



1951

Vintage & Classic Register News

ISSUE 3/2001



2001

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. Pre'80 solos
and sidecars. Tel. 01908 216623
for Parade Entry Form and fuller
details.

19/20 May 2001 B.M.F. Show
The East of England
Showground, Peterborough.
Vintage Register in the Club
Marquee.

June 2001 - Pre'70 Register Meet
in Yorkshire. Watch for Date
and Details in 'The Journal'.

24th June 2001 Visit and Display
of Rolls Royce & BMW vehicles
at R.R, Hucknell, North of
Nottingham. Vintage, Classic &
Modern Special BMW M/C's
included. Entry by invitation
only. Contact Mick Murphy on
01159 565481 for details.

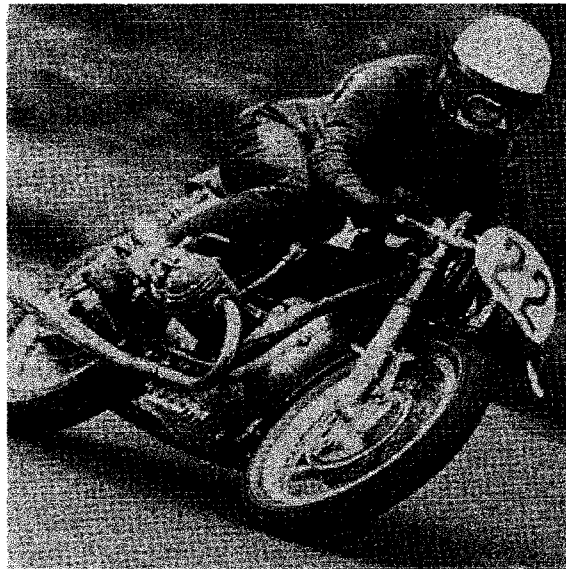
Sunday 22nd July 2001 V.M.C.C.
Founder's Day Rally. Club stand
and 'Concours'.

Sunday 29th July Support BMW
Day at the Ace Café, London.
Vintage Register Meet. More
details from Steve Taylor 01509
829454 (Mercia Section)

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

Aston Martin Lagonda Visit
2001 (Date TBA.)

Sammy Miller Museum
2001 - (Date TBA.)



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Tel. 01908 216623

I'm pleased to report that
the Vintage Register con-
tinues to grow, but
creating an up to date list
is a problem.

The trouble is presented
by the Vintage Register
Box on the Membership

Renewal Form. If the box is not ticked then the National Membership
Secretary does not send the name to me. The list supplied at the end of
March will be the definitive list I use for mailing the next Newsletter. If
you have doubts on whether you ticked or not, please give me a call.

I've had some feed-back from the last newsletter concerning the story
about an '*alleged*' batch of R69's with offset rear wheels for sidecar use.
The consensus of opinion, to which I agree, is that there was no such
batch of machines; the offset on more than one machine probably the
poor workmanship on later wheel rebuilds. Of interest, is that the
specification of every machine to leave the works is on record and can
be obtained from BMW-Mobile Tradition. I understand the fee is 40Dm.

Are you seeking original steel rims for your Earles fork outfit? A number
of secondhand rims are available; just give me a ring and I'll put you in
touch with the vendor.

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Continuing with feedback from the last Newsletter. Remember the article 'Taking it with you'? Well, Phil Funnell who undertook the overland trip to Australia on an R50 eventually returned to the U.K. He set off again shortly after on an R69S, this time he ended up in Canada where he set up a BMW Dealership. As far as we are aware he is still there.

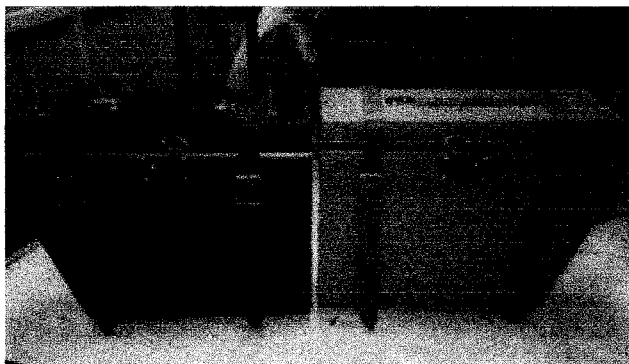
Pistons again!

The problem concerning piston choice still rumbles on. I'm told that some of the newly manufactured pistons are indeed very good quality, but the bore clearance will need to be greater than BMW's original specification to avoid nipping-up. Check with your source before reboring. I'm indebted to Ian Clark for his technical advice and knowledge of the BMW scene. Thanks Ian.

Panniers/Screens and Clocks

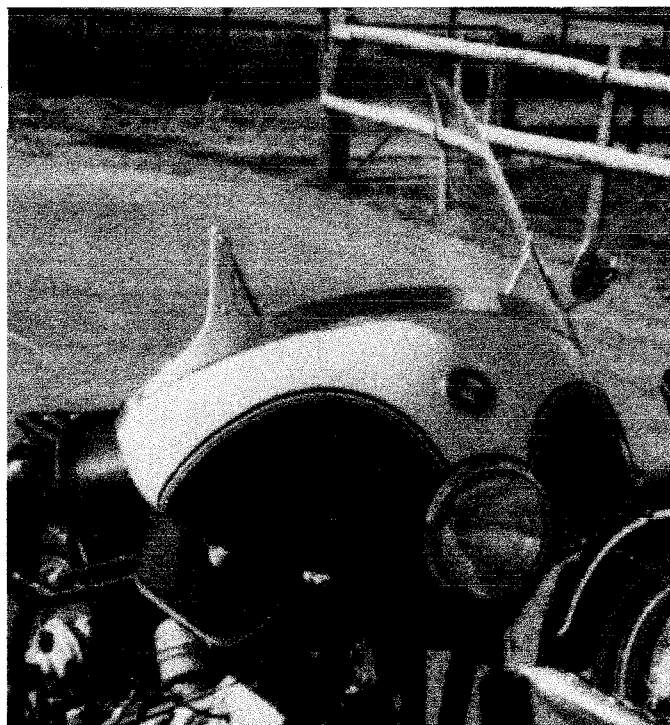
I'm a devotee of the Classic Motorcycle Magazines, though they do seem to recycle the same old articles with very little additional information and skim over the subjects without giving concise details of a machine's capabilities etc. Now and again something of interest does jump out of the page.

This time it was details of panniers manufactured by Phil Primmer of West Country Sidecars. Although produced for Vincent machines they are reminiscent of the German Denfeld leather panniers (see page 186 of Roland Slabon's BMW book).



These panniers are of glass-fibre but look like leather. The stitching is realistically moulded in. They come with leather straps, stainless hinges, chrome-plated locks and rubber seals. A leather handle retracts into the lid. They have a capacity of about 23.5 Litres. Dimensions :- Ht. 15in. Length 17in. Width 7in. They can be fitted on a flat sided rack. They are probably too large for a BMW but nevertheless I spoke to Phil about them. The similarity to the Denfelds had not gone unnoticed

by Phil. He had seen similar leather panniers on BM's when visiting Stemlers in Germany. The price for a pair of these Vincent panniers is 350.00 Sterling, plus the cost of any brackets. I did discuss the possibility of similar leather look panniers for our machines, if there were sufficient demand that is, and it is feasible with an order of at least a dozen sets to cover the mould costs. Your comments, suggestions (rude or otherwise) most welcome. Incidentally, the British made Craven panniers and rear racks are still being produced. Their items were a very popular accessory on BM's during the 60's and 70's and of good quality. They also carry a full range of spares should you pick up an old set for your machine. They can be contacted at:- Craven Equipment, Forest Vale Road, Cinderford, Gloucestershire. GL14 2PQ. Tel. 01594 825010. Ask for the general manager Chris Gane.

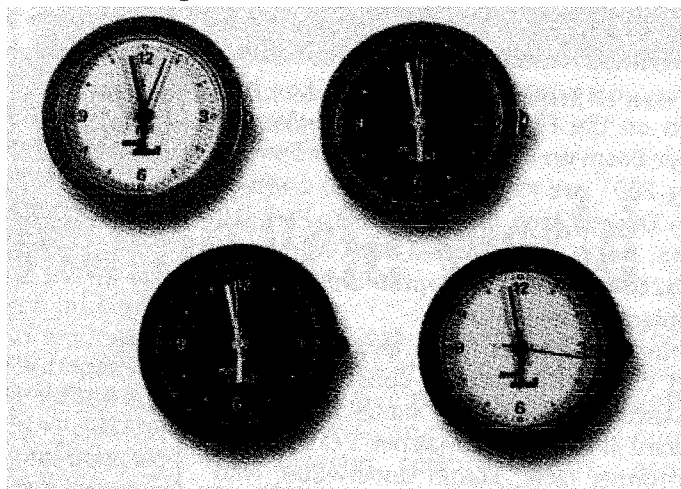


HEINRICH HANDLEBAR FAIRING

While talking to Phil Primmer it came to light that he owns the mould for the German Heinrich handlebar fairing. This also holds some prospects for a batch to be produced if there is sufficient interest. Heinrich also manufactured matching leg shields that look fine from the front and side, but when you see the fittings that include a strap arrangement that passes over the tank, it negates the whole design package, and I think it ruins the whole appearance.

Screens- I've been toying for some time with fitting a screen to my R50. Yes, I suppose I'm getting a bit wimpish as the years go by, but it would cut down the chill factor and make wet weather riding a little more pleasant. The down side is increased engine noise but decent earplugs should help that! Your advice on the attributes of the various makes (including the Heinrich illustrated elsewhere) would be of great help before I take the plunge.

Clocks- The old problem for the rider of a classic machine. I've resorted to strapping an old Timex wristwatch onto the handlebars of my BM (try doing that with an old British machine and see how long it takes to vibrate to pieces) but it's not the most practical solution. Now a solution seems at hand. Once again the Classic magazines gave details of the product.



These little clocks are 1 inch in diameter and are held in place with a small Velcro type pad so they can be removed and pocketed when the machine is parked. They have a quality Seiko quartz movement and are waterproof. Available with either satin stainless steel or black surround and a choice of black or white face they should not look too out of place on older machines. They could be fitted on either the tank cap or steering damper knob. They are available by mail order (or you may be able to get one at the Stafford Classic Bike Show) for 20 Pounds.

To order or for details contact Dave Morgan at Shaped and Elasticated Covers on 0208 9030591.

Modifications

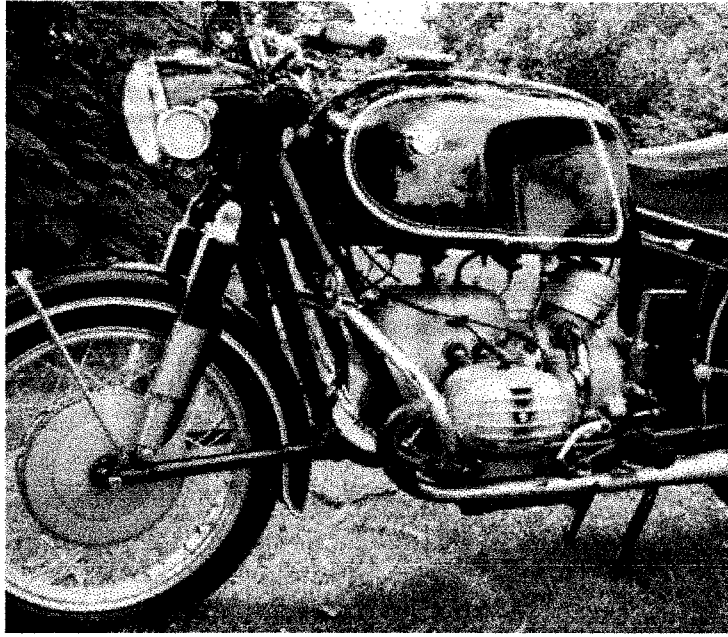
I've included an article in this issue entitled "Six Years with an R69". It was first published in 1967 when the Club magazine comprised half a dozen

printed sheets stapled together: much like this newsletter. It had no photographs however, apart from the standard front cover and the BMW Concessionaire's advertisement on the inside. It did however, have interesting articles that invariably gave details of modifications members had carried out. I was one such person who customised, albeit in a minor way. If my memory serves me right the registration number of the machine in question was 22 SMD on an R60. Perhaps some one reading this owns it, although I guess the number has by now been sold.

Anyway, my own mods were not too radical. I did however have a liking for the combined speedo/rev counter arrangement on the newly imported Honda 250 and so set about my headlamp in a big way. This involved cutting away the area around the speedo aperture with a welding torch then building up an instrument binnacle with fibre glass. A steel plate with two apertures was bonded in. When filled and smoothed down, and after many sprayed coats of paint, the finished job looked very professional, although I say it myself. It must have seemed so to others as I won a concours event shortly after. I took the rev counter drive off the magneto centre bolt and a right angle drive was fitted to a flat machined on the timing cover. The cost of a BMW rev counter kit at that time (in the early sixties) was twenty five pounds; a princely sum to me on a salary of eleven pounds a week! It was no surprise to anyone that the drive and rev counter I fitted were racing items manufactured by Smiths Motor Accessories. I was an apprentice there at the time!

My only other mods were minor; adding finned exhaust rings (still available today), an 'S' air cleaner and sports silencers. All to make the machine appear to be an R69! Oh, and I had a thing about the German elliptical number plates, so this machine carried one with the British registration. Club badges fitted in nicely on both sides of the registration numbers.

I do remember well, lusting after a large Hoske, Meier or Heinrich fuel tank, but they were well out of my reach; much the same today, if I could find one that is. Without resorting to fibreglass and chicken wire to get a large tank, does anyone know if there is a craftsman in this country who would be prepared to produce a batch?



1960's British 'Churchgate Mouldings' fibre glass tank fitted to an R50/2. Note: - no provision was made for carrying tools.

Useful Web Addresses

: - From Roger Newark

John's Beemer Garage: -

<http://www.beemergarage.com/main.html>

Mark Huggett GmbH (Zurich): -

<http://www.bmwbike.com/start.htm>

Slash 2 Discussion e-group

<http://www.egroups.com/group/slash2>

KEE's BMW page

<http://www.geocities.com/motorcity/speedway/3213/>

Bench Mark Works (Craig Vechoric)

<http://members.aol.com/VechBMW/index.html>

Vintage BMW Motorcycle Owners Ltd

<http://www.greatanswers.com/vintagebmw>

The Vintage BMW Motorcycle Page

<http://www.greanswers.com/vbmw/vintage.htm>

Yahoo vintage bmw discussion group

<http://clubs.yahoo.com/clubs/vintagebmwmotorcycles?s>

Motorrad Stemler

http://www.motorrad-stemler.de/index_e.htm

Boxerworks: -

<http://www.boxerworks.com/phorum/>

May I give a word of warning about these web sites? One of our members applied for membership of a Vintage BMW Club in America and sent money. There has been no acknowledgement from them and all communications up to date have been ignored. This situation has been ongoing for a long period. Please be careful before parting with any money.

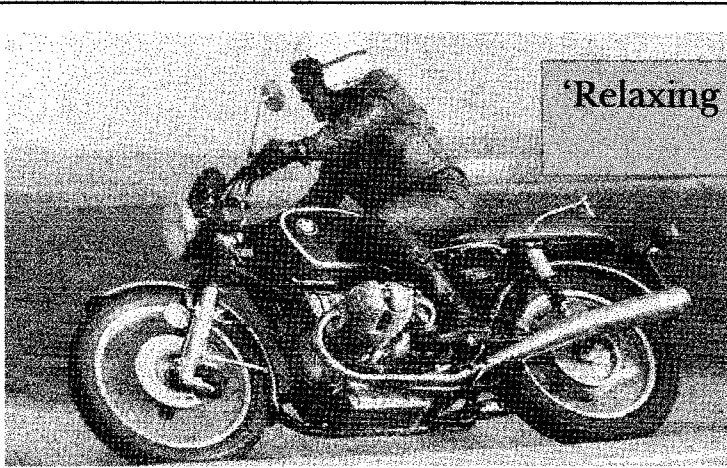
Letters

I received a letter, just prior to going to print, from Vic Doswell, one of the Clubs most enthusiastic and long term members. His observations concerned pistons, and piston seizures. Vic writes: -

..... piston seizures Pre - 69 ; with all my BM's in this bracket, whether purchased new or s/hand, I have always raised the carb. needles one notch (primarily to stop the pipes from bluing) and have never had the slightest hint of tightening, not even when the valves were floating around Silverstone on M.C.C. speed events.

Availability of pistons – you can still get Mahle and Nural pistons if you know where to go in the U.K. A few years ago I wanted an oversize for my R25/3 and the BMW men said “nothing over 1mm”, so expecting a sleeve job, I went to a firm in Bridgewater who produced a Mahle catalogue showing a further oversize, which they obtained within a very short time!

Another source is Motorrad Stemler in Germany. I have restored three BMW 250cc singles using them, and whilst perhaps not the cheapest, they have very large stocks and delivery is not too long. Telephone 00 49 21 91 53067. They can usually get an English speaker to the phone.



'Relaxing the Bearing on a 1974 R75/6'

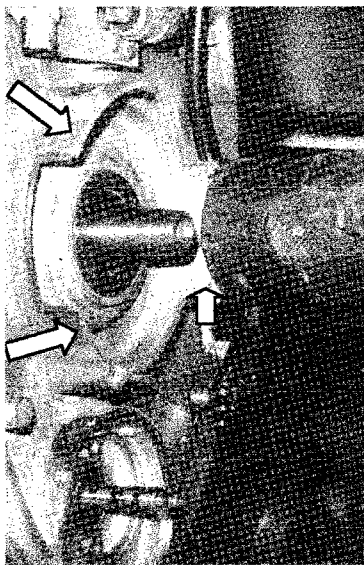
By Glyn Mumby

I am currently restoring, when finances allow, a 1974 R75/6 and have written this in hope that it may prove useful to any home repairer or restorer who may get caught out by this particular problem. The problem I encountered was whilst refitting the timing chain cover on my

R75/6 engine. Having fitted many of the peripheral parts, namely the timing cogs, timing chain and outrigger bearing etc. I thought that fitting the timing chain cover would be simple. Not so. I warmed the cover around the outrigger bearing / alternator area using a hot air paint stripper, a tool which I have found to be invaluable where expansion of an item is required.

With the engine positioned on the bench on its back, flywheel down, I dropped the warmed cover onto the outrigger bearing and began to tighten it down whilst still applying gentle heat. With all the hex. bolts tightened correctly I positioned the engine as it sits in the frame only to find that rotation of the crankshaft was now impossible and that the engine was locked solid. I subsequently removed and replaced the cover three times, each time with the same result.

The remedy to this problem, which I will add at this stage I have only found in the genuine BMW workshop manual for this model, is to strike the three flanges of the cover around the alternator area with a soft mallet. This procedure is known as RELAXING THE BEARING and counteracts the effect of the cover contracting around the outrigger bearing. From that point the crankshaft began to rotate freely.



'Six Years with an R69'

A RE-CYCLED ARTICLE FROM THE CLUB MAGAZINE
OF JUNE 1967 – AUTHOR – JEAN SUTTON

The BMW was a motorcycle that my husband Dick always dreamed of possessing, and then at last, in April 1960, the dream came true. A beautiful great shiny flat twin was added to our stable. Her maiden voyage was to Poole in Dorset; it was a glorious day and all eyes were turned to admire our machine as we ghosted quietly along through sleepy villages on the country roads.

Our first impressions of the R69 were of her smoothness and quietness, but, being used to trials and cross-country machines we found the handlebars too narrow and these we replaced with a more upright, wider pattern. The gearchange was clonky due to our not having yet acquired the correct technique. Also, the very soft, well-sprung dual seat gave us some discomfort at our rear ends, and a more spartan A.M.C. type was fitted. This improved the feel of the machine especially when cornering fast as it made one more conscious of what the rear wheel was doing. Thirdly, she seemed to consume rather a lot of oil, and as we intended doing some extensive long-distance touring we bought a large capacity alloy sump of the type used by M.L.G. on their production racers. Later, when the R69 was well run-in she lost her appetite for oil and then the steel sump was replaced for cross-country competitive use.

For the first few thousand miles we kept strictly to the roads, but just imagine our disappointment when, in spite of every precaution having been taken (correct adjustment and keeping the oil slightly below the recommended levels) the R69 developed clutch slip at 80 m.p.h. which became increasingly

worse. On dismantling, we discovered the clutch pressure plate to be bowed, and in addition the oil seal from the gearbox had been incorrectly fitted. The oil seal was replaced with a new one, but as we were unable at the time to obtain a heavy-duty R69S plate a rather crude method of chamfering the lining to the shape of the distorted pressure plate was employed. This has since proved satisfactory, and in spite of rather hard use in competitive events we have not had the slightest sign of slip.

In order to carry camping gear Dick built a very substantial and quickly detachable rear carrier, which proved very satisfactory for the job. It was later used on an R50 which we prepared for an Australian (*Phil Funnel I would guess.Ed.*) who intended to make an overland trip home to Adelaide; he had to carry an excessive amount of luggage, including extra petrol. We had a letter from him in due course, telling us he had arrived safely and that he and his machine had held together.

The R69's slow action grip always annoyed us, and we modified it by building up the cam profile with Isopon; the result was a quicker action, but that backlash was still present. Eventually we discarded the whole twistgrip, replacing it with a quick-action twin-cable Amal alloy type that gave the machine a more vivacious response to the throttle. Then a 4.00/18 trials tyre was fitted to the rear and a 3.25/19 John Bull deep-grip to the front, giving extra grip and increasing the ground clearance.

The machine's first taste of the rough stuff was in the 1961 International Six Days, when we used her for travelling marshal's duties. She proved amazingly adaptable to the varying conditions of the Welsh hills, but now that she had felt for the first time the thrills and freedom of the open countryside her volumptuous silencers were beginning to suffer, so a set of siamesed, high-level exhaust pipes were made up for her. A small, round Lucas headlight was substituted for the rather vulnerable standard light, and the mudguards, which tended to become easily blocked on muddy going, were replaced by a thin fibre-glass blade at the front and an ex-Vincent dural guard at the rear. In this form she was entered for the 1963 Welsh Three Days, with Dick, Keith Sanders, and Malcolm Freeman forming a gallant team of BMW riders. Although rather a weight, she handled well in spite of balancing acts necessary to keep the pots away from menacing outcrops of rock.

Up to the Friday morning all went well, but then, while Dick was tramping at a good rate of knots along the Abergwesyn Pass, he suddenly encountered a very sharp right turn in the narrow track. Unable to stop, he carried straight on, jumping a fifty-foot cliff, missing the rock-strewn face and landing plonk in the bog below. As Dick was hurtling through the air he caught sight of the poor R69 rolling head over heels until they both stopped some distance away from each other. Rather dazed, he dragged himself up to inspect the damage; what a sorry sight – one pot was gone. But on closer inspection the cylinder which at first appeared to have vanished was only embedded in the bog, and only the handlebars had twisted round onto the tank. After quickly adjusting the bars he tried to start her – and the big-hearted BMW, in spite of all she had been through, fired first on one and then slowly came in on two. Speeding along later, trying to make up time, Dick found he was 14 minutes down on the next check and had forfeited his gold; however he collected a silver.

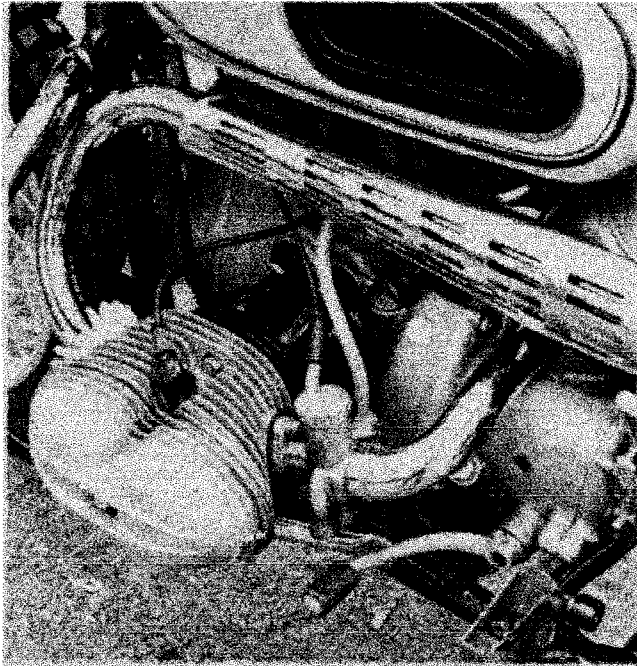
The R69 has also marshalled in the Scottish for three years in succession; this, we were told, was impossible, but it's not. She has honourably performed her duties, crossing many a rock-strewn Scottish pass in the process. She has been ridden in many of the M.C.C. events, such as the Lands End, Derbyshire and Exeter Trials – all very enjoyable events and ideal work for the big twin – and added many a trophy to our cupboard.

Now, after 60,000 miles, our trusty steed has been stripped down, and except for clutch slip those miles have been mechanically trouble free. The heads had never been off, and the rocker covers had worn so thin, through constantly being slid over hard surfaces, that they were almost transparent. The oil throwers were blocked solid and the piston rings badly worn, but otherwise engine wear was not excessive. The alloy rims were badly buckled, but the frame and forks perfectly in line. The steering-head bearings were a constant annoyance, being always in need of

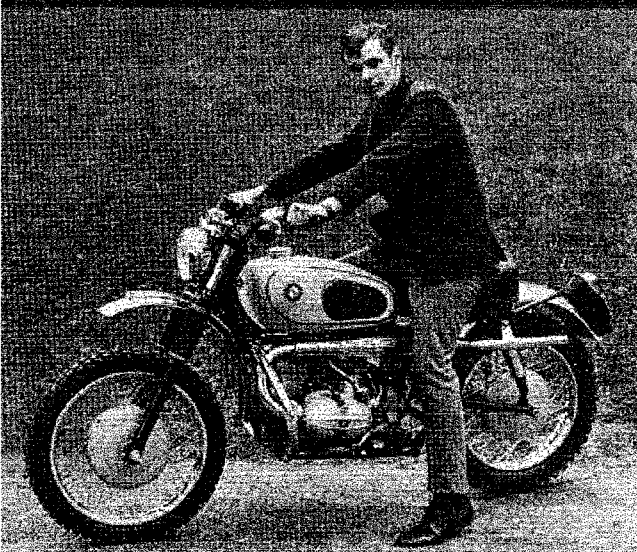
adjustment or replacement, so just before taking her down we fitted Norton forks with taper-roller head bearings; this improved handling and gave lighter steering in solo form.

What now lies ahead for our battle stained black beauty? A complete rebuild, a new life, and another 60,000 mile of adventure.

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BMW with a difference



No, not the machine written about in the previous article, but the thoughts behind the project were on the same lines when details of this project went into print back in the 60's. .

This R69S was built by Bo Rindar, the BMW factory's Swedish agent, for use on the local earth-and-gravel roads. Its standard R69S engine is housed in a lightweight frame built by Berra Persson to give 2.5in more clearance. Of the original frame, only the rear pivoted fork is retained. The front fork is a Ceriani.

Specially made, upswept exhaust pipes carry heat shields from a lightweight Suzuki. The modified silver BMW tank is lined in blue.

Scrambles tyres are fitted, 3.00/19in. front and 4.00/18in. rear.

It's understandable why BMW eventually introduced their GS models when machines like these were being put together by private individuals. Apart from Vic Doswell's lightly modified "Exeter" 250, does anyone own a similar machine? If so, I'd like to put it into print.

Finally, for this issue, I'd like to thank those members who have contributed to this newsletter. Please let me have your articles, photographs, or ideas.

Ride safely

Malcolm Mc Nair