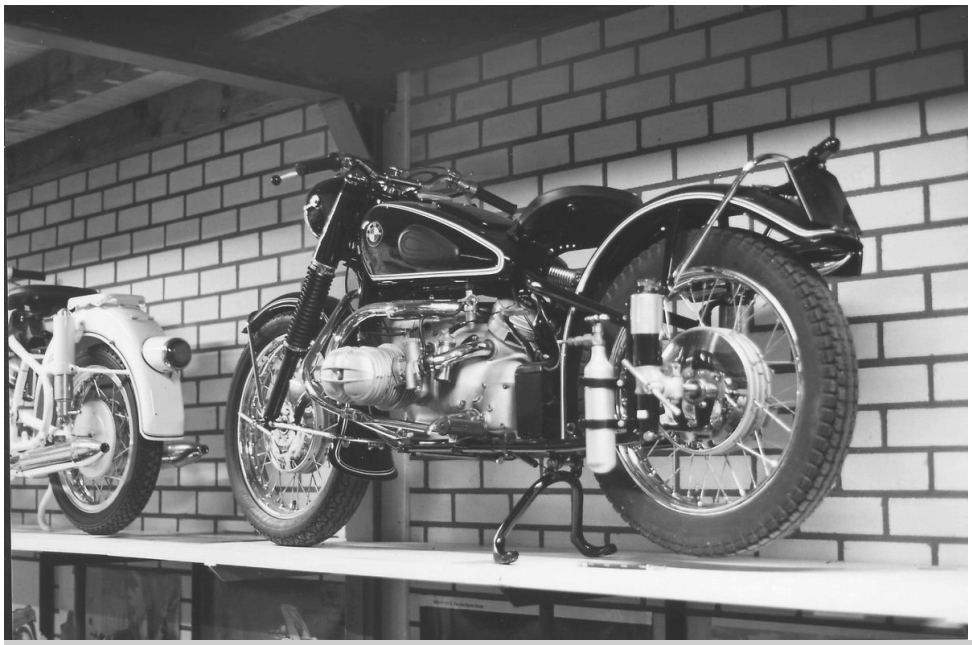
The BMW Club

Vintage & Classic News

Issue 16/2006

In this issue – a Modern Road Report on the 1936 R5 plus……. a look at Y LON GEFN Charity Run.



On display in a Museum on the Continent, a machine reputed to be an ex-Georg Meier R68 ISDT.

EDITORIAL

I must apologise for the delay in getting this issue out but hope the wait has been worthwhile. My thanks go to those who have contributed articles; please keep them coming.

I'm in the process of restoring a 1951 R67 and am obviously using various companies for work ie. chroming, stove enamelling etc. and it would be useful if you could pass on your recommendations for the benefit of other members.

I'll start by recommending a chrome plating company called S & T of Bristol. (tel. 01454 313162) Not cheap by any means but the standard is excellent especially on alloy items. Yes, the alloy fork collars and gear lever were bright plated from new. It is apparent that the turn-round time with many platers is in excess of 2 months so allow for this.

I have for sale the last 4 of a batch of two dozen instruction transfers that go on the small black Knecht air filter housing. These air filters were fitted to a number of R51/3's and early R67's. Price per transfer is £4.00 plus 33p postage.

REGISTER DIARY FOR 2006

May 20th & 21st
Belvoir Castle Steam & Family Show.
Contact Glenyse Barr
Tel. 0116 2419316

May 28th
National Classic Bike Clubs' Show, Stanford Hall, Nr. Lutterworth, Leics.

June 15th – 18th
5th Vintage & Classic Rally, Newport , S.Wales
See inside for details

July 23rd
VMCC Founders Day Rally, Stanford Hall, Nr Lutterworth, Leics.

August Bank Holiday
Club National Rally
Moreton Morrell

September 2nd
Sleaford Historic Car & Motorcycle Show
Tel. Bill Rodgers
01526 834480

September
Stinkwell Classic Show
Beaumanor Hall,
Woodhouse, Leics.

Please check that these events are going ahead before travelling

OLD BMW's …… Tyre Choice for Earles Machines
by The Amateur Mechanic

This article was lost from the article on 'Suspension, Brakes and Tyres' in Issue 15/05 of the News. Printed here with apologies to 'The Amateur Mechanic.

All solo Earles machines were fitted with WM3 x18 rims and 3.50 x 18 tyres (I will mention the change to 4.00 tyres on the last machines later). Over the past few years 3.50 x 18 tyres have moved in and out of fashion. Over the past 36 years since I bought my first Earles bike I have run all sorts of tyres. Latterly I rather liked Continental TK 16's but these have now been dropped! I try to stick to German makes for a German bike these days so my current choice comes from Metzeler in the form of ME 77's. Of course modern tyres are directional but the ME77 is available in a front fitment however it does stop you interchanging wheels as the BMW intended! The upside is the amount of grip available even if their life is relatively short (and they don't look too out of place either).

Many other manufacturers also list 3.50 x 18 tyres and over the years I have used most of them at one time or another and they all worked pretty well. Ribbed fronts are something I used on occasions in the 60's but never found them very satisfactory. Likewise the use of 3.25 and 4.00 on the front and rear respectively. I do avoid offerings from the old Eastern Block and the Far East but that's a personal choice.

Right at the end of production BMW decided to use 4.00 tyres on solo machines and lowered the bevel ratio to end up with the same overall gearing. The new 8:27 ratio was fitted in place of the 8:25 from chassis No 646686 (R50/2) 1816268 (R60/2) and 664651 (R69S). These later machines have a better range of 4.00 rubber available but you will probably need to deflate the tyre to get the rear wheel out.

On the subject of wheels nearly every alloy rim I see these days shows some sign of tyre lever abuse. This is so avoidable. Get a good set of rim protectors (Suzuki-sorry-supply a really good set Part No 09941-94510) and you will never mark another rim.

<u>TYRE FITTING.</u>

Replacing a tyre without the use of levers is really easy with practice especially with new tyres. The most essential thing initially is to obtain some tyre fitting soap. This is available from most distributors including M & P if they are still trading. Please DON'T use washing up liquid as a lubricant as this contains salt and makes a really first class job of rotting aluminium rims.
Start by lightly inflating the tube and push it into the tyre noting any red or yellow "light" spot indicator on the side wall. If there is a spot always line the valve up with it. Next lubricate the beads with fitting soap and place the valve through the rim securing with the retaining nut on the first couple of threads. Push the first bead onto the rim. You should be able to do this easily with your fingers. Place the rim on the floor with this bead down and begin "treading" the second bead on with your feet starting opposite the valve. Tread on a little from each side equally until only a small area near the valve remains. If you have difficulty with this last bit it is because the bead is not fully in the well base of the rim. It often helps at this stage to get a second person to put their foot on the tyre opposite the valve and press it down into the well. When the tyre is really in the well base it will go on quite easily. Honest!
In the last 40 years I have only had to resort to levers once on any tube or tubeless tyre (including cars). That was a Dunlop KR 73 Triangular racing tyre (very old!) fitted to a Dunlop alloy rim. If you follow the above instructions you will never puncture a tube with levers again.

FEED-BACK from 15/05

Bob Porecha wrote concerning the size of the valve stems on the R45. Bob confirms that the valve stem size is 7 mm and also shows what happens when one breaks!!



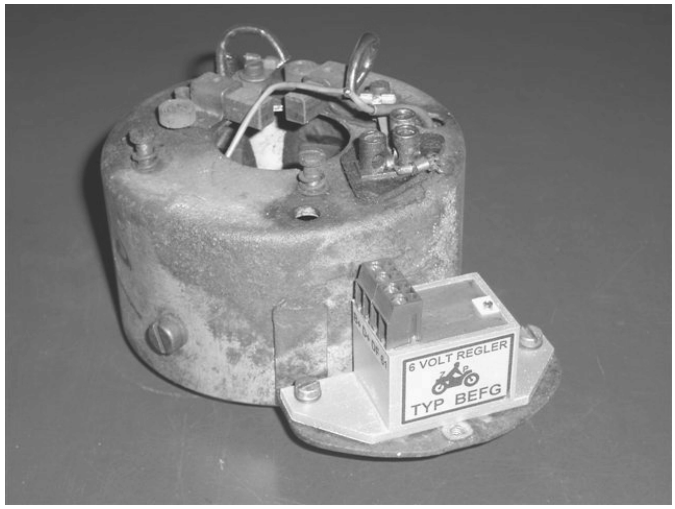
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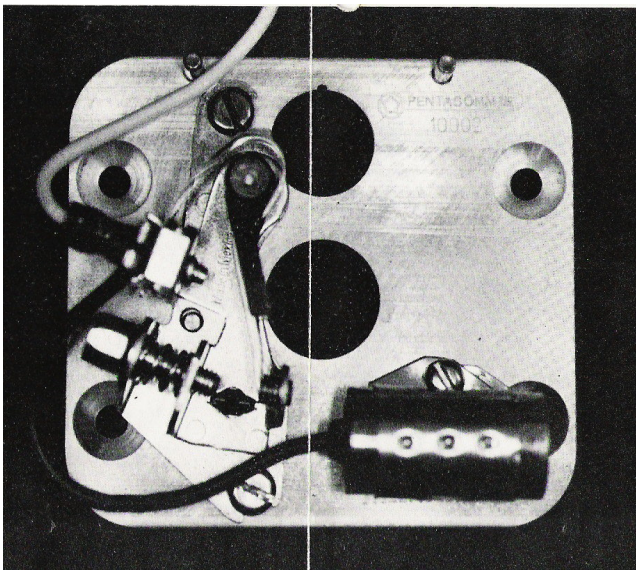
MICK & GLENYSE R67/2 & R69 OWNERS

Also from Bob is this Electronic.Regulator he sells. It fits most models of pre & post war BMWs. Price £51.50 including VAT. Free p&p in UK.



From Ralph Holt …..regarding the article on suspension and brakes - 'Koni' shock absorbers. There is a product assembled in Australia, and sold as 'Ikon', which as far as I can tell is the same product. It's available from SRM, Unit 22, Glanyrafon Industrial Estate, Aberystwyth, Dyfed, Wales. SY23 3SQ. Tel. 01970 627771 www.srm-engineering.com

From Eric Rance comes details of the Pentacomm Contact Breaker Plate that was fitted to his R50 and proved very satisfactory. The 'blurb' explains that it lets you gap the points and set the timing while the engine is running using only an Allan key. There are no tiny little nuts and bolts and no soldering to worry about. The ignition points and condenser are Chevy parts. The aluminium plate replaces the original BMW brass plate and four spacers.



This conversion has been around for some years – the mark 1 version shown here - and will make that 'groping about' while on your knees less stressful. Worth considering if you haven't gone the electronic route.

This should be available from Craig Vechoric in the States. Craig Vechorik, Benchmark Motor Works, 3400 Earles Fork Road, Sturgis, MS 39769 vechbmw@aol.com

THE BMW R5 FIRST OF A NEW GENERATION.



A Modern Road Report by The Amateur Mechanic.

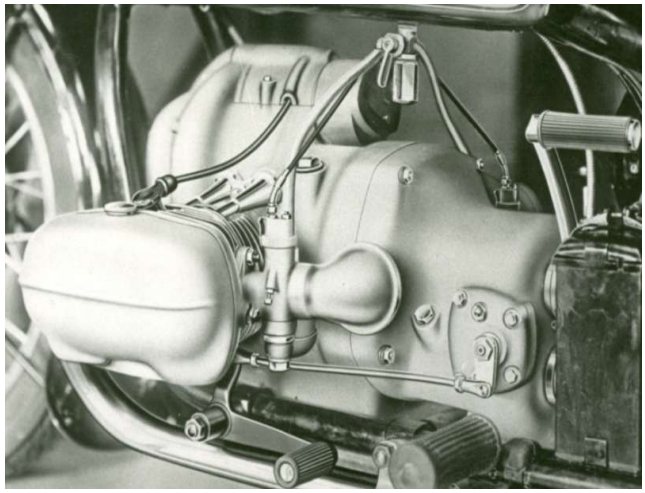
The introduction of the R5 in 1936 signalled the start of a new era for BMW machines as this was the first machine to feature a ”tunnel” crankcase, a feature that has been present on all twins since. Prior to the R5 all twin cylinder crankcases were split horizontally enabling the crankshaft to be placed in the bottom section prior to the replacement of the top half. On the R5, and all subsequent engines, the crankshaft is fed in through the front of the crankcase and turned during its insertion.

The new machine was well received, featuring a telescopic front fork developed from the original design fitted to the R12. Modifications to the design included the provision of variable rebound damping via coupled levers above the top yolk. This feature enabled the rider to alter the damping whilst on the move. Quite how effective this actually was, we will see later! The pressed steel frame era had given way to the return of tubes. These featured the oval to round section front down tubes that were to become a feature of BMW machines right up into the 1970’s. Brakes were quite sizable at 200 mm for both front and rear. Interchangeable wheels utilising 19 inch rims, were fitted with 3.50 x 19 tyres inflated to 20 psi. (front) and 28 psi (rear).

The gearbox (4-speed) was foot change but operated via a forward facing linkage to a gear lever facing rearwards from its mounting position on the front engine bolt. The end result of all this is that it operates the opposite way to every other BMW gear change I have ever encountered i.e. up for first and down for the other 3 gears. It has a positive stop mechanism but not by the now customary internal method, as the stop positions are adjustable from the outside of the gearbox. Perhaps the designers weren’t really that confident about their new foot change arrangement for they provided an auxiliary hand change lever on the offside of the gearbox! Of course, it is just possible they were hedging their bets, in case a conservative buying public didn’t take to the new-fangled foot change. In any event this lever remained on all subsequent gearboxes until the introduction of the Earles type gearbox in 1955.

The rear end is, of course, rigid, with a seat of the utmost complexity having a parallelogram action, the linkages of which have no easy method of lubrication. The whole assembly as well as probably being expensive to manufacture, wears quickly, which is almost certainly why it was only fitted for 2 years, before being superseded by a design that lasted until 1955 on the twins (and 1967 on the 250). Foot-boards had gone, being replaced by adjustable footrests.

The headlamp, fitted with 180 mm diameter lens, used a mechanical dip-switch, cable operated from the lever on the top of the twist grip, whilst the horn button below this pointed towards the rider. On the clutch side of the 1” diameter bars, the advance and retard lever for the distributor ignition was the only extra control. Also contained within the headlamp shell were the ignition-warning lamp, fuse holder and illuminated speedometer. The speedo was marked with the maximum permissible speeds in the intermediate gears, 28 mph in first, 47 mph in second and 62 mph in third. A total mileage odometer was also provided within the speedometer.



The R5 engine was fitted with Amal –Fischer carburettors of 22 mm bore, basically a flange fitting British Amal (with of course fixing holes at 12 and 6 o'clock) made under licence by Fischer of Stuttgart. The handlebar grips are also Amal items. For 1936 the carburettors were fitted with "elephant ear" cast aluminium housings containing steel mesh air filters, (see photo right) but in 1937 the air cleaner was moved to the top of the gearbox, fed via chromium plated air tubes. All subsequent air-cooled boxer engines were of course similar in this respect. Judging by the number of R5 machines to be found with non-standard carburettors, these early Amal Fischer's probably had a high wear rate… One interesting aspect of the Fischer Amal is the provision of a "running in screw" fitted in the carburettor top. This is simply an M4 slotted screw which, when screwed down, prevents the throttle slide from opening beyond a pre-determined point.

The mudguards consist of an non-valanced "panama hat" type on the front and a hinged, and again, unvalanced rear. The hinged rear allowed easy removal of the rear wheel whilst the lower front mudguard stay doubled as a front stand to facilitate wheel removal. As with other machines in the range at that time, the rear lamp wiring was run externally in clips on the mudguard. No stoplight was provided; in fact BMW didn't fit one as standard on any model until 1953.

The claimed output of 24 bhp, coupled with the low weight of 165kg, gave the R5 a lively performance and very respectable top speed of 92 mph. Fuel consumption, when tested by "The Motorcycle" in 1938, worked out at an amazing 70 mpg whilst they described the oil consumption as "negligible". The 200 mm brakes proved effective and able to stop the machine from 30 mph in 29 feet.

So, after this preamble, what is the R5 actually like to ride, given modern traffic conditions?

As the engine features coil ignition it is always easy to fire up providing the battery is well charged. Flood the carburettors, pullback the advance/ retard lever, kick over a couple of times, depress the key, give it one more prod and it will almost always burst into life. There is no choke fitted but the speed of the tick over is easily controlled from the advance/retard lever and can be simply regulated from cold. Give the engine a few minutes to warm up, then try to lift the gear pedal up to engage first gear. This is likely to prove unsuccessful so use the auxiliary hand lever on the offside of the gearbox to engage the gear, as recommended in the rider's handbook. The author of this handbook had obviously experienced some difficulties himself! The multi-spring clutch (6 tapered coil springs), which is acceptably light in its action, engages the drive smoothly and using the inverted clutch lever, we are underway. Once on the move it is necessary to advance the ignition as the revs rise. The riders handbook suggests that full advance should not be set at a road speed of less than 37 mph in top gear, This appears to vary from machine to machine, in fact my road report R5 seems happy to take full advance from around 30 mph on a level road, provided you don't wind the throttle on hard from this speed. Once on the open road 55 mph to 60 mph cruising becomes the norm. The note from the exhaust, whilst not obtrusive, is louder than, say, an equivalent capacity Earles fork machine.

The pre-1955 machines always seem more lively and responsive than their later counterparts and this one is no exception. It weighs in at a "mere" 361lbs, which, coupled with its low centre of gravity, and riding position makes it seem a real lightweight (especially after getting off the K1200RS!). In fact it seems so tiny you almost get the feeling you could put it under your arm and run along with it! The handling on its modern compound Metzeler Block C tyres is more than acceptable, although



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obviously giving nowhere near as smooth a ride on a poor surface as a sprung machine. In fact "spirited" riding on a poor surface can result in the rear end leaving the road, but that's no way to treat a 68-year-old machine is it? All modern tyres have a much more pliable wall construction than those originally fitted in the 30's, so, after experimentation and advice from a tyre company (Cooper-Avon) the pressures have been raised to 26 psi (front) and 32 (rear) to compensate for this. The variable linked damping on the forks seems to make very little difference to the ride quality. Maybe BMW found this as well, for by the introduction of the R51 in 1938 this feature had been dropped and hasn't (to the best of my recollection) ever been seen on another BMW model since! Although the forks are only rebound damped they work well and give a comfortable ride, lubricated as they are, with straight SAE 40 engine oil. We sometimes tend to forget that the introduction of special purpose oils is a relatively modern phenomenon and that BMW still recommended engine oil in all their telescopic forks as late as 1955. Still on the subject of oils, the test R5 uses SAE 40 in the engine, gearbox, bevels and forks, which is handy when touring, as only one bottle of topping-up oil needs to be carried!

Whilst the weather protection provided by the rear mudguard is reasonably good, the un-valanced front struggles to keep water from spraying back onto the rider. At least one R5 owner I know has put an edging on the front guard to try and improve its effectiveness. Oddly enough, the test machine, which was imported from India, had some really neat side pieces fitted to the front mudguard when imported; these turning it into a fully valance type. Of course, as a non-standard fitment they were removed when the machine was restored. Mind you, if the machine was ridden in the monsoon season they were undoubtedly essential!

Mechanically the engine is not as quiet as the post 1950 models. If you want to know what level of engine noise the "competition" achieved just listen to a restored example of Edward Turner's Pre-war Triumph Speed Twin! The R5 is a revelation!
Some noise is possibly caused by the use of a roller-less chain driving the twin camshafts and the dynamo. The valve-gear is not lubricated from the engine but from its own reservoir contained in the rocker box. Unlike Post '50 engines there is no return passage from the head to the crankcase. Each rocker box contains 1/8th of a pint of engine oil. Unfortunately the only way to check this level is to remove the rocker box and re-fill it…..

The brakes certainly live up to all expectations. The single leading shoe front has good bite, showing little fade even after extended operation. The rear complements the front and

between them form a very effective set up…after all they are stopping a relatively light machine.

Taller riders will find the relationship between the handlebars, footrests and seat rather cramped by modern standards. It is something that can be tolerated but I know people who have raised the level of the seat and say it gives a marked improvement. Me? Well I always like to keep things as standard as possible so I'd probably put up with it and suffer a little as a result!

The electrical system was very advanced for its time, featuring a distributor driven from the nears side camshaft and a 60-watt dynamo on top of the engine driven by the roller-less cam chain. The dynamo is simply rotated in its housing to adjust the chain tension and then clamped down to the top of the engine with two M6 nuts. Late in the production of the model a plate was provided at the back of the dynamo to hold it forward and ensure no oil seepage from the cork gasket joint with the engine. With 60 watts available and a 180 mm headlamp the lights would have been excellent for their day but of course can't compete against modern set-ups. With no other traffic about on an unlit road 50 mph cruising is possible…but, oh dear, when someone comes the other way….
The rear lamp is, with modern traffic conditions, frankly, downright dangerous. With an aperture showing an area of red light about 1" x 0.5" and a 5 watt bulb the R5 is really unusable at night safely. Modern replica lights are made incorporating a stop lamp bulb of 21 watt but, once again, these are barely visible even in daylight. No, for riding at night in modern traffic an auxiliary lamp would certainly need to be fitted.

Aside from the rear light and lack of rear suspension the R5 carries its age well. Compared to the competition in 1936/7 it was simply streets ahead in every area. If you don't believe me, read the reaction of "The Motor Cycle" tester who rode one in 1938 when the clouds of war were about… They didn't get any better than this!

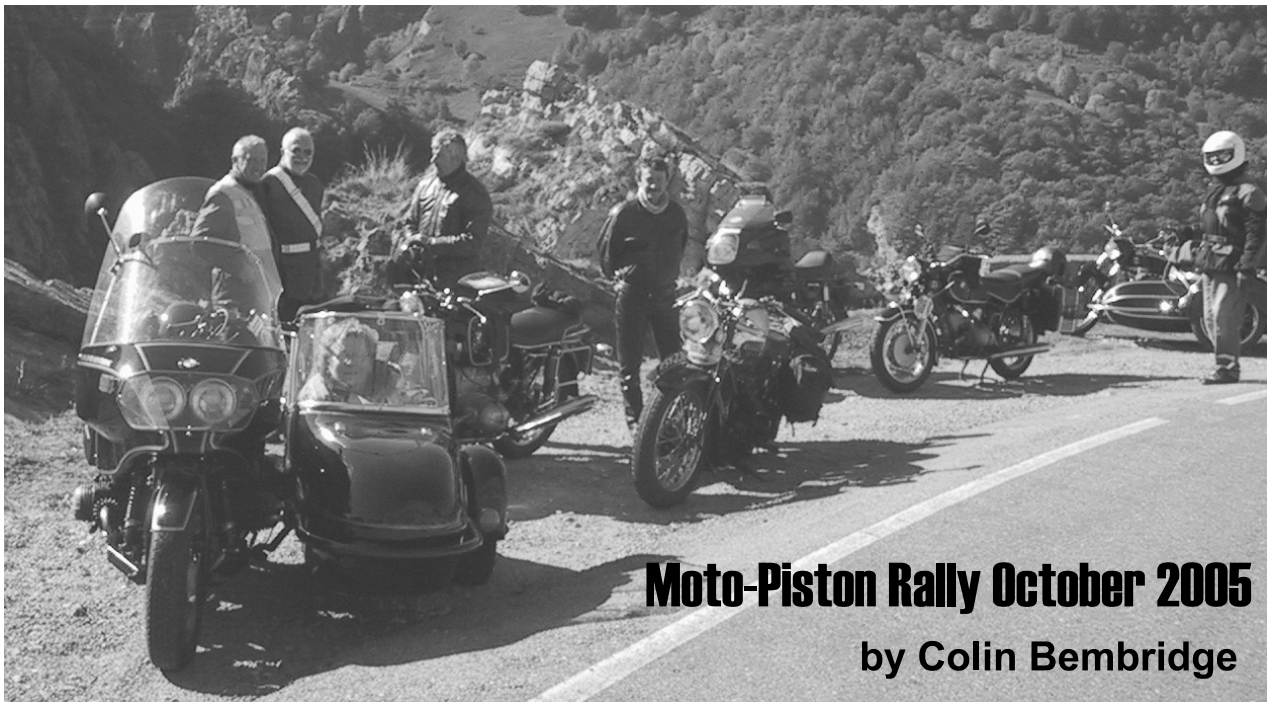
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5th Vintage & Classic Register Rally
15th – 18th June 2006
Llwyngwair Manor Holiday Park,,
Newport, Nr. Fishguard, Pembroke-



Just a reminder about the Rally. Although the dates are for the Thursday – Sunday, some members are spending the week on site. Wendy and I will be at the Manor from Sunday to Sunday.
usual there will be ride-outs, 'Best BMW' Competition, Quiz and Raffle etc.

The Manor stands in 55 acres of parkland in the Pembrokeshire National Park so is a great location for sight-seeing, fishing etc.
Although the Manor is fully booked camping is available with excellent facilities. Camper vans and Caravans catered for.
Bar meals are available at the Manor. On Saturday evening there will be a buffet in the dining room. Please book your meal a week before the event. Tel. 01239 820498.



Moto-Piston Rally October 2005

by Colin Bembridge

What a difference a year makes. 2004 had seen Anita in bed with food poisoning for four days of the Rally and Percy Whellock, top man at the Culmvale sidecar club, and his life long friend John, also having an attack. So what was in store for us all in 2005? Well, for a start the band of four was expanded to six as Percy's daughter-in-law, Annie, had managed to prise his son Tim away from their vintage car restoration business near Chard in Somerset, for a well earned break. Annie was pleased to be going back to Northern Spain where, as a newly qualified young teacher in her 20s she had worked, not teaching English but Spanish. To be eligible for the rally the bikes have to be at least 25 years old so Tim dragged out his 27 year old Gold Wing and President Percy rode his 50 year old Ariel Square Four. Anita and I were on our 1973 BMW Difazio/Palma outfit.

We could not get away on the Tuesday to have a gentle ride down to Plymouth for the Brittainy Ferry so we were up at the crack of dawn on Wednesday. The roads west for us i.e. M25, M4 or M3 were having their usual slow, very slow, and… 'no go' tantrum. The weather was in sympathy with the traffic. It started off cold then got colder as we rode though Wiltshire. After riding 250 miles we arrived at Sainsbury's Super Store in Plymouth just before 1 o'clock.

Meeting up with Percy and John the four of us then 'knocked hell' out of the Sainsbury's 'All Day Breakfast', filled up at the pumps and did the last 3 miles to the ferry. Within 20 minutes we were in our pre-booked cabins. To say the 18 hour crossing to Santander was smooth is an under statement and the food was cheaper than your average motorway service station but about a hundred times better.
The ship was full of rallyists and as this was our third year we renewed many acquaintances. It was interesting to find out how people got home last year when the ferry was cancelled because of bad weather.

Quite a number of one make clubs were represented and as in other years our own BMW Vintage Section had a good number of members revisiting. Dave Bertram, our past editor, and Mike Lanigan, from the North East, had ridden down on the day of sailing from Dave's home in Northamptonshire. They had experienced the same foggy chill that Anita and I had, although Anita was quite snug wrapped up in her blanket in the sidecar. Incidentally, if you have never seen Mike's 75/5 you have missed a real treat, it is mind blowing.

We arrived in Santander in glorious sunshine and it decided to stay with us for the entire rally. Less than an hour after disembarking we were at the tourist office in Columbres collecting our itinerary, badges, meal tickets and hotel details. Most of the British contingent ,as last year, were staying at the hotel Mirador which is a lovely hotel positioned 200 feet from the beach.

Within an hour of arriving at the hotel a large area of the car park looked like a competition for the best 50's and 60's BMW, with a mouth watering display and most of them from the UK. The British classic bike scene was very well represented with the Triumph Triple Club standing out with all the bikes looking better than the day they left the factory.

The rally begins on Thursday evening when all those attending met in the Mirador Hotel for the first meal together. With over 300 UK riders, of the 500 seated, it was at times hard to believe we were in Spain. The meals are prepaid for in with the rally fees but work out to approximately £7.00 per head per meal. For this you get a grand feast of local style food and as much wine as you like. Annie's excellent Spanish was put to good use ensuring our table wanted for nothing.

Friday was the first of the days of exploring the Pecos Mountains with around 400 like-minded riders being kept on route by strategically positioned marshals who indicated where we were to turn. This was the day of the '4 mountain passes' each one getting steeper, narrower and harder to negotiate. We ended up travelling 7 miles to the lunch stop down a dead end pass that was to say the least quite demanding for the two British sidecar outfits. On arrival at the tiny village of Cain, one of the organisers said " the good news is, this is where we have lunch. The bad news is, the only way out is the way we came in". So it was 7 miles back up the pass to join the road we had left 3 hours earlier. I have my sidecar brake linked to my two front brake discs, so I was pleased with that arrangement on that mountain pass. It made Porlock Hill in Devon look like a stroll in the park!

In some areas the road looked more like a narrow shelf carved out of the vertical gorge wall with frightening drops over the edge. I did my best not to look but was astounded at my ever suffering wife in the sidecar, she never uttered a word in the Cain gorge. Maybe it was silence brought on by fear, but after close on 50 years on the back of our bikes, or in the sidecar, I very much doubt it. I think she has developed nerves of steel. That afternoon she needed them.

The most incredible thing happened in the Cain Pass and will stay with us for the rest of our lives. There was a close encounter between a transit size van and an 'M' Class Mercedes driven by a Spanish lady with her 16 years old daughter as passenger. The lady took avoiding action and went over the side of the ravine, ending up on four wheels but 50 or more feet below, with the nose of the Mercedes in the river.

What happened next was the most heroic thing we have ever witnessed close at hand. Mike Lanigan, the R75/5 rider from the north east, left his bike and slide down the 60 degree side of the ravine to rescue the vehicle occupants. At the bottom he found the lady driver lodged in the foot-well with her face in line with the bottom of the steering wheel. Try as he might he could not get the electric seat back to release her. Meanwhile a number of Spanish riders arrived at the bottom of the ravine and took over the extraction of the conscious driver .
Mike who is in his late 50s then went to attend to the 16 year old daughter, who, by this time was up to her waist in water. What happened next is worth a bravery medal.

Mike, who was crippled with an Achilles tendon problem for 3 years and was told he would never walk normally again, picked up the young girl in a fireman's lift and climbed up the ravine wall. When giving us an account of the climb he said he felt as though his heart was go-

ing to burst out of his chest. Where does someone get such strength? Some say adrenaline kicks in and that may be so, but where does the motivation to take the risk to help others come from in the first place? This has got to be the heroic bit. It's the difference between those who act immediately and those who hesitate.

Because of the remoteness of the Cain Pass it took 2 hours to extract the mother and take her by air ambulance 30 miles to the nearest trauma hospital. When things had settled down Mike looked over the edge of the ravine. He was heard to say something to the effect 'I can't believe I went over there, it's bl...y frightening.' A very brave man indeed.

As we left the area of the accident and began descending into the steepest part of the gorge, Percy and I on our outfits were met by a BMW X5 driver who had let some of the solo machines through on a very narrow section of road, but, on seeing us promptly moved forward and blocked the road. The passenger got out and started to gesticulate that we……wait for it, must reverse back up this 1 in 3 hill. When this was not done she then told us to move over with no concern that we were just 6 inches from a shear cliff edge and on an area that looked as though it had collapsed in the not too distant past. I think my Yorkshire tone convinced her to back-up and we made our way, along with 200 solos, to Cain for lunch.

The run back to Columbres was not uneventful for everyone, Mike Lanigan was stopped by the police for not having his headlight on and fined £75 on the spot. They also stopped a 1930's 'V' twin Royal Enfield and fined the rider the same. He was using acetylene lighting on his bike! The whole day was one we will never forget, even the temperature was above 28 degrees Centigrade during the evening. Similar temperatures stayed with us until we caught the ferry home.

Saturday was the day for the customary hill climb and this year even more of a mixture of British racers were competing, including KSS Velocettes and New Hudsons.

Sunday morning was the day for a run along the coast to Llannes and then back for bean soup in the town square. It seemed that the whole of Northern Spain had descended on Columbres to look at the bikes. The whole town square was filled and the best bit of the day was to see the Mercedes lady and her daughter walking around the bikes looking for Mike. Yes, she had been discharged from hospital with nothing more than much bruising. What a fantastic ending to her nightmare day. There was talk that when the tourist board get involved with the police over Mike's fine that he may get his money back.



The square Columbres with Colin's outfit

Sunday night another feast, this time back at the La Franca Hotel and the huge restaurant was bursting at the seams. We are convinced that the hotels compete to put the best table on as the food just gets better every year. As written earlier for £7 and with as much wine as you can drink.
As might be expect Monday breakfast was a quiet affair and the four pensioners were not long in getting the bikes packed. Tim and Annie were to stay on until the Thursday so they could have a look at the area where Annie had once worked.

The hard riders however took off to the town square again and signed in for the 5000/500km bend road trial. Dave and Mike from the Vintage Register were to spend the whole day up in the

mountains, and the last I heard they completed the event. By the time they finished the event we were well on our way across the Bay of Biscay heading back to Plymouth

The number of British riders attending exceeded 300 and with 3 Star accommodation costing 29 Euro's for bed and breakfast, evening meals £7, and a fabulous rally atmosphere, it is not surprising. The only ones that did not enter the spirit, and bear in mind this event extends the season by two weeks bringing employment and Euros to the area, were the police who were out to fill their ticket quota!



After good meal on board and a good nights sleep, we were soon docking in Brittany Ferries berth and leaving what is the nearest a ferry could get to being a cruise liner. Good food, clean cabins, courteous staff and best of all, a very healthy discounted fare for the rally participants.

Percy John, Anita and myself finished our rally as we had started, back in Sainsburys tucking into another breakfast before tackling the last 250 miles home. We parted company with Percy and John as we approached Exeter. The amazing thing was we stopped for a cuppa and one flapjack on the M4 and it cost more than an evening meal at the rally. (*Dare I say it, 'rip off Britain' again'! Ed.)* We arrived home after four and a half hours riding; the needle never dropping below 65 mph.

There were one or two accidents this year but nothing too serious. Mark, who works in Taunton museum and rides a 1950's Harley pulled off the road onto a parking area and did not see the loose surface in time. As the rear wheel stepped out the bike fell and trapped his leg causing a fractured bone. Vic Doswell a regular contributor to the Journal, and probably the most regular at the Moto-Piston, also lives in Taunton and was able to take Mark back home. Carol Nash looked after the bike, the E111 looked after the hospital bill. Armed with a pair of crutches Mark managed to get to the rest of the Rally functions so he did not miss too much. We fully expect to see him there on his old Harley next year.

On reflection we wished we had stayed another week and explored more of the beautiful green Spain. Well, there is always next year, roll on October 2006.

…….

Sounds a good rally? Well I can vouch for it having attended a couple of years ago.
This year the 19th Moto-Piston takes place from 11th – 15th October. You must attend on a machine that is at least 25 years old and has working lights or incur the wrath of the organisers and... the Spanish police!
If you would like details of the final program for this year and booking details please send a sae (of a decent size) to A.TRIM, PO BOX 167, EAST WINCH, KINGS LYNN, NORFOLK. PE32 1NF

The Lon Gefn Run – 2004
(Or The Iron Butt Boreen Run) - by Peter Cullen

I make no apologies for including this article 2 years after the event. Originally sent to the Journal for publication, it disappeared. So, with the event re-instated for 06, now is the time for you to find out what it was all about and to make a quick decision on whether to book for this September. Check-out the advert in this n/letter or the Journal now for details as there are only 30 places. (Vintage Sec.)



GERRY WAKEMAN SEEKS A NEW, & EASIER ROUTE FOR THE 2006 Y LON GEFN!!

The Boreen Run, dreamt up by Gary Finlay and Stephen Hutchins, takes place in Ireland at the beginning of August and saw its fourth reincarnation this year. One group of the event's most loyal supporters have travelled over from Wales each year, becoming part of the scene and are now an integral part of the craic. A challenge that was put down by the Irish Section a couple of years ago was taken up by the group. If the Irish can do it so can the Welsh, or, to be more accurate, that disparate band of ex-pats from other parts of the U.K. now domiciled in Wales and... probably more Welsh than the Welsh!

Over the last two years weekends have been sacrificed, wives and partners abandoned and a route was plotted to challenge those of us now addicted to the concept and to create new converts. The principal plotters were Gerry Wakeman, Ken Underwood, Mike Moss, and Mike Smith, not forgetting Lady Mike otherwise known as Sue Smith-Moss.

We met at the Manor Hotel and Caravan site near Newport on the Saturday morning, some of us nursing hangovers after an enjoyable but unwise Friday night. Members from Ireland, England, Wales and an ex-pat Scot had turned up to enjoy themselves and secretly see how well the Welsh run would compare to the Irish one. Everybody turned their bikes around ready to glide down through the grounds to the main road. The bl...y leader had other ideas though and headed off through a woodland track onto a farm track, across a field and onto a narrow lane. The rest of us sheepishly manoeuvred our bikes around and followed Gerry. First thoughts were "I know he said it was going to be a challenge but this is ridiculous".

We headed off into a fine Welsh mist wending our way up the Cardigan coast, spotting some of the most glorious beaches and coves imaginable before disappearing into the mist again on the higher ground The mist caused the first near disaster. With visor and glasses misted up I had not noticed the loss of

my oil filler cap. Fortunately an enforced early stop saved the day and oil and a spare cap (I bring the most bizarre things with me) were securely inserted. (I spent the lunch-break washing an oil-covered bike!) A mid morning coffee break gave us the chance to catch our breaths.

The rest of the morning continued in the same vein, but, just to liven things up, Gerry guided the group through a fairly long farm track. He claimed we were going to sleep; the ride was so easy.

We were all treated to cawl for lunch; I can show off my newly acquired knowledge by describing it as a delicious Welsh mutton stew. Similar to Irish stew? I had my knuckles rapped for referring to it as soup.

The choice of two ride routes were offered immediately after lunch. The first was the main off-road section of the event and described as a challenge! The second was a more leisurely (this is a relative term) route on tarmac around the lake meeting up with the off-roaders on the other side. The 'in for a penny in for a pound' approach was rewarded with a thrilling climb on a stony surface followed by a long flat section and then a gentle descent on forests tracks. Once you got the hang of it, it was great fun even if it was a bit unnerving to watch certain members of the Vintage Register whizzing by at a fair rate of knots. Three friends of the organisers had turned out with a car and trailer just in case but fortunately their services were not needed. Thanks guys. Just as well some of us didn't know about the rescue service before undertaking the section!!!

Back into the mist and hills for a hair-raising descent mid afternoon. You were lucky if the person in front kindly kept his brake light on. Another coffee break and then off into the hills again south of Dollgelau where our intrepid planners had got permission to cross hill farming country on what you might laughingly call a road. The road was okay; it was the quantity of sheep dung on it that made the riding tricky. I don't know what they were feeding the sheep but anybody with constipation should get some.

A tired but happy bunch gathered at the hotel in Dollgelau that night where a great meal awaited. It had been a long but rewarding day. Odd though, not much drinking took place and there were mutterings about needing early nights!

The early mist on Sunday morning soon burned off and our first stop provided us with the most glorious views towards Snowdonia. As we wended our way southwards we were treated to landscape after landscape that took your breath away. I suspect those of us who do not know Wales well took secret vows to come back again very soon.

Taking a cue from our Spanish friends lunch was a leisurely affair and the full Sunday Monty. I doubt if it fitted into our leader's plans that we would clearly have to reorganise the afternoon route. Stuffed full, it took some of us a bit longer to zip up our trousers and heave ourselves onto our bikes.

Again the afternoon brought us through the most glorious countryside, over hills and round lakes and reservoirs. There were no off-road sections because of pressure of time and by the time we had our second coffee break of the afternoon it was dark. We all safely returned to the Manor just after 8.30

p.m. It had been an even longer day but a memorable one.
Dinner and, thanks to Gerry, mercifully short speeches, allowed us to catch up with news and gossip, some of us gossiping far too late into the morning.

The event was a spectacular success. It was not easy to undertake a similar event to one already established and successful but it worked. By Sunday we may have had sore butts but we were all on a high. It challenged veteran Boreen Run participants and showed what can be done. I suspect it will make future planners set even greater challenges.

Everybody's thanks to Gerry, Ken, Mike, Mike and Sue and a particular vote of thanks to Malcolm and Wendy McNair for administering the event. Thanks to Roger and the staff at the Manor for making our stay a pleasant one.
p.s. If my description of the route is vague in the extreme that is because I have not a clue where I went. For sale however, were route maps and Boreen Run routes should one want to revisit. The proceeds going to charity.

The BMW Club Vintage & Classic Register presents

THE 2nd Y LON GEFN CHARITY RUN

SEPTEMBER 2nd / 3rd

In aid of MACMILLAN CANCER RELIEF

DUE TO "PUBLIC DEMAND" WE ARE PLEASED TO ANNOUNCE THE RETURN OF Y LON GEFN (Welsh Boreen) CHARITY RUN. STARTING FROM THE TALBOT HOTEL, TREGARON, CEREDIGION, MID WALES AT 9 a.m. PROMPTLY ON SATURDAY 2nd SEPTEMBER AND FINISHING SUNDAY 3rd SEPTEMBER AT LLWYNGWAIR MANOR, NEWPORT, PEMBROKESHIRE.

Please note that, in the tradition of the Boreen, the runs will take place over minor roads and tracks and some are in poor condition. You may be required to go through fords and sections of Forestry track etc. No backup is available so you must ensure you have recovery arrangements. (A tyre sealant is recommended). Please note the event is unsuitable for outfits.

The number of places is limited to **30** and it is a stipulation that you are a current paid up member of The BMW Club and you quote your membership number when you apply. These will be checked against the Club database.
The total cost for the event is £135.00 **Sterling** per person and this includes a £5.00 donation to Macmillan. This amount covers the cost of Friday, Saturday and Sunday night hotel accommodation, all food and refreshments including Monday breakfast, BUT NOT THE **FRIDAY** NIGHT MEAL AT THE TALBOT HOTEL.
Cheques to be made payable to LON GEFN MACMILLAN CHARITY RUN and sent with your address, telephone number and Club Membership Number to 'The Vintage & Classic Register', 27 Syon Gardens, Newport Pagnell, Bucks. MK16 0JU. Please include a S.A.E. If your application is unsuccessful due to limited places, your cheque will be returned and your name placed on a reserve list in case there are any cancellations.

Please telephone Gerry Wakeman on 012398 21023 with any queries.

THE CLOSING DATE FOR RECEIPT OF APPLICATIONS IS JULY 1st 2006

CARB PROBLEMS – Observations and Remedies from Jan Mac Donald

Got caught with a nice one the other day. Having bought two R50 carburettor bodies from a Club member I thought I'd set out and change them over for the ones on the bike. Trouble was that both bodies were U/S; the threads for both air-screws were stripped!

I eventually decided to have a go at a fix. I made a jig to hold the carb and milled out the stripped thread. Bought a 7 mm .75 flute tap, made two brass threaded inserts and fitted these with an industrial adhesive. So, I now have two good R50 bodies. However on checking the sizes of the air-screw pilot hole (the one the pointed end fits into) I found both the R50 carbs (1.8 mm) to be smaller than the R60 (2.1 mm) so concluded that R50 and R60 carbs have more differences than just jetting.

It was now that I started to look at my R60 carbs in more detail as they would never set up correctly; one air-screw always ending up much further out than the other. Here I found that the same holes in both carbs were different (2.1 and 2.3 mm) which helps explain the different position of the needle jet screws.

I 'bit the bullet' and milled out both carbs and made two inserts with 2.1 mm holes. In both carbs the hole from the carb mouth, that is the one drilled through to behind the 2.1 mm hole, was in a different position by about 2 mm so the pilot air was travelling through both 2.1 mm holes for a different length. I made my inserts like a one ended tube with the 2.1 mm hole on the end and I milled out the inlet aperture to avoid re-drilling this. The volume behind the 2.1 hole is now effectively an extension of the inlet air hole from the carb mouth. Both milled holes were precisely the same depth (25.5 mm), both inserts precisely the same size (6.05 mm dia. 6 mm long) and both air screws when fully in now extend 15 mm from the bodies.

Now, some 8 hours later, after a steep learning curve and frayed nerves caused by milling the carbs, I screwed the air-screws out 1.5 turns and refitted the carbs. Result, the bikes running sweetly and the carbs line up like they should….

There must be quite a wide tolerance on the manufacture of the carbs, plus, the ability to inflict damage with ham fisted adjustment, which most must have had over their lifetime. Getting a truly matched pair must be pure luck and may make a noticeable difference to the engine characteristic at low throttle openings. I now need to get the bike out to find out, weather and salty roads prohibiting this at the present time.

Don't throw out old carburettor bodies they may be fixable !!!!

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SUPPORT THE VINTAGE / CLASSIC REGISTER & THE NATIONAL RALLY AUGUST BANK HOLIDAY 2006 'RIDE-OUT', 'BEST BIKE' 'TECHNICAL TALK' ETC. ETC.

One requirement when rebuilding my R67 is the fitting of a rear stop light switch. Until 1953 it was not a legal requirement, but of course it is today. To comply BMW located a switch bracket on the frame down tube behind the gearbox. The switch is operated by a right angle bracket that is fitted on the r/brake actuating rod pivot arm. It's a neat arrangement and I was going to take the same route, until that is, I got talking to 'The Amateur Mechanic' who suggested a different location where the switch would be tucked out of sight.



Bracket shown welded to frame



...and with stop light switch in place

Having been supplied with a drawing I fabricated the bracket out of 1/16" steel and got Ray Hall to do the welding after checking the position on the frame with a switch bolted in place. The brake pedal arm is in contact with the switch until the brake is applied then it releases the switch plunger. While having the welding done I also had the battery tray enlarged slightly to allow for the fitting of a 12v battery. Having scoured the internet and various autojumbles it was obvious that only a 6v battery was available to fit the existing space, but now I have the option of fitting either.

……..

In the next issue of the News :-

'OLD HORNS NEVER DIE' by 'The Amateur Mechanic' & from Gerry Wakeman 'The Gang Go West', motorcycling in Spain. Plus the usual 'bits & pieces'.

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