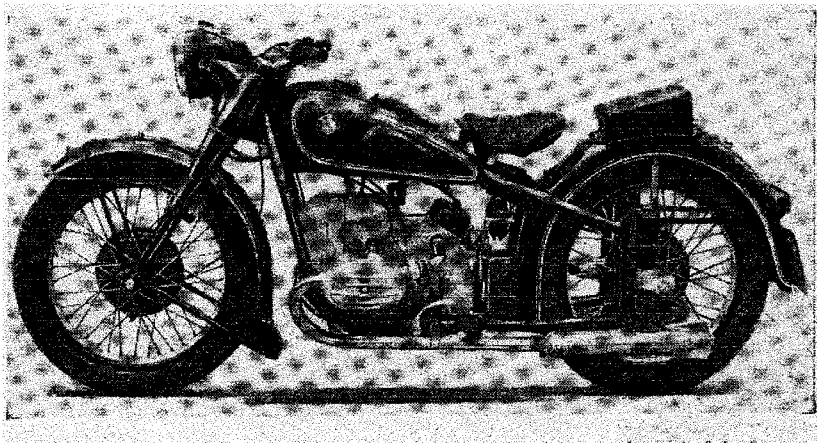




Vintage & Classic Register News



**Edited by :-
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VINTAGE DIARY

**Easter Sunday 15th April
2001 Mallory Park Race
Circuit V.M.C.C Vintage
and Classic Race Meeting.
Parade of Vintage Register
Machines.**

**July 2001 V.M.C.C.
Founder's Day Rally. (Date
TBA.)**

**Aston Martin Lagonda
Visit 2001 (Date TBA.)**

**Sammy Miller Museum
2001 (Date TBA.)**

**BMW Club 50th
Anniversary 17/18/19th
August 2001
Three Counties Show
Ground, Malvern.**

I must start by thanking all those Register members who have offered their support and written to me, and to those who attended the VMCC Founders Day and Sammy Miller Museum. A special thanks to Brian Hanniford and Vic Doswell for supplying additional material for the archives and to Eric Rance for his advice on the sourcing of spares. So, if you need a Road Test or Technical Sheets, I may be able to help. If not John Lawes may have the relevant information.

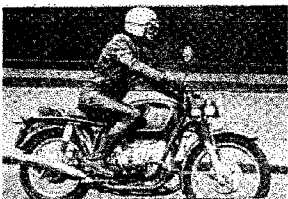
As I predicted in the first newsletter, there has been considerable discussion concerning the cut-off date for Register machines; the letters page gives an indication of the opposing views.

Feed- back from the topics raised in the first newsletter has been encouraging but my listing of various suppliers of spares caused a bit of moaning from some of the British trade! Don't get me wrong, they do an admirable job, but I believe in giving the membership the right of choice as to where they go, how much they pay, the quality of the product and service.

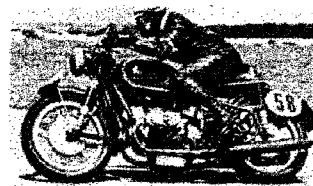
A new parts catalogue for machines built between 1948 and 1969 has recently been issued by BMW – Mobile Tradition, and lists items that are available through authorised dealers. It's worth bearing in mind that in most dealerships their expertise probably only covers machines that are post '85, so be gentle with them!

I must thank Sawbridgeworth BMW of Hertford for getting me a copy of the catalogue from Germany. Their advice if items are required is to fax them on 01992 554472 for the attention of Dave Harman (an ex-R69s man). Alternatively, if you cannot obtain a copy, give me a call and I'll photocopy mine.

If you have any tips on rebuilding, sources of spares, or experience of the service offered by any supplier, please share them with the Register members. Thanks.



LETTERS



From Alan Priestly (Northern Section)
.....I for one have recently "drifted" towards the V.M.C.C. because I feel the BMW Club has little to offer me other than perhaps the best club magazine in the business. Northern Section runs this year are more suited to large capacity sports tourers.
At the last V.M.C.C. (Central Lincs.) Club night, thirty odd bikes turned up and six were /5/6/7 Boxers.
I hope the "Vintage" Section of the BMW Club does include the /5/6/7's otherwise they will fall into a gap within the club and may be lost forever to other organisations.

From Robin Walker (Southern Section)
.....I am not too sure on this issue of Vintage and Classic; I do tend to relate to the dates used by the V.M.C.C. ie. the end of 1930 sees the end of the Vintage tag and thereafter is Post Vintage, I guess, till the end of WW2 then we move into the Classic era, which is where I have always considered my post-war BMW's. But who really cares? I ride bikes both old and new, with a strong preference for BMW because I enjoy the freedom it still gives me, and more often than not, I always meet a grand crowd of people. So, in my personal view, if they want to join with our Register and they only have a "young" bike, it is obvious they have at the very least an interest in the older stuff, so let 'em in. Surely we have no intention of becoming elitist. There are too many "fringe" bits in the club already, don't you agree? We can actually join the BMW Club if we once owned a BM, you don't have to have one!
As you know my little stable boasts one of those dreadful 'oilheads' just a year old, an Earles fork R69 and an R2, both of the 'airhead' variety, and I love 'em all. At 90 to 100 number one brings a

mad grin to my face. At 70 to 80, number two sees an ear to ear grin, but, best of all, at 45 (if I can get it there) number three makes my day!

From Paul Greenway - Stafford
.....and as an owner of a /6 I am keen to see these included.
A few thoughts on the eligibility rule for Vintage/Classic status. Either age (25 years?) or technical milestones ie. Pre-monolever. All 'airheads' by, say 2010, as they virtually stopped by '95. K's will always be controversial and they are now 17 years old; should they eventually be included? My inclination is to say 1981 from next year as this is 20 years and was a time of major change to the boxers. When it is reviewed after that is another matter!
Certainly, unless the date does move forward, the Vintage Register will wither as people are less willing to use really old bikes, and there would be a virtual 'closed' membership as not many pre-'69's come onto the market.
The downside could be events swamped by newer models, but with a more active, thriving Register open to more members.

From Eric Rance - West Yorkshire
I will start my contribution with some controversy on eligible machines, my view being that membership of the section should be limited to those BMW motorcycles made before 1969 ie. to the end of the Earles fork era. There can surely be no argument that this era represented the best quality and was for most people the archetypal BMW. Several clubs already have this limit on eligibility eg. The BMW Veteranen Club Deutschland and the Vintage BMW Owners Club Ltd (of America) cont..

Continued :-

Authors of books and manuals also define this era. (R Slabon and R Bacon) Not to say that the R90S wasn't a fine machine but it was of a different era.

Less contentious was Malcolm's reference to Charles Lock of MLG Motors in Shepherds Bush. Their Goldhawk Road premises were my Mecca in the late 50's. (mine also Ed.) I used to ride from Berkhamsted, where I lived at the time, on my new R26, one of the first to be imported, and which nearly crippled me financially, (966 EAR... are you still out there somewhere???) to worship at the 'shrine' of their competitions department, catching an occasional glimpse of the two R69's that were under preparation for the of the big endurance races, the Thruxton 500. (I'll tell a story of the Thruxton 500 in the future. Ed)

In those days road racing took place at many venues in the south of England and I was a regular spectator at Silverstone, Brands Hatch and Snetterton. From those times the drone of the Rennsport engines powering the sidecar teams and a few solo riders will always be a cherished memory. Does anyone else remember when Pip Harris finally aquired his Rennsport engine and became vitrually unbeatable on the British circuits?

Following on to Eric's reminiscences of the 50's and 60's does anyone remember Ron Perkins who I believe was partly responsible for preparing the Barcelona 24hour record breaking BM? Ron worked for MLG but eventually opened his own business just off the Goldhawk Road. His service was impecable and he always had time to chat BM's on a Saturday morning. I ask for your reminiscences, these are all part of the history of BMW in the U.K. Ed.

WANTED

**PAIR OF BARRELS AND REAR
MUDGUARD FOR R60**

**PLEASE TEL. ROGER HOUSDEN
ON 02380 600522**

Piston Seizures Pre-69

Following on from my discourse in the first newsletter, John Lawes points out another source of problem. He writes:-

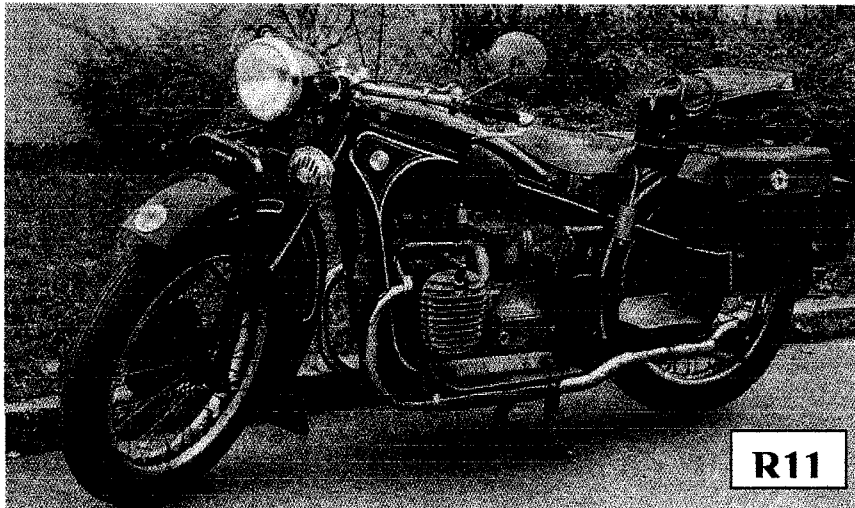
....there is one more, not too common cause. That is failure to clean out the oil slingers at 40,000 miles. They should also be cleaned out if you do not know the machine history, or if it has stood idle for a number of years. There is no short cut, you have to completely dismantle the engine. I once bought a machine, the engine of which had been, I was assured, overhauled. It turned out that it had only had a top end overhaul. This was evident when holding a fairly illegal speed for a few miles, at which point it started to nip up. No real harm done, but it meant a proper overhaul had to be done. If you are really unlucky, it could be rather expensive, like an engine whose previous owner had shares in silicon rubber sealer manufacturers. To get the crank out, a piston had to be sawn off followed by sawing through a rod! If in doubt, clean out the slingers.

I would add a few pertinent points to the slinger problem. Don't think that by using a flushing oil it will clear out all the gunge. Sure, it will clean out some of the crap, but leave all manner of foreign bodies to loosen and circulate in the oil, and it won't shift the build up in the slingers, that can be rock hard! Once overhauled, change the oil regularly and use a high detergent mono oil. I also religiously drain the oil and replace with fresh if the machine is to be laid-up over the winter months. Of course, most of you will be riding all through the winter, so it doesn't apply!!

Stainless Steel Items

I asked for a supplier of stainless washers for use on the wheel spindles, fork top nuts etc. Eric Rance informs me that **Dave Middleton (01924 470807)** can supply these plus axle nuts.

Eric also suggests **Stemler Motorradladen of Remsceld, Germany. (02191 53067)** who do an enormous range of s/s items. All of which are of a very high quality. They have an illustrated catalogue of the items but be warned their requirements for ordering and payment is a bit protracted at times. They will not accept Bank Drafts or Credit Cards. Eric has avoided the



A specialist who is local to myself in Newport Pagnell, is **George Mansfield (01908 611192)**.

George also advertises in 'The Journal' and offers cylinder head work. Most of the BMW trade go to him. I had new valve seats and guides recently fitted and his service was excellent. I was also tempted by his gas flowing service, having seen the quality of work. His customers include most of the classic racers, and Aston Martin Lagonda.

Stainless Steel continued

..problem by sending Deutschmarks in a jiffy bag! It is worth persevering to get the quality of their products. Their address for a catalogue is **Motorrad Stemler GmbH, Garshager Heide 29, D-42899 Remscheid, Germany. Enclose 10Dm.**

Recommendations

It's heartening to get positive feed back about services offered to Vintage Register members. The first is from Eric Rance who recommends **Eric Krahe, a BMW and Moto Guzzi wizard, of Carleton nr. Skipton in the Yorkshire Dales. (01756 796390)** Over a period of ten years Eric Krahe has offered excellent advice, careful work and friendship.

Another specialist, (that is mentioned in Roland Slabon's excellent BMW Restoration book) is **Pentacomm Inc. of 1105, Marine Street, Clearwater, Florida, FL34615, USA.** This company manufactures a replacement ignition points system that bolts on to replace the original points set up. Trying to adjust the points is a pain but this modification simplifies things. Eric speaks highly of this Company's product.

Another recommendation for engine and gearbox work is **Mick Barr in Leicestershire Tel. 0116 241 9316.** Mick is a Club member and runs a R90s and a R67, he also advertises regularly in The Journal.

Now a couple of Conundrums

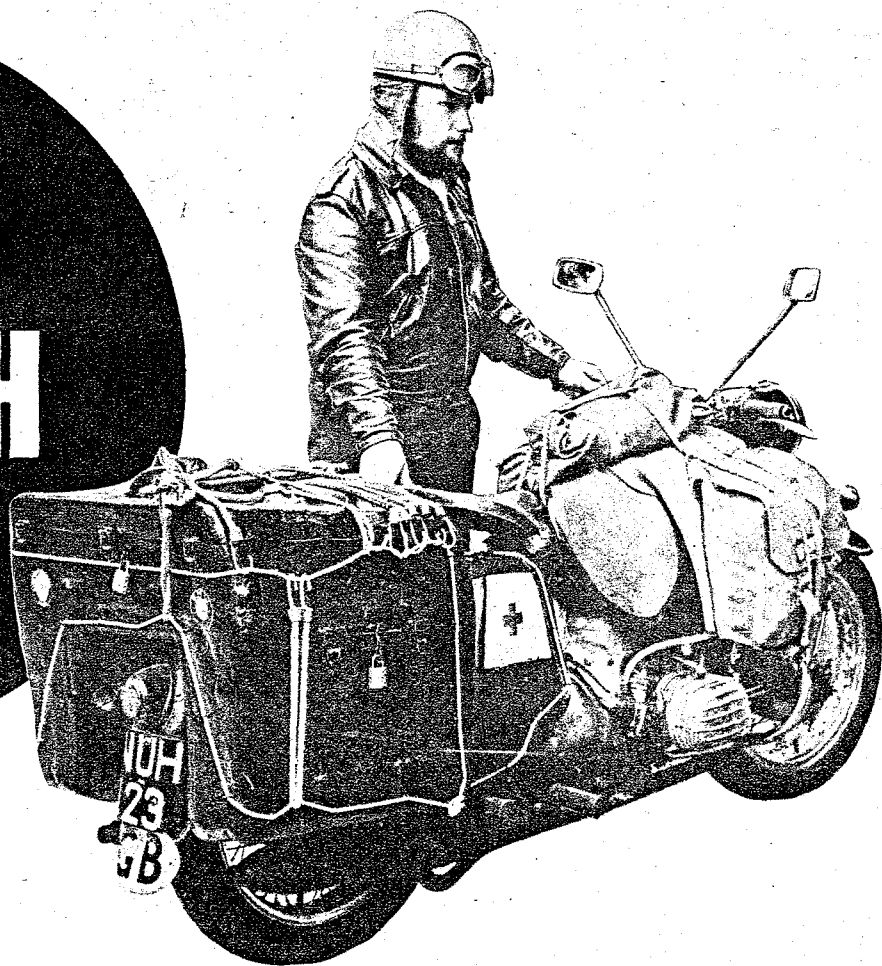
First is from Dave Bertram who has recently purchased a R67/2 - Steib TR500 outfit. The Steib is fitted with a solid disc wheel instead of the standard spoked version. It also carries a disc wheel spare. It is suspected that these are specials but information is sought to fill in the history of the outfit. Do you know of such a conversion being offered by anyone, or are you familiar with the outfit that originated in the Leeds/ Bradford area? Dave can be contacted on 01604 766583.

The second puzzle involves a batch of R69's that were produced especially for sidecar work. Reiner Goll from Wales has one such machine and knows of only one other. The peculiarity of these machines is that the rear wheel is offset by half a rim thickness! An interesting modification to say the least, but surprisingly, they can be ridden solo although the handling is a little strange at low speed. Do you own one of these machines or know about them?

Reiner is seeking a pair of intermediate height handlebar eyebolts. Apparently three sizes were manufactured. Can you help?

If you have any ideas on these machines, or the handlebar clamps, please give me a ring so I can enlighten the Vintage Register Members in the next newsletter.

TAKING IT WITH YOU!



OVERLANDING shortly to Australia via such remote countries as Afghanistan, Burma, Thailand and possibly Tibet, Phil Funnell, of Purley, Surrey, has given very serious thought to the preparation of his B.M.W. R.50. MM readers keen on long-distance riding may well find some useful information here.

Breakdowns in out-of-the-way spots won't worry Phil overmuch; he prepared for the worst by stripping the entire machine down to the last nut and bolt with his existing tool-kit, using parts already dismantled as makeshift pullers, where needed.

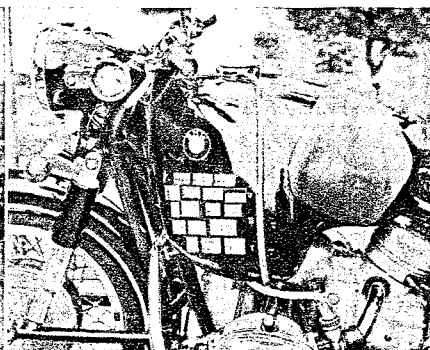
Keen MM reader, Phil decided, after reading one of our working with fibre-glass articles, to build his own pannier equipment. Working in his back garden, he used a wholesaler's soap carton as a mould, and within two weeks of evening work the huge, immensely strong yet very light unit was complete. Extending forward to the power unit, the design is such that the weight is kept low.

Other major problem confronting the adventurer was fuel tank capacity. The result—another fibre-glass unit, not unlike the old A.J.S. Porcupine tank. This carries no less than seven gallons, giving the B.M.W. a range of over four hundred miles. Two more haversacks are slung either side to accommodate spare clothing. Looking at the tank, it would seem that handling would be seriously affected, but it isn't! When the fibre-glass monster is topped up, handling is still almost impeccable. The cost of both pannier set and tank was a little under £25.

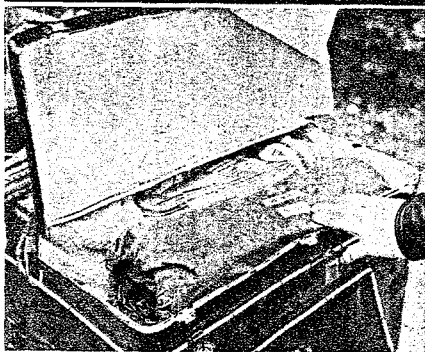
No available space on the machine has been neglected. Even the headlamp shell, part of the air-filter housing and the tail lamp shell carry spare plugs, condensers and Allen keys. Phil, an earth-moving plant specialist, will find no difficulty in pursuing his profession en route, and is leaving Britain with £300. He expects to be away two years.



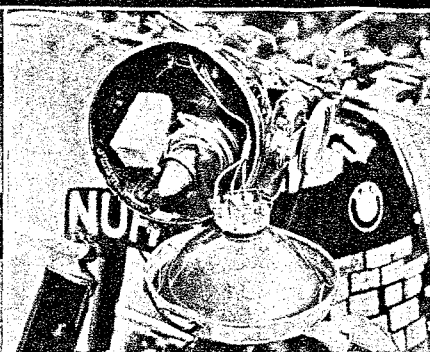
Whole pannier is very light and can be hinged upwards in a moment to give working access to rear wheel



The biggest B.M.W. tank in the world, carefully and visibly calibrated in both gallons and litres



The main compartment carries all the camping equipment. Note the large tin of fibre-glass repair kit



Inspection lamp, etc., fits easily into headlamp shell; a length of polythene tubing is in the handlebars.

'GOOD VALUE FOR MONEY'

A RE-CYCLED ARTICLE FROM THE BMW CLUB NEWSLETTER OF MAY 1967 – AUTHOR-BRUCE PRESTON (NOW VICE PRESIDENT OF THE CLUB.)

The casual observer reading some of the recent Newsletters could be forgiven for thinking that the average BMW owner is dissatisfied with his machine. It is in the nature of the majority of Club Members to sit back and enjoy the Newsletter and their machines and only complain when things go wrong. (*much the same as now! Ed.*) As a result the vast majority are well satisfied with their choice of machinery but very rarely get round to writing about it. One can sympathise with those unfortunate Club Members who have perhaps invested a large amount of capital in what they have every right to expect to be the finest machine made and subsequently found that their hard-earned money has been spent on a vehicle which is a disgrace to the marque. They are right to kick, and I think that anyone in their position would do the same.

At the same time, in an effort to counteract some of their disillusionment, may I, a satisfied BMW owner show them the other side of the coin. My 1960 model R60 was purchased secondhand in August 1964, for two hundred and fifty pounds. It had at that time just over 20,000 miles on the clock and had been kept in excellent condition by its previous owner. His enthusiasm might be considered to have gone a little too far when one looks at the highly polished engine-gearbox unit. Although I was not keen on it myself when I bought the bike the rest of the machine was in such good order that I decided, rightly as it turned out, that a polished crankcase was a small price to pay for such an excellent model. I wrote a comparison between my R60 and an R69S in the December '64 Newsletter and while reading the article again I find that much of what I wrote then still applies.

I wrote at the time that the R60 would just about reach 100mph if I pedalled like mad..... it still will, though if I have the Peel 'Mountain Mile' dolphin on (ordinarily this is used only during the winter months) it reaches its top speed easier and will do it two-up. Without the fairing, to push the needle round the last ten mph involves lying on the tank, a most uncomfortable and inelegant posture which doesn't leave much room for a pillion passenger either. Petrol consumption, two years ago, gave 60/65 mpg for town riding, so that hasn't changed much. If I use it for long-distance work I get a range of 50/70 mpg, depending on the sort of speeds I do. It usually finishes up nearer the fifty mark! I would say the handling of my bike is not as good as it was when I first bought it; I suspect this is due to worn suspension units. One rather strange 'trouble' that has revealed itself over the last couple of years is that the bike simply eats sparking plugs. About every three thousand miles goes all to pot and I have to put up with it for weeks while checking everything else, unable to believe that I have worn out another set of plugs but I always have.

A year ago I gave up the unequal struggle to keep my BMW silencers from falling apart and purchased a second hand pair of Ariel Arrow silencers from a local breaker (they have to be second-hand for the oily goo!). These I have used ever since with no signs of internal deterioration. They don't look too bad, except to the purist, and sound reasonably quiet (*will there be a rush to the local breakers? Ed.*) There is no denying that the good looking steed that I took delivery of some thirty-two months ago has aged a little. It is used every day to commute between the City and New Malden and it has suffered accordingly. At the moment I have the lot stripped down in an effort to restore some of its former glory, though, like any aging beauty, I doubt if it will ever get those admiring glances again. Never mind I still love her!

What sort of service has the R60 given me in that time? Utter and complete reliability, never having an involuntary stop (except for punctures.... I was plagued with these last year, getting six in seven weeks, in spite of fitting new tyres).

With two growing children to be transported the bike is giving way to the car more and more these days. My annual mileage is now divided equally between the two vehicles; about 10,000 miles to each. For all that, we still get an occasional ride and the bike will cruise happily in the

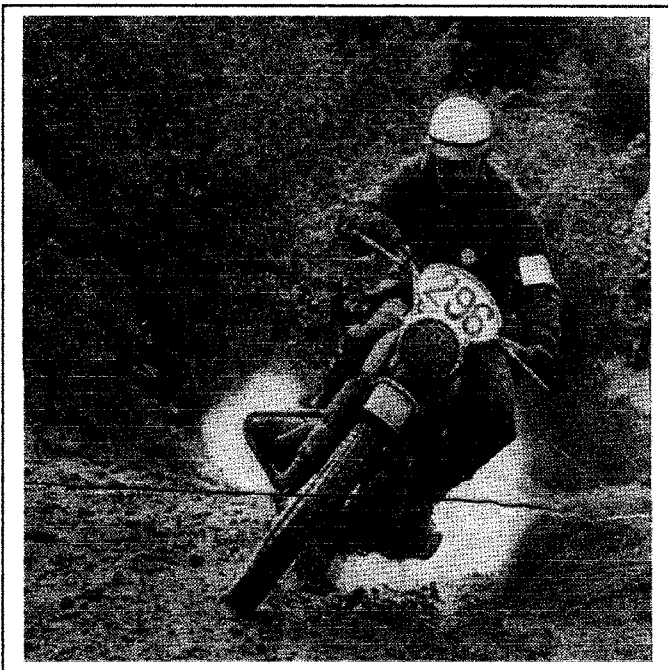
80's for as long as I want it to. As well as its commuting and touring guise the R60 has another face that it shows, the sporting one. Last year I tacked the old right-hand Steib on and persuaded my wife to passenger for me in the Exeter Trial. The fact that we never won anything was not the fault of the bike. The year before the same chair had been added for that excellent M.C.C. event, the Silverstone High Speed Trials. This time, with Keith Saunders in the sidecar, we gained a third class award, though it got a bit hairy at times with the right hand chair. How about running costs since I bought the bike? Remarkably good, really. I stripped and rebuilt the motor at 30,000 miles, cleaning out the oil thrower plates and replacing all oil seals, gaskets and bearings. That cost me seven pounds altogether. New tyres were fitted last summer. I replaced the front brake linings two years ago, the rear ones are the originals. The only out of the way trouble has been the failure of the universal coupling on the drive shaft last year. This was, I suspect, due to the ingress of water through a faulty rubber gaiter. That cost me a replacement shaft which I was lucky enough to get for six pounds secondhand. That as far as I can recall, is about all I've spent in the last couple of years. I have used Castrol CR30 in the winter and CR40 in the summer since the rebuild and I reckon the motor is going better than ever. Oh yes; I had it rebored and new pistons fitted last year; it didn't stop the motor clattering though - it always has and I suppose it always will!

That just about sums it up then. I am well satisfied with my R60 and, all being well, intend to keep it for many years yet. I used to think that if I had enough money I would like to own a new R69S but from the experiences of recent correspondents to the newsletter I am beginning to wonder if I'm not better off with my faithful old R60. To me it has turned out to be good value for money.

.....

Bruce doesn't say at what mileage he did the major strip and renewal of bearings, seals and pistons etc. but from his text, and reading between the lines, I assume it was when the machine had in excess of sixty thousand on the clock. About right I would think for an R60 that had been ridden quite hard. I believe Bruce still has that same machine!

Next issue of this newsletter will include a re-cycled article from the sixties written by Dick and Jean Sutton. They were both fanatical enthusiasts for the marque and their tales of riding in cross country and trials events, and the treatment their R69 withstood, will make the purists and concours fans among you weep!! I knew Dick and Jean back then, and was amazed at how nice their machine always looked. (Ed.)



Finally, the article overleaf, "Taking it with you!" shows a home made fibre-glass fuel tank that may be of interest to some. I have an article that shows the process for manufacturing a fibre-glass tank, (not for a BM however) if anyone is interested. It involves the use of 'chicken wire', balsa wood, much 'Plaster of Paris', much patience, many, many hours of work, oh, and... a knowledge of the techniques used on the "Blue Peter" television program!!

**BMW - 1961 German
cross-country champion of
heavy-duty solo machines.**