VINTAGE & CLASSIC REGISTER

ISSUE 10/2003

VINTAGE DIARY

27th JULY VINTAGE CLUB FOUNDERS DAY RALLY STANFORD HALL, LUTTERWORTH,LEICS.
Register Display

22nd-25th AUGUST BMW CLUB INTERNATIONAL RALLY, WARWICKSHIRE
Special Events for the Vintage & Classic Register Members

6th SEPTEMBER SLEAFORD VEHICLE SHOW.
Details from Bill Rodgers on 01526 834480

21st SEPTEMBER THE STINKWELL CLASSIC SHOW, BEAUMANOR HALL WOODHOUSE, LEICESTER
Register Stand. Concours etc.

9th- 13th OCTOBER MOTO-CLUB PISTON RALLY, SANTANDER, SPAIN.
A large group from the Register will be attending this Rally. More details from Adrian Trim , PO BOX 167, East Winch, King's Lynn, Norfolk. PE32 1NF.

Advance Notice for 2004

17th-21st June 3rd Vintage & Classic Rally at Llwyngwair Manor Holiday Park, Newport, Pembrokeshire, S. Wales.

NEW EVENTS FOR 2004

A one day summer 'Gathering' in Oxfordshire

Early September 2004 - The Welsh equivalent of the Irish Boreen.

Please watch the Journal and Newsletter for further details or contact me. Tel. 01908 216623 e-mail vintage@bmwclub.org.uk

I hope that the revised newsletter format is to your liking, if nothing else it can now be stored in the standard Club binder rather than kick-about and get dog-eared. The decision to go to A5 was bought about by the decision to mail out with the Journal; 700+ envelopes take a long time to fill, label, stamp and seal, ask Wendy! Increasing postal charges were another reason.
The other plus factor I hope is noticeable is that the n/letter is printed and not photo copied so the quality of the photographs and print is enhanced. Only Register members receive this n/letter so any input must come from you.

Compiled & Edited by: -
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Mike Lunn with his award winning R66 at the Coupes Moto Legende held for the last time at Montlhery





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EDITORIAL

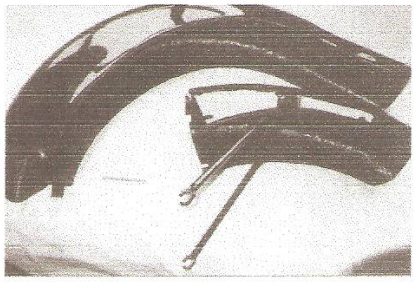
I must start this issue with an apology to Roland Slabon. In issue 9/03 of the newsletter I attributed the article on pin striping to Craig Vechorik when in fact it was a combination of writing by both Roland and Craig. Roland's contribution was taken from his book 'How to Restore your BMW Motorcycle – Twins 1950-1969'. Although out of print this book is to be re-printed with additional chapters and a new cover. I hope in the near future to have a copy to review. I do know that many of you are eagerly awaiting the revised version so I will announce details as soon as possible.

You may have noticed that as we are affiliated to The Federation of British Historic Vehicle Clubs I've put their logo on the front cover. Not only do they cover our backs when the bureaucrats start their nonsense but they have a number of schemes available that can save you money.

One such scheme that may be of interest, especially for those going to the Moto Piston Rally in Spain, is the reduced rates available from ferry operators. If you telephone MST (Motor Sport Tvl) on 01295 278748 they can give a discount on prices. Worth a call but mention the Federation and the BMW Club.

GRP Mudguards are still available for 1955-1969 R50/R60/R69 machines. They are now to special order only, and through myself. Price per pair is £335.00. This includes P & P of £18.00.

Finished in a high gloss black gel coat they can be lined or painted and then lined. The hinge assembly and stays are as the originals and the cable tunnel is bonded in. No more rot, and what's more they are hard to distinguish from the originals. A brass hinge pin is supplied in preference to stainless to avoid a corrosive reaction, and subsequent seizure. The front guard is the blade only. The original flat metal stay can be used if required and special stainless steel rivet head bolts are available from Ian MacDonald. The photograph below shows the rear mudguard and the high quality of finish.



Returning to the subject of pin striping. Another method of applying the stripes has come to light from the pages of 'Horizontal View' the magazine of the Cossack Owners Club (the club for owners of Russian machines) and before you scoff I'll admit an interest; I formed the club back in the seventies. Although they can only boast a membership of four hundred or so, they produce a newsletter and quarterly magazine that is the envy of many other one make clubs and their enthusiasm is quite remarkable.

Life President and Technical Advisor, Peter Ballard explains....

There is a simple, cheap and effective method that I like.

Use a special marker pen!

There are fibre tipped pens on the market now that contain quick drying paint. These will write on painted surfaces and are practically indelible; they even stand up to power washing!

EDDING 751 white paint marker, width 1 to 2mm.

EDDING 750 white paint marker, width 2 to 4mm.

PENTEL white 110W, width 4 to 6mm.

I believe other colours are available. Buy from art or stationery shops or from good stationery catalogues. They only cost a pound or so each.

If you try to cut the fibre to get a wider tip you will risk separating the fibres and destroying the effectiveness of the pen.

When the line is applied the fingers that are not holding the pen run along the edge of the mudguard or sidecar body to ensure the line is parallel to the edge of the piece. Use a cardboard template to get the same pattern on both sides of a tank. Cut outs in the template will suit the knee pads and badge to ensure the template is positioned the same on both sides.

Mistakes must be cleaned off quickly with thinners. Try application and removal on test piece first.

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'BMW bike rally revs up enthusiasm in Ilkle

LOCAL NEWS PAPER HEADLINE



Peter Marsland rides in on his R26

The third Ilkley gathering of the Vintage and Classic Section of the BMW Club was blessed again with good weather. Neighbours had once more allowed us to use their frontages for extra parking. The signs were in place on the route. The dates had been corrected. Motor Works had generously sponsored us again, and this year we were provided with a prize from the local ironmongers, Mortons, [something of an institution in West Yorkshire] My garage had been tidied up for the first time since the last event. Posters and illustrations of BMW's hung on the wall. Police were advised and the local paper informed. The sun was shining and we wheeled out the R50/ Steib to await arrivals. So the scene was set.

Technically, David Kieth was the first to arrive because he came from Scarborough the previous Saturday, unfortunately misled by the journal dates. A very welcome early arrival was Peter Marsland with his beautiful little 1959 R26, looking as good as new. lan Mac Donald, who had ridden 250 miles on his R50 arrived a little later. Neither man nor machine showing any distress from their long journey. Few club members south of the Scottish border had previously seen lan's BMW, great credit is due to him for his machine and his journey. lan however was not content with the carburettor settings and was later seen making adjustments in the company of Eric Krahe, the only person known to the writer who can set up Bing carburettors by sound. The Vintage Secretary, Malcolm McNair, rode up from Milton Keynes- and back afterwards- his R50 carrying what must surely be one of the most attractive special fuel tanks, the Churchgate. Genial Jack Mercer rode in with his delectable and rare, low mileage R50S. David Stevenson, no stranger to Ilkley, brought his mighty R69s from Huddersfield, it being certain knowledge that he had been preparing this machine for a week before the event. It was immaculate. David now talks of Comets, Rapides and Shadows, words rarely heard in Bavaria.

There was a good turnout of the pre l970 machines and an even bigger number of later models. So many of the owners of the more recent BMW's spoke so enthusiastically about the gathering it would not be at all surprising if a number went home and found an 'oldie' for themselves. If they did, they would find that an old R50/R60 or an R26 would be both rewarding and reliable. We hope so, the more the merrier.

Tea, biscuits and cake began to appear in prodigious quantities, courtesy of Motor Works, and the increasing number of riders arriving, requiring lightning identification and direction by the ever alert Dick Walters, who had with great, stoicism driven 300 yards to the event and was assisted by Jack Mercer who was appropriately attired in a sparkling yellow Sam Brown.

Eric and Lynn Krahe, having hidden their Moto Guzzi in the rhododendrons, were doing the rounds of the older machines, listening to and awarding points for the slow running competition, a task that they shared with Mick Lanigan. Eric's' attendance had been a point of concern, as he had been in hospital a week previously. This was his first outing since a major operation. Everyone present and many more besides would wish Eric a speedy return to good health. The newly elected President, Tony Moores was present and obviously enjoying the occasion and the sunshine. Tony Cartmel, Vice President, attended, wearing his event shirt from the 1998 Blackpool rally, asking if there was anything that he could do. We said "Enjoy yourself " which he proceeded to do, concluding his day with us by presenting all present with a large quantity of fresh strawberries, which vanished as quickly as they appeared. By mid afternoon there were about 62 people present, old and new and almost as many motorcycles, representing almost the complete spec~ of the development of the BMW Motorcycle

Many photograph were taken, and many a bikers tale was told, quite a few by the Laird of Easington, Mick Lanigan, who never uses two words when a hundred will do. The sunny afternoon drifted into a rare warm and dusty evening, one or two who had far to go said goodbye, and the gathering assembled to hear the organiser make a dogs breakfast of the presentation of awards, which were later identified as follows.

The slowest tick-over was heard from the R69 belonging to "Big Ray" Hall, his prize a metric socket set, donated generously by Mortens of Ilkley. A democratic vote by all assembled identified the R26 single belonging to Peter Marsland, as the motorcycle that they would like most to take home. Peter was given an engraved Tankard. The longest distance ridden to the event was 250 miles, by Ian MacDonald on his R50. His prize was a Mobile Tradition Videotape on BMW Motorcycles.
The three ladies who had kept the tea flowing were each given a spray of flowers, and each of the marshals an enamel pin badge. Further thanks were offered to the neighbours for the use of their gardens and drives. It had been a good day.

Eric Rance – Ilkley, West Yorkshire

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LETTERS

John Hill from Exeter writes…

I'm afraid this is no more than a line of thanks for the interesting 'News-sheet' that you produce for the Vintage Section and which usually gets more attention than the main Journal.

It was nice to see the road test of R51, but Oh! the journalistic jargon; they all have to be so 'witty these days. It prompted me to get my copy of 'Motorcycling Sports Model Road Tests' off the shelf to see how it used once to be done, when a journalist was expected to have some knowledge of English Grammar. There on page 25 is a reprint of the road test for April 19th, 1956 of the BMW 'R69', 'The Fatherland's biggest and most up-to-date machine' It was lovely !!!

This was the week after they had tested the Velocette 'Viper' which had a better actual performance than most sporting 500's at this time. I managed to buy a 'Viper' (£249, my Dad said you must be stark raving mad) but the £249 was quite unthinkable, unimaginable. The Viper was VRI007, the seventh production bike and was ridden over the flying quarter mile on Weston Super Mare airfield on a 'clubman's' day at 93 mph. a few months later. I stayed with Velos for 30 years after that until a second hand R75/6 came my way, with of course, good old MZ as the second string for both marques.

It is a little ironic that the Velocettes are now un-affordable and the /6 and /7 750's, the best of BMW's are very much affordable. Queer world, ain't it?

Keep up the good work, I might find time to do you an article on the misfortunes of buying a classic bike (an R35) from ------- ------- Motors next winter.

Robin Rennison from Brecon, Wales writes….

Thank you for issue 9/2003 with the span of interesting articles, especially on pin striping. Like you I enjoy doing my own work for the satisfaction it gives. For some time now I have been thinking about

Continued on page 5

re-spraying my R80/7, as mudguards, tank and "S" type fairing are showing their 25 years. I've sprayed bikes, tractors and Land Rovers with synthetic enamels plus cellulose on cars. But the beemer has a definite pearlescent finish over the base black, which makes me wonder about the techniques, materials and spray booth requirements. I appreciate that there are probably few club members who would tackle spray painting. However perhaps you may have experience of this finish or know someone who has? All guidance and thoughts would be very much appreciated. ***(Okay, anyone know? If you do drop me a line and I'll pass it on to Robin)***

In your article you also mention 3M fine line tapes. What difficulties have you experienced when faced with the tight tank and mudguard curves, likewise that second thinner line? Would I be right in thinking that 3M tape is made with the two lines on one tape? Or do you have to remove the single line tape, allow a time period for line paint to harden, and then re-tape for the second line? *(3M is available in different widths as a single tape and will take a small radius, but don't stretch it. If you use a tape of a similar width as the gap between the two white lines you can lay the tape for both lines and apply all the paint in one go. Remove the tape as soon as you can to allow the paint to settle.*

Having asked so many questions I think it only fair that I return some of my experiences, which may be useful for other Register readers.

DRIVESHAFT/ GEARBOX GAITER: Recently I noticed a small split and oil weeping from the underside of the gaiter. The initial thoughts are not printable. However closer examination kindled desert engineering thoughts. Firstly slacken the worm drive clips, and then rotate the gaiter 180 degrees now the split is at the top. Retighten the clips and clean the area around the split with mentholated spirit. Take care not to allow dirt to enter the split. As the area dries select a suitable sized piece of cycle patch and cut to give adequate cover. Make sure the patch corners are rounded to prevent lifting. Follow the usual patch repair procedure keeping finger pressure on the patch for at least 2-min.

I've bought a replacement gaiter but somehow good riding weather has prevented fitting. It is now over 1500 miles since the repair, the patch still well attached and a very slim chance of the new gaiter being fitted before winter workshop nights.

"S" Type Bikini Fairing: The instructions for removal and fitting these are to spring them over the indicator light stalks. If you are unfortunate this can cause the fairing side to crack. To reduce these risks shorten the stalks by 6mm each side and re-cut two notches per side to prevent the indicators from turning. Some of the original stalks have four notched sections but only two are needed. Take care not too cut supply **wires** when completing this task without removing the stalks from the bike.

I hope these tested tips may eventually help others.

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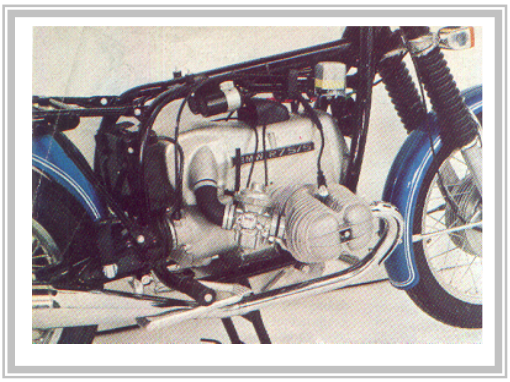
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R75/5 LONG TERM OWNERSHIP

By THE AMATUER MECHANIC



Most of the current crop of motorcycle magazines run so called "long term" road tests. However their idea of what really constitutes a "long term" seems to be no more than 12 months and a few thousand miles. What follows may be seen as an evaluation of long-term use and ownership!

This story really begins in November 1971; when a drunken car driver decided to pull out in front of me, putting me in hospital and off work for 14 weeks. Sitting at home nursing a leg broken in 3 places, with little to do except to start restoring a recently acquired vintage Excelsior, got me thinking.

At the time I had a 1968 R69S (GST 339 F) but although I had covered some 30,000 miles on it, can't honestly say it was a good one, or that I liked it. Like many BMW Club members at that time, I considered the "new" machines to be somewhat inferior to the Earles models they replaced. In some aspects they probably were. Much use was made of fibreglass, the suspension was not as soft or comfortable, the whole machine had grown in size and there appeared to be no great weight saving. However… I already had virtually the latest Earles bike available and therefore any change would have to be to a /5. Having studied the sales brochure for many hours I decided to go for the largest engine option available. After all as the Yanks say "there's no substitute for cubes!" Anyway to get a similar top end performance to the R69S the new bike had to be a 750. The BMW advertising campaign at that time claimed that the R75/5 had a better 0-100-kph time (6.4 seconds), than a Maserati Bora, Lamborghini Miura and Ferrari Berlinetta Boxer, which was good enough for this 24 year old!

I rang Bill Slocombe in Neasden. Yes, he had a 75/5 in stock but in Polaris silver. I of course wanted traditional Black. No, that wouldn't be a problem, he assured me, as there was also a new, Black, R60/5 in the showroom, he would simply change the painted parts. This only involved the tank and mudguards but I do wonder how many current dealers would go to these lengths to get a sale? Not only this, he was also prepared, because of my incapacity, to pick up the R69S, take it to London, and, if we didn't strike a deal, bring it back. In the event this wasn't necessary. He allowed me £420 for the R69S against the list price of £1105 OTR for the R75/5. I can be absolutely certain of these figures, as they have just been taken from the original invoice!

I was still off work, in the middle of winter, so a decision was made to register the bike myself when I was fit and the weather had improved. At 24 years of age and with a new bike in the garage how long can you wait? In my case, just less than 2 months and therefore on 7th February 1972 the bike was registered with Warwickshire County Licensing Office. Back on the road again! The "new" engines were reckoned to be good for 100,000 miles without major attention. I vowed not to lift the heads on mine until it had reached this mileage…how it fared we shall see…

The time spent at home polishing the new bike and changing as many of the fittings as possible to stainless steel had not been entirely successful. When it got wet for the first time the front indicator mountings and rear indicator bar went red rusty due to overzealous use of Solvol Autosol on the (thin) cadmium plating. Back to the drawing board! My, less than ideal, solution to this problem was to polish the rust off and paint the mountings with yacht varnish.

By registering in February, at a time when the weather was still very cold, the first problems with the "newfangled" electric start became apparent. These early /5's were fitted with a 15AH

battery, which, quite frankly, was inadequate for starting a new, fairly high compression, 750. BMW were obviously aware of this potential problem as the handbook recommended the use of the kick-start when the weather turned cold.

Given a few kicks first, the starter motor just about coped provided the engine fired on the first couple of turns. This it invariably did. If not, you were faced with using the kick-start. This in itself isn't that easy as the lever is mounted quite high off the ground. I always find the easiest way to kick is by dropping the rear footrest; standing on it with my right foot whist kicking with my left. Over the last 30 years the starting has gradually improved due to BMW/Varta/Bosch increasing the battery capacity without increasing the physical size, until the latest series of 20AH batteries. But even these still struggle. Some 4 batteries later I have now completely solved the problem by fitting a Hawker Odyssey battery that may only be about 15AH but gives a starting current of 680amps. Battery life has averaged out at 7.5 years but if I were really honest this wouldn't be the case if the kickstart hadn't been fitted. Once started, I found that the choke on my particular machine could be taken off almost immediately.

What did I think of my "plastic" BMW? I loved it! At the end of the first 12 months of ownership it had covered 12402 miles. As I ran a 1966 Triumph 5TA as a "ride to work" machine this was all "pleasure" riding. And what a pleasure it all was! I have always kept comprehensive service records (my machine has never been dealer serviced – I even avoided the first free one). The engine oil was changed at 637 miles, followed by the shaft at 930, the bevels at 951 and the gearbox at 972. Quite why they weren't all changed at the same time I can't recall! The cylinder head torque was checked at this mileage, as was the tappet clearance but all proved OK. Although the handbook recommended engine oil and filter changes at 3000-mile intervals I decided that as oil and filters were relatively cheap and engines expensive, I would change at 2000 rather than 3000. This is still the policy I adhere to today, the only exception being made when the bike has been used on longer Continental trips of over 2000 miles duration.

I see that the original rear tyre, a Metzeler, was changed at 10084 miles. This was replaced with a Dunlop TT100 (can't for the life of me think why, it must have been very cheap) of a non-standard size, 4.10H x18. The Dunlop tyre wasn't to prove successful in that it didn't wear evenly round the circumference and nearly caught me out by doing this. Every time I checked the wear it seemed OK, until the day I eventually looked at a complete revolution and finally saw the bald patch.

The first set of points were pitted and therefore changed at 14291miles and the timing re-adjusted. At this point the plugs showed little sign of wear and, in fact, covered 19835 miles before replacement!

At 20016 miles the kickstart broke. This was not a particularly common fault on the original /5 item, in spite of a bit of poor design by BMW. The kickstart used the front footrest as it's limit stop but as the lever is dead straight it is actually the left hand edge of the footplate that makes contact with the footrest rubber. This has the effect of twisting the lever whenever the kickstart hits the "stop". BMW quickly modified this potential problem by casting a bend into the lever to ensure that it hit the footrest squarely. My replacement kick start was one of the new types and has been on ever since.

By 20359 miles a centre stand spring failed and had to be replaced. At the same the air filter element was changed but only because the service schedule said it should be. There didn't appear to be much dirt in it. By 20378 miles both tyres were in need of replacement, the front having been on from new! Matched Continentals were fitted and since then only Conti or Metzeler tyres have been used. The life expectancy of the tyres is quite interesting and reflects the changing tyre technology, in that each subsequent tyre has had a shorter life. Over the 75532 miles the bike has covered to date, front tyres have lasted an average of 14649 miles and rears 8223 miles but these figures fall with each tyre change. At the last change, the front covered 9593 miles and the rear 6135

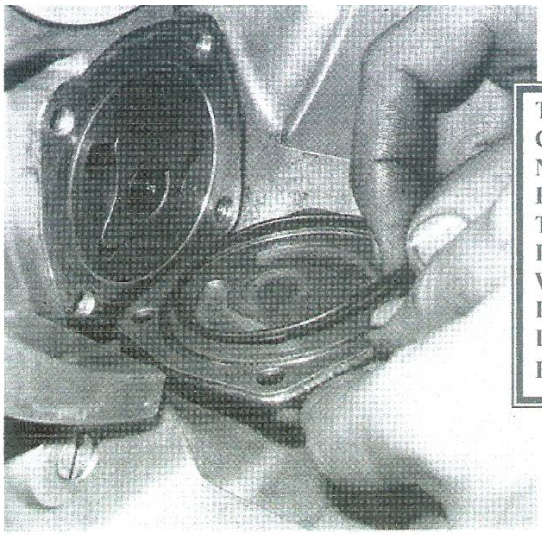
miles, somewhat different from the OEM tyres at 20378 and 10084 respectively!
At 20422 miles a rear wheel spoke broke and was replaced. Other than this no other work has been carried out on either wheel, except to fit stainless steel spokes at 58596 miles, for purely cosmetic reasons.
When the 75/5 celebrated its 3rd birthday it had covered 24872 miles. The front brake which always needed a fair amount of lever pressure to make it effective (except when there was damp in the air!) seemed to be requiring even more. This turned out to be due to a split in the outer sheath that had allowed water to penetrate and rust up the inner of the sleeve. The cable change occurred at 25570 miles.
At 29850miles the other mainstand spring failed. Perhaps a poor batch as one hasn't failed since? Little did I know that a major disaster loomed just around the corner. On my way to work on sunny morning in late March 1977 I felt the back end step out a couple of times before stopping to investigate. The whole of the back end of the machine was covered in oil. My first thought was that the rear main oil seal had failed spectacularly. A decision was taken to wipe the oil away and proceed slowly to work. In the event within a couple of miles, fortunately outside a garage, the oil light came on and I cut the engine. Still hopeful of covering the remaining 2 miles to work I purchased 2 litres of oil and topped the sump up. It took almost 1.5 litres to get the oil to the upper dipstick mark. Off once again, I made it to work but the oil light was on as I cut the engine. I wondered just how much damage this low pressure was inflicting on the engine? For peace of mind the bike was trailered home. My disillusionment was complete. How could this have happened so disastrously at such a low mileage? 34394miles out of the 100,000 I felt it should have done. Fortunately, I had other machines to ride and so the R75/5 languished in the garage for 15months until it was finally looked at. With the gearbox out and flywheel off it was plain to see that the rear main oil seal hadn't been the cause of the problem. The oil leak appeared much lower down, in the vicinity of the oil pump, but why? I checked the tightness of the screws holding the back cover on the oil pump. They were loose. As they were removed the cause of the leak became apparent. During factory assembly someone had managed to get the neoprene O-ring wound around one of the cover screws. Quite how it hadn't failed before I'm really not sure, but it's failure at this point fortunately didn't cause any real engine damage. There was some sign of very slight scoring on the rear thrust washer so this needed replacement as a precaution. As the flywheel had already been removed it provided the opportunity to replace the rear main oil. No sense in putting all back together only to have a subsequent seal failure later on in the 100,000 miles.
The bike had actually been off the road for well over a year. After a road test of just one mile the nearside silencer started blowing! On these early machines the engine breather is only routed into the offside air tube so it is rarely the silencer on this side that fails. Ivan Breakwell supplied a set of stainless steel silencers, these were fitted at 34395 miles and we were off again, as good as new!
The indicator switch started to become intermittent in operation and needed replacement at 37730 miles; the dipswitch at quickly followed at 41143miles. By the time of its first outing in 1981 the odometer read 48636 miles and the bike still ran as well as when it was new. During a routine fork oil change the offside fork leg lower valve housing was seen to have rusted badly and had to be replaced
A new battery became a necessity in July 1981, after 52163 miles, but the original had lasted almost 10 years even if the kickstart had seen a lot of use towards the end of the batteries life. At the same time the petrol pipes had started to perish and needed attention. By 55149 miles the offside tappets had become very noisy and weren't responding to adjustment in order to quieten them. This turned out to be a wear problem on the exhaust rocker spindle. Fortunately, on these early, bushed rockers, a repair kit consisting of a new spindle and bush was available. Shortly after this, as mentioned earlier, stainless steel spokes were fitted as the original chrome had started to show it's age. Then the steering started to "self centre" on a notch in the

headraces, which were changed at 56272 miles along with the replacement front brake cable that suffered the same fate as the first one.

Purely for cosmetic reasons (read rust!) the seat needed dismantling to have the base powder coated. The foam and cover were still in good order after some 59515 miles of use. The original carburettor diaphragms lasted until 59882 miles and were changed, not because they were holed, but because I suspected they had become weak. Later the Speedo needle decided to set off like an aircraft propeller, hitting the rev counter needle on its travels! These /5 combined clocks are not cheap. The story of what happened next could fill a few pages; suffice it to say that 4 Speedo heads later I had one that recorded speed, revolutions and mileage to my satisfaction. I think at over £300 you would also want it to work properly! The first one covered 63253 miles but I believe the problem with these Moto Meter clocks can clearly be laid at the door of overzealous application of grease during initial assembly.

Later machines used needle roller bearings in the rockers so at 64034 miles I decided to conduct an experiment by fitting a set of these rockers, but on the offside head only. This would enable me to make a direct comparison of the noise from each side. It was soon pretty obvious that the old, bushed rockers were in fact as quiet in operation as the newer type. I reverted back!

Due to seepage of fuel from the float chamber both floats



THIS SHOWS THE CULPRIT, THE NEOPRENE 'O' RING THAT EVEN THE MOST HAM FISTED AMATEUR WOULD BE HARD PUSHED TO GET LOOPED OVER A FIXING SCREW.

were changed at 68283 miles along with the needles and needle jets which were beginning to show signs of wear. The floats seem to absorb something out of the fuel and get heavier with age.

The original clutch cable snapped at the handlebar nipple at 72766 miles, unfortunately in the middle of St Martin d'Ardeche on the way to visit Mt Ventoux in South Eastern France. I regarded this as a pretty reasonable life expectancy!

The old electrical switch problem reoccurred again at 74348 miles when a second replacement dip/flash switch was required. For some time the ignition switch had been a bit hit and miss in operation. Rebuilding this switch is not a job for the faint hearted, but at 74579 miles I "bit the bullet" and stripped it out of the headlamp. Once apart the problem became obvious; one of the two circular springs, which retain the ball bearings that hold the key in position, had broken. With a new spring in place and the switch re-installed it is as good as new.

So, that's it! Seems like endless maintenance when it's all laid it all bare like this but it really hasn't been a chore to keep this bike in good order.

What do I think of it 31 years on? Well I love riding it just as much as I ever did when it was new. It still goes just as well, but these days it gets treated with more respect, in keeping with the older vehicle it has become. I never imagined that it would become VMCC eligible in my ownership. Did I ever intend keeping it this long?

Definitely not, but as I always say to people now, if I could keep only one bike of my collection then this R75/5 would be that bike.

For all work on pre-oil head boxers
Contact:-

ERIC KRAHE,
2,Park Lane Cottage
Park Lane, Carleton,
Nr. Skipton, Yorks.

Tel.01756 700597 (w/shop)
01756 796390 (home)
Servicing, Re-builds,
Paintwork, chrome plating
etc. etc.

SHOW US YOURS – A LOOK AT REGISTER MEMBERS MACHINES

John Rivaldi's R90S & R69S

Just a short story on how I acquired my 1959 69S.

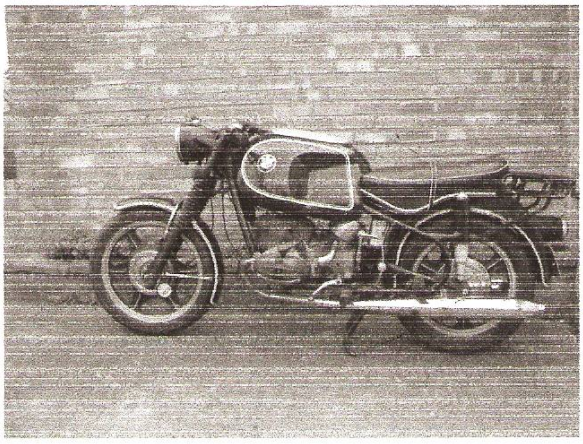
About 20 years ago I worked in Paddington and commuted every day on my R90S from Gravesend in Kent. To beat the traffic I used to leave early and stop for breakfast on the way. One morning I passed a cafe and parked outside was a R90S so I thought " this will do". I went in, and within a minute, was chatting to Ken the owner of this immaculate bike. This meeting developed into a long-term friendship.

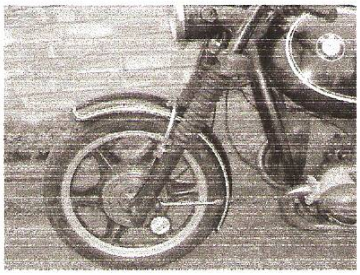
During our get-togethers Ken had spoken of his other bike, an R69S that he had in bits up in the spare bedroom of his house in Tottenham. He would get around to rebuilding it one day. A few days into this New Year I got a phone call from Ken's wife. Ken had passed on suddenly and he had left me the 69S in his will.

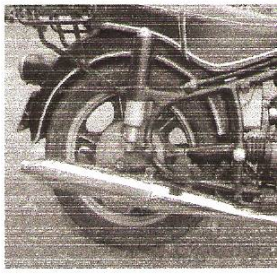
It wasn't standard, she was almost sorry to say but Ken was a bit of on old racer and his bikes were for him to thrash around. I am riding the bike regularly and I can tell you it does go. The enclosed photos show the bike with a fairing that I have since removed. If anyone wants the fairing it's for sale very cheap, **the proceeds to go to charity.**

My R90's still going strong, it's not standard either but then I am a bit of an old tourer.

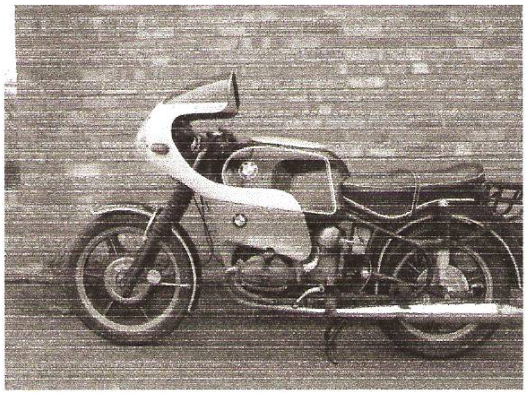
Regards John Rivaldi (London Section)
01474 812345



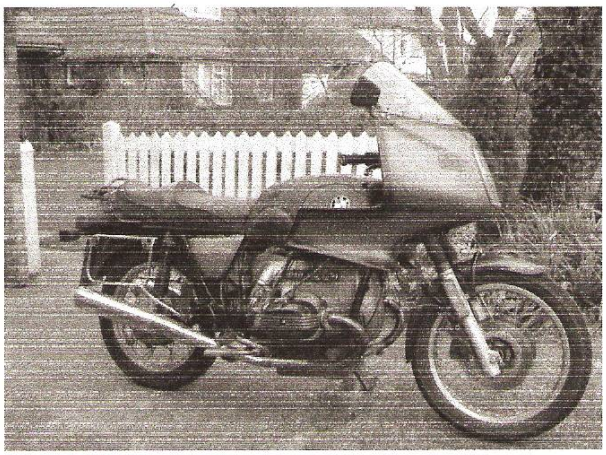




NOTE HEINRICH TANK, TELE-FORKS, INDICATORS AND CAST WHEELS



JOHN'S 69S WHEN FITTED WITH AN



JOHN'S 300,000 mile R90S

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LETTERS

THE R51SS SAGA CONTINUES.

'The Amateur Mechanic' writes……

Having quoted extensively from Dr. Karlheinz Lange's book "BMW Engines" a couple more pieces of information have come to light. Firstly, sources in BMW Mobile tradition tell me that the book was written without any input or proof reading by the staff there and that it contains some inaccuracies. One of these may well involve the R51SS! Secondly, I have recently obtained an original English language version of the 1938 manual for R51/66 and R61/71. In the rear of the publication there is a page devoted to the R51SS. The page is reproduced below;

"The R51SS is a machine eminently adapted for successfully competing in trophy runs and racing events.

This machine is in every way similar in build to the R51 machine, except that the engine and transmission gears have been adapted to the requirements of racing, i.e., the output of the engine has been increased to 28BHP and the gear ratios have been so chosen that this output can be utilised to the full.

The telescopic spring suspension of the rear wheel has proved of especial advantage in this fast machine, the road holding qualities of the driving wheel being greatly augmented and the general road characteristics of the machine being in every way improved.

TECHNICAL DATA.
Engine Output: 28BHP
Maximum RPM: 5960
Compression Ratio: 8:1
Gear ratios: 1st = 1:2.54
2nd = 1:1.88
3rd = 1:1.42
top = 1:1.19
Rear axle gear ratio: 1:3.89
Carburettors: Amal 6/432 S
Main jet: 100 (120)
Needle jet: 267
Needle position: 3
Slide valve: 6/4

All other dimensions same as R51

It is not possible within the scope of this booklet to enter more fully into racing matters, but the BMW Company is at all times ready to advise gentleman riders in this respect."

So, it would appear that the engine and gearbox were in fact modified from the R51 to the SS model. Which one of these publications is correct? I leave you, the reader to decide for yourselves!

Mike Dorking from West Yorkshire writes…

While at the Utrecht auto-jumble in Holland earlier this year I found a chap demonstrating magneto systems. Instead of rewinding coils in the traditional way he used fine plastic to wrap the windings. He believes that this method is less susceptible to the damage caused by damp. He was also rather disparaging of the materials he has found in re-wound coils sent to him.

When making arrangements to attend the Easter camping weekend at Oirschot it was apparent that I would be close to his workshop at Bergeyk. I phoned him before setting off and arranged to meet half way. I took my magneto with me. He arrived at our rendezvous riding a 1934 International Norton and escorted us to his home, at great speed I might add!

We had a very entertaining morning viewing his collection of vintage, post vintage and modern machines. He also provided me with a

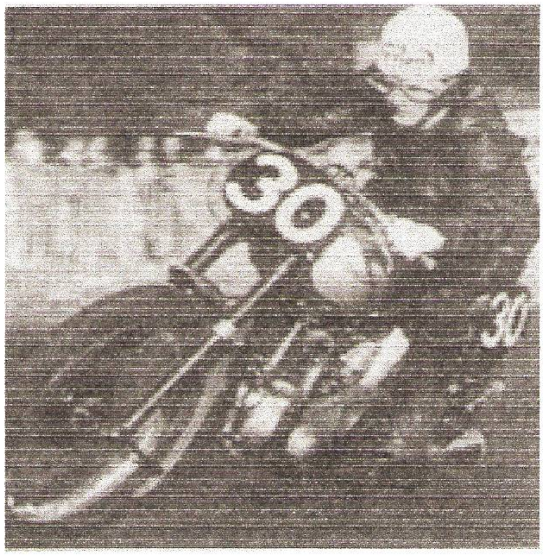
replacement coil and condenser and re-magnetised the magneto. All for far less cost than I have been asked in the U.K.

If any members would like to contact him his details are as follows:-

A.W.J. Van Daal
St. Gerardusweg 11
5571 NB Bergeyk
The Netherlands.

Tel. 0497 542167

This man is not only an excellent engineer but a real enthusiast also. Much of his work is concerned with vintage and veteran cars but he is also pleased to restore BMW magnetos. He has a few coils in stock but prefers to work on an exchange basis.



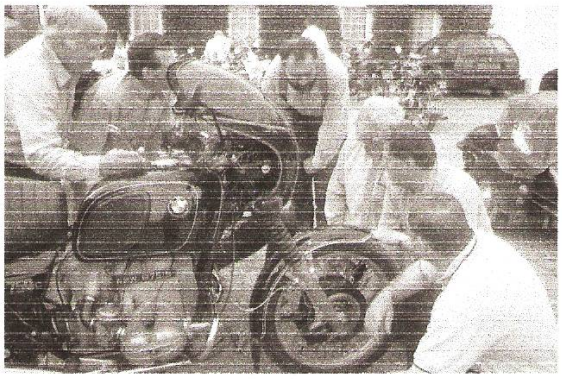
Competition Time Again!

Not a BMW I know, but who is the person riding the Triumph? A £10.00 Moto-Bins Voucher to the first Register member to identify the rider.

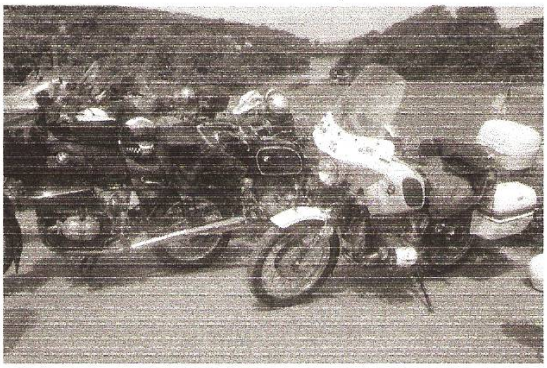
(PHOTOGRAPH COURTESY OF THE F.B.H.V.C)

The photographs below were taken by John Falls at the 2nd Vintage & Classic Rally

WALES CYMRU



How many members does it take to replace a condenser?



Ride-out lunch stop at 'The Net Pool Inn'



Three 90S's outside Llwyngwair Manor