most from the Western Section, it was good to see some new faces as well. I would like to thank the Midlanders for the welcome they gave a few of us Oxford lot at Wetton Mill, nice weekend that.

Our next meeting will be on 24 September at 14.00 hrs at The George, Littlemore. Bob Tucker's Treasure Hunt will take place, it will also be the last chance for a discussion before the Club Annual General Meeting.

LONDON:

From Bruce Clarke

Reading through the August magazine and in particular the SE section news from Ruth, made me realise how common the sections and their associated problems are, the London Section has recently experienced the loss of our social secretary, mainly due to lack of support for the events arranged. Alan Hills formally resigned his post at a recent committee meeting. The section will operate without a social secretary until the section AGM. So come on lads let us have your ideas and suggestions, the committee will endeavour to implement your ideas.

On the lighter side, I'm pleased to report that four London members entered the ACU National Rally as a London Section Club team. The four, Ted Farrell, Raymond Parker, Steve Ellwood and David Scott achieved first class awards by covering the 600 miles and 36 check points. Jim Panks planned the route with the intention of riding but shortly before the rally was helped from his bike by a member of the "Sorry, I didn't see you" brigade. Perhaps Jim is contesting for a place in Roy Gravestock's demolition team.

Good to see Stanley Jackson back in circulation again following his trip to Africa. I'm sure Stanley will be putting pen to paper quite soon to give us all an insight of his travels.

The Midland Section camping weekend at Wetton Mill, attended by about 12 London members, seemed distinctly quiet without Ken Wells, Brian Lowry etc. However Ken and Margaret came long on Sunday to ensure we were all behaving ourselves.

The London Section will be glad to offer hospitality to anyone in London for the Motor Cycle Show, if you have time to spare why not pay us a visit at the Spencer Arms on 29 August. Drinks and sandwiches will be available. We look forward to seeing you.

Looking a little further ahead, we are planning a visit to the Cologne Show for the weekend 22, 23 & 24 September. Details from Bruce Preston or myself.

One very important date to keep free is 26 September. This will be the London Section AGM. Please ensure your presence. Give the matter thought, remember this is your section it is up to you to make it work.

Last but not least, may I welcome our new members, even this late in the year there are far too many to mention by name. The welcome however, is just as sincere.

YORKSHIRE:

Actually I never got any this month but let me draw your attention to the fact that the Yorkshire Section meet on the last Tuesday night of each month at the British Oak Inn, Durker, Nr Wakefield (Exit 36 of M1) GW

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

A SAFARI BMW

At the BMF Rally in mid May in the line up of bikes competing for the 'Special of the Year' award was this BMW for all terrains.

When Trevor Innes left Adelaide in Australia about two and half years ago his R90/6 was just like most others having started life in September 1975 finished in classic black.

The transition from being a showroom standard to becoming the purposeful bike it is now, occurred not as one might expect through evolution but more by metamorphosis. The store of experience which Trevor had stacked in his mind from riding in 45 of the United States, having shipped his bike to San Francisco, was to be called upon eventually in Holland. Eighteen months he spent in the States, savouring the heat of Mexico, the scenery and roads of the Western States, and plunges of temperature down to -40° in Alaska.

In June 1977 Trevor and the 90 flew from New York to London to start the European stage of their tour. Since then they have covered most of Europe with only a few of the southern countries yet to see. Future plans involve Africa, via southern Spain (the south tip to balance his visit to the North Cape) and then on overland to India and back to the antipodes. A stint of work back home, cash in the bank, and he'll be away again to South America he hopes.

Trying to document his journeys would be of little value without a book at my disposal but to the BMW revering British, the bike will seem to be blasphemy wrought in metal. A few of us will have the opposite view and be envious of Trevor owning a bike to which no terrain can be off putting.



An accident in Holland made repairs a necessity and a handsome insurance deal enabled him to manufacture the bike to his own specification. So fairly quickly his 90/6 became the 'Safari Land Rover' of motorcycles.

Here is why it happened.

Trevor believes that no production motorcycle comes anywhere near matching the rigours he can subject one too, and the 90/6 as we now see it is part way towards being the machine that will. He does say that the BMW engine is probably as good as he will ever get, but for him two compression plates at each cylinder base make for a compression ratio of 7.8:1, and a pair of 36mm Mikuni carburettors (from a Yamaha road racer in America) iron out the 'lumps' inherent in so many 900cc engines. There his concession to BM's stops, and he laments at not having the workshop facilities at his disposal to produce a drive train which would allow him to dispose of the gearbox and final drive that has given him so much trouble.

The cycle parts were more easily adapted to his specification and a new rear sub frame was reinforced with steel webs. The original sub frame had broken in Alaska and been welded, after when the bike would not ride straight. The modified frame took on heavy duty suspension units at the rear, heavily angled forward to allow

about 6" of travel at the rear wheel spindle. At the front the original forks were retained but the springs removed and one large coil spring and damper fitted instead, externally. Trevor says that this set up has lifted the sprung bike by about 4".

To cope with the extra shocks that the suspension could take tubular steel spoked wheels were made up by Janton, of Rifsweg 58, Gaarderren, Holland. Each wheel has a double disc brake with calipers operated from the hand brake lever only, an Opel Kadet master cylinder being modified to give slightly more power to the front than the back. The adoption of a siamesed exhaust system pears down the weight slightly and in fact the bike as it stands weighs little more than a standard machine.

Trevor has kept a list of all the repairs he has done to the bike during its life and it reads like he has set out to make the best use of his workshop manual.

Virtually on delivery the bike refused to start and the starter relay was replaced. Since then most parts of the bike have been renewed, even the camshaft because the end on which the advance unit is mounted broke off at 88,000 kms. Nowhere in the list could I find any reference to main frame, crankshaft, conrods or pistons; good testimony to their durability considering not merely the mileage but more the work the bike has had to do. The shaking up the machine has been subjected too caused the original wiring loom to wear through and burn so the whole thing has been rewired.

At present man and machine are resting (well, they were for a few days either side of when I came across them), and are taking on nothing more than London traffic as they do some dispatch work. Perhaps Trevor is hoping that one day some one will want some ice cream taking to the north pole.

A tale of a bad BMW? No, I reckon not, just a tale about a machine pushed beyond the limits of its design and a rider who rather than do down the machine has tried to make a bike to meet his requirements,

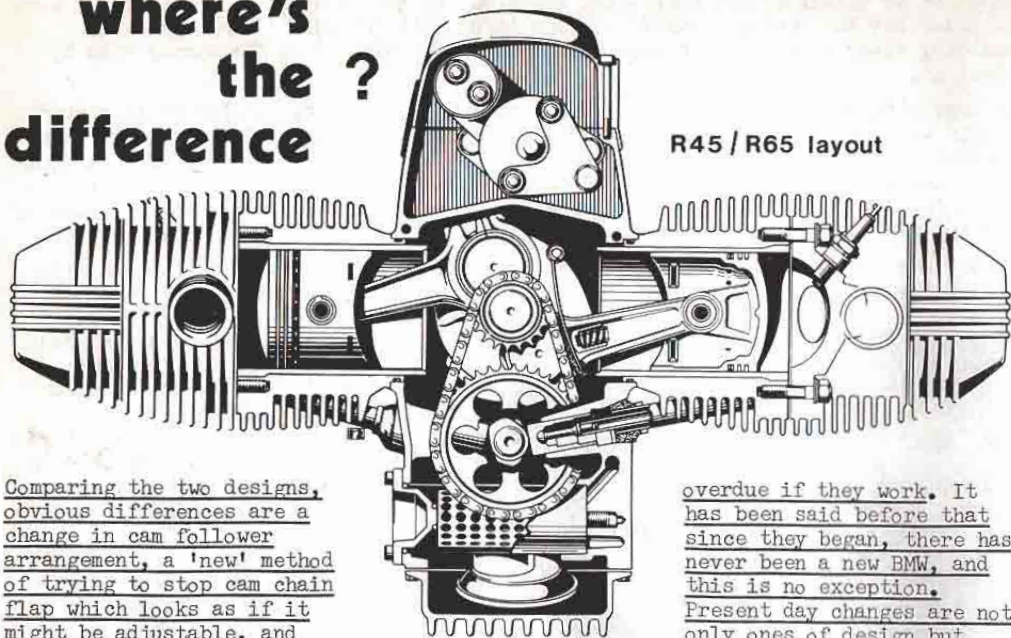
but some of his findings could well benefit us all if only manufacturers would accept that not all of us clamour after road race bred qualities. GW



reasons best known to those who think it, as a BMW rider you are often not regarded as a run of the mill rider, 'you ride one of those bikes with the engine that sticks out the side; and if you ride one of them then you're not a bad guy really'. Sad as it may sound, but experience has proved to me that many people assume that BMW riders are the only ones that can be guaranteed not to use four letter words every other word, and are talkable too. So use this misunderstanding to your advantage. Do as I have done in the last couple of months, and under the guise of being the rider of a 'Rolls Royce of Motorcycles' (how often do you hear that?), offer your services to the local 'doing good organisation' or motor club or W.I., Ladies Circle etc etc and although at first they may only ask you to talk about life astride a BMW, you can soon steer the chat onto motorcycling as a whole, forgetting your 'elevated' position as a BM rider and talking about everybody else as well. Some day you might find yourself astride a bike that doesn't exude the aura which a BM seems to do still. GW

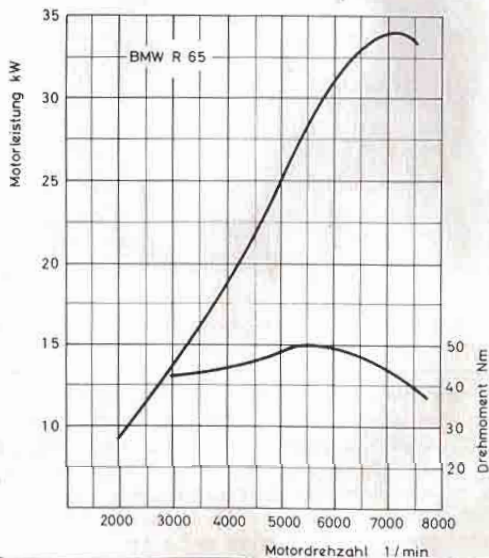
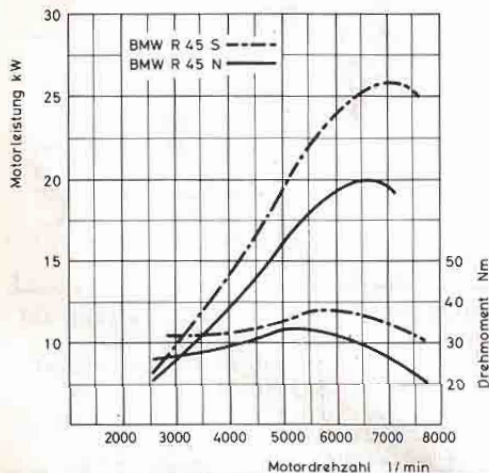
where's the ? difference

R45 / R65 layout



Comparing the two designs, obvious differences are a change in cam follower arrangement, a 'new' method of trying to stop cam chain flap which looks as if it might be adjustable, and the results of a rethink over barrel to crankcase sealing method. The last two changes are obviously long

overdue if they work. It has been said before that since they began, there has never been a new BMW, and this is no exception. Present day changes are not only ones of design but also of attitude.

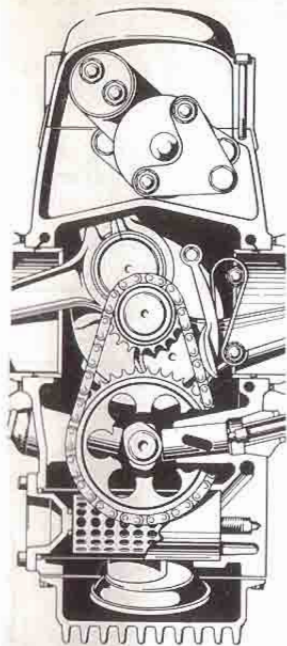


THE ANNUAL GENERAL MEETING OF THE BMW CLUB

THE MANOR HOTEL, MERIDEN

SUNDAY 15 OCTOBER 1978 (13.00 HRS)

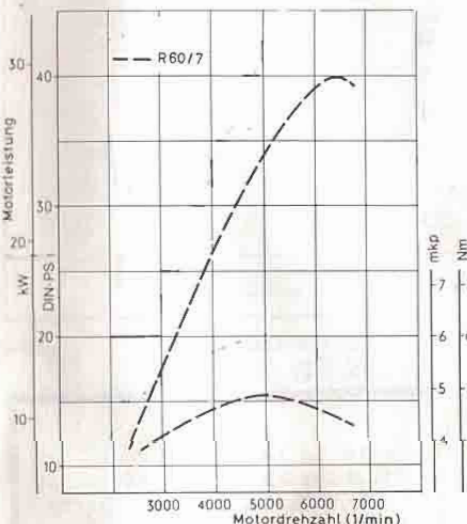
I hereby give notice that the Annual General Meeting of the BMW Club will be held on the aforementioned date. Any items for inclusion in the Agenda should be notified to me in writing by 1 October 1978 giving name of proposer and seconder
F. Secker, General Secretary



/7 layout

As to the reason for introducing the 650cc R65, well we can only guess, but since the weights of the R65 and the existing R60/7 are almost identical (the 60/7 may even be lighter, depending on whether fuel and tools are included in specification figures), and other performance figures vary little, perhaps it has something to do with making 60/7 owners feel unfashionable, as did the 80/7 to 75/7 owners.

However, we must welcome the advent of some new ideas, such as the shock absorber in the final drive (we've seen no details of it yet - press date, but I suspect Yamaha and countrymen are feeling peeved) and a 58mm narrower engine, brought about by the major change, the move away from a 70.6mm stroke to one of 61.5mm. (I know that is only a saving of 18mm, where the other 40mm are I've yet to find out for sure, but since the clutch on the 45/65 is 40mm less in diameter I suppose all the innards must be smaller, including crankcase width. The 70.6 stroke has



To those of us with short memories or who are short on BMW experience it may be a surprise to learn that BMW's move into the below 500cc field is not really a new move but a return one to the end of 1973 when was the last time that a model of less than 500cc was manufactured, the R50/5.

been used since 1969, prior to which 68mm had been used for the nominally 500cc engines and 73mm for the nominally 600cc units, must have more than a little to do with tyre progress. Praiseworthy also is the resistance to temptation to fit a rear disc with the new pressure cast light metal wheels. An unaccountable for change is the increase in handlebar width from 630mm of the /7's to 650mm.

I intend not to compare any further the similarities of the new range to the /7's at this stage but it is of interest to hear what BMW themselves say about the introduction of the 45/65 range. They claim that the designer and the engineer until now have developed and utilised their skills separately but

"This rigid situation has undergone a basic change recently. Namely; the attitude of those involved. The designer now has a well-grounded knowledge of the applications of available materials in addition to his aesthetic feel for shape

and line. He deals with new substances, with the technologies involved and with their costs. He has hung up the white scarf of a pure artist in exchange for an adequate voice which bears in mind the example of old Bugatti who was engineer, artist and craftsman, rolled into one. Last but not least, this came about because constant market analysis along with a sense for trends and sales psychology have become part of his field.

The engineer has looked within himself as well. Better said, he has broken out of his shell. He realises that pure technology, however attractive, doesn't sell. He knows that component-related arguments are not the only influence on a technical concept. Sober engineering has to be presented attractively if he wants to utilise the trend-setting impulses of fashion cultural and social aspects in the sense of realising market success.

Admittedly, this is not simple with a motorcycle. Here we have dealt with a riding machine from the first. Visible technology and mechanics have always been tolerated sooner here than in an automobile".

It is of interest to compare some of the specifications of nominally 500cc and 600cc BMW's over the last 20 years.

MODEL (Production Ended)	R50S (1962)	R50/5 (1973)	R45 -	R69S (1969)	R60/7 (1978)	R65 -
Performance hp	35	32	35	42	40	45
at rpm	7650	6400	7250	7000	6400	7250
Torque lb/ft	-	28.2	27.5	-	35.4	36.9
at rpm	-	5000	5500	-	5000	5500
Bore mm	68	67	70	72	73.5	82
Stroke mm	68	70.6	61.5	73	70.6	61.5
Compression Ratio	9.2:1	8.6:1	9.2:1	9.5:1	9.2:1	9.2:1
Carburettors ϕ mm	26	26	28	26	26	32
Gears	4.171 2.725 1.938 1.54	3.896 2.758 1.875 1.500	4.4 2.86 2.07 1.67 1.50	4.171 2.725 1.938 1.54	4.4 2.86 2.09 1.67 1.50	4.4 2.86 2.07 1.67 1.50
Final Drive	3.58:1	3.56:1	3.89:1	3.13:1	3.36:1	3.44:1
Top Speed mph	100	90	92	110	96	103
Wheelbase mm	1430	1385	1390	1430	1465	1390
Weight kg	198	190	205	202	195	205
Capacity cc	490	498	473	590	599	650

NB The R45N (27 hp model) will be available only in Germany to satisfy requirements of a power banded insurance system

..... but I suspect that the way the similarities manifest themselves on the road produce feelings so different that cannot be tabulated GW

Obituary

Sylvia Williams Older club members will be distressed to learn of the death of Clarry William's wife Syl. She underwent an operation for open heart surgery in mid July and failed to survive. The funeral was held in Cornwall, where Clarry and Syl planned to retire and the club, who sent a wreath, was represented by Bruce and Brenda Preston.

Syl Williams was a tower of strength to Clarry when they started the Western Section in the early sixties and literally dozens of club members had cause to be grateful for their hospitality after many club 'dos' that were held in Bristol where they lived. The club would like to send it's deepest sympathy to Clarry - we know how hard this has hit him.

DON MORLEY'S
bike
was



TRANSFORMED
IN
FRANCE



How some BMW Service in Britain nearly sold Honda a bike, and how a chance meeting at Le Mans lost big H the sale

There she stood gleaming in the garage, my new 75/7 resplendent in burnt orange and the culmination of a lifetime's ambition. I had had my appetite wetted by my previous 60/5 but that ^{was} long in the mileage tooth when I had bought it; now seventh heaven!

Bed was out of the question that first night as at ten minute intervals I tripped down to the garage to check my pride and joy was still there with a feeling of excitement unknown since childhood.

I am a photographer by profession and the following morning I had a crack-of-dawn assignment for Motor Cycle with staffman John Nutting. Never have I got up so early so readily that chill autumn morning. I wheeled the machine out into the brilliant sunlight and donned leathers, helmet and boots, switched on and pressed the button. UGH - UGH - UGH - UGH the starter coughed a few times and then cried enough. So did I! With my heart in my boots off with the leathers and into the family car; of the ignominy of it.

John had waited patiently for by now I was late and we did the road test pictures of the Kawasaki Z1000 which naturally started first touch every time.

Back home and a couple of hours with the battery charger and all seemed well with the world again. Even the birds were singing and the neighbour's cat that I had kicked in anger hours earlier purred in time to my BMW.

Through the rest of the summer and last winter my machine required twice weekly battery charges and even then if it did not start first press it did not start, period. I read the cruel story of a BMW mounted journalist who rode the arctic highway and how this machine started every morning, no matter how far below zero the temperature. I am sure this was a deliberate effort to undermine me.

As the miles progressed so did the throttle openings but no way would T.O.Y. exceed 90mph. BMW's suspected fuel starvation and drilled the petrol filler cap out. No improvement - at 2500 miles the front fork oil seals blew out covering me in oil and she still would not start despite countless electric checks. A desperate trip to BMW's head office at Brentford for a float level check and another set of points (the fourth in 3000 miles) at long last found my starting trouble. The starter motor main casting had broken in two and had been since new.

A new starter £160, new battery £48 and a new pannier lock £13 were replaced under guarantee at the same time whilst I waited. I was quite impressed.

Not for me the simple ride home with the proximity of the M4. My right hand demanded to know if the float level alteration had cured the lack of performance. Sadly it was not to be, 90mph and it was like turning the ignition or petrol taps off, only cutting in again at sixty.

Forced to accept that I had got a bad one, I determined to keep it for a year and invested in a Rickman Polaris for the winter months. This was to provide the only sunshine on the horizon. What a magnificent fairing this is. I fetched it from a North London dealers one Saturday morning, fitted it in half an hour and found I could ride the machine to work all winter without even an oversuit. The handling did not suffer at all though I found it necessary to fit the BMW touring bars now that the wind no longer supported me. Ridiculous as it might seem, I found as the bike went through more troubles, I seriously decided not to change it because the fairing was so good; not even a visor is required at any speed for riding.

Finally, at my wit's end, my decision became quite simply what to buy - Honda F2 or the new Suzuki GS1000 which had received such rave reviews? In April I ordered an F2 Honda and then set off for the first of my years long distance race coverages, the 24 hours at Le Mans as the BMW's swan song. Cameras loaded into the panniers, tote bag and tank bag lashed on I departed with my own personal thunderstorm for the ferry. Stopping to re-fill with English (cheaper) petrol in Dover, I was satisfied that I was quite dry despite the continuing downpour, thanks to the Polaris. I had booked on the Hovercraft. I am a bad sailor and always adopt the shortest possible sea route as I have been known to be ill on the Isle of Man ferry an hour before it sailed! Once on the other side and with time on my side for the 457 mile each way trip, I opted for the secondary roads rather than the boring and expensive auto routes. Cruising at a steady eighty into the teeth of a force nine gale and enjoying myself, disaster almost struck. Rounding a fast right hand bend I found myself confronted with an unsigned 'Y' fork. Which way should I go? Instinctively, I veered over to the left hand side of the road and as I dithered at that moment a car came round. For an agonising moment I wondered what the Frog Berk was doing on my bit then I hit him. Cannoning off his car, I managed to hang on and stop 150 yards up the road without falling off, stopped and walked back to the chap who was now out of car and quite animated. I think he was calling me his country cousin or something like that! Anyway, miraculously there did not appear to be a mark on his car so he went on his way after my profuse apologies reasonably mollified. Back to the bike I went hardly daring to look and would you believe not a mark; the fibreglass had taken the shock and bounced back, but I was in no doubts that without the fairing the machine's natural protrusions would have had me off. The Polaris had probably saved my life. Detuned for a couple of miles I decided to break my journey for a night in Paris and regain my self composure.

Next morning as I negotiated the cobbled streets of Paris with the forks working overtime, the seals blew again covering everything with fork oil. I could have



Something of what Don's cameras captured at Le Mans. The Works backed Arcueil-Motor BMW 100RS ridden by J Danzer and F Fitzau (they finished 5th we think). Lost in telephoto fog is the Ecurie Cassegrain 100RS piloted by Hudson and Lelliard (they retired with an hour to go)

sold the bike on the spot.

The sun came out as I took the auto route for Le Mans and was soon cruising at 90 even 95 mph. There were signs all over the place with 130 marked on them but I coung not get my BMW to do 130 mph no mattew how I tried, but I do believe it was getting quicker.

Arriving in good time at the circuit I was intrigued to find a BMW Munich Service Van in situ with a display of current machines. Deciding to replace the seals, if I could get some I approached the van and asked if they could help. 'Bring the bike over and we will fit them for you', I was told. First the BMW mechanic checked my swinging arm bearing and steering bearing clearance which turned out to be miles out, then he checked clutch and brake adjustment and demanded to know who the hell had last serviced it. I did not have the heart to tell him. The forks even with blown seals still had almost twice as much oil in each leg as they should have done which likewise did not impresshim or I. He thanked me for bringing it to him and told me no charge so I was well chuffed.

The race was an experience for me, my first 24 hour race and full of drama. Feeling cold in the middle of the night, I returned to Honda's Pit where my bike was parked in a conclave of caravans and some B..... had pinched my tank bag, leathers, boots, oversuits, maps and all my personal possessions.

Fortunately the ride home was during a beautiful spring day. Dressed in only an anorak and jeans I rode quite comfortably behind the Polaris and what is more at a steady indicated 100/110 mph. Obviously the long blast was what it needed now it was really flying. What a bike. Did I say I was selling it? Of course not! Unless? I mentioned a 100/7 to my wife but it fell on stony ground. Never mind, one day perhaps.....

Readers Letters

BMW Issetta Club

I thought you might be interested to know that at long last we have formed a BMW Isetta Owners Club of Great Britain, and have about 60 members. The Club was formed in January this year, and and is making good progress. Tony Marshall of Surbiton, Surrey produces each month a very interesting 'News letter'. I am Technical Advisor and look after the spares problem. I have had Isettas since 1957 and have been a BMW fan ever since I once visited the factory at Munich to see the Isetta being made. Perhaps some of your members have had Isettas in the past and still have a soft spot for them. I have been a motorcyclist for many years, mostly on British bikes. If you feel you can announce our Club in your Bulletins or News Letter I should be very pleased, and should you require further information about our Club just drop me a line. Best of luck to the BMW Club.

Vic Locke
217B Chichester Road
Bognor Regis
Sussex PO21 5AQ

Prevent the Deluge

Enclosed you will find the answer to your petrol tap/choke cable problem. I unfortunately suffered the deluge, but since fitting a new tap and one of these rubbers I had no sign of wear (2 years now). The secret seems to be that the rubber ribs absorb the vibration and reduce abrasion. Hoping it works for you. Use a little soft soap or hand cleanser to slide it over the cable. If it moves later on you can stick it with rubber solution glue.

Alastair Lauchland
Ayrshire

The piece of rubber Alastair sent was a 'concertina' type piece that usually covers the exposed piece of inner brake cable where it encounters the adjuster on a drum brake. Another solution I have been told is to wire the offending choke cable to its twin, thus holding the forme r away from the fuel tap body. Simple eh! GW

Oldham v Varta

Re Barry Gibbs' article on fitting an Oldham battery as a replacement on a 75/6 I tried exactly the same mod. on a 90/6 last year whilst engaged in a warranty wangle about the old one, with rather less satisfactory results than Mr Gibbs.

The snag was with the cold starting capabilities of the Oldham battery - i.e. on March mornings a brand new fully charged battery simply would not turn the engine over, in fact it wouldn't produce enough current to hold the starter relay in, and all that happened was the familiar clack, clack, clack ... associated with a duff battery. When warmer all was well but I would suggest that for an additional £14 (see mutual aid most months) and the convenience of retaining the tool tray a 28 ah Varta would be a much better bet.

Roy Gravestock
East Anglia

Ford with a 'f'

Reference to my letter in the July issue. Sorry about the writing; for 'Fords' read 'fords' i.e. the wet ones running across the road, not the tin ones running along it.

Andy Bryant
Beckenham

Probably my fault Andy; must say it puzzled me at the time. GW

Cravens, Electronics, Help Me

Regarding your information on the repair of craven equipment, as a member who has amongst other hobbies the building of glass fibre canoes etc, may I point out that it is in fact very simple to repair damage to any glass fibre equipment whether it be panniers, fairings or what have you. Materials to repair same being obtained from various firms eg Trylon Ltd, Wollaston, Northants, Strand Glass etc, the price of sufficient materials to make extensive repairs/modification being cheaper than the smallest shop car body repair kit. Any member wishing to receive instruction/information please contact

me.

May I suggest that an approach be made to Norman Bowman with view to including an article on electronic ignition systems for the BM as I am sure that many members like myself have contemplated fitting same.

Is it customary for the 60/7 after a run of more than 20 miles to pink in all gears whenever the revs are under 4200? (my normal mileage being about 120 per day mainly motorway/country roads). All the obvious i.e. plugs, points etc are OK.

Have many members experienced vibration after fitting TT100's ... if it's wheel balancing ... where oh where do you get it done (I have been to five agents to no avail)? Vibration exists only above 4500 revs sometimes you can drive out of it.

M J Embleton
Anestole
28 Fullwell Road
Bozate, Northants NN9 7LY

P.S. As a relatively new member, took me a year to obtain club address, may I congratulate all who have anything to do with the club journal ... an excellent work of art.

Sir, My wheel building plus balancing is done at Hacking & Kay, Dinkley Square, Mile End Row, Blackburn, Lancashire. Balancing alone is easily done at home to satisfaction. Standby for a piece about it next month, and for 'Norman on electronic Sparks'. Also, I assume that you were not around when the magazine was humming with tyre articles (like luggage carrying) judging by your TT100 query. If so, let me know and I'll send you photo copies of the series. Please include something for postage & photo copying costs. GW

What Clubs are made of

May I, through the Journal pass on my thanks to a fellow Club member for the work he did on my behalf.

I will not embarrass him by mentioning his name, but would like to express my gratitude for the many hours he spent dismantling, repairing and rebuilding my BM engine and gearbox.

At a time when motorcyclists are trying

hard to improve their image, I feel this person's example sets the tone for all genuine enthusiasts.

I enjoyed reading about Tim and Chris Wilkinson's Arctic Circle trip. I did a similar journey back in 1964 on a 1958 Ariel 350 Red Hunter. My pal and I had numerous adventures en route to North Cape and the July Journal cover picture brought back memories of coasting up to the Polar Circle monument with a dead engine. We thought we had a major problem on our hands until we discovered the tank bag strap had pressed shut the fuel tap!

All the best
Archie Bowman
Hilton, Derbyshire.

A G M & Editorial

The 1978 AGM looms up again and I find myself wondering if it will be worth the effort of attending, will it be the same as the last 8 or 9 AGM's or will we be able to get down to the running of the Club for the next year? Have the 'Rent A Mouths' drifted through the ranks, you know the ones I mean, they aren't seen or heard of until the AGM, plead ignorance of the final date for the Agenda inclusions, generally waste time and then that's the last you see or hear of them again. Usually their names disappear from the membership lists and they go and harass the next Club, be it boat, model train or what ever takes their fancy for a year or so.

Now that the membership is approaching the thousand mark we really should try and be a little more professional in our approach to these meetings and try to keep to the Agenda. It would save us all a lot of time and give us the chance to meet people we probably haven't seen since last year.

Reading between the lines in the Magazine makes me wonder if the editor is short of material. GW seems to be almost writing the Magazine as well as editing it. It seems unfair to pile the work onto one bloke (and wife I suspect), there must be loads of interesting material that YOU the silent majority could supply him with. Put pen to paper and give it a whirl, I've just managed it and if it tempts only one of you its an article less for GW to worry about. Now if it tempts one hundred of you perhaps the problem will be of a different nature!

Mike Warrilow
(Oxford Section Secretary)

Of course, Mike is correct on both counts, AGM and editorial. The phrase 'professional approach' to club matters has cropped up amongst the club hierarchy a number of times recently so I think we can guarantee an interesting and worthwhile AGM to all who come along, we hope there are plenty.

About magazine material. Please don't let a professional approach deter you from sounding off about anything you consider worth sounding off about, on sharing your problem solving, or enthusiasm for a particular trip. If photographs, (or lack of them) prevent you then let me have any suitably illustrative colour transparencies or colour prints; I can use them as well as black and white prints, with perhaps slightly less clarity as a result. GW

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

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Besser fahren auf BMW



Back in June our Club was represented at a Safe Driving Course at the Nurburgring, Germany, by three members, Norman Wooler (who wrote this first piece), Cyril Jones and Kidge Elder. The course is organised and run by volunteers, BMW factory covers the organisers against financial loss, and the three days cost each entrant about £90.00

After seeing a note in the Club Magazine about the sixteenth BMW Safe Driving Course at the Nurburgring, I made enquiries and eventually arrived in Germany, with my friend Police Inspector Cyril Jones, on my Bee Emm.

We travelled to Dover, over to Ostend, then on to Nurburg, where we were booked in to a guest house 10 minutes walk from the track. 113 motor cyclists entered for the course, made up of several nationalities, all on BM's which is a condition of entry, except for a young lady on a 350 cc 4 cylinder Honda, how she got into our Section I never found out.

Riders were split up into six groups, each group having a leader and instructor - our Instructor was Helmut Dahne and Group Leader Horst Ledzbor.

The first lesson of the course was fitness training under a PT Instructor attired in track suit and gym shoes - so for a start we were somewhat handicapped in our motor cycle gear - however we survived the rigours of running, football, shot putt etc., but only just.

Second lesson - Scrambles course; under the watchful eye of Herbert Schak. Machines were provided, and very enjoyable it was, although I must mention that Helmut Dahne on his road machine went round faster than the majority on scrambles bikes.

Third lesson - braking and manoeuvring session on part of the road track.

Remaining lessons were on the Nurburgring which is about 14 miles round. It was sectioned off into 8 parts, the instructor showing the correct line, followed by the pupil. This continued for 1½ hours per section. When instruction was completed on the various sections we were taken full circuit of the track.

At any particularly difficult part of the course verbal explanations was given. (This was a snag, as the majority of instruction was given in German, which we couldn't understand, however, if anything was of great importance, such as "Do not ride beyond what you consider your limitations", then our instructor spoke English).

The course started Thursday morning at 8.30 a.m. until 5.30 p.m., with one hour break for lunch, and a film show was held in the evening.
Friday - start 8.30 a.m. until 7 p.m.
Saturday - start 9.am until 12.15 p.m.



Unmistakably Nurburgring - the leader board above and pine forests below



Helmut Dahne seems to be saying "Never mind lad, your clutch still works but these banana skins still get the better of Metzlers".

Saturday afternoon was what might be called the passing out parade, or highlight of the course. The riders were paraded then sent off at one minute intervals around the course, where observers were stationed at various points to assess the capabilities of the competitors. (The results will be sent to us later).

Saturday evening ended with a dinner dance where officials and competitors gathered, and speeches and presentations were made. I think we staggered away about 4.30 a.m.

Sunday we left for home. I feel I must say that the superb organisation and very friendly atmosphere we encountered made it an experience we would recommend to all BM owners, and I wish to say a big thank you to Werner Briel, BMW, and everyone who contributed to such a fabulous course.

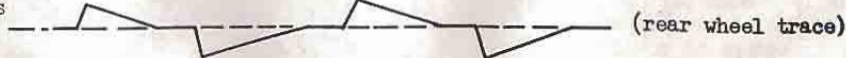
Kidge Elder Concludes

In short the course was two days of trying to learn ideal racing lines and speeds round a very difficult racing circuit. I felt a bit inhibited by the intermittent rain and never had a completely dry run at any section. There was very little real instruction in our group (they didn't tell us of the absolute necessity of crossing the white spots at Karussei), and we never rode in a proper line out and consequently saw only the ideal line once or twice. It is notable that after a while you realise that to get the line right you must be going quite quickly and slower riders (like me) can restrict others somewhat. Similarly riding in the rain is all in the mind; they didn't teach us much about it except by urging us to use more throttle again and again I've yet to see rain that isn't real Kidge GW The emphasis was always on SMOOTHNESS, not necessarily maximum acceleration or braking. Personal feelings are that it is easier and best to learn on one's own after some initial instruction on lines. If you always follow someone else, then their braking points become yours and you never notice or mark the spots on the trackside.

In conclusion I would say that the course was a three day scratch (shades of Northern Section runs), though little hardware was actually grounded, in quite good company and surroundings. I can only hope that I ride better now, but that is not so sure.

I hope to go another year. In case anyone else fancies it try this manoeuvre for size, they called it 'skid training'.

From the start line ride straight, in first gear, pull in the clutch and lock the rear wheel, easy. Then try doing it while leant over a bit and get the rear wheel to step out on purpose ... straighten out and then do it again the opposite side, like this



After practice 18" to 2' step out is quite easy. Then try it through a series of eight bollards over a distance of about 40 yards.

We hope to have early news of next year's course. ---



LUGGAGE

LUGGAGE

LUGGAGE

It has taken us three months to introduce a small proportion of what we think might generally be regarded as the best in the luggage carrying field, and it is heartening to report that what we say in the Journal of the BMW Club, in the way of criticism is having some effect. We last month mentioned that TT Leathers International came up with a revamped BMW Special Alligator tank bag, jostled by the opinions passed during tests for this series (Issue No 320 Page 14). Slocumbes of Neasden are now marketing a map case which over comes the problem highlighted in our one major moan about the Elefantenboy (same issue); and most recently we received an enquiry from Lewis Leathers, asking for a copy of the magazine which dealt with the competition they have in the tank bag field. Perhaps the fact that we omitted to mention the bags which they market was of some significance to them. Certainly many BMW owners ride the bikes they do for their touring capabilities, and the equipment we use should justifiably be some measure of its quality and practicality; although it may not imply absolute satisfaction, and we should let manufacturers know that.

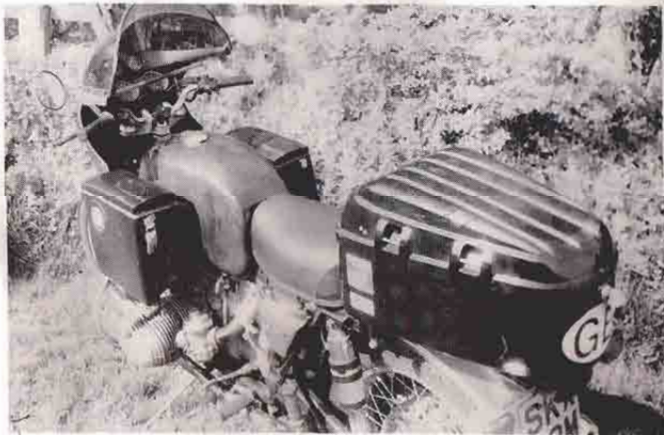
Of course there will always be the rider who is not satisfied with what manufacturers offer him, and such a rider with skill and facilities, will go his own way and produce equipment with which he is more satisfied, either in quality or price, or simply because he demands an item which he otherwise could not obtain. Wasn't it a mixture of all those three reasons that drove Ken Craven, 'Swagman', Roy & Mary Dugeon and Tony Wilde to produce the ranges we now associate with them.

Hence, returning to the frustrated searchers, let us look at what some of them have turned out themselves for varying reasons.

To my way of thinking there are three basic ways of coming by a piece of 'anything' which is not normally obtainable by means of gold exchange. The first way is the easiest if you are that way inclined, make it yourself. But if you are allergic to glass fibre or not dextrous with a needle you will look further, perhaps to 'the wife' if you've been cunning enough to acquire one with seamstress skills as well as a modicum of interest in your hobby (female readers reverse roles, but your editor happens to be a male chauvenist, ask Jenny). If as a DIY team you are useless, but as a 'thinker' you are not bad, then your salvation is in contracting someone else to turn your ideas into reality.

Let us look at members, one each from the above categories, and see what they 'produced'.

1. Jim Moylan is a confirmed solo tourer, so much so that he doesn't even leave provision for carrying a passenger on his 90/6. This enables Jim to prepare his bike for load carrying in the ideal way. He has all his luggage as near as damnit within the confines of the bike's wheelbase, and it is virtually as much part of the machine as any luggage carrying equipment possibly could be.



The fitting of a genuine police single saddle leaves

room for his self manufactured fibreglass rear top box, secured to the frame and streamlined with a gentle taper to the rear. Moulded into the box are rings for securing luggage to the strongly ribbed box top.

Even more one-off are his tank panniers, wholly made from fibre glass and integral with the fibre glass tank shell which supports the panniers. The lids hinge at the front and are lockable. The ones pictured are the original prototypes, intended only as experimental, a few years ago, but frequent use in various parts of the world have prevented further refinement.

(Side line we wonder what the Transport and Road Research Laboratory's thoughts would be on a rider having knees held captive during an accident)

2. The price of off-the-shelf leather cloth tank panniers and the requirement that they only wanted to carry sleeping bags led Jenny and Geoff Wilson (us two) to consider making their own made-to-measure-sleeping-bag-size panniers. Strong and completely waterproof vinyl cloth is readily available, as is reinforcing webbing strap and cotton. A good electric sewing machine and a patient wife were called on to do the manufacturing. Carefully planned folding and stitching can reduce the chances of water ingress to a minimum but in our case, and we have made two sets, water does seep in during a full days riding in rain. Our sleeping bags are always placed in plastic wrappers before being placed in the panniers and we have never suffered wet ones yet, and they have been around a bit, not always in sunny climates. The bags are held close to the tank by elasto-straps between two pairs of 'D' rings at the bottom of each bag. Cost to make, discounting time, about £5.00



Final word. Saddle bags full of sleeping bag certainly stop any engine noise reaching ever listening ears bliss.

3. Because nearly five years ago Peter Barton asked a Polish leather worker in Blackburn to make a tank top bag suitable for his R90S, does not imply that Peter isn't a craftsman himself. However since electrical contracting is his business he swapped 30 hard earned green notes for this luxury all leather bag made to his own specification. Peter can still get them made but warns that the cost is now nearer £80.

The photographs show Jim Steadman of obvious section allegiance who purchased one

Continued Page 23



earwigs log

Working recently on the British Open Golf Championships at St. Andrews, I once again met that colourful character - well, since I don't make enemies easily, I'll call him Charlie Niblick. Since photographers and writers are usually made to share a marquee at such events (with only a high voltage fence to keep them apart), I've seen Charlie around for many years. In fact Charlie has been around for many more years than I and you can't help seeing him - it's the way he dresses. From behind he's often mistaken for one of the top pro's coming in off the 18th for a Press briefing. Charlie Niblick is one of the top golf writers in his own country, much respected, knowledgeable, much published and widely read - a star of the international golf writers' circus. But Charlie isn't satisfied with that. He has always wanted to be considered a great golfer. Now here Charlie has a hell of a problem. He hardly ever plays and when he does, he has a handicap which is only heard of on golf courses adjoining intensive care units. In his home country he gets a lot of invitations from golf clubs to come and talk about the great players he's watched. He owns what must be one of the most expensive bags in the world - no not just the bag but also all the clubs in it. Charlie's ruse is to carry this expensive prop wherever he goes and wherever he goes there are ordinary golfing Joes, who, the world being what it is, are impressed by Charlie's bag and contents and having heard Charlie talk, go off murmuring - "That guy must be some golfer" - and that's what makes Charlie happy. But once in a while a not-so-ordinary golfing Joe takes a closer look at those irons and woods and gasps - "They've never been used" - Charlie hates him.

So what has all this got to do with us? Well just think, if Charlie lived in this country, had been bitten by the bike bug instead of the golf bug, and you were to attend lickin 'n stickin (ugh) - the chances are pretty good that you would handle the envelope with his real name.

.....

I find that most experienced Channel crossers have their preferred ferry company. Mine is Townsend Thoresen because many times they have let me aboard with very few minutes to spare (nearly split my lip on the drawbridge once). They're not too strict about getting to your bike during the trip, they sell my brand of tobacco, their lifeboats are one-class (can't abide class distinction when shipwrecked) and they let you tie your bike. Short of taking your bike aboard the 'Titanic' - and I'm told you have missed that chance - you cannot do much better for damage than to have it tied by an inexperienced (They're rare but do exist) deckhand who will clap the rope across some vital part causing damage or chafing. Yet surprisingly I have notice that many riders are unable to tie their bikes effectively if given the opportunity. Since we are dealing with one make here, I offer my well-proven method which has never given me any cause for worry even during the roughest crossings. Park (centre stand) off-side against wall so that pannier box is against something solid (you can put a glove between), slide rope along or attach rope to rail level with lifting handle. Put rope across seat, through lifting handle and once round it, down and around near-side footrest and bring rope back exactly the same way then tying to rail. Then find a chock and jam it under the off-side cylinder or footrest against the tension of the rope. If it's going to be a rough trip get another rope, tie it round the rear rim and tie the other end to anything you can find low down on the wall or floor about three or five feet behind the bike. If you do it this way you'll have one thing less to worry about when you hear the old "Women and Children First". ER



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49 Providence Road, Coseley, Nr Bilston, West Midlands.

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)

CONTINENTAL TYRES CONTINENTAL TYRES CONTINENTAL TYRES CONTINENTAL TYRES CONTIN

Speed rated to 112 mph	Speed rated to 130 mph	
325 S - 19 £13.50	325 H - 19 £15.50	Tubes
400 S - 18 £17.00	400 H - 18 £21.00	£2.90
FOR /5 /6 /7		

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

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



100/90 H 19 Rille 16	£22.00 + VAT 8%
120/90 H 18 Touring Speed	£25.00 + VAT 8%
325 S 19 Block C5	£17.00 + VAT 8%
325 H 19 Rille 12	£18.00 + VAT 8%
325 S 19 Rille 12	£16.00 + VAT 8%
325 H 19 Block C5	£19.00 + VAT 8%
400 S 18 Touring Special	£19.00 + VAT 8%
400 H 18 Touring Special	£22.00 + VAT 8%

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
evenings and weekends

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.

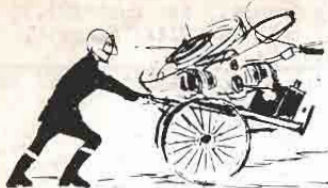
MAGAZINE BINDERS - - - MAGAZINE BINDERS - - - MAGAZINE BINDERS - - - MAGAZINE BINDE

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.

LUGGAGE Cont...

via Peter. The assumed bag capacity is about 30 litres, accommodated in four
compartments; a main central case with a zip over three sides, and document pouches
at each side and front face. A flap, which doubles as a zip cover and map case, runs
from the front top of the bag to the back bottom, secured by a press stud. The style
of the bag dictates that it is best used when full, since it can be cumbersome if
the contents are not sufficient to support it. Jim uses a Hyde tank cover but Peter
places foam between the bag and bare tank. Like all good leather goods, if looked
after it improves with age and moulds to fit bike and rider. The only suspect point
is waterproofness, but as Peter and Jim both have screens on their machines it has
been no problem to them. Such a bag will accept a waterproof cover anyway. Peter's
testing grounds have included Central Turkey, Communist Europe and an almost
record time 'End to End' run as once reported in this Journal. GW

FRONT COVER: S.E. Section members Sue & Kevin Ives at J.K.'s Gymkhana

mutual aid

WANTED: 8.5 gallon (or similar) fuel tank to fit /2. Will pay cash or swap 5 gallon /5 tank with cash balance. Apply to Jim Riley, Sunnyside, Church Street, Offenham, Nr Evesham, Worcs.

WANTED: Back issues of the BMW Club Magazine Prior to July 1978.

FOR DISPOSAL: Large number of Vincent owners Club

Magazine MPH and Set of Harpers Leather Bound books on Vincent. Apply to Bob Andrews, 45 Collingbourne Road, Shepherds Bush, London W12.

WANTED: Original front alloy wheel, complete with brake drum for /5. Apply to R Holme, 27 Ferrand Road, Littleborough, Rochdale Lancashire OL15 9ED. Telephone after 6 p.m. Littleborough 76303 Also 50/5 speedo/rev counter.

WANTED: Kickstart Assembly, Backplate etc for /6 model. Tel: Warrington 55139

WANTED: Side stand and dynamo cover for R69S.

FOR SALE: Voltage regulator unit for R69S £10.00

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: Petrol tank 4 1/2 gallon for /5, /6 with tool box in top, black new £90. Front mudguard black £10. Headlight lense £5 both to fit /6, /7. Apply to Anthony Wood, 3 Brookfield Road, Ashford, Kent. Tel 0233.23052 evenings.

FOR SALE: Right hand silencer for £60/6, almost new, cost £54 offers. Also

WANTED: Touring fairing to fit 60/6, panterra or polaris preferred, but anything considered. Must be excellent condition. Good price offered if suitable. Apply to 8 Jubilee Drive, Old Belfast Road, Bangor, Co Down BT19 1RF. Tel 0247.62926

FOR SALE: Moto Guzzi California R Reg. 7000 miles excellent condition. 850cc 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 on part ex either XT500 or single cylinder BMW 250 cc. Please contact Frank Grassi, 17 Cooper Avenue, South, Liverpool L19 3PW. Tel (work) 051.428.1825 (home) 150.427.2366

FOR SALE: R60/6 M Reg, good condition and reliable, 57,000 miles only used on long trips, £900 or offer. Reason for sale, something bigger wanted or instead of selling this machine anyone got a 75/6 or 90/6 engine complete to sell me. Apply to Elvin Bitchell, 19 Wren Street, London WC1X 0MB. Tel 01.837.0435

FOR SALE: R60/5 gearbox £90. Brand new R60/5 cylinder head £78. Brand new rocker box cover £9. Brand new handlebars £8. Tel: Tom Green, Llanferris 478 (035.285) any evening or weekend.

FOR SALE: As new 100/7 dual seat, complete with first aid kit. £40. Apply to J Williams, 1 Wallheath Lane, Stonnall, Walsall, Tel Brownhills (Staffs) 3108

FOR SALE: Workshop manual for R75/5 £2.00 Prop stand new £4.00. Also a large quantity of 'Das Mottorad' about six years, reasonable offers to Fred Secker, 13 Naverne Meadows, Woodbridge, Suffolk, Tel Woodbridge 2164

FOR SALE: Exhaust manifold nut spanners to fit /5, /6 or /7 £4.50 collected, £5.00 posted. Deep sumps (for those who haven't got them already) collected £15.00 posted £16.00. Varta 28 ah batteries £28.000 must be collected. Apply to Peter Barton, Dinkley House, Dinkley Square, Mile End Row, Revidge, Blackburn, Lancashire. Tel 0254.62558

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 each posted £23.50 - 28 amp/hr - collected £31.00 posted £32.50. Please state which model. Apply to Andy Wright, 12 Heybridge, Castle Road, Lodnon NW1 Tel 01.267.8110 (evenings and weekends)

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