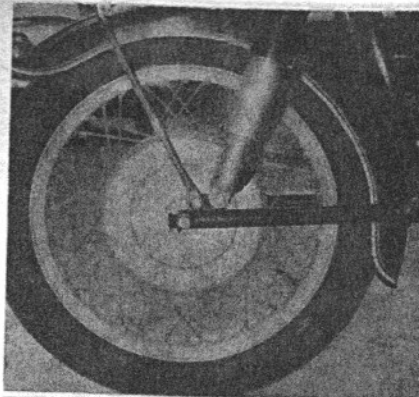
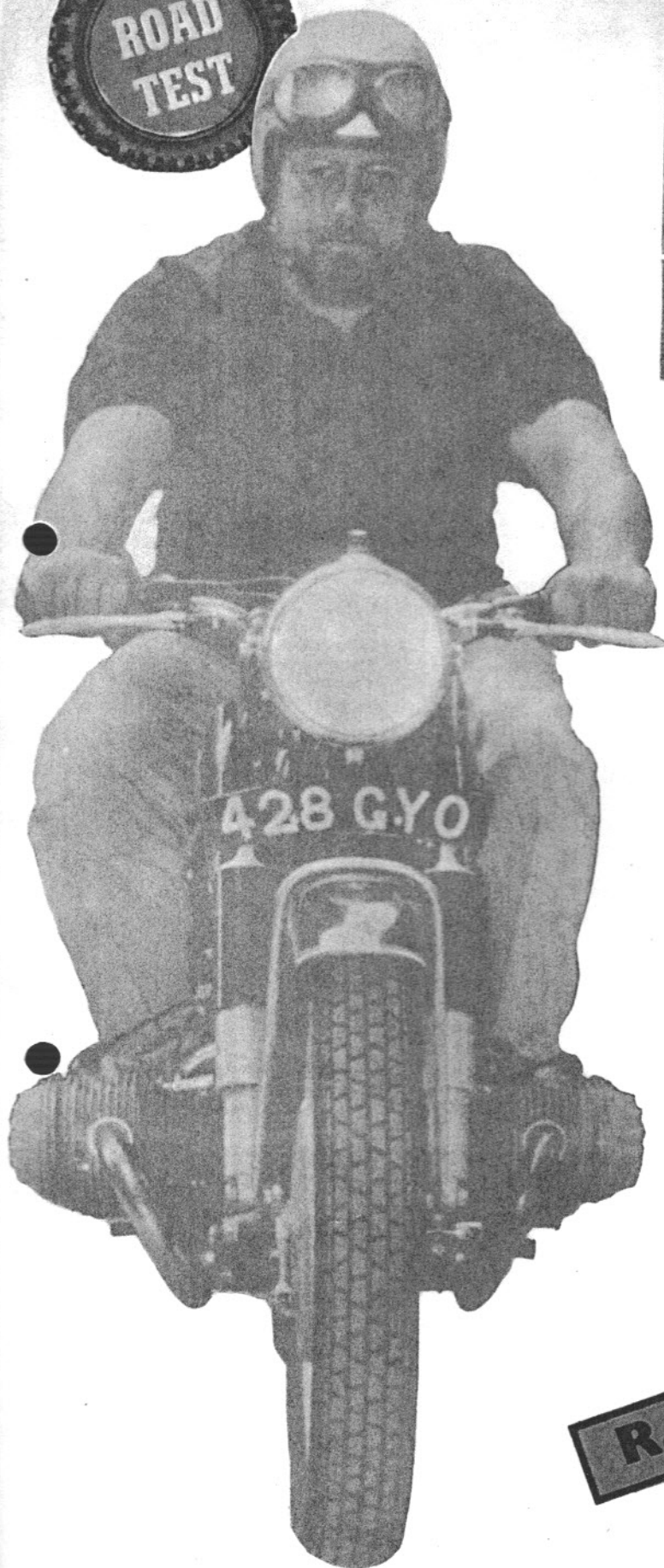
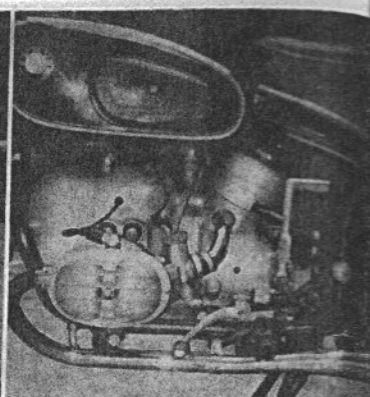




Full-width front hub containing superb twin leading shoe brakes is light, strong and powerful enough to pull up a racing bike



Power pack. Near-side view horizontally opposed motor shows the adequate ground clearance. Note kick start at rear of motor

UNFORTUNATELY, Rolls Royce advertising men have cornered the "ghost, wraith phantom" market so all that was left to B.M.W. to do was to give letters and numbers to their highly-desirable range of machines. Not that it matters really—the fact remains that the Bavarian Motor Works turns out the quietest, smoothest, best-engineered, *niciest* motor-bikes in the world. The fact that they are also the most expensive merely adds to their desirability.

Talk about the iron hand in a velvet glove! The B.M.W. is so smooth it borders on the sinister, so quietly rapid it approaches the uncanny, so well-engineered one expects it to have a 30-jewel movement instead of the usual engine internals. It's a unique machine.

The first thing you realise when you ride a B.M.W. is that you have just joined the ranks of the motorcycling elite and you must ride accordingly. That miraculously smooth machine insists that you use it in a suitable manner. Gone forever are the roaring nineties—they've suddenly become the purring nineties.

Because make no mistake about it, although the exhaust note is no more obtrusive than an L.E. Velocette, the 600 c.c. R60 touring-sport B.M.W. is a FAST bike. And I received a quick baptism of its handling qualities when I was caught in a cloudburst twenty minutes after collecting it from former T.T. ace "Jock" West at the B.M.W. Concessionaires at Portslade, Brighton. Through all that dreadful weather the big B.M. steered like a train and speed was governed by visibility, not the wet, slippery surface.

**SMOOTH, SWIFT, SILENT—THAT'S BILL
LAWLESS' VERDICT ON THE FAMOUS**

R.60
B.M.W.

MOTORCYCLE MECHANICS

10 Minute Tips

REMOVING NUTS

Very tight nuts or ones which have rusted can be loosened with a centre punch and a hammer. With the punch on the nut, held in a vertical position make one dent. Then in the same punch-hole but with the punch at an angle, hit it again. This will cause the nut to come undone.—R. HUNTER, 14 RIDGE AVE., HARPENDEN, HERTS.

CLEAR GOGGLES

For keeping goggles clear in the rain, the answer is a chamois-leather finger stall obtainable from any chemist. It has an elastic band and hook which fastens it securely over the index finger of my riding glove. If it gets dirty it can easily be washed in soapy water. The cost is normally about 1s. 3d.—R. WILLING, SUDBROOKE ROAD, LONDON, S.W.12.

SCRATCH REMOVAL

I rather badly scraped the plastic leg-shields of my Honda 50 and in trying to find some way to remove the scratches, I hit on the idea of using a felt polishing pad in an electric drill. I found it best if I used some liquid metal polish on the pad to start with, finishing up with a new dry one. This did the job really well.—R. WOOLRIDGE, 67 THE BOULEVARD, W. WORTHING, SUSSEX.

PUMP OILER

I own a BSA Bantam and have had difficulty in filling the gearbox without spilling most of the oil. To overcome this I used an ordinary cycle pump. The pump connector should be pushed through the filler hole and the plunger removed from the pump body. The pump can then be filled with the correct amount of oil and the plunger put back in place. One stroke will push all the oil into the gearbox. If the connector won't go into the hole, the screwed end can be cut off.—R. BROWN, 61 LAW STREET, LEICESTER.

INSTANT REAR-SETS

I am building a road-racer but I could not find anyone to weld the rear-set footrests on for me. So I removed the handlebar stems from an old push-bike and bolted them round the swinging arm. These make very good rests and they are adjustable as well.—M. PHILLIPS, 50 MAYBRIDGE SQUARE, GORING-BY-SEA, SUSSEX.

BEEZA PUSHRODS

When replacing push-rods in a BSA twin without the special tool, the exhaust rods will locate without any trouble. The inlet rods can be very tricky though. If the tappets are slackened off, the rocker box can be fitted with the inlet rockers clear of the pushrods. The rods are then moved into position below the rocker ends by means of a screwdriver and held by swinging back the rockers.—A. TOSH, 40 CORAL BANK, BLAIRGOWRIE.

B.M.W. TEST

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remained absolutely oil-tight after 1,500 fast miles and returned 60 miles to the gallon.

In the suspension and handling department, the R60 scores another ten out of ten. Front suspension is by two swinging arms with rubber mounted shock absorbers and the front wheel swinging arm pivot can be transferred from the rear to the front of the forks for sidecar work. This gives a smaller trail angle and easier steering. The steering damper is positive to operate and ultra-efficient.

The rear wheel is fixed in a swinging arm which pivots in adjustable taper roller bearings on the frame. Road shocks are absorbed by two quickly-adjustable dampers.

All of which means that the big B.M.W. handles like a dream. It steers as accurately as a sniper's rifle and can be cranked over to improbable angles without anything nasty happening. The double-leading-shoe full width front brake is enormously powerful and coupled with the rear brake returned the most impressive figures of a full stop from 30 m.p.h. in 24 ft.

I should have thought that for the money an owner would be entitled to a set of crash bars as standard. Secondly, because of the method of construction the clutch runs at full engine speed which means the rider has to have a touch like velvet to avoid a slight clunk changing gear.

And finally, one needs a lot of beef and a definite knack to park the bike on its centre stand. The drill is to hold the pillion footrest in your right hand, the rider's footrest in the left and heave!

The electrics are conventional and extremely powerful with a red ignition light and a green light which tells you when you are in neutral. But I did miss some sort of oil warning light—on a bike as good as the R60 this is an inexplicable omission.

The R60 is quite definitely one of the best bikes I have ever ridden—and possibly it is the best. It's a pity that a German firm has taken over where Brough, Vincent and Sunbeam (the S7 and S8) left off. Swift, smooth and silent—for the discriminating rider it's worth every penny of the price.

HOT COMBINATION

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all anchors hard on the outfit stopped as dramatically as necessary in a straight line with very little judder or pitch. The chair brake could be operated independently which is a great help in getting round left-handers a bit quick.

All the electrics were in good order but the brake light had a tendency to stick on and needed clearing. The battery was clearly on its way out and a new one would save a lot of annoyance in the near future.

Paintwork and chrome were almost spotless and the fibreglass sidecar body was immaculate with both hood and tonneau in good shape. Female passenger report on the chair's performance was, however, not so favourable with complaints of vibration and inadequate screening. And the Monza's aerodynamics produced, the young lady alleged, a partial vacuum inside the chair at certain speeds which made breathing difficult. Whacko!

A large American car pulled up by the chair as I was waiting to turn right. The car turned right across the bows of the chair so sharply that a long scratch was left in his side from the crash bar on the nose of the Monza. The driver must have thought the combo was a solo! Anyway there were no marks on the chair except for some of his paint!

At just under £250 the outfit represents good value to the chair enthusiast. But it is exactly the kind of outfit that shouldn't be charged around by a 16-year-old with L-plates. The power and handling of this combination makes it a joy to handle—but in inexperienced hands it could be lethal.

INSURANCE

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to act properly as such. Naturally the public may find it difficult to know who to choose. Apart from Lloyds Brokers who are mostly to be found in London, you will almost certainly find in your own locality Brokers who describe themselves as Incorporated Brokers or Associated Brokers. With these firms you will know that they have satisfied their organisation that they are competent to act as Brokers, that they remain solvent (an annual accountant's certificate has to be produced), and that they possess a Professional Indemnity policy for the protection of their clients. This means that in the event of their professional errors causing loss to clients, they will be able to obtain redress. Since Brokers are the only class of Agent who are legally liable for their advice, it follows that theirs would be of little value to a client if the Broker were not in a position to provide compensation.

It is not suggested that every Broker who is not in membership of one of the organisations, is therefore unsuited to act. There are many old established firms who carry the necessary insurance, and are in every way entitled to the trust that their clients put in them. The novice to insurance, however, often has no means of telling which is which, so can best be certain if he deals with one of the types mentioned above.

When dealing with a broker be entirely frank regarding your requirements, and past history. Only in this way can he give you the right advice and help. Do not be afraid of asking for information or advice on any point causing you doubt. A broker prefers his clients to be interested and will always give his time to help.