

1935-38 BMW R12

VINTAGE & CLASSIC REGISTER



ISSUE 5/2001

VINTAGE DIARY

27th/28th April 2002- The 22nd International Classic Motor Cycle Show. Stafford County Showground.

The Vintage & Classic Register will have a stand at this show. The theme? Ideas and the offer of machines are most welcome. For more information concerning exhibiting please contact me as soon as possible as the Register has made changes to the arrangements of previous years.

May 2002- BMF Show, The East of England Showground, Peterborough. The Register will again be represented in the Club Marquee.

21st July 2002 - VMCC Founders Day Rally, Stanford Hall, Nr. Lutterworth, LEICS.
28th July 2002 - The Register will be supporting the BMW Club - National Ride to the Ace Café.

Aston Martin Lagonda Visit- Still on the cards for 2002.
Date TBA.

Regional Meets in Wales, Scotland, the Midlands, Yorkshire and the South West.
Dates TBA.

Contributors to this issue were
Eric Rance
David Stephenson
Gerry Wakeman

Many thanks to them.

An appeal to every one first. Please, please will you tick the Vintage Box on your Club Membership renewal forms so that your name appears on the Register list that comes to me from H.Q. This will enable me to mail out future newsletters without having to check every name off against my own list. With so many members listed on the Register it's a chore I'd rather live without. Thanks all.

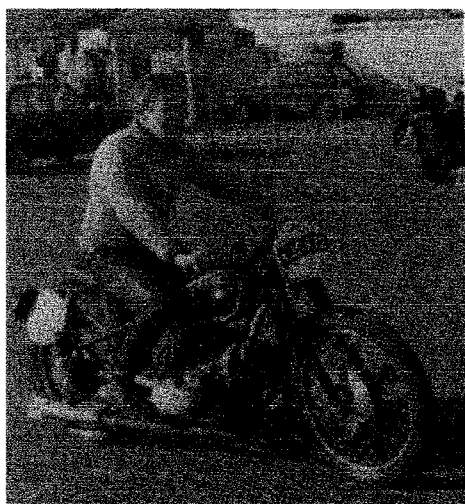
Everyone seen the December issue of The Classic Motor Cycle? Register member Adrian Nurney has a six page spread about his 1975 R90/S. A great article and a great bike, you've probably all saw it at Malvern. Well-done Adrian. Also in the limelight was Club member Graham Crate who had his white R60/69 Steib outfit featured in the November issue of The Classic Motor Cycle.

The calendar for 2002 is starting to fill in now but, in addition to the events listed opposite, plans are moving to organise informal gatherings in various parts of the Country. This year Eric Rance arranged a successful meeting in Yorkshire and hopes to do the same again. The idea is to give as many Register members as possible an opportunity to meet up and make new friendships within their own area. If you would be willing to organise something within your area please contact me. The Register will make funds available for awards, etc.

Since becoming Register Secretary I have trodden a fine line concerning advertising from the Trade in this Newsletter. I do not run a business that is in any way connected with motorcycles or the services relating to them so I have a completely unbiased approach when letters come in from a trader and are for publication. If the information is helpful and a member has endorsed it I'll include it. From the next issue (due next March) a small charge will be made to the trade for advertising to offset the printing and postage costs. Small block adverts are welcomed at £5.00 per insertion.

Edited by: -
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IMPRESSIONS OF A 1939 T.T. RACING R51

What do you think would be the chance of getting a ride on a TT racing BMW? Pretty poor I reckon. But, if further confines, such as it must be a solo, were put on the deal, the arrangements would be more difficult still. And.. if it was narrowed down to having to be one of the victorious 1939 team it would seem almost worthless bothering.

Even in 1939 when such machines were for obvious reasons more commonly seen than they are nowadays, the answer to a proposal to ride one would almost certainly be negative if your name wasn't Meir or West, or another synonymous with outstanding riding ability.

The readers who are turning these pages after returning from the Isle of Man may have been lucky enough to get a glimpse of the blown overhead camshaft 494cc BMW's that finished first and second in the '39 Senior in the hands of Georg Meier and Jock West respectively as they paraded in the 'past TT racers' parade programmed for 8 June. One thing is for sure there almost certainly would have been no mention of the third member of the team on that 'bright sun shining day' (so said Motor Cycle on 22nd June 1939) only weeks before sporting conflict between Germany and Britain was to be overshadowed by a conflict more serious.

The man who made up the numbers was Tim Reid. You may well ask 'who?' because Tim wasn't a well-known road racer, in fact Bob Currie (Motor Cycle Weekly) claims that this TT was his one and only venture into road racing. He had, however, victories under his belt from Midland area speedway and trials events and was apparently an accomplished engineer and dabbler in engine design. I have very little on Mr. Reid's life prior to 1939, but post-war he was associated with Watsonian Sidecars, Ariel, and BSA on development, and in 1960 was employed by GKN.

On the Isle of Man he had an almost standard R51 with a 494cc push rod engine in stark contrast to the ultra light and somewhat special RS motors of Meier and West. In fact Tim Reid's R51 was the fourth listed BMW in that years Senior, the third being another blown machine to have been ridden by Karl Gall. Sadly Gall, a longer time campaigner of BMW's died in Ramsey Cottage Hospital after a practice

accident, despite the Company flying in a German brain surgeon to operate on the depressed fracture of the skull he sustained.

This left the factory with a vacancy, and in what must surely have been a spirit of sportsmanship, Tim was recruited into the factory team; perhaps in what we can only think was a forlorn hope to take the Manufacturers Team Award from the hitherto all conquering Velocette and Norton factories.

The point I'm leading up to is that in February by virtue of the trusting nature of vintage enthusiast John Joiner of Hullavington, I had the pleasure of trotting around Silverstone race track on the ex-Tim Reid machine pictured in its present form.

Most unlike a Senior TT machine as it is now, so it was in '39, though from the close study of one photograph in John's possession showing it at Union Mills, it..cont

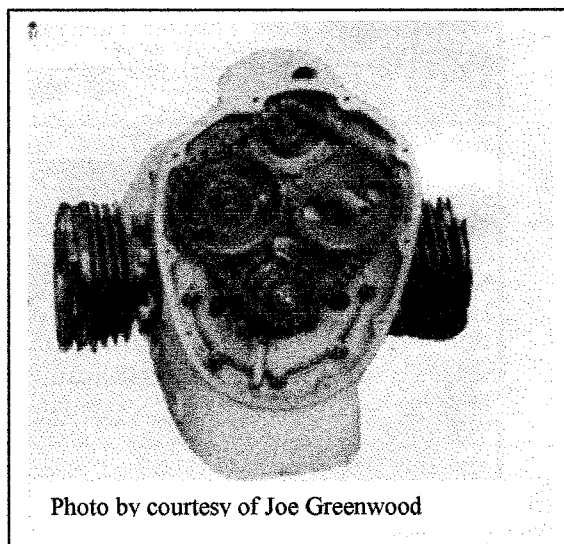


Photo by courtesy of Joe Greenwood

may have had a helping hand, that of the factory. Forged light alloy pistons were in the engine giving a C.R. of 8:1 as opposed to the standard R51's 6.7:1.

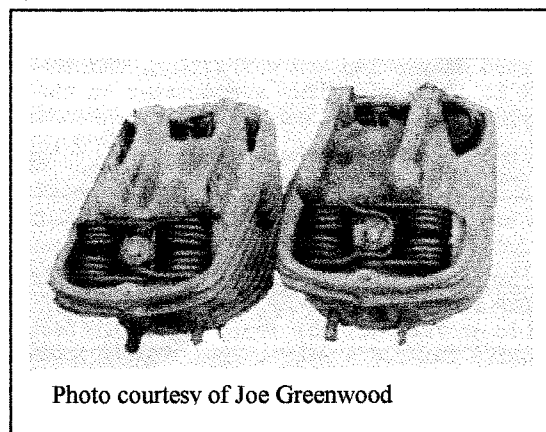
I had ridden an R51 before but it still came as a revelation to experience again the low seat height and overall diminutive dimensions of the machine when compared to the equivalent machines of today.

Once out on the track this lack of stature, and camshafts (2) over crankshaft layout, makes such a low center of gravity that cornering appears alarmingly easy. To a rider who is used to the variations of normal road surface the 'super-grip' of Silverstone feels like a safety net to a trapeze artist. Yet, with all the grip in the world at one's disposal, the problem remains of transferring any weight from lean to lean. *(no counter-steering in them days then! Ed)*

At this practice day when numerous vintage (by definition) bikes were vying with GS100 Suzukis and the like it was patently clear which machines were the more capable on the bends, though the straights were a different matter of course. It was the tyres and perhaps the suspension that gave some cause for concern, they combined to make the front end shudder under severe cornering, but practice proved them not to conspire to pitch me off so I ignored this and concentrated on the four speed box which John had instructed me to use to the full though no rev counter was fitted. John knew it could stand being ridden hard, that's why he raced it. It is something of a tribute to the brakes that they, in conjunction with the machines inbuilt capabilities enabled me to ride round corners on my first laps completely out of cog. Each time I approached a hazard needing negotiation in a lower gear I invariably found a neutral. I put this down to incompetence on my part but after being flagged in at the end of my session and reporting the problem to John he simply wielded a screwdriver, had a fiddle below the gear lever pivot and declared the problem solved. The next session proved that to be so.

The reason for being afforded the facility to adjust the disposition of selector forks externally eludes me when on modern BM's it is done at the build stage. The R51 had the same engine as its immediate predecessor the R5 which was the first BMW to feature positive stop gear changing, but ultra conservative BMW still provided riders with the facility for instant neutral finding by fitting a hand lever on the opposite end of the selector shafts to the foot lever. However, unlike the R5, the R51 sported rear suspension, the first ever on a BMW, and quite obviously a boon for the TT course in 1939, but I wondered if it was necessary at my sedate speeds on Silverstone's billiard ball surface. Rear suspension dictated the advent of the universal joint in the drive shaft at the rear wheel end of the shaft as opposed to the gearbox end preferred on later machines. Some movement at the gearbox end had to be allowed for of course, that done by means of a rubber drive connection.

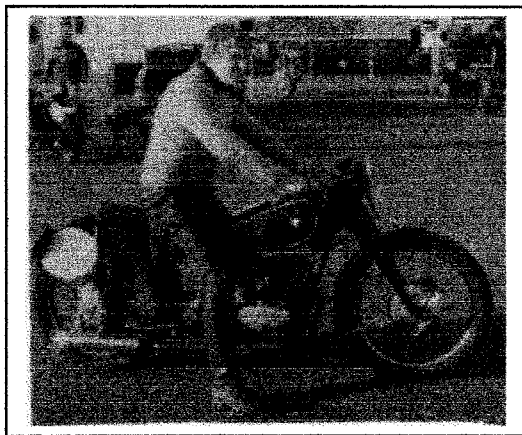
With a standard compression ratio, as John's machine has at present, the manufacturers claimed a top speed of 88mph, and there seemed to be every indication that forty years after its day of glory it was still capable of that speed, but on my day I had no wish to try to prove it, the acquaintance being too short a one for such truculent behavior. That speed was achieved from a 24bhp motor (in standard trim) at 5600 rpm; quite high revs in BMW language and one wonders if it seemed exceptionally so to the factory that they wished to reduce push rod length and hence fitted two high camshafts driven by chain from the crankshaft. The chain was also used to drive the dynamo. Only the R5/R51 were to feature two



camshafts, post war twins were to revert to single shafts though rpm was to increase with no change in stroke. The valve movement in the R51 is controlled by hair-springs, and valve gear lubricated by non-circulating oil placed in the rocker gear compartment through a filler cap visible on the rocker cover tops.

In 1978 I reported my impressions of a 1935 R12. It had a side-valve motor and pressed steel frame and was generally quite medieval looking, but the R51 went into production only four years after the R12. To our eyes the appearance has certainly crossed some threshold of design! What is more surprising is that the sister to the R51 the R5, was in production concurrently with the R12 from 1936 until 1938. Even more surprising is that the R12 weighed only 3kg more than the sleek looking R51.

Aficionados of the pre-war BMW's maintain that they were the best engineered of any before or since, and riding John Joiner's R51 leaves me no reason to doubt this. Certainly smoother and quieter than ... cont.



any BMW to be bought new today (1979 Ed.) it has stood the trial of time and its hard life isn't over yet.

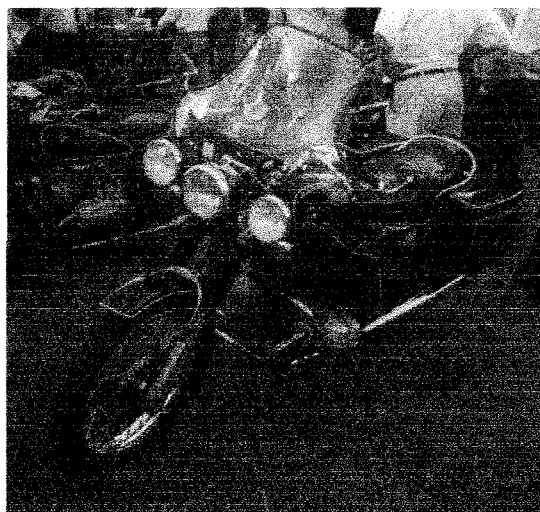
So, what was the outcome of Tim Reid's TT ride as part of the BMW team? Well, sad to say Tim's glory lasted only a lap and a bit. Motor Cycle's reporter succinctly put it thus..

'...but Reid finds a spectator on the road near Keppel Gate, comes off in trying to miss him and suffers a broken arm.'

.....

This article first appeared in the Journal in 1979. I have edited slightly but thanks goes to the writer G.W. who I suspect is Geoff Wilson. Now, does anyone know the whereabouts of this machine or any more on Tim Reid?? Let me know then I can do a follow up article. Ed.

1973 R75/5 FOR SALE



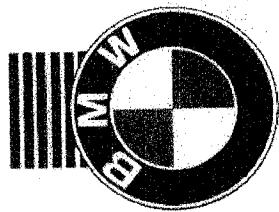
Probably one of the best 75/5's available today and only for sale to an enthusiast who is prepared to keep it in this condition. Owned for 20 years. For full details contact:-
Ian Mac Donald on 01560 483503 (Ayrshire)
E-mail ianmacbmw@zoom.co.uk

VISIT TO ASTON MARTIN LAGONDA IN NEWPORT PAGNELL



I have been in touch with Aston Martin concerning a visit to the factory by Register members. Building work still continues so any trip will now be in the New Year. They have informed me that they may not be reintroducing factory visits but are hoping to arrange an Open Day later in 2002. As far as we are concerned I shall still try to set up a visit but we may have to accept a trip on their Open Day.

BOOKS ON OLDER BMW'S

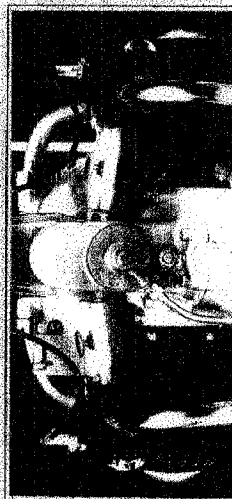


THE STORY
OF BMW
MOTORCYCLES
L.J.K. SETRIGHT



The History of Engines - Engines that Made History

1916-1945



Dr. Karlheinz Lange

PROFILES

Motorcycles from Munich
1923-1969



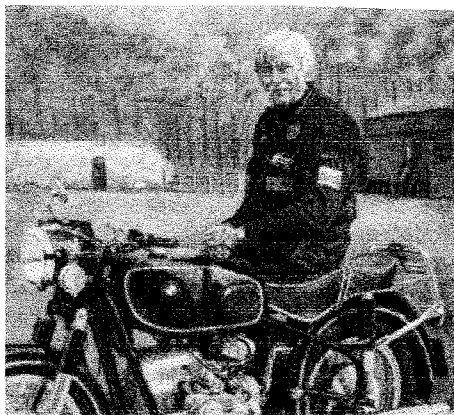
CLYMER
BMW
500 & 600 cc TWINS • 1955-1969
SERVICE • REPAIR • MAINTENANCE

1000 1100 cc FOUR
SCHNITZER BMW



BY ROY BACON WITH FOREWORD BY REG PRIDMORE

The Postwar 250 Singles and 450 to 1000 Twins



Books on older BMW's

Reviewed by Eric Rance

When you look at the books available on motorcycles today we seem to be spoilt for choice. It is a very big market out there. The motorcycle restoration business is a billion pound industry we are told and the marque histories get more numerous as the years go by. Unless you intend to buy them all, some observations may be of interest. The prices mentioned are those that I paid.

These views on the books available are entirely personal and may not coincide with other opinions, but here goes.

I assume that you already have the Riders Instruction Manual, and the Workshop Manual. If not, they are both available from Stemler Motorrad, GMBH, Garshager Heide 29, D428991 Remscheid, Germany, or you may be lucky at an Auto jumble bookstall. The Workshop Manual is also available from Motor Works. The books are grouped, to give some basis of comparison, the first being restoration and maintenance orientated.

1. BMW Twins Restoration- all BMW Flat Twins 1955-1985 by Mick Walker. Publisher Osprey. Cost £19.99

For me, this book tries to take on too much. The model range is too wide and there is consequentially a risk of confusion by the reader between models. The section on accessories is limited to fairings, luggage and sidecars and as such is inadequate. One of this Authors early but less successful productions, but this is redeemed later in this article.

2. How to restore your BMW Motorcycle-twins 1950 to 1969 by Roland Slabon, Published by Motorbooks International in the USA and Haynes in the UK Cost £20. 95 Currently out of print. This book is excellent, covering all that you will need, for the acquisition repair and concours presentation of a 1950 to 1969 BMW. There is a significant coverage of the American scene but this does not reduce the value of the information to the UK rider.

(I generally agree with Eric's comments regarding this book. There are a number of areas that are suspect; replacing the rubber cover on the saddle and replacement of the transmission shaft gaiter are just two areas that can cause confusion and frustration for the novice! Still available in the States. Sold by the author through the Vintage BMW Motorcycle Owners Club. Ed.)

3. Clymer BMW 500 and 600 twins 1955-1969 - Service repair and adjustment. Published in USA. Price £12. Purchased at an Auto-jumble. This is a well-produced manual, not really covering complete restoration but giving very thorough data with good illustrations and photographs.

4. "The Vintage Motorcycle Workshop." by Radco. Price £15 published by Haynes.

Not specifically BMW but the best practical book on general restoration available. Every trade skill is contained in a book that is well thought out, comprehensively illustrated and carefully worded, by someone who knows what he is doing. The definitive work

5. Bahnstomer -The story of BMW Motorcycles by LJK Setright. Published by Transport Bookman Publications. Setright is unique, a Maverick. Incisively accurate, and yet sometimes quite outrageous. He has a "thing" about clocks on motorcycles. This is a good readable book. The reader is led from one criticism to another, but deep down it is clear that the writer enjoys the well-made motorcycle. His last words in the book being, "Permanence is the thing"

6. '1000 Tricks fur Schnelle BMWs' You will need at least 0-level in technical German to follow this 310-page book written by Hans Joachim Mai and published by Motorbuch Verlag.

This book sets out to cure some of the regular problems, such as steering head bearings, back brake oiling up, plus some modest tuning activities. As the title says there are in excess of 1000 tips in this book.

7. BMW by Hugo Wilson (in the classic motorcycle series) published by Dorling Kindersley. **Price £5** A small book, only 44 pages, the attraction is the photographic content, but in spite of the dust jacket claiming that it is carefully annotated "for in depth knowledge" the blunders are astonishing e.g. "p28 1961 R69S "The Fuel tank also contains oil and the battery".

8. German Racing Motorcycles by Mick Walker, (poignantly dedicated to his son Gary, who was killed on the race track.) Published by Redline Books. **Price £20**

As mentioned above this book more than makes amends for the same authors disappointing restoration guide. It is a superb appraisal of some 13 German motorcycle firms, who entered the arena of road racing. BMW gets pride of place, with a chapter each on solo and sidecar racing. The sidecar racing alone would make a good book. The motorcycles, their riders and the successes that they earned are fully covered within a book that for me is the best book of the many that Mick Walker has written.

9. BMW Motorcycles 1950 - 1971 Published by Brooklands Books, **Price £12.45** (at an auto-jumble)

A very informative book containing many road tests from GB and the USA. Comparative specifications, technical features, record breaking, engine analysis. Including the Single cylinder models.

10. Profiles-BMW Motor Cycles from Munich, 1923-1969. Published by BMW Mobile Tradition. **Price £25** (when I bought mine)

This is a beautifully illustrated and printed book that no BMW owner of this era should be without. The information is "from the horses mouth" and includes engine and frame photographs from the first BMW produced up to the end of the swinging arm R series, references to other books, production figures and factory photographs, most of which have not been previously seen.

11. BMW Twins and Singles by Roy Bacon published by Osprey, in 1982. **Cost £8** Bacon knows his BMW's. This is well written, readable and informative. It has a good index and massive specification schedules. I found no fault with this book and if you buy no other, this should be on your bookshelf.

12. BMW Motorcycles-The Post war Range by Roy Bacon as a successor to the above. Published by Niton. A logical follow-up to his first book on BMW, but containing more data than the "up to 69" reader will need. As such the Twins and Singles is the book to find

13. BMW POSTWAR MODELS 1949-1969 by Roy Bacon as No.20 in the Motorcycle Monograph Series. Published by Osprey.

This is a delightful little book, only 58 pages, but with some beautiful photographs, particularly on the BMW sidecar road racing

14. BMW Engines 1916 -2000 by Dr Karl Heinz Lange, Publisher BMW Mobile Tradition. Price £100

This book is in two volumes. The First covers the engine development for Motorcycles, Aero and Motor Cars from 1906 to 1945.

This double volume looks, and is, expensive, but the content is quite astonishing. There is at least one detail drawing and several photographs for every engine made by BMW, from the earliest motorcycle to the Le Mans winning Maclaren BMW. Aero engines of incredible complexity abound and within the motor cycle sections there are tantalising details of experimental engines, such as the Haufenmotor, a four cylinder variant of the 1953 Rennsport motor, the twin crankshaft engine of the same era, the 250cc Rennsport, a scooter engine.... I could go on ...

I believe these books are only available from BMW Mobile Tradition, Munich. English or German text is available.

A luxury book perhaps, but an excellent one that few would regret buying.

Catalogues

Many catalogues are available from firms supplying used or new spares for machines of this era. I have found the following to be the best: -

Stemier Motorrad, GMBH, Garsebager Reide 29 D-42899 Remscheid, Germany.

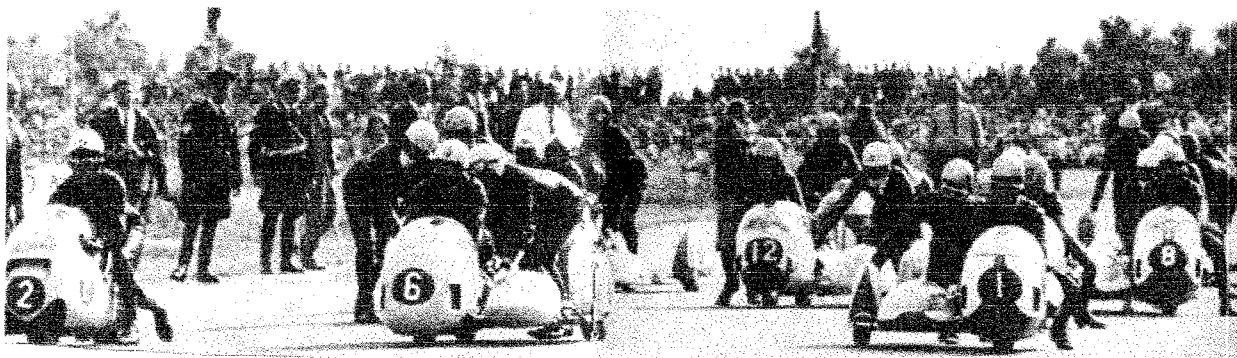
Martin Kornhas Motorradladen, Nordliche Uferstrasse 14, 76189 Karlsruhe Germany. (send 5 Dm)

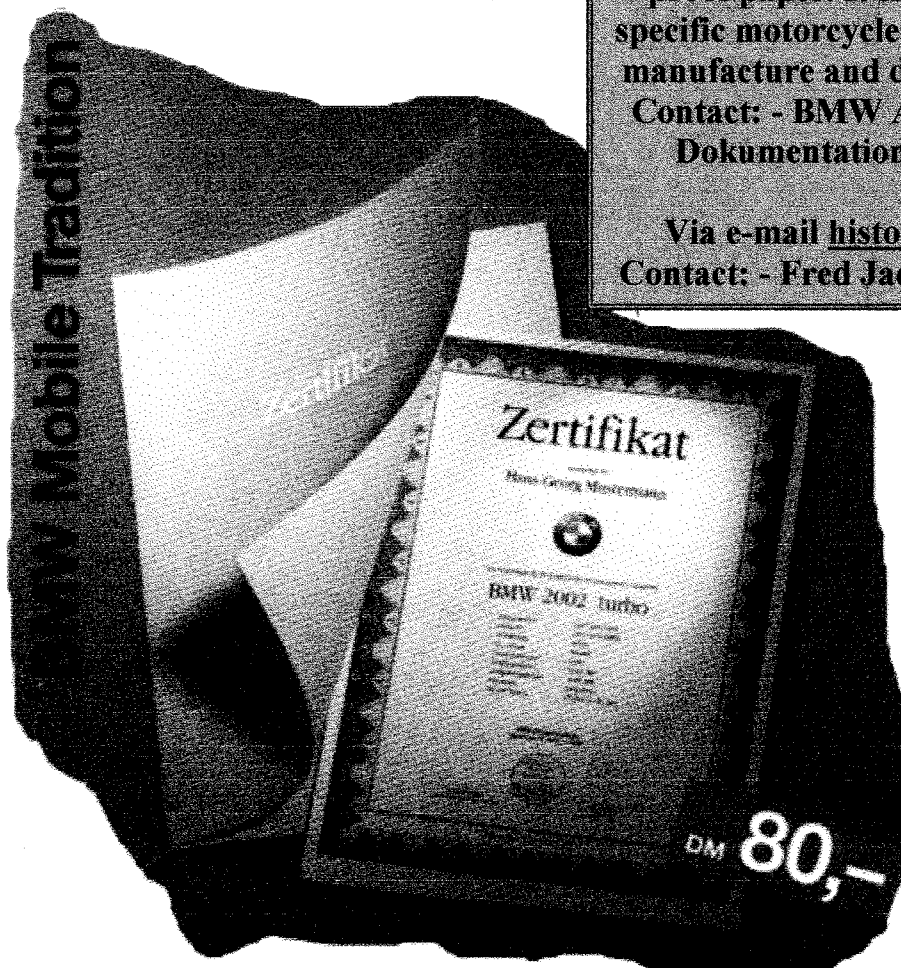
Motobins. 16, Surfleet Road, Surfleet, Spalding, Lines. PE11 4AG

Motorworks. The Old Schoolhouse, Meltham Mills Road, Meltham, Huddersfield West Yorkshire, RD7 3AT

Teilecatalog fur historische Motorräder von 1948-1969- from BMW Mobile Tradition, BMW AG, Munchen, Germany.

With winter and long evenings here why not get some reading in? There is plenty to choose from.
Eric Rance





Mobile Tradition is able to produce a certificate of authenticity for historic vehicles. The document costs 80Dm and is produced on forge-proof paper. It shows the data relating to the specific motorcycle, for example the exact date of manufacture and delivery and details of fittings.

Contact: - BMW AG, Historisches, Archiv und Dokumentationszentrum, 80788 Munich, Germany.

Via e-mail historisches.archiv@bmw.de or
Contact: - Fred Jacobs at Fred.Jakobs@bmw.de

WANTED FOR **1958 R60**

Front engine cover,
Rocker covers, Tank filler
cap, Headlamp glass &
bulb holder, Standard
tank tool box cover,
Pistons - 72.45 or one
similar to my good one a
Noral 7246/R3.
I have for exchange if
required (or trade for
R60 items) :-

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

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

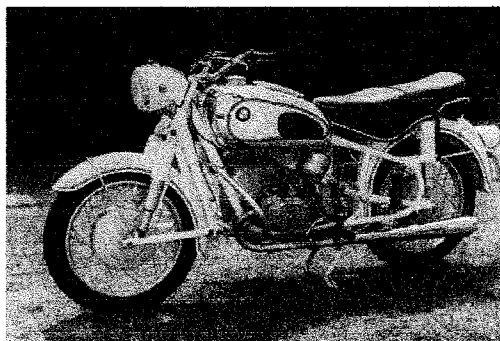
Tel. 01756 796390
Servicing, Re-builds
Paintwork, Chrome
Plating etc. etc.

Front engine cover (shallower than R50/60 probably
from 1951/54 twin)

Large Churchgate tank - in good condition but
minus badges.

Pagusa seat - believed to be pillion seat for R25/6.
No rubber cover but otherwise complete.

Contact Ian Mac Donald on 01560 483503 or E-mail
ianmachmw@zoom.co.uk



Formerly owned by the
Club's Section News
Editor, Robin Walker, this
import from the States
revealed a chrome-plated
tank with painted and lined
side panels whilst under
restoration. Was this a
factory option or a
previous owners attempt to
customize?

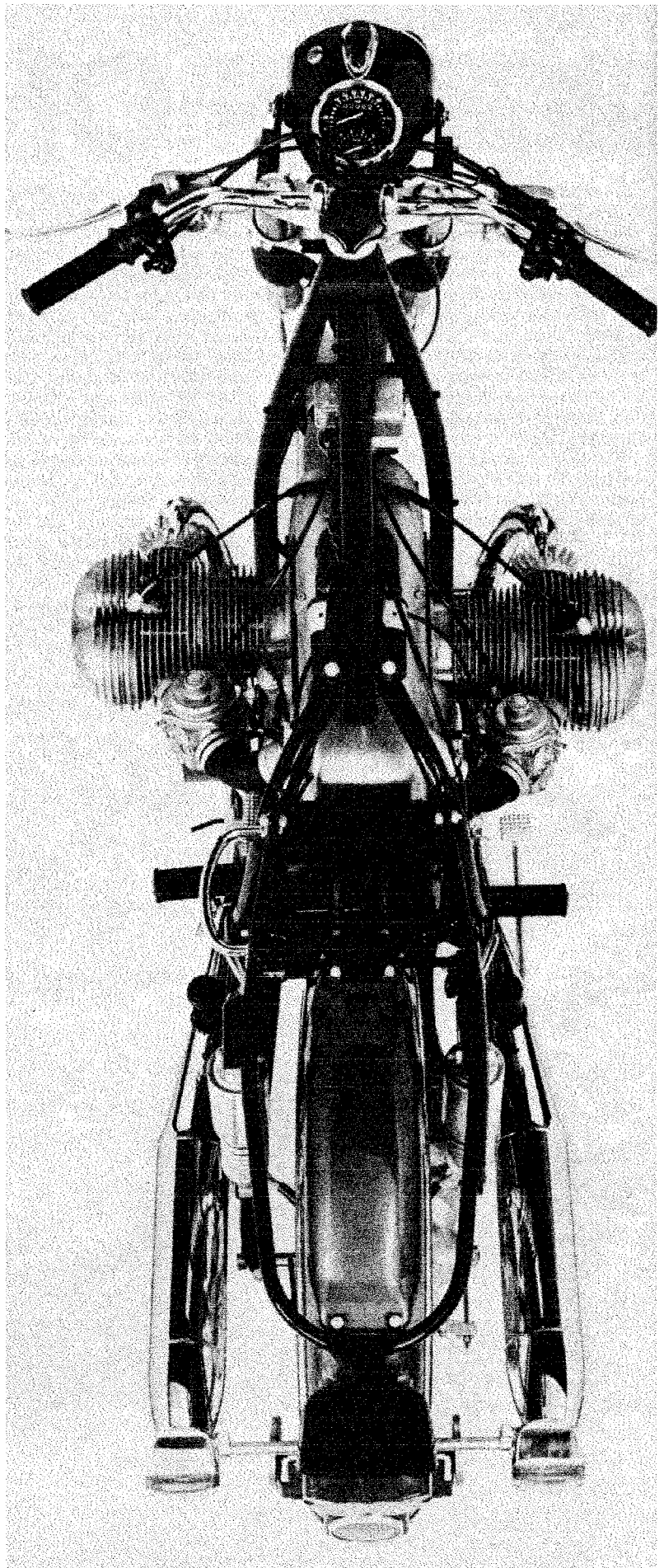
BMW R75/5
Introduced 1970
Bavarian Motor Works, AG
Munich, W. Germany

A Wolf in Sheep's Clothing, Bavarian Motor Works is quietly out-flanking competition with a proven design, impeccable construction and blue-printed performance.

In a single bold move, BMW has turned a less than ideal handling, high-speed mount into a fantastic handling, ultra-safe road burner. Taking immediate action to chassis improvement suggestions resulting from the May, 1972 *Motorcyclist* road test, the 173 swing arm was lengthened approximately 2 inches and heavily gusseted to resist flexure. The difference is night and day, with a comfort bonus in saddle length by a proportionate amount. Extreme stability resulted from the additional wheelbase and the effectual redistribution of engine weight placement more toward the front of the chassis. It is now one of the very most predictable and safest chassis in the world. Equally surprising is the performance increase from BM's of old, so much so that we felt obliged to run a displacement check on the engine to ensure they hadn't slipped an 850 in on us. They hadn't.

Using the same engine design they have perfected, the 180 opposed twin relies on antithetic power pulsations to quench vibration. Riding on separate journals of the drop forged crankshaft the pistons push the "I" beam rods in and out the steel-sleeved cylinders simultaneously. Firing order is alternated as the pistons come up to TDC and down to RDC together. The slightly off set fore and aft location of each aluminum cylinder is noticeable, with the left side slightly ahead of the right. None of the testers mentioned any discomfort from the offset.

Their protrusion forward of the feet and ankles make the hot cylinders ideal boot warmers in the cold. But BMW riders will be glad to hear..*cont*



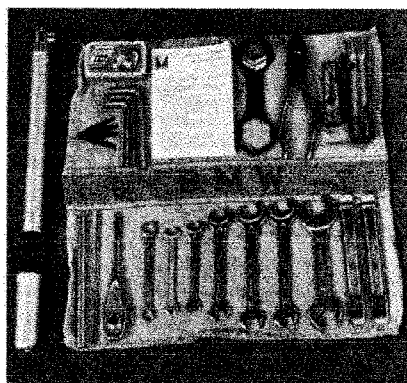
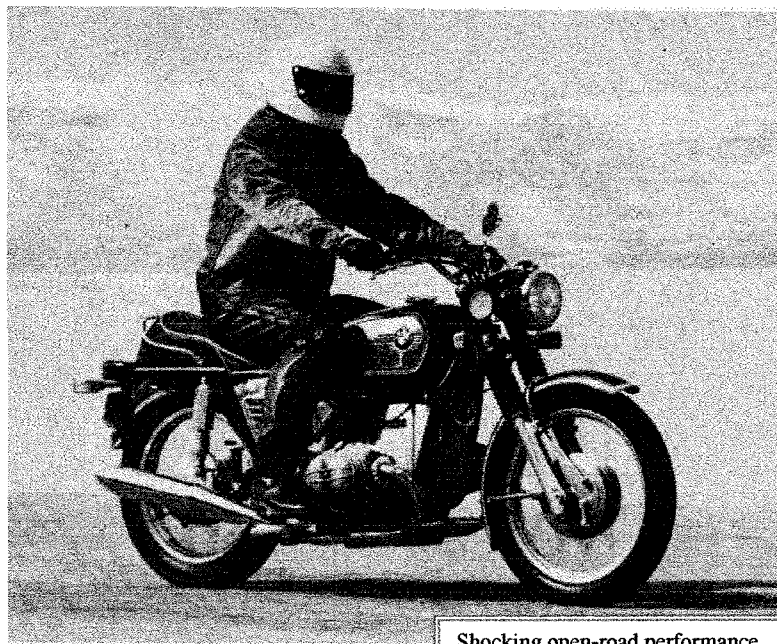
that carburetor induction manifolds have been re-angled, snugging the carbs in out of the way of the rider's shins.

Isolation of running noise is accomplished with direct drive automotive style clutch/transmission and drive shaft to the rear wheel. The single plate dry clutch has a bothersome, short' friction point that makes it feel grabby, but it gives consistent repeat performance regardless of operating temperature or amount of torture. The robust four- speed transmission is absent of noticeable operating whine, but retains some of that irritable clunk when going through the gears, unless shifted with finesse born of familiarity.

Engine and driveline have seen changes for the better. Early model carburetion problems have long since been all but cured with modification to the vacuum slide mixers. After the engine comes up to operating temperature, idle speed increases slightly. The flywheel has been lightened two pounds (from 10 to 8), to pleasantly reduce lateral torque inertia-precession. Finally, secondary drive ratio has been reduced from 2.91 (32/11) to 3.2 (32/10). Swing arm length has been increased 50mm.

Areas where the BMW placed very high in the riders' poll were appearance and workmanship. Of all the machines, it was the one that most featured individual hand workmanship to each detail. Ocean-deep paint, hand crafted striping and operating room cleanliness at all times highlights near perfect finish. In over 1400 miles not a mote of lubricant seeped from any pore, nor did the engine require a drop of oil. Seemingly, only a whisk broom would be needed to knock off the road grime. The lack of a chain drive made it the cleanest of the group. The testers voted it best looking road bike, something you'd have to see personally to really appreciate. The R75 fell down appreciably in the area of hand controls and instruments. For a \$2232 motorcycle the instruments are too militaristic, difficult to read and antiquated.

Shame on any road bike that lacks the convenience of a trip odometer to tell the rider when he's running low on fuel. The smallness of the tach and interference of cables crossing over the instrument panel



Shocking open-road performance heads BMW's features. Detailed finish unmatched. Rigid tubular, double-cradle frame, all aluminum engine and freedom of unwanted paraphernalia keep dietetic weight at mere 466 pounds. Staggered foot pegs make up for offset cylinders, but unnoticed by rider. Unquestionably the quietest, it still runs 1/4-mile at 93 mph with four-speed trans. Only bike with complete tool kit for every roadside repair need. Can change spark plugs, set tappets or handle complete flat tire repair.

make it all but useless. The limited security of locking the ignition and lights with the nail-type key isn't up to the standards of the R75. All the riders complained of the small handgrips for long spells on the road and suggested the cushioned barrel-type grips be standard on all highway bikes.

Lighting is quite good, including the super-bright turn indicators. The only exception is the square-shaped low beam that leaves something to be desired on winding roads. The electric controls on the handlebars are passable, but lack identity as to which switch does what. A console-mounted flasher light for rider view is needed. Instant electric starting is supplemented with a transverse-mounted, side-throw kick arm. Last of the BMW's weak points, which are few compared to the others, is the lack of a front disc brake. As the braking figures show, the R75 was poorest from 30 mph and ten yards farther than most at 60. Its action, however, was extremely progressive and assuring. Maybe next year?

The BMW has so many superb traits that we could spend all the pages in this issue detailing them. To ride, the BMW was the smoothest of the bunch, and probably the best of any production engine in the world. Rider comfort is matched only by the Guzzi and head and shoulders above the other eight. The plush seat accommodates two-up with equal comfort. Here again the BMW came out on top when comfort of the passenger was scored.

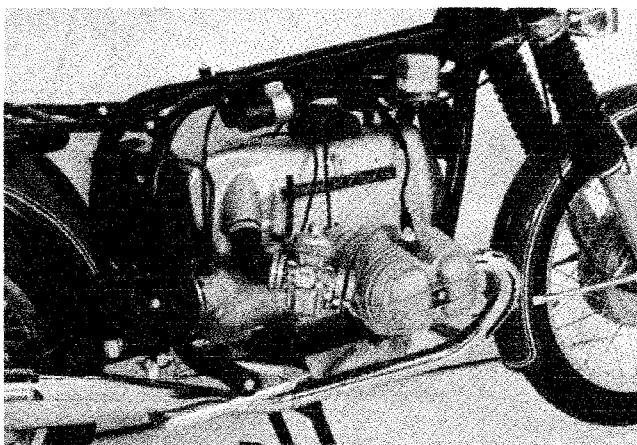
... continued

For a lightweight, second lightest of the group at 466 pounds, fully gassed, the BMW rides more like we'd expect from the big Harley or Guzzi. Softly sprung, well damped suspension does the trick. Having by far the most amount of fork travel the R75 transfers weight excessively when braking. Chassis geometry is just right, for with the cushiony ride the bike has a minimal amount of wallow in the turns when bent over hard. With the stiffness of the Kawasaki suspension as a comparison, the BMW is a more stable, mountain roader.

On the open road, the complete absence of engine or running noise makes only the singing of the air inside your helmet apparent. Another win for the BMW was undisputed during the SAE sound tests with an 85.8 db reading. Comforting for long stretches of open space is the friction screw in the throttle housing to eliminate wrist and finger fatigue. Unlike a couple of other bikes with the friction screw, the BMW's worked and permitted the throttle to be rolled open and remain there. A couple of the testers who are prior BMW owners expressed distress at the absence of the earlier progressive throttle on the new R75. Now it's a two-turn chore to get full throttle.

Certainly no one can deny the adaptability of the BMW to touring. Second only to Harley would be the number of BMW's that have traversed this country over the past decade or longer. Every imaginable touring accessory is available for the R75 from Avon fairings and saddlebags to the "pregnant guppy" 6.2-gallon gas tank for a mere 134 dollars. All are factory distributor options. Unfortunately, only 400 authorized BMW dealers dot the land.

As supplied to us, the BMW came without the touring gear we requested. Rather, the distributor expressed only passive interest in protecting BMW's touring image. They expressed a great desire for BMW's performance attributes to become their highlights in the future. Our unique ten-bike, twelve-tester comparison test may be the first conclusive evidence of the BMW's amazing attributes when stacked up against the others side by side on the road.



BEST ALL AROUND **MACHINE**

BMW R 75/5

More of a surprise to us than anyone is the total performance supplied with the 750cc BMW. Since this is the first time the BMW has been matched head to head with the other competitors, we wondered if the R75/5 had been totally underrated all these years as a performance tourer. Not really, as the new 1973 R75/S just plain runs and feels better than any BMW any of us had ever ridden. The transverse-mounted engine with its lateral torque sway made it the hardest machine to get off the line in the quarter, yet it posted consistently excellent times. Post inspection of passing performance found a partially inoperable throttle cable, yet it still held down fifth. Smoothness, silence, cleanliness, superb fabrication, indelible comfort and outstanding handling all supplement surprising performance to make the BMW R75/5 the most versatile on the big ten tour.

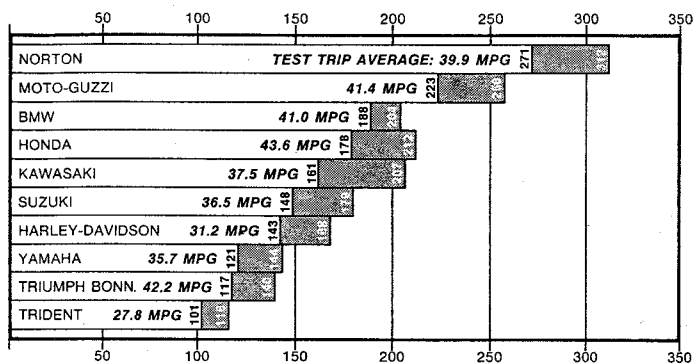
Please note

Although we all know which is the best bike, photocopies of the complete 'Ten Bike' road test are available from me. The article was first published in the U.S magazine 'Motorcyclist' in July 1973.

Replacement of tires was computed at the rate of one rear tire per year for the European and one American models and two per year for the Japanese. Chain replacement was considered once a year for all bikes at the manufacturer's list price.

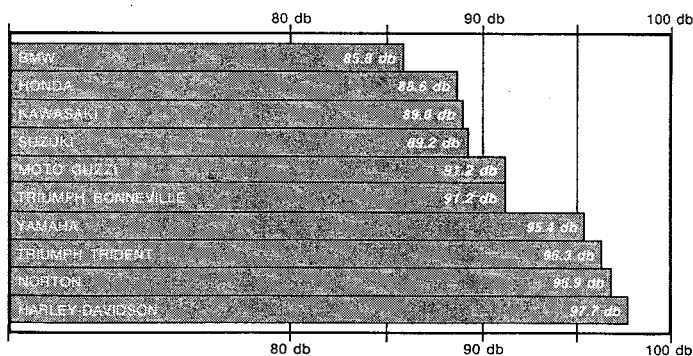
The SAE test for 'Maximum Sound Level Potential' is more severe than the regular new vehicle certification tests and produces just about the loudest noise of which a machine is capable. The bikes were put to this test, not to check their legality as sold, but to see the possibility of a rider being caught in a legal trap because of the way he rides. There is a hooker in most law books that says: "no person shall operate a motor vehicle in such a manner as to exceed noise limits...". Remember, the bike may pass its legal 88 db test, but the way you ride it is what John Law is listening for.

MINIMUM-MAXIMUM CRUISING RANGE IN MILES BASED ON TANK CAPACITY AND TEST TRIP MILEAGE



MAXIMUM SOUND LEVEL POTENTIAL, db(A)

DETERMINED THROUGH TEST PROCEDURES OUTLINED IN SAE RECOMMENDED PRACTICE J47. INSTRUMENT USED: BRUEL & KJAER SOUND LEVEL METER TYPE 2205

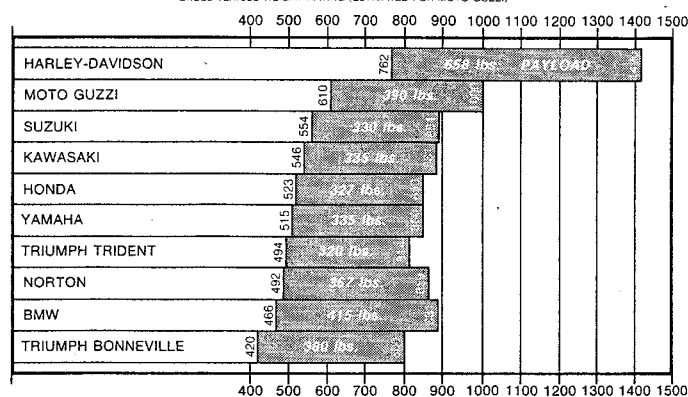


MANUFACTURER'S RECOMMENDED LIST PRICES OF SELECTED SPARE PARTS - FULL BIKE SET

	BMW	H-D	Honda	Kawa	Moto Guzzi	Norton	Suzuki	Tri Bonne	Tri Trident	Yam.
Oil filter	2.80	3.04	1.48	4.95	3.51	4.50	11.28	3.60	6.45	21.30
Points	3.86	1.65	5.70	11.80	2.53	4.50	11.28	3.60	6.45	21.30
Condenser	3.13	1.12	4.28	8.16	2.53	4.70	6.24	5.40	7.05	7.70
Rear tire	25.94	35.00	27.74	28.95	31.50	28.00	24.43	23.55	24.26	20.70
Drive chain	—	19.10	32.44	32.10	—	16.80	41.35	19.19	19.36	36.84
Clutch plates	22.81	25.55	12.11	28.48	48.94	36.50	18.48	18.00	10.16	40.60
Headlamp bulb	3.46	4.00	4.02	18.50	4.49	2.40	20.88	5.10	5.10	9.66
Throttle cable(s)	12.88	55	11.99	12.96	4.38	2.45	8.35	3.64	1.82	4.16
Clutch cable	4.48	17.10	2.88	6.48	5.98	3.50	3.24	6.12	6.12	4.99
Pistons, rings, pins	71.70	55.30	48.80	64.80	66.70	51.20	64.75	43.20	56.94	32.88
Valves	49.16	38.20	26.28	62.64	34.28	42.80	—	20.40	30.60	29.64
Gas tank	145.50	123.60	52.40	71.28	90.85	92.64	74.24	43.30	43.30	71.35
TOTAL	\$345.72	\$242.21	\$230.12	\$351.10	\$292.16	\$289.00	\$273.24	\$191.50	\$214.34	\$286.82

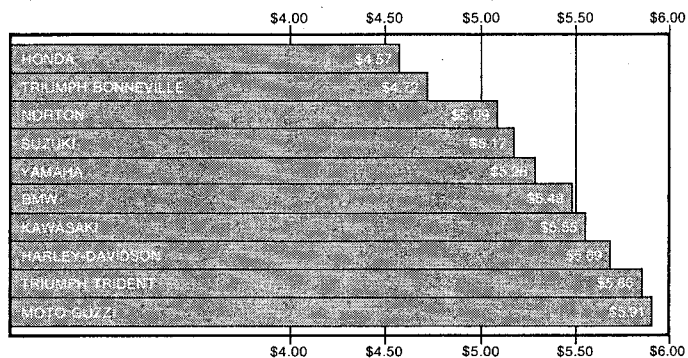
WET EMPTY WEIGHT, PAYLOAD, GVW*

*GROSS VEHICLE WEIGHT RATING (ESTIMATED FOR MOTO GUZZI)



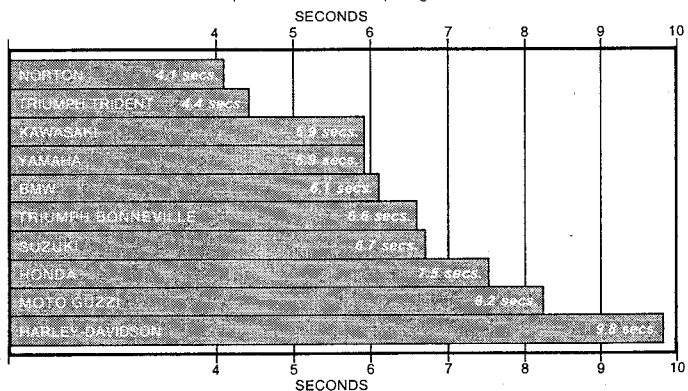
OPERATING COST PER 100 MILES OVER ONE YEAR AND 10,000 MILES

BASED ON FUEL CONSUMPTION, DEPRECIATION, MAINTENANCE, PARTS



PASSING ABILITY

Elapsed Time 50 to 70 mph High Gear



Scoring System:

0 Unacceptable
1-3 Deficient in Areas
4-5 As Good As Most
6-8 Excels in Many
Respects
9 Outstanding

Scoring System: 0 Unacceptable 4-5 Deficient in Areas 4-5 As Good As Most 6-8 Excls in Many Respects 9 Outstanding	Appearance	Workmanship & Finish	General Comfort	Control/Instrument Placement	Ease Of Operation	Riding Smoothness	Low-speed Performance	Highway/Cruising Performance	Passing/Pulling Ability	In-Town Handling	High-Speed Handling	Mountain Road Handling	Lighting	Convenience	Towing Suitability	Value vs. Base Price	Composite Total	Composite Average		
	BMW	8.2	8.6	7.6	4.4	5.7	7.5	8.0	6.1	7.8	7.7	6.1	7.8	7.5	6.0	6.2	8.3	5.5	119.0	7.00
	NORTON	6.9	6.2	6.4	4.3	4.0	7.7	7.2	6.3	8.3	8.4	6.5	8.5	8.6	5.0	4.6	7.1	6.4	112.4	6.61
	KAWASAKI	6.5	6.5	5.7	7.6	7.3	6.5	5.1	6.4	7.4	8.3	5.8	6.5	6.0	7.0	6.1	6.3	6.5	111.5	6.56
	HONDA	6.5	6.6	6.2	7.2	7.5	8.1	6.8	5.7	5.6	4.7	5.8	4.9	5.2	7.2	6.4	5.8	6.3	106.5	6.26
	YAMAHA	5.9	6.0	5.8	8.0	7.3	6.6	5.8	6.0	6.7	6.8	5.7	5.3	4.9	6.5	5.6	4.4	6.6	103.9	6.11
	SUZUKI	3.4	4.2	6.5	6.8	7.2	6.4	6.3	5.5	5.9	6.0	4.7	4.6	3.8	6.3	5.1	5.0	5.1	92.8	5.46
	MOTO GUZZI	4.3	5.6	7.6	2.2	2.1	2.6	5.9	3.6	3.4	3.5	4.5	7.3	6.9	4.9	5.6	5.8	2.2	78.0	4.59
	BONNEVILLE	5.9	3.9	3.1	2.5	2.8	3.6	4.0	5.5	5.2	4.6	6.6	6.8	7.3	4.3	3.6	4.0	4.0	77.7	4.57
	TRIDENT	5.3	4.7	3.3	2.8	3.4	3.8	3.9	3.6	5.5	6.3	5.1	6.2	6.3	4.2	3.8	4.5	3.0	75.7	4.45
HAR-DAV	4.0	4.5	5.6	1.6	3.8	1.3	4.3	3.3	3.3	3.3	2.0	4.4	1.7	7.5	6.5	5.5	1.0	63.6	3.74	

Twin Leading Shoe Brake Adjustment

David Stephenson contacted me concerning the efficiency of his front brake. Even after relining and methodically going through the procedure I describe below he felt that there was more room for improvement. Classic Brake Services made that improvement and David now has confidence in emergency stops. He highly recommends their service. So, if you see an R69S in Yorkshire doing 'stoppies' you'll know who it is!

It is some time since the twin leading front shoe lost favour with BMW and it is reasonable to assume that the front brake will have been on the receiving end of some one's well-meant attentions, thus it is wise to remove the wheel and inspect the bowels of the unit. Presuming that all the correct components are present, even if not in the places envisaged by the designer, it will be seen that the two shoe springs are different and the thicker one should be at the front.

The small spring does indeed serve a function, albeit a secondary one, and should therefore be in its proper place for maximum operating efficiency of the brake. Assuming that all else is well, let us refit the wheel and commence the crucial sequence of adjustments.

Start by screwing in the handlebar level adjuster as far as it will go, then lock it and forget it - it plays no part in adjustment of the brake, and if used subsequently will cause maladjustment. Make sure there is plenty of slack in the cable, even take it off if you like, and block up the machine so that the wheel is clear of the ground. Undo the locknut on that funny little adjuster thing in the brake plate and grip the flats of the screw end with something substantial like a pair of mole grips for best results. Spin the wheel; gently turn the adjuster clockwise, and the lower shoe will be pressed into contact with the drum by the eccentric on the business end of the adjuster. The idea is to set this so the shoe is a thou. or two off the drum, just not quite binding. Spend a bit of time getting it absolutely right as this setting is vital to the performance of the brake; juggle with the 14mm spanner and mole grips so as to be sure that the setting does not move when you lock it up. Now set the cable adjusting nut to a position that brings the handlebar lever to a comfortable place for your size of hand when the brake is applied.

Apply the brake and take a long squint at the cam levers; the angles they make with the cable may be the same but always err towards the front lever having a smaller included angle than the rear, never the other way around. Move the cam levers on their splines if necessary and readjust the cable. Presuming the cable, linings, and working parts of the brake to be in good order you should have a front stopper more powerful and progressive than you dreamed possible, but before hurling the tools to one side and dashing out for a road test spare a moment to consider the theory behind all the foregoing.

You will observe, if you apply the brake slowly, that the back cam lever will move first. This is because the rear spring is weaker, remember? The front lever will only move a fraction as the rear one stops because the shoe it operates is only just off the drum, set by that funny eccentric thing we spent so much time fiddling with. Therefore all the cable play is taken up by the top shoe, and the instant this shoe touches the drum the resistance overcomes the stronger front spring and the lower shoe touches simultaneously. Result-smooth, progressive, concerted action of both shoes.

And that soppy little spring? That keeps the front cam in contact with the lower shoe, otherwise the cam lever would be flapping about in the breeze and upsetting the release of the top shoe.

Finally, never try to make a quick adjustment with one of these brakes, it can't be done. The lower shoe must be preset before cable play is adjusted every time, otherwise you'll upset the whole setup again. Once done properly with bedded-in linings it will retain its efficiency at least between the normal 4,000-mile services.

Drum brake relining service I offer a service for most motorcycles using drum brakes, I reline brake shoes with modern asbestos-free linings in a range of compounds to suit all applications from vintage road runs to the fastest international classic racers.

Services and Products

I can provide linings in standard thickness or oversize.

All linings are drilled and riveted to the shoes using top quality semi-tubular copper rivets. Oversize linings are machined on the back-plate to drum diameter. I can also arrange drum skimming.

How To Contact Graham

Phone/fax: 01663 732025

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Classic Brake Services

P.O box 5

Whaley Bridge

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THE POREEN RUN by Jerry Wakeman

Facts & Figures – Approximately 350 miles

Bray to Ballyvaughn via minor roads

Entrants – people 50: youngest 16 years : oldest 71 years

Bikes 36: youngest 1 year : oldest 43 years

Dear Friends

Having recently returned from Ireland and the first 'Poreen Run' I thought I should share the experience with those unfortunate enough not to have been on it.

Firstly, congratulations to Steve and Gary for an excellent run; well organized with good accommodation, even though I was 'knackered' after a total of 680 miles (from door to door) over a period of four days.

Having decided it seemed like my kind of run I had persuaded four friends to take an interest. However, there was a problem—they were not members. Not only that but two of them didn't even have BM's. I should have known that trivial matters would not be a problem to our Irish friends—'To be sure they're welcome.'

So, on the Friday we met at Fishguard to board the ferry for Rosslare, which apart from a crossing that took three hours instead of two because one engine was out of action was uneventful.

After much seeking I had organized B & B on the outskirts of Bray and after approximately ninety back-road miles we arrived on time only to find our landlady had forgotten to enter our booking in her diary and only had room for four of us. Sorted out eventually, but not a good start I thought.

Saturday morning we start at 10.00am from the sea front but two of our party have not turned up. Not to worry, as being Ireland, we don't actually leave until 10.30, and by then our numbers are complete. Maybe there was no intention of starting until 10.30!

Our leader reminds us that we should beware of falling asleep as the roads are so good!! He also informs us that there will be a lot of loose gravel etc; this is mentioned several times so that we understand the serious nature of the point. But, well, we have all experienced gravel on roads, haven't we? What is the man going on about? We soon found out!

We were working on a 'drop off' or 'leap frog' system. I have always preferred this system but

most of my friends had no experience of it and were a little anxious to get it right. We were reminded that if anyone failed to stop and wait until the sweeper came through it would 'bugger up' the whole thing! In any event it went like clockwork.

Saturday was a long day, some 180 miles I believe. The first half was very enjoyable but a bit too long before a stop for lunch. Excellent arrangements and off we go again, less one who had a puncture and had to be picked up.

'Gravel!!!!' I have never experienced so much and of such varying quality; some very fine and lethal, some like boulders strewn across the road. And, very sneaky this, often on bends or just round the bend when you thought you had got away with it.

The gravel was to eventually somewhat spoil the Saturday run as just a mile or so from the end near Kintitty, my friend Ken, on a 1973 R75/5, hit a patch with both wheels and lost it. The bike came down on his left ankle and although he was in a bad way he managed to ride to the finish. A trip to hospital was essential and there they confirmed the ankle wasn't broken but Ken would not be riding for a while. We arranged for him to be taken home the next day.

Saturday had been a pleasant dry day but not uneventful. Sunday looked like a repeat weather wise, lovely roads and scenery. Well, the roads weren't all that lovely, but you know what I mean. We cruised through 'the Burren' a fantastic area of limestone pavement; miles and miles of it. I must go to the area again to explore. It contains plants normally associated with places like Switzerland; alpine species growing perfectly naturally and this in Western Ireland.

Thought dry conditions couldn't last and eventually it rained, arriving and staying with us until the finish at Ballyvaughn. Had an excellent meal and a few 'jars' and went to bed.

Monday morning breakfast gave us a chance to say our goodbyes and thanks, and exchange telephone numbers. A 'bloody' good run that was.

... continued

I can't begin to list the great variety of BM's on the run but there was some very nice machinery. My 1958 R60 was the only old bike present, apart from Ken's '73 R75/5, and this came as a disappointment to me as I had hoped to see other 'Classics'.

So, we set off for our run back across Ireland to Rosslare and home. Home for most of us was just a few miles from Fishguard but for Mike Smith another fifty to the other side of Carmarthen.

We pushed on for the first half of the day over what can only be described as 'washboard' road surfaces; a sort of irregular corrugation interspersed with large holes. This was hard work and tiring.

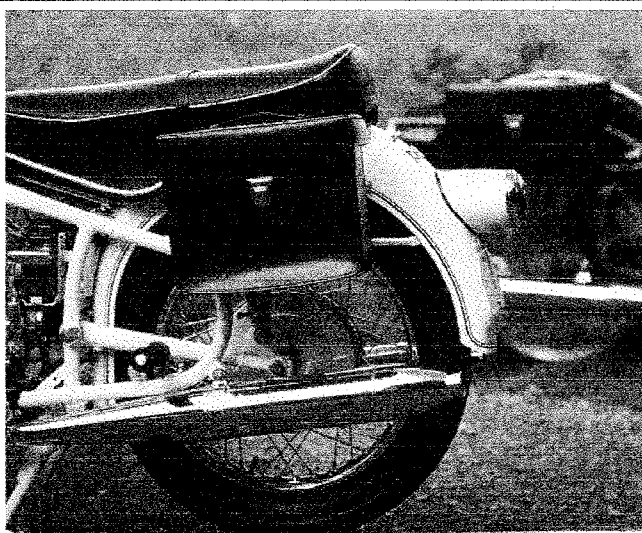
Better roads in the afternoon and I pushed the 'old girl' along at seventy. This part was a real

pleasure.

Not so the slow night ferry took three hours to cross the Irish Sea. We whiled away the time watching the film 'Pearl Harbour', apart from the clever photography and affects a rather poor film I thought.

Well, what of the weekend? It was excellent, with good company. Maybe next time we'll see more classics present. My thanks goes to all those who worked hard to make the event.

This is Jerry Wakeman for Vintage & Classic News- in deepest Wales.



Looking for panniers? These German made leather saddlebags may be the answer. Available from Bob Porecha. Tel. 020 8659 8860, They measure :-

'Classic' - H 30cm x B 35cm x T 14cm

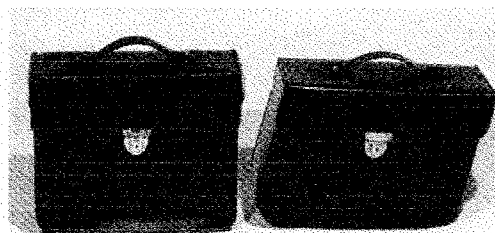
'Nostalgie' - H 26 cm x B 40cm x T 15cm

Not very big but they do look good. The photos produced here do not do them justice. Prices are 'Classic' £228.08 pr. 'Nostalgie' £258.50 pr. The side frame/fitting kit is £67.55 Prices include VAT

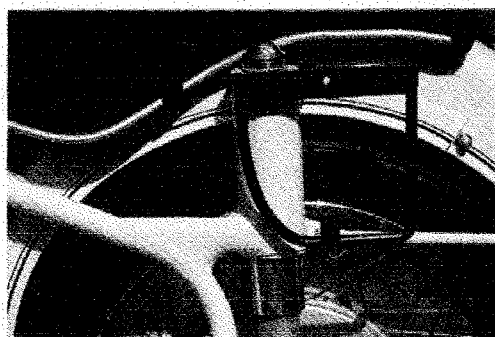
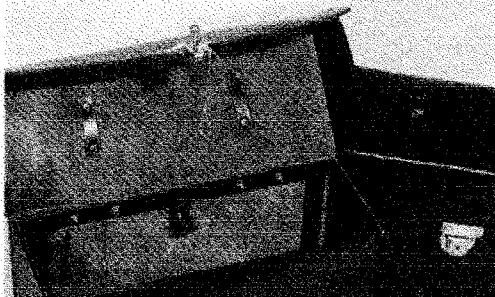
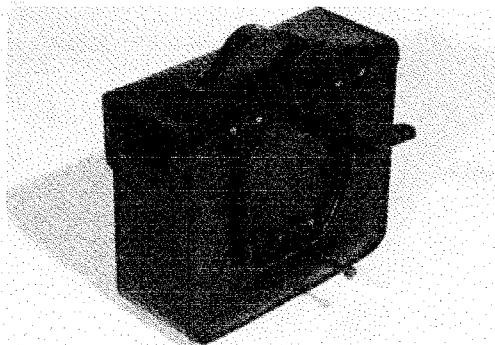
Bob informs me he has in stock various sizes of ORIGINAL KS R50/2 Pistons (3rings) Not cheap at £235.00 incl. Vat. but hard to get now. Also avail. a few original KS pistons for the R25/3

Also avail. from stock 6v 40/45 H/lamp bulbs at £2.60 each incl. Vat. and Original 6v black rubber batteries at £37.50 inc. Vat.

Postage & Packing is extra on the above prices. Get your orders in to Father Christmas now!



'CLASSIC' 'NOSTALGIE'



TONY SMITH

It is with great sadness that I have to report the death of Register Member Tony Smith.

The members of the Ayr Motorcycle Club, the BMW Club and his many friends in the motorcycling fraternity would like to express their deepest sympathy to Tony's wife Marlene on her tragic loss.

Tony's close friends, Ian, Tom and David remember him as a valued friend and companion and write:-

Nothing was ever too much trouble to Tony, at a moments notice he would help others, providing assistance with any task, particularly those associated with motorcycle engineering.

Tony was a true enthusiast of the motorcycling hobby, traveling many thousands of miles each year on two wheels. This year his 'summer run' took him round the coastline of Britain. Next year he was planning a trip to Gibraltar.

His bike was his pride and joy, always immaculate, always admired. It carried him thousands of miles across the length and breadth of the country and won him many accolades at BMW and vintage rallies. He would never admit to the time he spent polishing it.

We have many happy memories of the camping trips and events we attended with Tony and in the weeks and months ahead will cling to these as we try to come to terms with his untimely loss.