



Vintage & Classic News

Issue 12/2004

Exclusive – Ex-World Champion
Bill Lomas writes in 'The News'.



Register Member, Bruce Frey, is shown above with his wife Rebecca and their 1937 R6 outfit.

EDITORIAL

Bruce writes... The bike is an older restoration that I purchased in 1999 and it is a good runner. The picture was taken in front of our house when we lived in Barcelona. (*Bruce now lives in Moscow*) The bike is correct except for having 22mm handlebars and controls, post war stripes on the tank and it is missing a correct petcock, although it now has a good repro. The bike suffered a lot of corrosion in the container when it was transported back to the USA and it is now being repainted, so the stripes are being corrected. I will get the right handlebars and controls eventually. While I have the correct Amal carburettors for it, it seems to prefer the Bings from an R50 (yes, the floats are inclined, but it runs good). The seller informed me that the sidecar was a Royal, but I've never seen anything quite like it in any of the old Royal advertising. If anyone could tell me something about the sidecar, I would appreciate it. (*any information to me please. Ed.*) The article by Bruce on page 5 is re-printed with thanks to the Vintage BMW Motorcycle Owners Ltd. of the U.S.A.

Vintage & Classic Diary

24th/25th APRIL
Classic Motor Cycle
Show – Stafford
Show Ground.

1st/2nd MAY
Ilkley Register
Gathering, W.Yorks.
Full details from
Eric Rance. Tel.
01943 607358

New Event
30th MAY
The Classic Bike
Clubs' Show,
Stanford Hall,
Lutterworth, Leics.
More details to follow

17th-21st JUNE
3rd Vintage & Classic
Rally. Llwyngwair
Manor Holiday Park
Nr. Fishguard,
Pemb. S. Wales.

25th JULY 2004
V.M.C.C Founders
Day Rally, Stanford
Hall, Lutterworth,
Leics.

31st JULY/1st AUG.
Long Eaton Vintage
& Steam Rally, West
Park Leisure Centre,
Long Eaton, Notts.
Pre-entry only.
Contact Martin Ellis,
01623 401405

**Diary of Events is
continued on the
back cover**

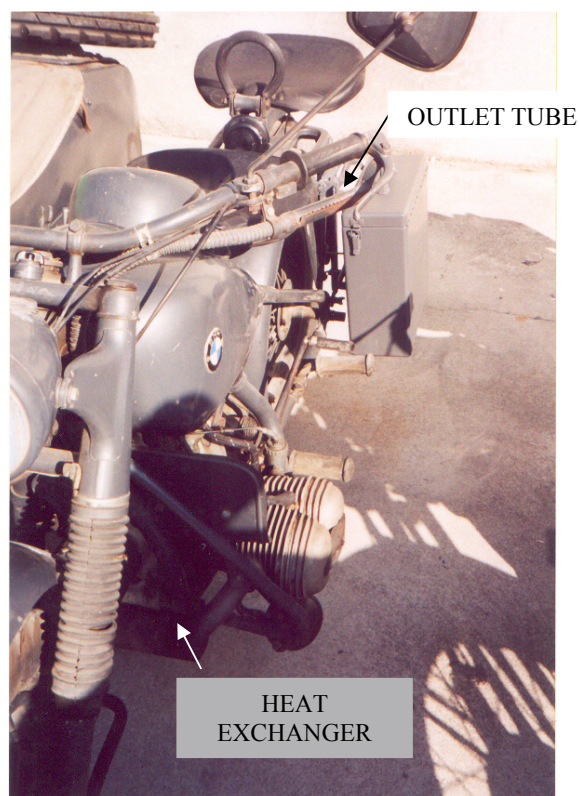
News recently in is that Motor Works are to discontinue supplying spares for pre-1970 machines. They are to continue with spares for post '70 machines.

Moto-Bins of Spalding, Lincolnshire however will continue and expand their supply. Having spoken to Paul, their Managing Director, I can confirm their commitment to the older machines and they are happy to take orders, with a small deposit, for items from Mobile Tradition. Delivery time from Germany is very good and if you have bought any of the range of items from 'Mobile' you will appreciate the quality. As an example of cost a new BMW boxed piston complete with rings and gudgeon pin for an R50 costs just under £100 incl. carriage and VAT. If you want to order ask for Paul at Moto Bins. 'Mobiles' range is expanding all the time so request a catalogue from your official BMW dealer; it's great, and I'm told £3.00.



Seen at the Moto Piston Rally in Spain, this War-time R75 shows that the concept of heated grips is not new. The conical funnel below the cylinder head is bent backwards but should be facing forwards to force air into the heat exchanger which passes the heated air up to the outlet tubes under the

grips. This device was certainly not required in Spain last year. I've seen this concept used effectively on a number of sidecar outfits to give the passenger some warmth but never as in this application.



Editorial continued on back cover

BMW

*UK's Longest Established
Independent BMW
Specialist (Since 1962)*

For classic BMW twins

★ SPARES ★ REPAIRS ★
★ SERVICE RESTORATION ★

Opening Times:
9am-6pm Monday-Friday
9.30am-5pm Saturday

**Classic BMW purchased
incl. non runners and
parts.**

**MAIL ORDER & EXPORT
WELCOME**

**BOB
PORECHA**

303 Sydenham Road,
London SE26 5EW
Tel: 020 8659 8860
Fax: 020 8659 9198
E-mail: porechabmw@aol.com





BMW TIMING GEARS 1951-1969 by 'The Amateur Mechanic

1. THE BACKGROUND.

I'm sure owners of machines made between 1951 and 1969 are aware that their engines were the subject of selective assembly. Many components were selected this way, but none more obviously than the timing gear train. So obvious in fact, that, with the exception of the R68, all models had the crankcase stamped by the factory to indicate the timing wheels to be used in that particular engine. These stamped sizes appear on the top of the crankcase near the front edge and can be any figure between +10 and -10 including 0. In other words assembly was made from a selection of no less than 21 different sets of timing gears! No wonder the bikes were so good! So, what do these figures actually mean? Well, all the machining on these crankcases was done in the pre-computer controlled era and therefore some variation in finished dimensions was possible. In the "perfect" crankcase with the crankshaft and camshaft in position the distance centre to centre between these components should be 90mm. This crankcase would then be allocated "0" timing gears. Oddly enough, I have seen cases marked +0 and also -0 but suspect this was to make sure that the marking was taken as genuine. If, for example, the measured distance was 90.01mm, then the wheels fitted would be marked +1, 90.02 would be + 2 etc. If the distance was under 90mm then each 0.01mm under would give -1 etc. Simple really wasn't it? Maybe not when you consider how many engines had to be checked in this way!

When you next strip an old engine you will find the timing wheels fitted will match the number stamped into the crankcase. Or will you? Well, my experience tells me "probably not!" There may be a couple of reasons for this. Firstly, over the years, many gears have been changed either through excessive wear or, more likely, front main bearing failure has caused damage to the teeth on the camshaft wheel as the

clearances have changed and the debris circulated. I guess not every "amateur mechanic" understood the significance of the markings or perhaps obtained replacement second hand wheels that were "near enough" the same size. Secondly, perhaps, in spite of the effort in measuring each crankcase, there was still some leeway given to the engine assembler. In "old timer" circles in Germany the word is that fitting timing wheels with a sizing of 2 figures either side of the stamped "ideal" has no noticeable effect on the engine. Did the factory also work to this tolerance? I have stripped in excess of 30 engines in the last 35+ years and can only recall a couple where the fitted and marked sizes actually corresponded.

2.THE CHANGES

As well as the sizing there are other timing wheel variations:

From 1951 until the introduction of the /2 engine in 1960 the gears had 22 teeth on the steel crankshaft gear, 44 teeth on the dural camshaft gear and 33 teeth on the oil pump gear. The helical teeth were cut at angle of 20degrees 21minutes and 51seconds.

In /2 engines the angle was changed to 30degrees 24minutes 8seconds, which has the effect of giving more tooth engagement giving both quieter running and greater life expectancy. At the same time the number of teeth on each wheel was changed to 23 on the steel gear, 46 teeth on the dural camshaft gear and 34 on the oil pump gear. The very early camshaft wheel featured a steel circlip fitted just inside the recess for the engine breather. For many years the breather itself was retained by a further steel wire circlip that located in a groove on the centre boss. The coil spring-loaded breather drove through 5mm pins via similar sized holes in the gear. After problems with the pins breaking off, BMW decided to eliminate these failures once and for all by increasing the size of the drive holes in the gear to 12mm and casting substantial drive dogs into the back of the breather. At the same time the coil spring loading was abandoned in favour of a wavy washer, similar, but smaller, than the one used behind the wheel

embellisher on the Earles model. This wavy washer sat on a steel shim located against the dural gear in order to distribute the load. As far as I am aware, no failures occur with this system.

3. TIMING GEAR PROBLEMS.

There are several areas that can cause problems with these wheels. My experience tells me that the two main ones are:

1. Damage due to "debris" getting between the wheels. This can come from a number of sources, for example the front main bearing cage collapsing or a pin breaking off the engine breather. Superficial damage is also caused by people trying to remove the gears without the correct tools. I've often seen gouges in the cam wheel caused by trying to lever it off with screwdrivers, tyre levers etc.

2. Wear simply caused through use. The gears only wear at the points that they are under pressure and are lifting the valves. If you rotate the crankshaft through 360 degrees with no pressure on the valve gear then you will detect more backlash in the gears at the point the camshaft starts to operate the cam followers. I once checked the clearance having fitted a new set of wheels and found it to be 0.05mm although you won't (as far as I know) find this figure quoted in any BMW publication. This figure does NOT apply to the oil pump gear, which is a common size throughout the timing wheel range. The oil pump gear is not without its own problems. I have seen several that have been cracked on the centre boss, possibly through over tightening on the taper. This in turn may have occurred because the person stripping the engine was unaware that the nut retaining the oil pump gear is the only left hand thread on the engine!

4. CONCLUSION.

If all the foregoing depresses you take heart! BMW built these engines to last and, provided the oil is changed at very regular intervals (1200mls. max.), they will. Timing gears running in oil, as these do, should be good for at least a couple of hundred

thousand miles and, if the worst comes to the worst, they are at least still available (in sets) new. At a price...

Feed Back from Issue 11/03

Roger Newark from Hertfordshire writes....

Reading Robert Freeman's reminiscences of Frank Cox, at Markhouse Motorcycles, reminds me of my first visit there in the late 60's. At that time I hadn't progressed to owning a BMW, but I was helping out in a scheme to escort visiting German riders on their way to the TT. The idea was that we met them at the northern end of the Dartford Tunnel, and brought them through the north-east London urban sprawl, until we could set them on their way up the M1 - this of course being in pre M25 days.

On the day in question I had met Manfred and Christa Sczalias, from Darmstadt, who were on an R60. Manfred asked if I knew of a BMW dealer en-route, as his bike was having charging problems. I had heard of Markhouse Motorcycles in Walthamstow so I took them there. While Frank Cox took the German couple into his shop, I stayed outside, looking after the bikes.

Eventually they emerged, and I believe Manfred bought the parts that he needed. It wasn't until later that week when I met up again with them in Douglas in the I.O.M, that they were able to tell me that Frank had taken them into his inner sanctum at the rear of the shop, to proudly show them his Nazi regalia. Not the most auspicious start to their first visit to the UK, and I felt very embarrassed for them.

Fortunately, we have remained good friends ever since that time.

Robert mentions his magical interests. A few years ago the London Section hosted the Club AGM, with the evening entertainment being a Mediaeval Banquet at Hatfield House. What we didn't know, until we got there, was that Queen Bess's Court Jester was a Section member; none other than Robert Freeman!

From Russia With Love: Visiting the Veterama by Bruce Frey, Moscow, Russia

I have had the good fortune of living and working in Europe since 1996. In addition to being culturally enriching and teaching one to look at the world in a different way, it also allowed me to fulfil a long time dream of having an old BMW. After many months of searching and study, my initial purchases were an older restoration 1937 R6 combination and a basket case 1938 R71. Both bikes were in need of correct carburettors and a variety of other parts. After pouring through the Ersatzteillistes, I had a VERY long shopping list. The question was where to find parts?



Barcelona, where I spent six years, does not have much of a Vintage BMW following, so local networking was not helpful. During my research period, I came across a variety of websites for Mark Huggett, Martin Kornhaus, Uli's, Stemler, etc. I quickly discovered that while many of these were good sources of reproduction parts, original parts were going to be hard to find. On John Lacko's website, I found that he aptly named this rare materiel "Unobtainium." John also suggested that I visit Veterama in Mannheim, Germany to find original parts.

I am certain all of you have heard of Veterama. It is perhaps the largest vintage motorcycle and automotive "swap meet," "flea market," or "jumble" in the world. Veterama is actually held twice a year. The

biggest show is held in early October in Mannheim at the Maimarkt Fairgrounds and is a combined vintage auto and motorcycle event. These events typically open at noon on Friday and continue through Sunday afternoon. The Mannheim show is so big that it is difficult to see everything. The April Veterama is in nearby Ludwigshafen and is held on separate weekends for autos and motorcycles because the venue is smaller.



In addition to the Veterama shows, there is a series of similar Technorama shows held in Ulm, Kassel and Hannover as well a myriad of other smaller events throughout Germany. I have just attended my fourth October Veterama and have also attended the April Veterama and the May Technorama in Ulm. Are these worthwhile? For pre-war bikes, absolutely!!!

Let me say here that I have never looked for post-war parts or bikes. I am not sure these events are as worthwhile for post-war machines because such a large number of them were sent to the USA and the ability to mail/internet order from Europe is so easy. In any case, if you are a fancier of vintage iron of all types, you will not be disappointed. I was surprised by the large amount of pre-war HD and Indian machinery.

On my first trip to Veterama, I flew to Frankfurt on Saturday morning and drove

to Mannheim (about one hour from the airport), arriving about 11:30. The parking lot was overflowing and I had a very long walk to the entrance. Once I got my ticket and went inside, the crowd and the massive size overwhelmed me. For the first few hours I was dazed by the fact that almost all motorcycle parts look very similar if you really don't know what you are looking for. The Ersatzteilliste is helpful but there is nothing like a photo of the real thing or knowing what it should look like.

I did have the forethought to make a "wanted" list complete with part numbers, descriptions and illustrations from the Ersatzteilliste. This turned out to be invaluable because my German language ability is limited to travel and restaurants. It is easy, even for a dumb American, to hand someone a list and say "Sie haben?" If you include your contact information it makes a good "leave behind" with the vendors. I received some faxes weeks later when some vendors found parts I needed in their inventory.

The following year I arrived about noon on Friday, which is a good idea. If there is really good stuff, it will often disappear quickly. Unfortunately, many vendors don't set up until Friday night so you must still cover the same ground again on Saturday. An early start on Saturday is advisable to facilitate parking.

I also discovered that vendors typically keep the same space from year to year. After you discover who usually has parts of interest, it is easy to seek them out early on Friday. Also, once you know who they are, you can find them at other shows by looking in the program. The back sections usually contain many vendors who do not come every year. After you have visited your favourites on Friday, start Saturday by going straight to the back. You will have a couple of hours of relative peace before the crowd catches up. Go back to the front around lunchtime. Don't worry about being an early bird on Sunday because many vendors will be sleeping late (some bring more beer than parts).

Here are some other pointers for those who will travel to one of these events in Germany for the first time:

1. Frankfurt is the major airport nearest to Mannheim and Ludwigshafen. I have always rented a car, but there is good train service directly from the airport. Public transportation in Mannheim is good, but it may take a few transfers to get to the Maimarkt site. I do not know about public transport in Ludwigshafen.
2. Munich is the closest to Ulm and provides an excellent opportunity to visit the BMW Museum, Mobile Tradition, and the Deutsches Museum in Munich as well as Ludwig's wonderful castles in Bavaria.
3. If you have not driven in Europe, please stay in the right lane unless passing and look VERY carefully in your mirror before you pull out to pass. There may be someone doing 200 kph coming up behind you.
4. Transactions at these events are in cash and in Euros. American ATM cards work at ALMOST every Geldautomat (German cash machine). There are numerous Geldautomats at the airport and in town. There is also a Geldautomat at the Mannheim Veterama site, but it has not always worked for me so I don't count on it.
5. My personal philosophy is that if I see something I want, especially an original part, I buy it on the spot. Some else may buy it, you may not remember where the vendor was (I now take notes), or the vendor may be gone. Many vendors will disappear Saturday night.
6. The worst that will happen if you offer a lower price is that the vendor will say "no." You can typically get better prices on Sunday (if the vendor is still there), especially on larger items. Buying multiple items will almost always warrant a discount.
7. The weather is usually unpredictable and sometimes wet and muddy.

Dress accordingly. Comfortable shoes or boots are a must.

8. I always carry the following:
 - a. Backpack
 - b. Calipers (cheap)
 - c. Plastic bags of various sizes...zip lock, grocery store, etc.
 - d. Moist towelettes to clean your hands
 - e. Ersatzteillistes
 - f. Wanted list
 - g. Business cards
 - h. Small pad of paper and pen for making notes or communicating.
 - i. Bottled water and snacks (you can get them at the Rasthofs along the autobahns before you get to Mannheim)
 - j. Pliers and adjustable spanner
9. If you are shopping for larger items, make provisions to carry them.
10. For shipping smaller items, most Deutsche Post offices have packing supplies. I sometimes carry bubble wrap.
11. Talk one of your buddies into going with you. Two pairs of eyes are better than one.

Veterama has become a little vacation for me. I like to go even if my list is short (fortunately for me it is an easy trip) because I always find something I will need sooner or later. It is a great experience. I hope to see some of you there.

One last piece of advice. Learn some German even if it is just numbers (very handy) and common greetings. A saying in Europe is that a person who speaks three languages is trilingual; a person who speaks two languages is bilingual; and a person who speaks one language is usually an American. In Germany and most of Europe, it is customary to greet people in elevators, shopkeepers when you leave and enter their shops and people sitting at nearby tables in restaurants. Be culturally aware.

For more information, go to:

<http://www.veterama.de>

<http://www.technorama.de>

<http://world.altavista.com> - for the language challenged like myself



Greetings from chilly Moscow,
Bruce Frey

Feed Back from Issue 11/03

Eric Rance from Ilkley writes.....

It was good to see that the well known motorcycling Journalist, Bruce Main-Smith of the "Green un" (to those not familiar with this term it refers to one of the weekly motorcycle magazines that was published throughout the 50's and 60's the other magazine was called the 'Blue un' by readers. Ed)) raked up some memories for me. I bought a new R26 in the mid-fifties, from a motorcar garage in Berkhamstead. The garage owner had some good friends at AFN in Isleworth, who were the importers/ distributors of BMW's at that time. When I expressed my interest in a new BMW, the proprietor said he could probably get one for me. German motorcycle manufacturers were only just beginning to export their new models. I had only seen the new swinging arm suspension machines [1955] in a catalogue - which I still have. I remember that my first sight of my R 26 was on a winter evening where it was displayed under floodlights in the car show room. I have many memories about that little bike. It took

every penny I had and a few more besides. I fell off it twice, the first time when I was leaving Snetterton after a race meeting. What a bleak place Snetterton. I expect it is better now. Near there the front wheel went away from me on a patch of diesel as I approached a roundabout, and an articulated lorry slid to 3 feet short of where I lay. I think some one smiled at me on that day. The second fall was at walking pace down a steep hill, on loose gravel while on a motor club treasure hunt. My navigator / pillion passenger complained that I was far more interested in damage to my R26 to ask of his welfare.

That little R26 never let me down over about 4 years of continuous use and looked as good as new when I eventually parted with it to move on to four wheels. I think the NSU Max was its contemporary and although, a shade faster it too was expensive. I always thought the R26 was better made. That blue and white badge stood for real quality. The construction and finish were of a very high quality, which was of course, reflected in the price. BMWs were sophisticated machines. They ran very smoothly, they were quiet, reliable, and refined, which were qualities not universally sought or provided in other motorcycles.

Bruce's article mentioned a few things that I would like to take further. He mentioned that these machines were hard to come by, and I must say this was not so in my recollections of the mid fifties. I remember that AFN took three weeks to supply mine. Could it have been that the dealers were a little reluctant to let journalists have them for testing? Perhaps my supplier pulled a few strings. There was certainly no delay in the supply of 966 EAR..... has anyone seen him lately. I would like to see him again.

These machines were rare on the roads both then and now, but provided the money was available they could be sourced in a matter of a few weeks.

Back to our journalist guest writer, I believe he is not right when he says that Geoff Duke was a private entry on the Rennsport BMW. To my knowledge, the Maestro never rode any BMW as a privateer. I was so curious about this matter that I wrote to ask

him directly. His hand-written letter, by return, confirmed my recollection.

Bruce also referred to the mythology of the Earles forks. I know of no major accident on or off the track, attributed to this type of front suspension. The majority of the Rennsports had Earles forks. Walter Zeller preferred them. I have not ridden a BMW without this fork design so I cannot speak on a comparative basis, but one of the plus points is the absence of the front fork diving under braking. Has any one out there experienced a direct comparison between the two types of suspension on a similar machine?

On a different subject, there is to be a huge meeting of Vintage and Classic BMW motorcycles in the USA on JULY 16th -18th. It will be at the Mid Ohio Race Track, Lexington. It is expected to be the biggest ever event of its kind. A long way away, but it will be quite a weekend. The arrangements are being coordinated by the VBMWMO, the American Vintage BMW Owners Club and the German Veteranen Club Deutschland. I am not going but I can give information to any one interested.

There are a number of vintage and veteran vehicle auto-jumbles on the Continent that within easy reach for those interested.

1st/2nd May-Ulm

124th/25th April Ludwigshafen

9th/10th October - Mannheim

I would like to go to one of these if anyone else is interested. I can be contacted on 01943 607358 or email eric@rance.com

**LOOK NO FURTHER! For competitive prices on
EVERYTHING YOU EVER NEEDED FOR YOUR
BMW**

Over 30 years experience with BMW's
Restoration and repairs including British M/C's
Spares New & Secondhand from 1935
Machine Tools for the small & home workshop
including

Chester multi-functional lathe/mill /drill
Parts made to pattern or drawing. S.A.E for lists of
spares and machine tools available

2, Foreman Street, Derbys. DE1 1JQ
Tel/Fax 01332 288523 Evenings W/E 824334

B.E.M.W

The Racing Earles Fork BMW's

by Ex-World Champion Bill Lomas

Bill on the V8 Guzzi



By the time he retired from racing in 1958 Bill Lomas was twice a World Champion and twice a TT winner. He raced a total of 29 different road racers and rode 9 works trials bikes. He rode for Royal Enfield, Velocette, AJS, Matchless, NSU, MV Agusta, Benelli, James, Moto Guzzi, and more besides. Here he gives his opinions on the Earles fork equipped BMW racing machines.

Photo courtesy foTTo Finders Bikesport Archives.

It was interesting to read Bruce Main Smith's views about the above bikes in Issue 11/03 of the 'Vintage & Classic News', but they do not square with my experience of them. Granted, they were nice reliable tourers but they were never racers.

My friend Geoff Duke gave Bruce a diplomatic answer about the BMW works racer and its handling. He rode it a few times before passing on to other projects.

World champion Fergus Anderson got a contract with BMW to ride as partner to Walter Zeller (the best rider they ever had). Fergus was our close friend and neighbour when we lived on Lake Como and were both riding for Moto Guzzi. Munich gave him a sports BMW to familiarise himself. He gave me a ride on it and I told him "If you can race a bike like this, you're a better man than me, Gunga Din".

I said to him, only half jokingly, that when you changed gear, the bike had a tendency to jump on to the pavement. I have always thought that it would be a good idea for BMW to fit sensors under each cylinder, with warning lights on the handlebars, red for left and green for right!

Anyway, Fergus entered the race bike at Mettet and Floreffe in Belgium. At our evening meal he said it was fast enough to keep up with the MV ridden by John Surtees but the handling was something else. His words were "It's the most frightening bike I have ever ridden". He took my advice and shot back to Munich to fit a hydraulic steering damper, plus another important suspension mod I had explained to him. I had found that it was vital for good handling on bikes with this type of fork that the front swinging arm should be set at 10 to 12 degrees above the horizontal. I had done this to the works NSU swinging-arm forks and they then handled well enough to win two double world championships.

Fergus came back from Munich and showed me the suspension modifications and a hydraulic steering damper with one end fastened to the front fork and the other to the frame tube. I thought that would be interesting see how it performed then. After the first practice, he couldn't believe how well the bike handled. Perhaps because he was lapping quicker, the brakes had begun to fade. I think I am right in saying that Geoff also had trouble with brake fade. In the final practice he put the bike on pole position, ahead of John's MV and he led the race for three laps. I was lying a poor third then began catch him up.

He seemed to be braking very early for the slow corners. About two miles from the finish on a fast left-hander, I saw his rear wheel step out and he came off. The bike went on and swept a straw bale from the base of a steel telegraph pole. Fergus slid after the bike and his head hit the pole. I stopped to help but he looked unconscious. There was no movement from him and I rushed off, stopping at the start area to report the accident. They sent a doctor immediately but he was beyond aid. It was a dreadful time, for he was like a second father to me.

Afterwards, Dickie Dale and I photographed a small number of raised granite sets on the edge of the road surface on which the cylinder head had touched, raising the back wheel. You could see the alloy on the sets. On any other bike, this would not have happened.

I will give you another example of why these bikes were unsuitable for racing. Riding the Earles-forked works four-cylinder MV in practice for the Ulster Grand Prix, I was airborne at 150mph on the Clady straight many times. When landing, the bike went into the most frightening wobble. I then tried the tele-forked works hack at the same spot and it was OK. I used this bike in the race after heated discussions with Auturo, the chief mechanic. The fact that Count Agusta broke his word by not dropping the Earles forks was one of the reasons I left MV. Ernie Earles was a good friend of mine and we developed a lot of things together, but in his forks were not suitable for high speed racing,

I am absolutely certain that Les Graham lost control of the MV on the uphill section just after Bray Hill because of a steering wobble. This caused him to hit a wall. Again, he was a close friend and mentor to me. I told him many times of my misgivings about the forks. Perhaps he continued to champion them because of his loyalty to Ernie, for they too were close friends.

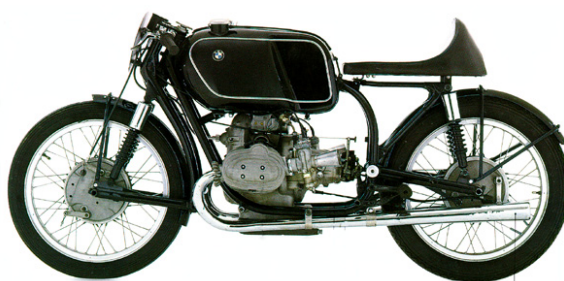
Rex McCandless who developed the 'Feather bed' frame, said that Earles forks had too much weight behind a line through the steering head. He likened them to a flag – the farther from the stabilising influence of the flagpole, the greater the flag will flutter. This is as good a way as any to explain it to the layman.

I hope Bruce is not upset, but this is the way it was in Grand Prix racing.

Bill Lomas



Photo courtesy of Gordon Small



THE 1954 BMW RENNSPORT

Bill Lomas on the works MV 500cc (fitted with Earles-Forks) on the Clady Straight in the 1952 Ulster Grand Prix. The photo shows the MV doing 130 mph. Les Graham said to Bill, 'You are holding the handlebars too tightly, old boy. That's why you are getting a tank slapper'. Bill commented this year that it would do 150mph on this straight and... get airborne!

SHOW US YOURS — A LOOK AT REGISTER MEMBERS MACHINES

Eric Rance's 1956 R50/Steib S250



My R50 gained a small sidecar last year, a rare Steib S250. I was hesitant about adding a third wheel, as I knew the bike would not be the same again and I would miss all the advantages that a solo can give. As it turned out, the outfit has given me a new lease of life. I have enjoyed every minute I have spent on it. I haven't tried to produce an original when restoring and it represents all I like about motorcycling. There are many departures from the original specification so it would not be acceptable to the purist. So be it!

The bike was first registered in Melbourne, Australia, in July 1956 and fitted with a sidecar. It eventually arrived in the U.K and I became the 4th owner. It was a solo by this time.

Brief specifications are :-

Stainless steel exhaust system - Breakwell & Green

All fittings stainless steel - D.Middleton, Leeds.

Points conversion plate – Pentacomm.

Electronic Voltage Control – Dave Linsley.

Fuel tank - Hoske

Magneto driven rev counter – Stemlers.
Heavy-duty clutch/rear suspension units – Motorworks.

Sidecar – mudguard, trim & lights – West Country Sidecars.

Upholstery – John Horne

Aluminium trim – Holgate Engineering.

Mirror & fly-screen – Vintage Supplies.

Body repairs & paintwork – Roger Battersby.

Wheel rebuild – K.B. Wheels.

Paintwork, assembly, repairs, sidecar set-up & testing, advice and much encouragement – Eric Krahe, Ilkley, W.Yorkshire.

Photos by J.C.Lindsay. Taken at 1/60th sec. at F11, using 1965 Rolleiflex and Ilford Delta film.



EDITORIAL continued from page 2

The article by Bill Lomas concerning the suitability of Earles forks for racing is thought provoking, if for no other reason than to relate to our own road going machines. I've mentioned before about overloading the rear of the bikes and the inevitable 'tank-slapper' that can result. Once those forks start oscillating nothing is going to stop them; it's impossible to control them by gripping harder, the only result is torn shoulder muscles. It's a myth about accelerating through the problem. You've no choice other than to pray (and of course clench your buttocks tighter) and hopefully brake to a halt without dropping the machine.

I spoke to our regular contributor, 'The Amateur Mechanic' and he has experienced the problem. His advice is 'minimal weight on the rear and the use of throw-over bags on the tank'. In fact he suggested that there was probably good reason why the large capacity fuel tanks were so popular in Germany, extra weight to compensate for rear luggage. Food for thought!

In the 'Journal' a while back I mentioned about Rexton Ignitions Ltd. who were going to investigate the manufacture of electronic ignition systems for pre-69 machines. Well, I can report that prototypes are up and running. Having seen the systems for British classics, which include Gold Stars and Vincents, I'm very impressed by the quality.

John Hill from Exeter has written to say that he has recently fitted a new pre-war pattern silencer to his R35. His source was John Lawes at B.E.M.W and these are fitted to the Chinese CJ 750's. At £48.00 each (collected) and with chrome that looks good John reckons they offer a good alternative to other sources.

Now, not a lot of people know this, but if you have a right hand (Continental) sidecar it cannot be fitted to a machine that was Registered in the U.K. later than the end of August 1981. This piece of legislative nonsense is not known by many and means that there are a few outfits running around illegally. The police aren't aware, nor the

Newsletter Compiled & Edited by
Malcolm & Wendy Mc Nair
27 Syon Gardens, Newport Pagnell, Bucks.
MK16 0JU
Tel. 01908 216623
vintage@bmwclub.org.uk

D.V.L.A nor for that matter the insurance companies, until that is there is an accident. Just thought I'd mention it in case! The whole silly nonsense is hopefully being addressed by the European Commission under the fair trading and equality/human rights, as you can drive a L.H.D vehicle over here but not an outfit with RH chair!

VINTAGE DIARY CONTINUED

NEW EVENT

4th/5th SEPTEMBER

The Lon Cef Charity Ride, South Wales.
Contact Vintage Secretary 01908 216623

19TH SEPTEMBER

'Stinkwell' Classic Show, Beaumanor Hall,
Woodhouse, Leics. Register Stand.
Club Stand.

OCTOBER

The Moto Piston Rally
Colombres, Spain.

MICK BARR INDEPENDENT BMW SPECIALIST

**Factory Trained BMW
Technician with over 20 years
experience for Service &
Repairs to all Classic Twins
from R51/3.
Engine & Gearbox Specialist.
1950 – 1970 Parts Available**

**Scraptoft, Leicester.
Tel. 01162 419316
Fax. 01162 921840**

MICK & GLENYSE R67/2 & R69 OWNERS

See us on Stand 418 Prestwood Centre at
the Stafford Classic M/Cycle Show