

THE BMW CLUB

JOURNAL

May 2020

IN THIS ISSUE

ENGINE OILS - WHICH ONES TO USE & WHY?

Graham Parker fills us in on a very slippery subject

The BMW Club
United Kingdom & Ireland



Our cover shot shows Vince McGrath swinging the bends on his 1990 R100RT riding the Horseshoe Pass in North Wales - August 2019

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Devil's Bridge

Not more rain in Wales!!!!

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Editor's Desk

What a strange world we are living in. It feels like something out of a science fiction book. All seemed positive for a good year of activity in the club the last time I was putting the Journal together.

There will be some adverts in the Journal for events which may not go ahead. Before you book anything please make sure you check with organisers even if the current (as of writing on the 3rd April) restrictions are lifted.

Once we are back on the road there will be lots of very shiny, well-polished bikes around.

Last year, at this time, there was the start of an influx of articles as you all got out and about, obviously that is less likely to happen for some time, who knows how long our bikes will under cover. So, if we are all still house bound by the time you get this Journal at the start of May, when you get bored of polishing dig back in your memories to past trips, past bikes, past projects anything at all bike related that you could write about. How about going through those old photo albums and we could have some then and now photos. First bikes and current bike might be fun.

I do have, I estimate, three months' worth, of articles, after that I will be digging into history to try and keep you amused.

Speaking of amusement here are a couple of the emails I have received in the last few days. The first from Paul Rodriguez "I've attached The Sorebutts cartoon for July hoping it will be needed. I suddenly realised while

I was preparing it that it's been 10 years since the first Sorebutts cartoon in The Journal, I think the first one was in February 2010. I still manage to get plenty of inspiration from the funny situations that arise with our members".

The second from Neville Jones "Hi Liz Going back a number of years I am reminded of the Foot and Mouth epidemic where we all spoke of nothing else. At that time our editor wrote to all of us imploring us to avoid mentioning "Foot and Mouth" in our submissions as everyone was heartily sick of hearing about it. The result was a most humorous edition as we all competed to come up with ways of saying what needed to be said while satisfying the Editors request. To avoid the next Journal from being the most depressing edition ever is it worth your time to make a similar request from all those making submissions? Nev"

So let's give that a try for next month How about no mention of lock down, social distancing, isolation or Covid 19. Who knows by the time you get this we may all be back on the road, if so we will all have more interesting things to talk about.

Being Editor I have the privilege of receiving lots of emails from members. Many of whom I have met at various event, but also many I have not yet met but hope to. One such person who I must mention this month is Enda Carolan, from the Irish section who suffered from my poor typing skills when I called him Edna (see it worked you did get your name in print Enda ☺).

Liz

Social Scene

Well what a difficult and unprecedented time we currently find ourselves in, I hope that you and your nearest and dearest are keeping safe. As you are all aware the National AGM was postponed and I have been working hard with the venue to ensure that we did not lose any of the club's money over this and that all monies paid by members for accommodation were refunded.

I'm pleased to report that as you read this all monies paid for accommodation by members who had booked will have been refunded and that none of the clubs money has been lost and we will arrange another date with the hotel to hold the AGM as soon as we are able to under the same terms and conditions as was agreed for this years. Now whether this is rearranged for later this year or early next year will very much depend on a number of factors such as when we will be able to move around

again, the available dates of the venue etc., but as soon as I'm able to update you all on this I will do.

There is very little that can be planned for social events at present and I'm sure that you are all being updated by you section social secretaries on what future events are being postponed to a later date or cancelled completely and these I'm sure will be reviewed as we all get further advice from the government.

There is not a lot else I can say at present other than stay safe, please follow the current government advice which I'm sure you all are and please continue to give your continued support to our front-line workers wherever you can.

Simon

'THE SOREBUTTS'



Paul Rodriguez (Western Section) paul@pvrod.force9.co.uk

PVR



President's Platform

When I wrote my April President's Platform at the end of February beginning of March, I had no idea we were going to end up where we are today. This is an unprecedented situation we have all found ourselves over the last few months, and possibly for some time still to come. Once the potential seriousness became more apparent on the 16th March following the Prime Minister's speech that day about the likely spread of the Coronavirus epidemic it was not a difficult decision to cancel the AGM. It was, however, the first time this club has ever had to do so. I would like to thank all the Section Secretaries and their committee members that reacted quickly in spreading the word of the cancellation to the membership and for their follow-up actions in cancelling their regular meetings and planned events for the immediate future. Whilst every one of us will naturally feel very disappointed at the planned opportunities to meet regularly and enjoy the scheduled day trips and holidays with old and new friends there is now all more reason to email, phone or "write" to one another and maintain that humanly essential social contact.

"I was saddened to hear reports of groups of motorcyclists congregating in popular motorcycle spots"

An initial reaction from the AGM Hotel was that we had passed the cancellation deadline (no such criteria in the contract) and stated they would only roll over our booking for 6 months. Social Secretary, Simon Johnston, worked hard securing a 12 month roll over booking. This included the same costings for 2021 as agreed this year. Everyone that self-booked the hotel accommodation could reclaim their money and will receive the same price deal next year. At the time of writing other club administration continues and we are looking at how we might run a virtual NC meeting in June instead of the normal face to face meeting.

I was saddened to hear reports of groups of motorcyclists congregating in popular motorcycle spots and

when challenged by locals about it, becoming confrontational and unpleasant. Worse still, were the reports of riding groups emulating track riding on the quieter roads presenting a much greater risk to themselves and the general public. With the NHS and Emergency Services already under great pressure, which is likely to increase for the immediate future, they displayed a selfish and dis-respectful attitude, the resultant backlash of which we may all suffer. I hope that no matter what the temptation all club members have refrained from such activity. For me, my better half resurrected my "Round TUIT" list and said; "now you've got time on your hands and nowhere to ride you can re-asphalt the shed, refurbish the downstairs toilet, our bedroom etc, etc". I did manage to get the asphalt and the bits for the downstairs toilet, but after finishing the shed roof on Sunday, cutting the lawn on Monday and completing a couple of minor garden tasks, they shut all the DIY stores. What's a guy supposed to do now? I locked myself in my garage for a couple of days for the in house temperature to cool down a bit.

The problem with a serious international epidemic is that it diverts your attention away from other potentially important subjects like "Smart Motorways". I never liked the concept because working on the motorways at the time they were instigated I saw the potential risks and attended the aftermath of hard shoulder stranded vehicle impacts. A Panorama programme highlighted the casualty rates of the newer, but less technically equipped, Smart Motorways and it finally got a positive reaction from government. However, what appeared to be a realisation that safety should be the first priority rather than expediency now seems to have been forgotten with the March 12th Government statement. Transport Minister Grant Shapps MP said "Smart motorways have helped us cope with a 23% traffic volume increase since 2000". He stated, "their growth, however, had not always been well explained and there was no existing uniformity of concerns over safety". No! Really Sherlock? And the solution is? Well, Mr Shapps announced the launch of an

"most drivers/riders have not looked at an up to date copy of the Highway Code since taking their test"

"extended package of measures, an action plan, to raise the bar on smart motorway safety". This includes the abolition of the "dynamic hard shoulder" smart motorways, cutting the Highways England Traffic Patrol target response times from 17 to 10 minutes, making emergency areas more visible and an update for the Highway Code, among other steps! Starting with the last, most drivers/riders have not looked at an up to date copy of the Highway Code since taking their test, so that is unlikely to have any significant impact. Making the emergency areas/refuges more visible, well, the frequency of them is the key issue, not their visibility. Originally, on the M42 these were every 600m. On the subsequent roll out of the "Smart Motorways" they were reduced to one every 2½ miles or 4,000m, 6.66 times further apart. Having passed one you won't be able to see the next one. Improving the Traffic Officer response time is a nebulous criterion since it depends on a variety of factors, availability, distance to travel, weather conditions and traffic density. A "dynamic hard shoulder" is a hard shoulder defined by a solid white line which is normally brought into use only during peak traffic conditions with regular red cross signs illuminated over it when not in use. So I fail to see how abolishing those is going to help overall and it negates its purpose for peak traffic conditions. Firstly, those built after the M42 are not all truly "smart" motorways as they lack the detection cameras and the regular signage along fewer Safe refuges. There was no mention of dealing with these issues or the "All Lane Running" sections of motorways. Those are where there is no hard shoulder at all and what was the hard shoulder is now lane 1 of 4 running lanes as signified by its standard lane marking.

Ian



ADVICE FROM MAG

MAG urges all bikers to heed Government advice to stay at home.

The Motorcycle Action Group has called on all motorcyclists to act responsibly by following Government guidance on Coronavirus to the letter. Leisure riding should not be considered essential travel, but where travel is essential motorcycling remains a very sensible choice.

Following the most recent escalation in measures to slow the spread of the Coronavirus, the Motorcycle Action Group has urged bikers to stay off their bikes unless they are genuinely making an essential journey.

Taking a ride purely for leisure must be viewed as socially irresponsible at this time when everyone's travel is restricted.

Additionally, if the worst happened, a leisure ride could place more burdens on an already stretched NHS and emergency services.

MAG National Chair, Selina Lavender, says: "Now is the time to follow Government advice and stay at home. There will be time later for the biking community to come together, show solidarity and support those small businesses that will need and appreciate our custom once the current crisis is over. All motorcyclists share a passion for riding, but right now all our passions should be aimed at saving the lives of all those at risk from this deadly virus."

Riding a motorcycle is still a great way to travel and MAG will continue to actively and enthusiastically promote the mode of transport. Riding a motorcycle is a sensible method of travel for essential journeys during the pandemic as it maintains social distance from other travellers.

The Motorcycle Action Group has followed the Government advice to the letter, no doubt with the same level of frustration as everyone else. We have closed our Central Office until further notice. Our staff and political unit continue to work from home. The voice of motorcycling remains as loud as ever, and will get back out and about after the temporary restrictions have been lifted.

Director of Campaigns & Political Engagement, Colin Brown, said: "This message feels at odds with everything MAG stands for, but we all have to accept that these are not normal times, and life just cannot feel normal right now."

We can assure all riders in Britain that MAG remains open for business, and is highly experienced in working 'remotely.'

MAG's mode of operation is therefore entirely compatible with Government guidance - meaning that, even with the travel restrictions, bikers continue to have a powerful voice in Britain in the form of the Motorcycle Action Group.

MAG 01926 844 064 central-office@mag-uk.org

GETTING YOUR BEARINGS

In these days of self-isolation, one of the jobs that seem to be high on the "to do's" list is sorting out one's drawers. No, not those drawers. During one of these attempts I came across an interesting piece of information which is probably worth sharing. This is from almost thirty years ago, which indicates the state of my drawers! It's different now. It comes from an investigation into main bearing failures in the pre/5 engines, except rear mains in R69, R50S and R69S, although it could still be relevant here?

The recommended bearings in these engines are 6207C3. Bearing failure, it is claimed, would appear to be axial loading rather than a lack of lubrication. Bearing cages are not intended to take a load, but that is what was claimed to be happening. Cages wear, fall apart and balls lose their spacing. Balls need to be caged if, for no other reason, being the effect the difference in the linear speeds at the inner and outer tracks has on the balls and, especially, when the balls are in contact with each other.

The suggested solution being to fit a pair of 7207's. These have a 15 degree taper on the outer race. When this taper is placed opposite to each other on the crank, axial movement is significantly reduced. In addition, the composite cage (if brass is not available) will give flex before wear, and due to its configuration, will trap oil in the bearing outer race for longer periods of rotation. The 7207 is good for 10,000 rpm, as is the 6207, but it is of greater precision.

For those who are sceptical of composite (plastic) cages, quality modern bearings use a phenolic material or fibre glass reinforced nylon 66. They should be up to it; the manufacturers think so. Depending on which manufacturer/supplier/quality you use price, per bearing, can be from under £20 to over £300. I, personally, have not used 7207's so cannot give any additional information or comments.

All the best,

John Lawes.

P.S. I have found the master copies.

TIME TO RE-CONSIDER!

Brave man Martin Macrae to attempt to fly in the face of so called overwhelming evidence that the human race is in large part responsible for climate change.

I am not a climate change sceptic. There is plenty of evidence over millions of years that there have been periods of climate change.

If you go to East Devon you will see red cliffs at Sidmouth and white cliffs, 20 miles away, at Beer on the Jurassic Coast. I am reliably informed that the red cliffs are from when it was desert and the white cliffs from when it was under the sea! Incidentally, that's where our oil originated so I blame the fossilised shrimps and dinosaurs for our dilemma!

Even during my lifetime there have been changes. In the South, the best summer months used to be July and August hence school holidays at that time (in the South) Now I would suggest that the better months are August and September.

Undoubtedly the Industrial Revolution and latterly the Technological revolution have altered our lives, in general for the better. Some of the changes brought about by both are living longer and healthier lives. Unfortunately this also means huge population growth which is probably the most crucial factor in changes to our environment. But that is conveniently swept under the carpet. If I was convinced of the evidence and the rest of the world followed suit because they were likewise convinced and all the nations took the same green measures as are imposed on us I would sign up. But when are we going to see India, China, Russia and even Germany toe the line?

Alie Johnston's response is admirable that he would "give up motorbiking to allow his grandchildren to enjoy the same world that we do now". But they wouldn't, would they. There would be no transport so no holidays. There would be no supermarkets because there would be no transport. They would be in isolation as we are now with the "virus" apart from when they were ploughing the fields with horses to provide food for themselves and they would not be able to enjoy motorbiking as he does.

Paul McEwen. South East Section.

MORE ON CLIMATE CHANGE

How refreshing to read Martin Macrae's letter in April's journal. I believe that recycling is common sense and to fill the oceans with plastic waste is ludicrous, yes we should manage ourselves better but

that has nothing to do with climate change. I have always believed climate change to be a natural phenomenon and will happen no matter what we ride or drive.

Too many "experts" make a lot of money out of scaremongering.

Brian Tolliday, Northern Section.

MORE FRAUD

Having just read the distressing article of Jim Lepley being victim to fraud, I thought I would share an experience of trying to sell my bike recently. Good for Jim for persisting with complaints for a mishandled situation and my admiration for doing so with the mental stress he must have been under.

I placed an advert for my K1600 on the Autotrader website one evening and was really pleased to have a telephone call the following lunchtime from a man who said that he was very interested in buying my motorcycle, asked questions about it and the dealer it came from and said that it was just what he and his wife wanted. He said he needed to talk to her and asked me to give him some details from the vehicle registration document, which, in my ignorance, I did. He said he would ring back later to arrange paying a deposit.

He never phoned back. That evening, about 7pm, I had a call from a man who said that he was calling about my advert in Autotrader, but was confused as he had just seen the same bike advertised on eBay for less than half the price. He said he had phoned the number on eBay, and was asked for a £2000 deposit before he went to see it, which he said he declined to pay.

I searched on eBay the following morning and there was a live advert, which was nothing to do with me, although it had my photos and some of the wording that I had used on my advert with Autotrader.

I twice logged a complaint with eBay, but their website says they don't enter into correspondence. My concern was that someone might pay this fraudster a deposit and have nothing to show for it.

I phoned Autotrader, where a very helpful guy talked me through what had happened and advised me to contact DVLA, as the information I had given out (to what I thought was a prospective buyer), could be used by that person to obtain new documents.

I immediately contacted DVLA, who said that nobody had applied for new documents at that stage, but that the safest way forward was for me to pay £25 for a new registration document to be sent to myself, which I agreed to, lesson learnt.

I also reported the matter to the Police who referred me to Action Fraud, which

has the most user-unfriendly website going if your fraud doesn't fit the set questions. I eventually got a full-page email back from them, which was basically summed up in the first sentence: 'Home Office Counting Rules set out the circumstances under which we can record a crime and on this occasion the matter you reported to us cannot be classified as a police recorded crime.'

If dealers would offer a realistic trade-in price for tourers that they will happily sell you as capable of high mileages, yet back-pedal as soon as you want to part-exchange it, there would be no need to enter the grubby world of selling privately!

So, advice in a nutshell: be very cagey about what information you give out.

Alan Mossman, Oxford Section.

IN RESPONSE TO THE FRAUD CASE.

I was hoping to be able to respond to the question of fraud involving our National Treasurer (Jim Lepley) at the National AGM April 2020.

I am sure that this question was going to be raised during this national meeting and a very good place to have an open discussion about this situation. Jim has explained in the March journal what has happened regarding this unfortunate situation and we are very pleased to see that the Police, and to a degree the banks, are helping to solve this case.

I have been the Midland Section treasurer for 22 years now this means that Jim has been "my boss" if you like for about half of this time. I have also had the honour of heading four National Rallies and one National AGM along with an excellent team which has involved handling a lot of money.

I have worked with four national treasurers during this time, and Jim has proved to have been a most open and honest treasurer during this period of my post. Jim has always been a solid rock, helping with advice and open to new ideas, for example the spread sheet that all sections now use for sections accounts and events such as a national rally, which makes for compatibility across the club.

Jim has worked with myself and the team on two of these national rallies as a master treasurer for the event, taking bookings and handling the monies and all income. During all this time I have only seen complete honesty and he has even corrected some small discrepancies during these events.

I keep talking about Jim, but Judy also makes a massive contribution during all events and as we all know runs many events. I cannot begin to understand the

amount of stress this has placed on them both. This is a very unfortunate situation that we all of us have now found our club to be in and we should all stand behind Jim and Judy during this time and show them our support. We also have to remember why we changed from a club and into a business, it was to protect all members ("i.e. no member can be held responsible") if for example a member during a group ride had an accident and that member then tried to take out a lawsuit against the run leader then all members of the BMW Club (business) are held responsible thus taking the load off the run leader. ("if I remember correctly that is what this was all about?").

I was going to give you both a hug at the national AGM but due to the situation we find our country in this is not now possible, so give each other a hug from me and all members that support you both, ("but no babies please don't want blaming for that").

You have the complete support and trust of the Midland Section Committee, please continue as our national treasure(r), we hope that the stress levels reduce very soon as this is not your fault. ("we are a business we all have a share of the blame").

Best Regards,

**Graham Parker,
Midland Section Committee.**

TRACK DAYS 2020

As you all will suspect, this year's events are seriously affected by the virus and the proposed Tuesdays have been cancelled. The Mondays were signed up for earlier in the year, and at the time of writing the May 18th date at Cadwell is almost certainly a non-starter, anyone who has paid will be offered a refund or alternative date. However, I await confirmation from the track owners.

The June 29th at Cadwell and August 24th at Snetterton are very much currently dependent on the continuing UK development and spread of the coronavirus infection. At this time whilst I await developments I am still accepting entry forms (they're on the club website, sporting register page or from me) please enter to show support, any payments will either be refunded or carried over to next year if they too cannot take place.

It will be a pity and a great personal disappointment if we cannot run any track days this year, this situation is unprecedented and out of our control.

Best wishes to all,

Robert Bensley.

VIDEO CONFERENCING AND ZOOM.

As you know from last month's Journal, the current pandemic has caused the cancellation of this year's AGM. We have also, regretfully, had to cancel the June National Committee meeting. This has prompted us to experiment with video-conferencing as a means of getting NC members together to deal with routine administration.

Following a suggestion from Jim Lepley we tried Google Hangouts, which is available to us as our email system is powered by Google. It didn't work as well as we hoped, so while we were speaking Dik Langan fired up Zoom and sent us all an invite to join.

Zoom worked much better so two days later I hosted a Zoom meeting which 11 NC members attended. It took a good half-hour for us to get used to meeting electronically rather than face-to-face, but by the end of it and once I was getting the hand of the Mute buttons to allow only one person at a time to speak, it was going well (and telling Ian the President that he could speak when I said brought a smile from him).

As this was experimental there was no agenda, just a group of people who wanted to know if it would work for us. We concluded that it was indeed promising so further trials will hopefully be run in the near future. Whether videoconferencing will ever replace face-to-face NC meetings is open to conjecture at the moment, it being critically dependant on everyone having a fast enough internet connection and a suitable computer, tablet or phone, but we'll only find out by trying.

Stewart Lowthian. General Secretary and Northern Section NC rep.

OLD JOURNALS AVAILABLE

I've very recently received a letter from a lady in the Saint Helens area who would like her late husband's collection of Journals from 1987 to 2012 to go to a good home.

Rather than publish her address here, if anyone would like them then please contact me and I'll put you in touch with her. I have only her postal address (she doesn't have email facilities) so I'll have to post the names of anyone interested to her.

Stewart Lowthian. General Secretary.

MORE ON THE R18

My first reaction on reading Roger Bickerstaff's piece on the R18 Concept was to be just interested. But on second reading, much as life at the moment, it started to take on a certain unreality. I

was at the same Excel show but failed to spot the 'wall art' that he mentioned, or a 'corridor of a box'. Had I been at the same show or imagined it?

Then on April 3rd BMW informed me by email that at 7pm I could witness online the World Launch of the R18, not a concept but the real deal. I expected a live event with suited Motorrad executives spread 2 metres apart around a single sparkling machine. Instead, a video whisked us off to South Africa with four of Rogers 'colonials' and shown four subtly different versions, then watched them being ridden around Cape Town streets - oddly deserted save for a single conveniently placed burger van, so they could stop and use a lot of superlatives.

One of the 'colonials' actually used the word 'surreal' which seemed to sum up the event. Though it was obviously recorded before South Africa imposed a 'lockdown' there was no one else around.

The R18 is clearly designed to take us back in time, not only pre 1969 when all BMW's were black with white pinstriping, but even further, to the R32 of 1923, in both shape and the exposed driveshaft.

We are indeed living through uncertain times which may seem like a surreal dream. The Excel Centre where Roger, myself & thousands of other bikers walked in February is now a 4,000 bed hospital.

We are in lockdown and our bikes are locked up. Who knows when the R18 will be ridden by its first purchasers? For now biking seems like a 'concept' waiting for the real thing to be re-launched.

Keep safe everyone.

Anthony Wood.

MORE ON GLOBAL WARMING.

I read the letter from Martin Macrae with incredulity. I know that most of the carbon dioxide in the atmosphere is naturally created, but to

suggest that the figure is 99.8% is just plain wrong. In this world now we seem to have a lot of fake news and disinformation and this is a good example of it. I have no idea where Martin gets his facts from but they are not accurate.

The letter did motivate me to do some research and get an idea of the real figure. The figure that came up consistently was that approximately 95% of all carbon dioxide is naturally occurring. What also comes up is that the percentage produced naturally has reduced over many years as we the human race have generated more and more pollution. Deforestation has also reduced the

amount of carbon dioxide that the natural world can absorb meaning that we have been slowly increasing the amount

put into the atmosphere while reducing nature's ability to absorb it.

I agree that we are very reliant on oil. Many products that we use that are oil derived have nothing to do with transport, all those plastics,

even clothing but many of the products are being made using synthetic materials. As for renewables, we in the UK now produce about 40% of our electricity by renewables and as for sea level rise you only have to look at how much ice has disappeared from the Arctic and Antarctic areas plus the number of glaciers that have almost disappeared.

I think our Australian cousins will be quite annoyed at the suggestion that the wild fires they have been suffering from have nothing to do

with global warming. Yes, there have always been wild fires in parts of Australia but they have been getting more frequent and ferocious over the last decade. Having a sister-in-law living in Sydney for many years I know that she has become more and more concerned by the fires, and the same is happening in California where in recent years they have had far more fires, the same has been happening in southern Europe.

Our entire way of life is not about to change overnight. It will change progressively, but it's been doing that since the year dot. The real cause of global warming accelerating is the 'out of control' growth of the human population. In 1975 the world's population was 4 billion. By the year 2000 that had increased to 6 billion, a 50% increase, and since then the world's population has increased to about 7.8 billion. To feed all these billions of people we have cleared huge swathes of forest so that we can grow palm oil and breed more cattle and other animals so we can eat them, but ruminants such as sheep and cattle produce considerable amounts of methane which is also a greenhouse gas - just so that we can all eat.

Cliff Batley.

Editor's Note: Thanks to Martin for starting this debate and the subsequent responses. The issue is not going away anytime soon but I do think it is time now to close the general debate in the Journal.

Joining the BMW Club

If you've been given this Journal by a friend or picked it up at a show or a dealer launch day, and you've enjoyed what you've read, you may like to join our Club

You can do this by visiting www.thebmwclub.org.uk and clicking on the membership tab

You could also contact your nearest Section Secretary by email or phone
Details in the Journal under "The Sections"



We look forward to hearing from you

GS

Don't forget we would like to tell your stories and adventures with pictures on the GS Register website. While we are all limited in adventuring this year why not dig out some photos on last year's adventures or happenings and send them in with a few words.

All reports are welcome, please email them to webmaster@gs-register.org.uk

While you are planning tours for the future have a look at the Scottish section's website where they have maps showing the best roads to ride in their section.

This year good travel insurance has become far more difficult to find with a number of the bigger companies completely pulling out of this area of insurance. If you have found a solid dependable company that does not charge through the nose, we would all like to know of it. Please email gs@bmwclubuk.net

GS Register Website

During the lull in motorcycle activity in the first part of this year the Ferries page, and the Adventure Companies page on our website have been updated.

No doubt many of you have noticed with dismay that Stenna Line have permanently closed their Frederikshavn to Oslo ferry service. With the absence of any ferry direct from the UK to Norway our members now have the long trek through Denmark (or Germany) and Sweden to get into Norway.

In the last couple of years, a considerable number of new companies have started up running adventure tours abroad. How do we know which are any good? If you have used any please tell us your opinion so other members can benefit from your experience. We would like to add them to the extensive list of similar companies on the GS Register webpage. Equally if you have had a bad experience with any company please tell us so we can remove them from our listing.

GS Register Nominated Events for 2019

Come and meet other Register members from around the UK if it is safe to do so.

GS Register Koblenz Motorcycle Tour. Saturday 2nd to Sunday 10th May 2020

Unfortunately, we have had to cancel this event. Bookings will be held over to 2021 and the new dates will be in a future edition of the Journal.

BMW Club Western Section the Brecon Beacons Camping Weekend Thursday 9th to Sunday 12th July 2020. Unfortunately, we have had to cancel this event.

BMW Club Western Section Sorebutts Rally

Thursday 3rd to Sunday 6th September 2020. In this month's Journal is an advert giving the details.

If you wish to put forward events to be included in our calendar for 2021 please email the details togs@bmwclubuk.net

Nev Jones

Sidecar

Contrary to my over-optimistic pronouncement in last month's issue – the Sidecar Register rally at Nether Wasdale on 1/2/3 May this year will obviously NOT go ahead, due to the Covid-19 pandemic. The 2021 Sidecar Register Nether Wasdale rally will hopefully go ahead (assuming we will have the 'all clear' by then!) on May 14/15/16 2021.

Predictably enough, the lock-down is coinciding with perfect biking weather thus far, no reason why I shouldn't use my R1150GSA & Watsonian outfit to go and fetch some 'essential groceries', I suppose, but my newly acquired Quadro leaning 3-wheeler is my vehicle of choice at the moment – I saw it on Ebay advertised as a 'Cat N' and snapped it up after a bit of back and forth haggling. The 'Cat N' damage is minimal scraping down one side, and otherwise it is a v nice 2016 4k miles example. It is a lovely thing to ride – there is maybe a slight delay in leaning into corners, but one gets used to it, and the 'locking upright' feature when stationary, instead of fiddling with a side-stand, is v pleasant; and of course it has good under-seat shopping carrying capacity. I have a Kuryakyn dog-box strapped to the pillion seat, and my 2 dogs seem to travel in it without complaint. The twist'n'go is a bit slow getting off the line, but otherwise the 350cc engine is quite nippy; I believe that Quadro are producing an electric version in 2020, which will be significantly more powerful.

See the Sidecar Register pages of the main BMW Club website, or www.sidecarland.com and <http://www.sidecars.org.uk> for details of all things 3-wheeled.

I trust that you are all staying safe / sane.

Keith Thomas
sidecar@bmwclubuk.net

CAPTION COMPETITION

Think of a humorous caption to go with the picture below.
Send your entry to the Editor email: editor@bmwclubuk.net
Advise your address so we can send out your modest prize!
Please also send your own humorous pictures to the editor

THIS MONTH'S PICTURE



“ ” ?
.....

WINNING CAPTION FOR THE LAST PICTURE IS:



“Meanwhile on the road to snowhere ... the bike fainted!”

WINNER IS:
Sabine Hipkiss

RUNNER-UP CAPTIONS ARE:

“Despite the best efforts of the Scottish Section, Bike Curling never caught on” - Norman Shearer

“when you said 'snow patrol'...I honestly thought you meant the band. Can we just go see the band?” - Enda Carolan, Irish section

“Did you by any chance see a white side stand?” - Mike McGrath

Your editorial team will choose the winners and their decision will be final.
No correspondence will be entered in to.

Beer in the Pyranees

Helen Beer



Endsleigh Garden Centre on the A38 was our gathering point on 25th June. I was early, a rare occurrence, but having checked all the doors, locks, taps and sockets at least four times I just had to leave. Jill and Nick were late. Thought for the Day, never underestimate the possibility of getting lost between Brixham and Plymouth! Huge relief when they rocked up because as well as organising it all they had the tickets. Jill's first words were 'Don't Ask'. I didn't but she blurted it out anyway, the muddy lanes and wrong turnings and missing Nick's frantic flashing and waving (golden rule he just kept following). The adventure had begun and

we headed to the Salumi Bar near the port in Plymouth to enjoy a really lovely meal as the sea was looking like a lake. There's always excited chatter in the bike queue to get on board and BM's were the favourite choice of steed. We watched the lights of Plymouth fade into the distance and then headed to our cabins ready for the early morning call.

106 miles to lunch at Locoal-Mendon and on to La Rochelle for our first overnight stop. We did the D58, D769, past Pont Scorff and the N165. Three became two for a short time as Jill set off before Nick was ready, his Suzuki has a funny alarm that needs keying before set off. At the

second roundabout when there was no sign we pulled over and got mobiles out. Somehow, she was behind us but we soon regrouped, no dramas or domestics just happy to be three again. The roads were lovely, quiet, shady and twisty. For a while it was like a very long Teign Valley (those that live in Devon will understand this). Last time Jill and Nick were in France Jill was taken out and received a broken back, we were all mindful of this and aware it must have been playing havoc in her head but she just cracked on with it and put the ghost to bed. She's precious to us but not in attitude. We ate outside and over our first iced tea of the holiday discussed how 3 sat navs, all with the same route, could choose so many different roads. We did a great U turn in front of the toll booths as that road wasn't on our agenda. Thirty three degrees we bypassed Vannes and Nantes and used the N137 Tourist Route to La Rochelle with a cold drink stop at Aigrefeuille-s-Maine. We were very glad to



park up in the shade and the nightly ritual of chain oiling began. We'd seen one set of Police Motorcyclists but they seemed to be on a training exercise and weren't interested in us well behaved Brits. Over 300 miles and 8 more play days to come, we went into the hotel excited but it soon turned to joking amazement. Our rooms were mainly held together with silicone and strong masking tape. I was in the middle of terminating some ants when Nick knocked at the door with a cold drink, tis the little things that make a difference. I dropped a dentistick behind the loo but wasn't going in after it, it didn't receive high marks for cleanliness but it was just one night. They had secure parking and clean beds. The shower worked but it took a while to realise the taps were on the wrong way round, it was comical trying to sort it and not actually touch the shower curtain. I was glad I wasn't sharing as the





wash room door did not close if you sat on the wonky loo, and really, I can't blame the long legs Mum gave me. Teeth cleaning was also an experience, trying to get your head in the gap between the shelf and the sink so you could spit down the plughole. I am currently reading Elspeth Beard (if you are not with me here then google her) so I did appreciate the luxury I had. I did put a warning in to Jill and Nick to be quiet with any romantic assignations as the walls were paper thin and I was a light sleeper. We took a bus to town and enjoyed a meal overlooking the Harbour. The town was busy but pleasantly so, a pianist entertaining and folk relaxed and enjoying the great weather. There was no bus back but we found ourselves in a queue with two hookers. I used Google Maps to return us to the hotel and after that long walk, I

excused myself physio. Thought for the day, if you're going to ride with your visor up to keep cool then wear more lippy.

Wednesday morning and breakfast was better than anticipated with the traditional lovely fresh breads and pastries. Out of town and over the viaduct - seeing it ahead with sea views it looked stunning. Jill then turned off the main road and I smiled knowing it was going to be another day full of wiggly roads. The sat navs agreed for many miles too as we passed cornfields edged with poppies

and fields of sunflowers almost ready to show themselves. Through Nancras and a break by the river in Saujon. There were many signs saying Route Verte, the road was quiet, sometimes bumpy with gravel but fun. Lunch stop at Saint-Bonnet-sur-Gironde with a very biker friendly host insisting we put our kit inside in the shade. There were vineyards all around us with mile after mile of stunning scenery as we passed over the River Dordogne before having to do a short burst of motorway around Bordeaux. The heat and sheer



volume of traffic meant filtering was essential, most drivers obliging and letting us through. Our exit wasn't far and a stop at Pessac for sweet melon. The last leg was easy and into L'Oberge at Mios with cool, clean rooms and the smell of jasmine everywhere. We were by the River L'Eyre so time for a short stroll. Tip for the day - try to avoid the custard flies. Over 150 miles including Rochefort, D733, D117, D17, D225 and Blaye,

Technology is wonderful and before breakfast I paid my electric bill, the emails just keep coming! Today started a little cloudy and we were not unhappy about this. Off to the Dune du Plait/Great Dune of Pyla. This was a challenge and of course I had to walk up the steps to see the view, and it was so worth it. A mega sand dune next to a huge forest - spectacular. Today was the Route of the Lakes and I forgot for a moment and thought that we were going the wrong way with a huge mass of water on my left. We rode round it and saw many more and the temperature was a cool 24. The N626 to Mimizan for lunch watching kites. Our sat navs were all agreeing again although our display vehicles had all turned to cars, weird. We bowled along cool tree lined twisties and stopped for ices at Messanges. The last leg was relaxed and I got my first view of a mountain at 1710. Roads travelled today included D650, D259, D87, D652, D17, D328, D17, D33, A641, A64, D430, D933, D936, D919 and D659. We had arrived at Aramits where we were basing ourselves for the next 6 nights. The views were amazing, often silence but mainly the tinkling of cow bells and various birdsong was all that could be heard. We caught bits of the football (England v Belgium) and studied maps and weather forecasts. Nearly 200 miles today and the



main thought was, be mindful to wear the correct undies, lace can chaff in this heat!

The early Friday morning mist soon burnt away and off we set to the Col de Marie Blanque. Bend after bend, 1st, 2nd and 3rd gears only. As the snow appeared on the tops at the same time as the official National Park sign. Eagles soared overhead, bliss. Comfort stop at Laruns where the river was ice green. This was a huge ski-ing area and it was hard to picture that scenario in this heat with the quietness. On to Artouste for a Cable Car ride up to 'The Little Train' and a 2 hour journey around the mountains with exceptional views, waterfalls, flowers in yellows, pinks, purples and blues, marmots, birds (including a vulture), cattle, horses and goats. This is the highest train in Europe. Afterwards we sat in a cafe thinking it was about 1300 but it was 1600,

who stole the day? So, a late snack and a really lovely ride back a different route, Jill got her eye-in and we were there, up and down, round and round, just fab. There was a huge thunderstorm as we arrived back in town so we hid in the supermarket while it passed and chose our dinner to have enjoying the mountain views. We had a quick swim while the lightening flashed, the mad English! Our route today took us on the D133, Arette, D918 to Issor, N134, D294, Col de Marie Blanque which opened up like Dartmoor, D934, Laruns and Aux de Chaudes, Artouste, D934, D920 to Arudy, D918 and the D133. Supper watching the storm roll around and the thought for the day was to take time to enjoy the quality lycra as fit men trained on these hills, maybe some for the Tour de France.

Saturday and the storm had passed - the mountains were clear and calling loudly. The D919 to Ance, Olloran-Sainte-Marie, N134, D920, Buzy, Arudy, D35 Mifaget, Asson, D937 and a break at Lestelle-Betharram where we parked on a local boules pitch in the shade. D937, D940 around Lourdes, D937, Loucrup, D935 Tresbons, Bagneres-de-Bigorre, Beaudean Campan, D918 up to the Col du Tourmalet. It was fairly peaceful and as we relaxed and took in the views, we wondered how on earth they could cycle it. We watched folk peddle over the line and collapse, being supported and cheered by their friends. Down and down, past the False Plateaux, we expected to be overtaken by speedy lycra but all was quiet. D921, D913. D918 and D126 to the top of the Col du Soulor for a cold drink at Arbeost. We rode back beside cool turquoise waters, the D126 Arthez-d'Asson, D35, D934, Buzy, D919 and





after over 170 miles into the supermarket again for picnic supplies to enjoy following a swim with full mountain views. At one point today we were overtaken by 3 loonie bikers popping wheelies and scaring other road users. There was poetic justice when shortly afterwards one had crashed his bike on the Col. he was fine and it was hard to find sympathy. We met some lovely Spanish riders who warned us about the gravel on our detour route. The gravel was fine but when a cow walked across in front of me, I was perilously near the edge and it took a few miles to get my mojo back. Today's thought was to accept you cannot photograph everything and you have to just relax and be in the moment.

A thunderous night but Sunday dawned bright and sunny and a few moments were enjoyed reading on the balcony and watching the lizards scuttle about. It was quiet when we set off and there was a local food market in town. Also, someone had been up early playing with the speed limit signs as today saw the reduction on main roads. Through Buzy again and just before Arudy I pulled, a policeman on an RT, not brightly liveried, snuck in behind me. Oh, how I wished I'd gone to CW's and bought new legal summer gloves instead of wearing my old dirt bike ones without the important (to French bureaucracy) kite mark. I bet the guilt was shining off my rear! Worst scenario a ticking off and a fine. He followed for a few miles before getting bored with us well behaved Brits and passed with a friendly wave. phew! The roads were great and I started to think about my previous time in this area with John, riding every day, even back to back filming mates. I'm getting better at fighting the tears and counting my blessings including many good years

together and still riding with wonderful friends. Iced Tea stop at Burges-Capbis-Mifaget. The houses varied along the way from beautifully kept to ramshackle with trees growing through them. We had



been practising our French, often getting confused when they replied speedily, but always met with helpfulness and smiles. After Lourdes the D821, D918, D130 and

a lovely twisty cool road along the river where I spotted a cafe I'd visited before, it felt comforting not sad. The road opened up and then a track around the lake to our lunch stop at Lac D'Estaing where we enjoyed a steak in the sunshine. It was all fairly quiet, possibly due to the Football. Thought for the day, you can go anywhere at the right speed in the right gear, and that doesn't mean your best frock! Some bends had to be taken very slowly! Tea at the top of the Col de Soulor again and then the Col d'Aubisque which was stunning if you dared take your eyes off the tarmac. A deep valley with a very narrow road. Due to an avalanche closure we had to retrace our steps and the offending cow from the previous day was out with his mates and I had to wiggle very carefully between them keeping away from the edge. A French driver coming the other way held back smiling as I negotiated the ever moving hazards. Phew! About 180 miles and back for a swim and another picnic on the balcony enjoying clear views of the snow-capped mountains, perfect.

Monday's plan was the Eagle Valley in Spain and by the glint in my companions eyes this route promised to be good. Thought for the day, can you really have too many hairpins and wow moments? I think not! We stopped at Isaba on the top of Arette on the col La Pierre Saint Martin to take in the views. NA137 to Burgus, NA214, NA178 and NA150 through Artajo to Valle de Egues for iced tea. My mind wandered a little imagining ski-ing down some these roads. A sign left me puzzled but rounding the bend it could well have been a Horses in the Road warning. NA178, wide, quiet, twisty with far reaching views. This was officially the Valley of the Eagles and they did not disappoint, soaring on both sides of





the road. Finding the centre of Lumbier for lunch was a challenge, Jill was determined and asking a local, with much arm waving, gesturing and pointing she understood the best cafe was by the church. Just that the village was on a hill and the church not too tall but we got there. Cafe Bureli was wonderful, the coffee and cake just like home! The Bocatas were good too and a friendly welcome. We attempted Spanish and actually received what we were expecting, miracle! There were hundreds of swifts around the church tower, a lovely sight. Soon after lunch we were on switchback roads making the high gears redundant. A peaceful photo stop near the border. NA2011, D26 back in France and a tea stop at Larrau, a small village by a river very popular with walkers. We'd had wonderful scenery, wildlife in abundance and rode back along a crystal-clear river

to the D918 and back, yes for swims and dinner on the balcony. A magical day, over 170 miles and probably the best riding so far although it had all been good. We had achieved all on the holiday agenda and one more day to go. The stars were shining brightly in the clear mountain sky as I turned in.

The sunrise the next morning was stunning and despite being up all night with French Belly I wanted to make the most. Thought for the day was that your mates don't let you pull a sickie on holiday, no missing out on the fun allowed. A short route was planned of 118 miles. So, the D918, Montory, Tardets-Sorholus, Musculdy, Bonus and the D933 to Saint Jean Pied-de-Port (the stopping off point on the Paris to Santiago-de-Compostela Pilgrimage Route). A busy and pretty town and perfect for a break. Then the D918,

a lovely open road starting off along the river then at Louhossoa we turned off onto a track like a very long Wiscombe Hill Climb (another Devon thing), up and up, occasional rocks and mud, through a Swiss style Hamlet and out on to the D10 through Urcuray, the D22 to Hasparren, the D14 and the D11 to Saint Palais. Charritte-de-Bas, Viodos, D112, D24, D59 and on to Lanne-en-Baretous and on to D59 back. One road was like Hartland Hill Climb (North Devon Coast). All these cracking roads were just what the doctor ordered. A quiet evening packing with some shouting at England on the telly, it worked, they won!

Our last riding day and heading for Santander. Coffee after 68 miles then on to Montory, Trois-Villes, Musculdy, Bonus, Bidarray, Louhossoa, Espelette and Ainhoa, all quiet twisties, mainly past farmland with sweeping bends, relaxing and fun. We had all noticed the decline of the French beret as we travelled along. Lunch was at Galdakao in a Spanish truck stop, an excellent experience. Our sat navs were disagreeing again but we headed through Bera and took the main road to the ferry in pouring rain, every layer wet in our vented summer kit but we didn't care, the sea was calm! We chatted to some BMW Club folk from Ivybridge while waiting to board, funny how the conversations turn to comfort and how cycling shorts might feel like tena ladies but they do the trick (they dared me to include that!). Thought for the day, rain is not an issue, you won't shrink. Shortly after leaving Santander we were privileged to see dolphins, a wonderful display. We decided not to share cabins and the staff sorted me a new one, except it was occupied, that was taking playing cupid to a whole new level. Eventually I got my own room and we chilled reminiscing on a fantastic time. Sadly, it was foggy during Thursday sailing so no whale watching but a wonderful smooth crossing and just an hour's blast to home.

Many thanx to Jill and Nick for sorting it all out, the research, bookings, routes et al, and for your excellent company over approx 1800 miles and the burning question is where to next? 🇩🇪



Polish Holiday

Duncan Colburn

The story of a Polish holiday by two BMW Northern Section Club members in company with two BMW Scottish Section Club members: Bob and Pam Harrison; Duncan and Elspeth Colburn.

On the evening of Monday 11 June 2018 men and women of The Super Tenere and The GS Exclusive gathered in Northern England in preparation of an advance on Poland. Suitably refreshed the next day Bob and Pam Harrison on the Yamaha and Duncan and Elspeth Colburn on the BMW reached the Port of Harwich via Lavenham a very quaint old town where they took tea after admiring the fine and impressive Parish Church with its various war memorials. A night time sailing on Stena's Hollandica just gave time for a quick aperitif before retiring to bed.



Ksiaz Castle, Pam, Els, Bob

The next day we landed at The Hoek of Holland from where the bikes quickly swept across The Netherlands and into Germany to arrive in Nordhausen where we visited the remains of Mittelbau Dora Concentration Camp and museum. Here in WWII slave workers worked in tunnels on the production of V1 and V2 rockets which had been transferred down from Peenemunde and the Baltic so as to be less vulnerable to Allied attack.

That night we wandered into town to eat and drink at The Ratskeller. We were the only customers and the town centre was almost deserted. Did they know we were coming? Good food, drink and conversation though.

After a very comfortable night at Hotel Am-Stadtpark we were back to the dog fights on fast autobahn road in German then Polish traffic as we travelled further east. Leaving the autobahns behind us we travelled then on more pleasant and scenic road where I tried to acclimatise to Polish traffic law and driver behaviour. Numerous constantly changing speed limits meant, as far as I could see, most people ignored them. The other thing of note was, leave a space between you and the vehicle in front and someone will try and fill it. Risk taking overtakes seemed the norm. I could now understand the UK Government's website pointing out a much higher fatality rate on Polish roads: 7.9 road deaths per 100,000 of population compared to the UK average of 2.8 road deaths per 100,000 population in 2016.



Ferry across Vistula River to Kazimierz Dolny



view from Hill of Three Crosses

The end of the day brought us to the bohemian town of Szczawno-Zdroj and Hotel Camelot, another fine hotel discovered on the internet by our Chief of Planning, Pam. A spa town where the waters actually taste quite nice it had a lovely park and spa buildings, restaurants and tea houses. Three nights here gave us time to explore Ksiaz Castle, an impressive 12th century fortress on a cliff embankment. Seized by the Nazis tens of thousands of WWII prisoners (mainly Jews from Hungary and Poland) were forced to build a massive subterranean complex below its walls. Adolf Hitler wanted this prize as his personal HQ but the tunnels were never fully finished, the Russians arrived, and the true purpose of Project Reise (Giant) remains a mystery, to the West at least.



Oswoka Tunnels (underground city)

From Hotel Camelot we also visited The Oswoka Tunnels / Complex in The Owl Mountains. Again, slave labour produced many tunnels in an attempt to construct an underground city. Part of Project Reise it to was never completed. But it was still a massive construction and though what was happening was evil you cannot comprehend what was achieved. The scale of these and other operations was massive. pic IMG P2449

That same afternoon we had a foray into Czech through lovely rolling countryside along minor roads with zig zags and much loose grit in many of the bends. Beautiful and entertaining we took some refreshments in a quaint village restaurant that was popular with locals. Whilst on route back to the Hotel we stopped in Swidnica to look around The Peace Church, Europe's largest wooden built church. Impressive.

Another pleasant evening spent in Szczawno-Zdroj it was time to push further east and to Poland's third largest city, Lodz (pronounced Woodge). Many of its older buildings had a Russian influence over their design, as did our Reymont Hotel. Another comfortable Hotel even if some of the bedroom sockets



Hitlers Bunker, The Wolfs Lair

were hanging out of the walls, at least they worked. Lodz sports Europe's longest pedestrianised street at 7Km long. Like so many towns and villages in Poland it has many long stretches of cobbled streets. Electrical overhead wires and rails through the streets support a busy tram system. There are numerous spaces where buildings once stood and the ends of the abutting buildings often depict large murals. Only one night spent here but before leaving the city the next day we found the restored Radegast Railway Station where many Nazi prisoners had been despatched to various concentration camps.

Pushing ever further east our next destination was Kazimierz Dolny where immediately before reaching there we took a ferry across the Vistula River. Our accommodation was a very pleasant B&B where we breakfasted for two mornings in the garden. We explored some local footpaths including a gorge walk where tree roots pushed out toward us. Further on we came to the Castle looking down on the Vistula and then onto The Hill of Three



Stutthof Concentration Camp

Crosses originally made in 1708 to commemorate the victims of a local plague. A very pleasant town I think we came here at the right time as I imagine in future years it will become very popular.

The next part of our adventure took us north visiting The Holy Mountain of Grabarka / Hill of Crosses. Years ago, the area was suffering from a plague where a man came to this hill and its waters where he prayed, took there and left behind a cross and was cured and the area was freed from the plague to. Now each year thousands bring a cross of their own of various sizes (miniature to big) to lose their own ailments or seek forgiveness for their sins.

The small town of Tykocin allowed us another night of rest. We ate outside at a local restaurant by the river and took a short walk to admire the storks and their nests at the top of power lines and

tall chimneys.

The next day we rolled northwest to come within about 40Km of the Russian border. Visiting Gizycko we paused for lunch in a restaurant overlooking a very pleasant canal scene where tourists played with their boats and held up motorists as the swing bridge was open to favour water traffic. After lunch the bridge was back in place for us and we crossed it to visit a late 19th century fortress, Twierdza Boyen. We walked around its tall brick wall defences. In WWI it played an important role in repelling Russian troops entering East Prussia. On the eve of WWII it became one of the congregating points for the German army which entered the territory of Poland from East Prussia. After 1945 the fortress passed into the hands of the Polish Army. Our accommodation that night was a hotel Karczma Stary Myln a former mill by a beautiful lake. Good food and some great bottled beer led to four happy bikers.



Russia ahead. Turn around

The next day we proceeded west parallel to the Russian border. We soon came to the remains of The Wolf's Lair. A top secret base hidden in the Masurian woods and heavily disguised it was built in 1941 for Operation Barbarossa, the invasion of Russia. Three security zones surrounded the central complex where Hitler's bunker was located. An attempt on the life of the Fuhrer was made here as shown in an old war film many of us are familiar with. One of his own officers brought a bomb in a briefcase to a meeting headed by Hitler. It was placed under a table and the perpetrator excused himself to take an urgent phone call. But Hitler survived with only minor injuries. The complex was blown up by the Nazis in January 1945 48 hours before the arrival of Soviet Forces. It was however so strongly built much of its original appearance remains.

Moving on towards our day's destination at Elblag we stopped to admire The Elblag Canal at a section known as Katy. To overcome a problem with rises in the land along the path of the



Wojenny. All here died in 1945



T34 Tank

canal a solution was found in using rail tracks emerging from the water and a trailer / carriage into which a boat would sail to be drawn across the land sections. Water from the canal would power a water wheel and cables from that would pull the carriage along. We saw it all in action. Brilliant.

Then onto Hotel Sowa, Elblag for 2 nights accommodation. A Greek meal one night followed by ice cold vodka in a busy town getting into its summer stride with music and world football providing entertainment to the many. On our free day we visited the very sobering Stutthof Concentration Camp, completely surrounded by woodland to hide its horrors. Later we travelled out on a narrow spit of land (near Elblag) that pushes out into The Baltic Sea for a number of miles. The road ran out where it met the Russian border and we gazed out toward the rest of Russia. I felt we had met a very significant geographical point as well as a burnt out car and building. We took drinks and fancy ice cream concoctions at a nearby restaurant and soaked up our location.

The inevitable came too quick. From Elblag it was time to turn west and keep going generally west to begin the journey back to



Miedzyrzecz (Commandant Harrison keeps watch)

Blighty. Was that why we woke to rain? Well I had brought my over boots a long way not to wear them. It had been good wearing vented boots till now and it was only on this day that I needed the overboots since leaving Scotland. Despite the rain we made good progress and as previously noted some people took risks in their effort to make even better progress. Leaving one town a police car on blue lights came passed us. We soon saw thick black smoke rising straight up in front of us and then we met stationary traffic with nothing coming in the opposite direction. We moved up to near the front of the queue to discover there had been a head-on fatal only minutes before. With nothing being allowed through the sat nav found us a diversionary route. The realization that some people were to soon receive the devastating news brought an inner quiet. A little later we came by a Polish Military Cemetery,

Wojenny, near the town of Walcz, a military town, where the many remembered there all died in 1945. In the Walcz Lakeland the remnants of the Pomeranian Position are a great tourist attraction. During Hitler's preparations for war in 1934, intensified construction efforts were made to build fortifications stretching from the Baltic Sea near Darlowo to the Miedzyrzecz Reinforced Region. Making use of natural obstacles such as lakes, swamps, hills and forests, and between them bunkers and shelters were built of steel and concrete. Later that afternoon we arrived at our hotel, Dom nad rzeka, in Skwierzyna for our last night in Poland.

Moving on the next morning a short ride brought us to the Miedzyrzecz Reinforced Region at Pniewo. Built by the Germans prior to WWII to suppress any attack by the Polish or Russians it has 32Km of underground tunnels (!) linking bunkers together. Entrance to the site wasn't allowed for a couple of hours and then the visit itself would last 1 1/2hrs or 2 1/2 hours. We decided it would be best to return here on another holiday as we had miles to cover on potentially busy autobahn. So, we satisfied ourselves just looking at we could from outside the site.

We landed in Braunschweig (Brunswick), Germany at Hotel Pfalzer Hof just off the autobahn. It was not worth going out in the evening so we enjoyed the good facilities of the Hotel where we ate well and enjoyed some last holiday drinks. Where had time gone? From here, the next day, our paths diverged. The GS crew, Elspeth and me were heading for IJmuiden for a 1730 sailing to Newcastle on Tyne aboard Kingseaways whilst the Tenere team, Pam and Bob, were heading back to the Hoek of Holland for a late-night sail to Harwich. Both bikes found their ferries in good time and after landing back in Britain proceeded back to their respective homes in north Scotland and north England. A good holiday in good company on good bikes in good weather. We looked at a dark time in World history but it was truly fascinating. The countryside and motorcycling were great even if the Polish style of driving had to be given extra caution. Would I return to Poland? Most definitely.

Bob kept a record of the fuel intakes of both bikes and concluded that the Tenere averaged 57mpg whilst the GS averaged 60mpg despite both its crew being heavier and carrying more luggage. The GS always asked for less fuel at the petrol station and Bob concluded the GS engine was 5% more efficient than the Tenere's. In Bob's experience a heavier payload has little or no effect on fuel consumption on bikes. Duncan's attitude is that once you've bought the bike you've got to fuel it so just get on and enjoy the machine. Were they good bikes for this style of trip? Yes. All day comfy, coped well with repeated sections of cobbled streets and some un-surfaced roads. The rider's position on the bikes also gave a good view of the road in traffic. From home and back to home the R1200GS Exclusive covered 3348 miles and it needed a wash to relieve it of all those bugs. 🌐



Holy Mntn of Grabarka

Devil's Bridge

Roger Bickerstaffe



Elan Valley just before the juggernaut cloud burst begins

It was my choice to go to Wales, although it was also a compromise as favourite pillion had shown an interest in a tourist attraction in the middle of the country. Given the possibility of rain in the Cambrian Mountains it was good to have a sanctuary that offered a dry alternative. Powis Castle had been shown on a TV programme. The history interested me and to the gardens interested my passenger. Having National Trust membership, it seemed expedient to take advantage of free entry if sanctuary from the elements was required. It was.

Mid-Wales seemed to offer an ideal base. Equidistant from Snowdonia or the Brecon Beacons, each of which has a splendid array of routes to enjoy. Our chosen holiday cottage, in an unpronounceable village, was an ideal base to choose from either a southern or northern alternative to avoid



Elan Valley

any forecasted inclemency; provided said clouds cooperated with such geographical alternatives. They didn't.

A programme on the television extolling the virtues of a motorcycle route of excellence in Mid-Wales was one worthy of exploring. Part of this route had been ridden before, in low visibility and horizontal rain. There was some optimism about our return journey where we wanted to view its splendour in the televised sunshine. The devil was to be in the detail, to bridge the two experiences.

Our trip, from the metropolis was via the Cotswold's and into Shropshire, itself a county with a splendid array of roads. Lunch was at a 14th Century Inn where the season's asparagus was being celebrated. The cottage, an annex to the main building was perfect for a motorcycle base. Under cover, secure parking; bike washing facility; warmth to dry the riding attire; shops, pub, restaurant and petrol station on the doorstep. Even a train station if a day off from riding the Welsh waterfall of a summer was required.

Credit to the Welsh assembly as it would appear, they are better than across the other side of Offa's dyke at providing well surfaced roads. They were a well-surfaced, well-drained joy. One could enjoy the scenery, when the low cloud permitted, rather than spot the potholes.

As soon as one mentions Wales, as a holiday destination, those interested enough to listen almost unanimously agree that if you got rained on it was self-inflicted. I've ridden north, south and mid-Wales and the greeting, to be fair, has been consistent. Wet. I have heard rumours of dry weather and indeed seen pictures in the propaganda brochures of bright skies



Elan Valley

and dry roads. Lest one appears to be too negative we did see short periods of sporadic dry. Did experience no rain, many decades past when chose to camp in February. It snowed.

In today's required format one should finish on a positive note. The waterproofs worked. The luggage was sufficient for favourite pillion's needs and there was no spare capacity for shopping. Part of the Elan valley was seen in sunshine. Riding over the blind crest of a narrow tarmac goat track to be presented with the radiator grill of a Volvo 30 tonne tipper lorry filling the road gives one both an adrenaline rush and an ear ache. Screams over the intercom, from favourite pillion, of certain death were unfounded.

Rode past 'Hergest Ridge' on our ride back, to the tarmac ribbon of potholes, listening to a track from Mike Oldfield.

The following week Wales had no rain! 🌍



Powis Castle

Spring Airhead Camping - March 20

Vince McGrath




I woke up early on Saturday morning with a tingle of excitement, ready for the spring airhead meet. With the current situation I was unsure who, if any, would turn up. I left home at 0900, it was a cool start to the day and my fingers were a bit cold in my summer weight gloves by the time I arrived at the first meeting place. The roads had been completely devoid of traffic on the short ride over.

As I arrived I saw 3 BMWs in the otherwise empty carpark, a quick wave and a shouted hello to keep our distance from each other and we set off towards mid Wales. We enjoyed having the roads to ourselves, it was a fantastic ride on the fast twisty Welsh A roads, as I looked in my mirrors I saw a dark cloud behind, maybe possible rain.

We pulled up at the next meeting place and I was pleased to see another 3 bikes waiting for us and a sidecar outfit turned up before we set off for the coast. Another amazing ride over the mountain roads but with a strong crosswind with gusts buffeting the bike on the exposed narrow roads forcing us to slow down at times and be careful, the dark clouds were still behind us, as we arrived at the campsite the air was full of the smell of the sea mixed with freshly cut grass, we were greeted by the owner who, strangely, was wearing red striped pyjamas and a soft night cap, he shouted to go anywhere we wanted as no one else was on the site. We camped up well separated and I had a pleasant meal of curry and rice followed by cake and custard and several cups of tea and turned in early.

I was up early next morning and packed up so quickly I could not really remember much and we set off for home. The ride to North Wales was fabulous, the dark clouds from yesterday were still there and much darker, I was feeling a bit worried about them but not sure why. I looked in my mirror again and the other bikes had gone and the darkness was closing in and I opened the throttle but the bike did not respond, the clouds were getting closer, I felt afraid, a trickle of cold sweat ran down my chest, the engine is revving hard but not going any faster, suddenly a loud noise, insistent, what is it?

My eyes open, curtains, bright early morning sunlight, my alarm is going off, my heart is racing and I am sweating, confused, I have just had a bikemare everything is alright.

We may not be able ride at the moment but we can still dream, the spring camping trip was called off but if possible it will happen in the autumn, hope to see you there. 



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The Difference between Synth and Reg Oil

Graham Parker

Difference Between Synthetic And Mineral Oils And 5w 30 and 5w 40.

A few fellow bike riders have been asking me about oils and fuels and the difference between them and after explaining the best I can in a language that they may or may not understand they suggested that I wrote into the BMW Club Journal to try and help other members.

Supermarket fuel, why do I not put this in my car or bike or anything that uses such fuels.

The fuel burns unevenly and may not contain the cleaning agents that will be found in a premium business fuels, this over time will cause hot spots within the combustion chamber resulting in damage to exhaust valve seats for example.

Most of you will have noted that when you fill up with a tank of a premium fuel that the machine seems to run smother and it is running smoother due to the way this fuel burns within the combustion chamber resulting an even burn rate and smoother power delivery.

The question of fuels has a very long answer so I shall address this at a later date with a second report.

One of the most asked questions about synthetic and mineral oils is "can I mix them"? The best way to remember this is "NO" why you will then ask? Well you can mix some semi synthetic with mineral oil but it is not a good idea, I cannot think of a reason to perform such a mix. If we consider the cost of the smallest engine / power unit repair against the cost of 4Ltr of premium synthetic oils then you cannot remove the fairings for such a price and that is before you get into making a very basic repair or probably worse. So I think the best way to remember this question is "No" never mix these oils. If the machine allows it use synthetic oil and the best you can afford taking into consideration the cost of any engine / power unit repair.

When we talk about synthetic and regular oil, it refers to the oil used as motor oil. Regular or conventional oil and synthetic oil are both lubricants which are used for automobiles, protecting the moving engine / power unit parts.

Oils are also used for cleaning and protecting the moving engine parts. Both of the oils can be differentiated on the basis of their production. Synthetic oil is, as the name suggests, made artificially from different compounds. It is man-made and is made by using different chemical reactions; whereas the regular or conventional oil is made from crude oil which is pumped from the ground. Both of the oils have advantages and disadvantages, and one must consult the vehicle manual before getting an oil change.

The function of regular oil and synthetic oil is the same; they protect the engine from wear and tear. Synthetic oils are made in laboratories and factories; thus, they are developed to work under extreme temperature ranges. Synthetic oils can function well under high temperatures and cold temperatures, but regular oil cannot work as efficiently in very high temperatures and cold temperatures. They start thickening in cold temperatures. Most of the high-revving engines and high-performance engines are recommended to use synthetic oils.

Synthetic oil is created by different chemical reactions and was made for the first time in the 1970s. Different molecules were combined to develop a lubricant which was devoid of any other element or metal. It has no contaminants and has a more uniform chemical structure than regular oil. Whereas regular or conventional oil has impurities, it is pumped from the ground, refined in refineries, and then distributed but still contains many contaminants which make it less effective in protecting the engine against heat and friction.

Synthetic and regular oils are available in different viscosities by different manufacturers and companies for serving a variety of applications. There are some oils which have a synthetic blend which provides a mixture of regular and synthetic oil. This oil is used mainly by high-mileage vehicles is very popular.

Synthetic oil users have to change their oil less frequently than the users of regular oils as the synthetic oil keeps the engine clean and does not require oil changes frequently. However, regular oil vehicles have to change oil every few thousand miles for better functioning. It is a misconception that synthetic oil does not require an oil change. It is required. Lastly, the regular oil is far cheaper than the synthetic oil.

Summary:

- Synthetic oil is man-made, artificial oil; regular oil is crude oil pumped from the ground and used after refining.
- Synthetic oil has no contaminants and metals; thus, it keeps the engine clean and does not require regular oil changes. Regular oil has impurities and, thus, after every few thousand miles, the oil has to be changed to protect the engine.
- Synthetic oil can work very well under extreme heat and cold;
- regular oil can break down and turn lumpy under extreme temperatures.
- Synthetic oil is far more expensive than regular oil

Oils and fuels from supermarkets may be on the face of it a little cheaper at the point of purchase but they may not have the properties that the premium businesses have incorporated within them. The saving from buying cheaper oils and fuels can be far from a good way of saving money. Anyone who strips / repairs engines can tell instantly if the power unit has been run on such fuels and or oils.

Another question I get asked about on a regular basis is about the different grade of oils and all these letters and numbers that we get advised to use.

Synthetic oils, intended for more modern vehicles and engines, are by far the best choice as they are different from mineral and semi-synthetic oils in the specific processing methods, characterized by excellent resistance in extremely low and high temperatures and protective of engine wear.

What is 5w 30?

One of the frequent oil markings in cars is SAE 5W 30. SAE is an abbreviation of "Society of Automotive Engineers", while the 5 and 30 marks are for oil viscosity, that is, the greater the number, the oil has a higher viscosity. W indicates "winter", i.e. the properties of the oil at low temperatures. The goal of a motor oil is to protect the vehicle engine in winter when the temperatures are low or that the oil is light enough to run the engine without any difficulties in cold start, and it is sufficiently dense to keep the engine running at the same operating temperature. The aim is to reduce the viscosity of the oil at low temperatures, and to increase at high. This allows use of the same oil throughout the year. Oils that meet only summer or winter conditions are called single or mono-grade oils. In order to obtain multi-grade, i.e. more seasonal properties, conventional additives need to be added to various motor oil base additives, say the SAE 5 base. These additives will reduce viscosity in cold engine operation, but also increase viscosity at engine running temperatures. This product belongs to the category of universal lubricant oils and therefore has a great set of qualities. The substance is effective at a low temperature of -25°C. As for the high-temperature threshold, it's 25 degrees. Many manufacturers test their cars for quality on special booths. But anyway, the characteristics that the manufacturer puts on the packaging can

be significantly different from those that the substance will have during intensive work on the internal combustion engine. In these regards, car dealers, as well as motorists, conduct their own oil test in working conditions. The tests are designed to show over which period of time the product loses its traits

What is 5w 40?

To achieve a more economical ride, US engineers have introduced a number of parameters that give the right combination of certain SAE 5w40 viscosity oils to lead to energy savings. It is imperative to reduce oil consumption by 1.5%. In European practice (ACEA, ILSAC) this value exceeds a minimum value of 2.5%.

Main differences in quality of SAE 5w40:

- Easy start at low temperature
- High oxidation stability
- Increased interval of replacement
- Stability of oil film
- Good detergent properties

SAE 5w 40 specifications and reviews:

- Minimum engine contamination
- Increased life due to improved antioxidant properties
- Reducing friction at cold weather when power unit is started
- Evaporation resistance (reduced refilling)
- Reduces engine wear due to the simple flow of synthetic oil SAE 5w40 at low temperatures

5W – means to maintain oil flow at low temperature – 35°C. Starting point is 40°C (5-40 = 35). Because of this property, the engine will not work “dry” under frost, but the oil will penetrate all the important components, and the life of the engine will last.

40 – generalized viscosity index at high temperatures up to 150°C. The thickness of the oil, in the first place, depends on the size of this figure.

Difference Between 5w 30 and 5w 40

In the UK the most recommended specification for the latest 1200 liquid cooled engines 5w 40 but please check your owner’s manual:

- Low-Shear-Rate Viscosity for 5w 30 and 5w 40. The working viscosity of 40 is from 12.5 to 16.3 mm²/s at 100g. Operating viscosity of 30 is from 9.3 to 12.5 mm²/s at 100g. Both oils are 5 grade when cold, but 5w30 is 30 grade, and 5w40 40 grade at operating temperatures. 5w40 with higher temperatures in summer has a higher viscosity than 5w30, which contributes to uninterrupted functioning of the motor
- High-Shear Rate Viscosity For working viscosity of 40 this parameter is min 3.5 at 150g. For working viscosity of 30, this parameter should be at least 2.9 at 150g. To a great extent, this indicator gives an idea of how much the oil sustains in extreme loads.
- Temperature range for 5w30 and 5w40. 5w30 is used in temperature ranges from -25°C to 25°C, while 5w40 from -25°C to 35°C.
- Oil flow, 5w 40 provides higher pressure but less flow.
- Thickness, 5w 30 and 5w 40, 5W 30 is lighter, so it got better fuel consumption.
- Fuel economy, 5w 40 has poorer fuel economy.
- Application, 5w 30 can be used by different type of vehicles and in different range of temperatures, but is ideal for colder temperatures. 5w 40 is often used in higher mileage engine and performs better in warmer temperatures.
- Cost 5w 30 is typically more expensive.

Summary of 5w 30 V/s. 5w 40

- 5w30 oil is designed to operate at temperatures as low as -25°C, but is also a great choice for warmer climates that reach up to 25°C. In general, 5w30 is a great multi-grade oil for different temperature specters. It is also more fuel efficient.
- 5W40 is a motor oil that penetrates to the active mechanisms faster, and provides excellent lubrication on start up. The Number: 40 implies that it differentiates from the most common motor oil (Number:30) among the cars, as it is denser, and this ensures more profound engine lubrication during hot temperatures. This oil is most often used in case of higher mileage vehicles as it is thicker than the 30 oil, so will provide better lubrication for the working parts inside the motor that have been wear-off as a consequence of aging or strain.

5w 30 Versus 5w 40

Criterion	5w 30	5W 40
Low-Shear-Rate Viscosity	9.3 – 12.5 mm ² /s at 100g	12.5-16.3 mm ² /s at 100g
High-Shear Rate Viscosity	2.9 at 150g	3.5 at 150g
Temperature Range	-25 °C to 25°	- 25°C to 35° C
Oil Flow	More Flow	Less Flow
Thickness	Lighter	Thicker
Fuel Economy	Better	Poorer
Application	Versatile	Less Common
Cost	More Expensive	Cheaper

Remembering - Herbert Kennard



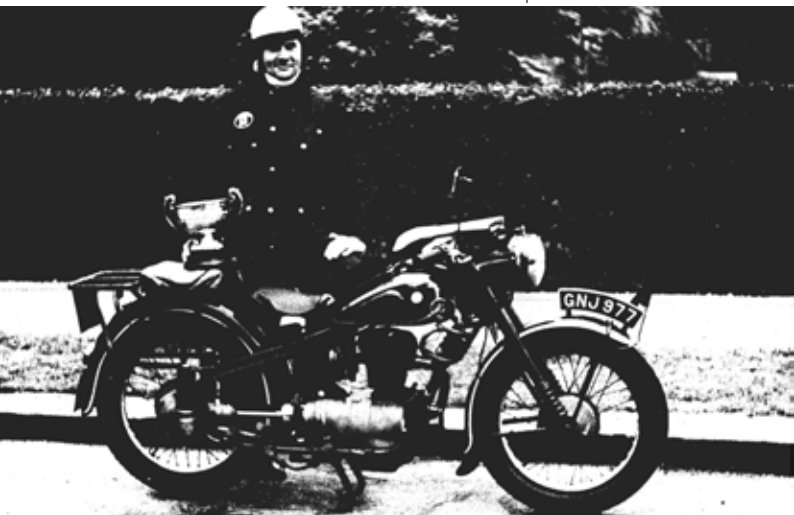
This was taken two weeks before Herbert's death, when he went to the opera, one of his greatest loves

Sadly the club's oldest member passed away on the morning of March 19th, 2020. He was 100 years old.

Bruce Preston writes: I took over as editor of the BMW club Newsletter from Herbert Kennard in 1957 and we remained firm friends until the end of his life. In many ways we were opposites, Herbert was Oxford educated and when he completed his degree his father presented him with a new Jaguar! I left school at 15 and, with Herbert's help after I joined the BMW Club, became a moderately successful writer. He later became the BMW Club's Press Officer and continued to take a keen interest in BMW Club affairs. He was also an outstanding map reader and regularly navigated in Road Trials, I still have cups on a shelf in my garage that were entirely due to Herbert's navigational skills. He not only knew all the roads in South East England but, seemingly, half the people who lived in them. He would often comment on a pretty cottage and the people who lived there. More than once when we passed the cottage a lady pottering in the garden cried back to his greeting "Good day Herbert". He never claimed to be much of a mechanic and often when he had a problem on his R26 he

would call for help. I always specified "not before eight o'clock" and he would arrive early, fearful of his bike stopping on him, and happily started weeding in our front garden! He was a confidant of many rich and famous people. At the London clubroom he would often be seen with many of the ladies, passing on bit of juicy gossip. Naturally us macho chaps pretended we were not interested! He was a dear friend who lived all his life in the flat in St. Johns Wood where he was born. That is over one hundred years. How many people could spend over a hundred year in just one place? Farewell dear friend

Ian Dobie writes: Sadly, I did not know Herbert for as long as Bruce, but it was a pleasure to get to know the oldest and longest continuous serving member of the club. I met him after a neighbour wrote to the club advising us that Herbert was missing his copy of the Journal. He had unfortunately missed the renewal deadline because of a short stay in hospital. Once I understood his lifelong involvement with the club it was a case of asking the National Committee to grant him Honorary Membership which was enthusiastically agreed. A month or so later I visited Herbert at his apartment in St Johns Wood to present him with his Honorary Membership Certificate and card. Herbert was delighted with this gesture and showed me his collection of early club photographs including one of him holding the silver ACU trophy for an early road riding and navigational trial, the forerunner of today's ACU/BMF National Road Rally. Full of interesting stories, not all bike related and with a devilish glint in his eye Herbert had insisted I visited him on my bike so he could see a modern BMW. I did so, but parking outside wasn't easy or appreciated amongst the Bentleys, he couldn't believe how physically large it was. The National Committee sent him a birthday card to celebrate his 100th last year again gratefully received and appreciated. It was my honour and privilege to know him at all, rest in peace Herbert.



“What on earth have you got there?” forcibly remarked my long-term favourite pillion when I came to rest the bike on its side stand at home. Now this wasn't to be the only critique offered when I shared a picture on the ‘family’ social media. One of my motorcycling sons instantly responded to my picture. “What have you done!”

Now all I had done was to pick from the fleet of courtesy bikes, whilst my RT was in for a major service, a BMW C400X scooter. The motorcycle ‘family’ fraternity may have assumed that a R1250RT would have been the more obvious substitute?

Many in our section had succumbed to the enticement of the 1250 engine, in its various guises, and all waxed lyrical about their GS, GSA or RT. Their valued opinions needed no confirmation from me. Fiscal temptation in the saleroom may perhaps be unsound given the investment I was making with BMW's service department!

Lead me not into temptation. No. Loan me something I would not like.

What a disappointment; I actually liked it!

I've never ridden a scooter or sampled the automatic benefits of a ‘squirt ‘n go’. Living close to London the appeal to the uncoordinated criminal classes of the scooter had not enhanced the breed.

Keyless ignition and a TFT screen could also be a refreshing experience?


My cunning plan to ride something I had pre-judged as being, ‘Not my cup of tea’, had faltered. What a peach of a little engine. In the environment of the city commuter dogfight I felt most adequately equipped to do battle. Keyless ignition and TFT screen I enjoyed. The heated seat and grips were very efficient and most welcome on a cold February day.

For me it was a little cramped, with the stepped seat dictating the riding position. The C400GT looked better suited to my current physical corporation. Favourite pillion acknowledged the ample pillion seat (not that I would in any way infer that she needed such) but with the pillion footrests so far forward it was not easy to mount or dismount. Once again the GT seemed a better option, for two up, with the more substantial footrest platform; not that favourite pillion is ever likely to willingly surrender the rear seat luxury of the RT.

The day may come, with ageing decrepitude, that I could happily embrace the BMW scooter concept to ‘maximize’ my riding career. I do not understand the British scooter aversion to what the continental rider's heartily embrace?

The reaction by my motorcycling family that the ‘Old Man’ may finally have lost the plot, when seen astride the C400X, made me think. Granted one year at the NEC I fed their abhorrence of the scooter by teasing them the whole day sitting astride a whole array of small-wheeled transport.

Perhaps the family may invoke my ‘Lasting Power of Attorney’ if ever I commit myself to buying one?

Thank you to Cooper, Tunbridge Wells, for the loan of the bike. 



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Advise Graham if you want the BBQ (to assist catering)

Graham Parker: Mobile 07843 211280.

e mail: chockparker@gmail.com



All Club members welcome to book this event.

The Famous Scottish Section Hotel Weekend

GRETNA HALL HOTEL

Gretna Green, DG74 5DY. 1st – 4th May 2020

TO ALL THOSE WHO HAVE BOOKED THE ABOVE EVENT We are sorry to advise that, due to the current corona virus crisis, this event will NOT now take place. Because you have all paid a non-refundable deposit to the hotel direct, we have decided, following negotiations, to move the whole event to 6th to 9th May 2022. We hope you agree that this is the best solution in the circumstances. If you agree, you do not need to do anything. Your booking will be kept on record by the Hotel. If you wish to cancel, please advise the Hotel accordingly. We have also negotiated a 2022 price of £55 pppn sharing a room. Just £5 more and 2 years hence!

THE ROB ROY HOTEL 2021 We plan to hold our next May bank holiday hotel weekend on 30th April to 3rd May 2021. Let's hope everything is back to normal well before then. More details to follow later in the year.

More information on www.thebmwclubscottish.com
Contact Judy: Phone 01592 874592
Email: social@thebmwclubscottish.com.



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JUST GET STARTED WHEN WE'RE ALLOWED TO!

A season long event extended as required! where you ride out looking for places of interest with names starting from 'A' to 'Z'

To take part register your interest at yorkschallenge@gmail.com We'll send you an entry form that you should complete and return before you get started. Modest prizes for the winner(s).

See main advert on Yorkshire Website

Your event contact is
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Top quality catering van on site
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All Club Members welcome to book this event



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Friday 10th to Sunday 12th July 2020

(Feel free to book as many extra nights as you want!)

Join us for a great meeting at this un-spoilt Yorkshire village in the heart of beautiful Wharfedale.

COULD POSSIBLY STILL TAKE PLACE. CHECK THE WEBSITE REGULARLY!

Book phone the site on 07930 379 079. Just £10.00 per person per night for motorcyclists. Cars and Camper vans add £5.00 per night per vehicle. Site is just outside the village at BD23 5RE.

Organiser is Chris Rodgers
Phone: 0113 257 9859



All Club members welcome to book this event. Pre-booking is essential. Pre-book and then pay on arrival. Advise at least a week before if you have to cancel.

Mercia Section announce:

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Three nights in three different hotels (Nine nights in all)

Sept 14th to Sept 23rd 2020

Organise your own travel itinerary but we suggest Plymouth to Santander ferry 16.45hr Sept 13th
Return via Santander to Plymouth 21.45hr Sept 23rd

Our first hotel in Potes is in the heart of the fabulous Picos de Europa Mountains for some superb riding Then we move a short distance to two other hotels nearer the northern coast All in striking distance of Santander for the ferries

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Book soon. The ferries soon get filled!
All Club Members welcome to book this event

The Mercia Section present:

THE BAY STRATHMORE HOTEL

Marine Road East, Morecambe, LA4 5AP.

3 night's dinner bed & breakfast

Fri to Mon 15th to 18th May 2020

Final prices and booking details still to be advised. Please register your interest with Charlie as below.

Contact for this event is Charlie Hall
mercia.social@bmwclubuk.net
Phone mobile: 07847 011289



All Club members welcome to book this event

Joining the BMW Club

If you've been given this Journal by a friend or picked it up at a show or a dealer launch day, and you've enjoyed what you've read, you may like to join our Club

You can do this by visiting
www.thebmwclub.org.uk
and clicking on the membership tab

You could also contact your nearest Section Secretary by email or phone. Details in the Journal under "The Sections"

We look forward to hearing from you



The BMW Club on Facebook and Twitter

Follow the Club news and activities online at:-

<https://www.facebook.com/groups/bmwclubuk/>
<https://twitter.com/bmwclubuk> or @BMWCLUBUK

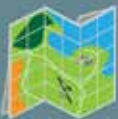
More information on the main BMW Club web site. Go to: <http://bmwclubuk.wordpress.com/>



The Western Section

Welsh Photographic Challenge 2020

If you would like an excuse to ride your bike and explore Wales, why not enter the Welsh Photographic Challenge?



We've selected 20 locations to take you the length and breadth of the country, some of which you probably haven't visited before (or maybe even heard of)

This is a free, non-competitive event which has the simple objective of giving you the opportunity to ride your bike. You can visit as many or as few of the 20 locations as you like, as an individual or as a group. Submit photographs of your bike(s) and yourself or your group at the various locations and they will be uploaded onto a website. Entry forms will be available from 1st January 2020 and the event will be open for submissions from 1st January until 31st October 2020



You can enter online at <https://sites.google.com/view/wpc2020/entry-form> or download the entry form there and email it to the organisers, David Williamson & Steve Bicknell, at wpc20xx@gmail.com

See Western Section Website for full details

All Club members welcome to participate in this event



The BMW Club South West Section presents -

The South West Water Crossing Challenge 2020

Starting January 1st 2020 and running to October 31st 2020

26 locations in the South West – Cornwall, Devon, Dorset and Somerset
Try for a few or visit them all



Take a picture of your bike at the location and submit for publication on the club web site.



This years theme is water crossings but you do not have to actually cross, just ensure your picture shows the location.



This event is open to all sections
For an entry form mail timpattmore31@gmail.com



When completed and returned I will send a link to the points map showing details, post code etc.

FORUM ASSISTANCE

MORE USEFUL ADVICE FOR FORUM USERS FROM FORUM ADMINISTRATOR JOHN KING

When a member joins the forum they have to provide a user name and can choose a password. Can you please make a note of these details somewhere secure. In the past 6 months I have had to resurrect 67 accounts where members have forgotten either one or both of these bits of information. This takes time to search the database and the number of hours wasted cannot be counted. Also as I am not on the computer all day this can mean a wait of up to 24 hours before I can get the time to chase the information and create another password and/or user name.

It is made worse when the member changes his/her email address without letting myself or Bill Smithson know so we can update the accounts. This is also why we ask for a full name when registering onto the forum because using a first name only can lead to confusion and possible mistakes. You only have to think of the many variations of a theme if the persons name is a commonly used one or even a simple variation of their real name.

When someone who is a club member emails me asking for the account to be rectified and only has an out of date email address, but includes a club membership number. This membership number is of no use for the forum because I cannot access the main club database. This means me having to phone someone else who has access and find out the email that they registered with. Please folks, make a note of the details, it will save a lot of frustration, work and delay for you to get back onto the forum.

In addition the forum as it is set up at present sometimes deletes accounts for no apparent reason. (I had it done to me some years ago) All it needs is for one log on every few weeks to keep the account active. However come November there will be a deletion of all accounts that have not been used for 6 months or more. This is in accordance with the recent GDPR law. So please use it or loose it.

John King

Forum admin

COMMERCIAL ADVERTISING IN THE JOURNAL

The BMW Club monthly magazine is an ideal platform to reach out to fanatical motorcyclists and let them know about your products and services. We have a circulation of over 3000 per month and the magazine is probably read by many more than that as it gets handed around. BMW riders are renowned for their interest in new products and technologies and avidly read related articles and adverts in this Journal. So why not join dozens of other successful businesses...

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Dik Langan
Email: marketing@bmwclubuk.net

THE BMW CLUB VINTAGE AND CLASSIC REGISTER **Have you an interest in the older BMWs?**

Then why not join the Vintage and Classic Register? Our aim is to encourage the ownership and use of these reliable and character-full older models and we offer a warm welcome to any club member who has an interest in BMW bikes over 25 years old. There is no joining fee: only benefit!

Not only will you be joining an enthusiastic group of like minded Club members; you will also gain access to all sorts of technical advice and support to keep your particular model of motorcycle running. There's an ever expanding library of technical literature for you to access to help maintain or restore your machine. Specialist tool hire is also on offer.

Once you are up and running you can then experience the joys of classic BMW ownership and join in with a growing number of rallies, runs and other activities; build new friendships and and enhance your enjoyment of your bike.

For more information visit our web site
www.vintage-register.co.uk

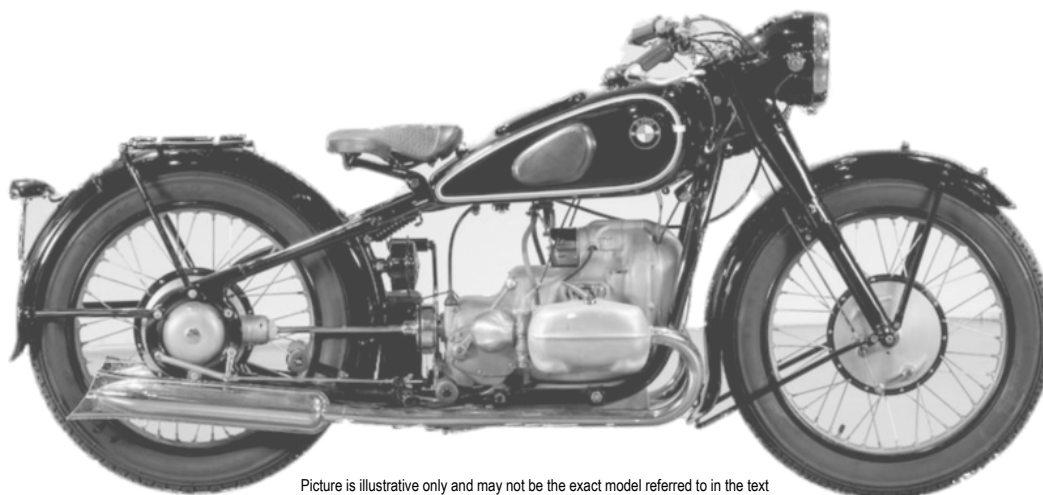
Or email to Ashley Boal at vintage@bmwclubuk.net
Mobile: 07922 140 138





A PEEP THROUGH THE KEYHOLE OF TIME

Robert Freeman delves in to the BMW Club Archives



Picture is illustrative only and may not be the exact model referred to in the text

Product name: The BMW R5

Production period: 1936 - 1937

Description:

Power output: 24 PS bei 5500 U/min

Maximum speed: 140 Kph

Displacement: 494cc

Engine: flat-twin air cooled

Units produced: 2652

Price 1550 Marks

In the spring of 1936, BMW presented an entirely new motorcycle at the German Car and Motorcycle Exhibition: The R5. This 500-cc sports model's appearance resembled the factory entered racing bike that had aroused such interest in 1935. The massive pressed steel frame gave way to a structure based on electrically welded oval tubes.

This lightweight frame together with the revolutionary telescopic fork provided excellent ride properties even though rear suspension had not yet been developed. The engine too was a completely new design. Two chain-driven camshafts operated the valve gear. The fuel-air mixture was prepared by two Amal carburetors, each of which had a small air cleaner.


These "ear-type" air cleaner units were however very prone to blockage and in 1937 were replaced by a central air cleaner mounted on the gearbox housing. The four-speed gearbox was now operated with the left foot but there was still a manual gear-change lever at the right of the gearbox block to help inexperienced traditional riders find the gears more easily. Another new feature was the foot brake, which was no longer operated with the heel but as usual today with the front of the foot.

The tool compartment was integrated into the fuel tank and wheel rims were painted in two colours which also revealed close attention to detail in the bike's appearance.

The 500-cc R5 developed 24 hp at 5,500 rpm and with a top speed of 140 km/h was almost as fast as the 33-hp 750-cc R17.

The lightweight tubular frame led to such an improvement to the ride characteristics that the R5 was in fact superior to the more powerful pressed steel frame R17 model.

Once introduced, more than three times more R5s than R17s were sold. This came as no surprise, as the price was not only around 500 Marks cheaper than the R17, but at 1,550 Marks the R5 was even cheaper than the side-valve engined R12.

In 1937, a small batch of competition motorcycles based on the R5 was manufactured for a few selected riders. The R5 SS (Super Sport) developed about 4 hp more than the series-production version and reached a top speed of 160 km/h. This was however still well below the output of the supercharged works motorcycles, but for the next generation of riders it nonetheless represented a good starter model for the world of motorcycle racing. 

Robert Freeman email: dvla@bmwclubuk.net

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The following businesses have agreed to join the BMW Club Discount Scheme. Most already take advertisements within the Journal. See these advertisements for additional information. Please quote your membership number when making an enquiry or purchase.

MOTORCYCLES & ACCESSORIES

THE ADVENTURE BIKE SHOP 10% of everything except Wunderlich, Mudslung / MachineArt Moto. Please contact Phone: 01787 372 901 Email: info@adventurebikeshop.co.uk

NEW

CHESTER MOTORRAD -10% on parts, accessories, clothing with a current membership card. Phone: 0151 373 4802

VISORCAT 15% discount off this innovative over-glove visor wash/wipe system. Discount Ref: 'BMW'. www.visorcat.com Phone: 07920 145 706. Email: hello@visorcat.com

PIDCOCK MOTORCYCLES, LONG EATON Offer discount to members who join their VIP scheme. Click on the VIP logo at www.pidcock.com Tel: 0115 946 2233

COTSWOLD MOTORRAD get 10% discount on all genuine BMW parts, accessories, and rider equipment. Phone: 01452 872 666. Email: partsgloucestercotswoldgroup.com www.cotswoldstore.com

SHAD UK Motorcycle Luggage and Accessories. Award winning luggage. 10% discount across the whole website. Online discount code: BMWOC19. Supply proof of membership. Contact us; Phone: 03333 448252, Email: hello@shad.co.uk, Website: www.shad.co.uk

LIND MOTORRAD Offer 10% discount on all genuine BMW parts, accessories and BMW Rider Equipment at Lind Motorrad Norwich and Welwyn Garden City. Must show and be the holder of a valid Club membership card. Phone Norwich: 01603 622655. Phone Welwyn: 01707 324249 www.lindmotorrad.co.uk.

STARCOM TECSTAR ELECTRONICS LTD Offer BMW Club members a discount on both Autocom and Starcom1 Motorcycle Communication Systems. 10% Discount for new system purchases or 5% for spare parts. The respective websites are www.starcom1.com and www.autocom.co.uk Telephone number is 01487 840960. Ask for Deepak Kale. Sales Team.

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NEW

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Note that the Keswick Shop Outlet has closed down.

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ROAD BIKE ONLY TRACK DAYS FOR 2020

The BMW Club

The Corona Virus (Covid-19) crisis is causing serious problems for our proposed track day programme 2020. Our Sporting Section Secretary is in constant touch with the track owners and this is the situation he's been advised of so far.

CADWELL

Mon 18th May: **Still taking bookings***

Tue 19th May: **CANCELLED**

Mon 29th June: **Still taking bookings***

Tue 30th June: **CANCELLED**

SNETTERTON

Mon 24th August: **Still taking bookings***

Tue 25th August: **CANCELLED**

*If these events cannot take place on the dates shown, refunds or alternative dates in the future will be offered.

robertbensley@btinternet.com



Club members and non-members all welcome to book this event.

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Around the Compass

Details of generally larger annually organised events

2 - 10 May. GS register Koblenz Motorcycle Tour: 9 day tour of Germany. Taking in sites like the UNESCO W.H.S, many castles and medieval buildings. For more info, contact Nev Jones on 07860 532876 or by email gs@bmwclubuk.net

6 - 9 May. Scottish section Gretna Hall Hotel - Postponed: Gretna Green, Scotland, DG16 5DY. Details to be advised at a later date. Contact Judy Lepley by email scottishsocial@thebmwclubscottish.com

8 - 10 May. Scottish section Log Cabin Weekend: Lochearnhead Scout Station, FK19 8NR. contact Jim Lepley on 01592 874592 or by email treasurer@thebmwclubscottish.com

15 - 17 May. Scottish section Bears & Bikes 2020 BMF 60th: Traquair House, Innerleithen, EH44 6PW. Tickets via bmf website £20 members, £25 non-members, phone 0116 2795112. Camp on site from pm on 14th or book other accommodation in the area.

18 - 19 May. Sporting register Cadwell Park Track Days: Cawkwell, Louth, LN11 9SE. First of two visits. Day 1 is for all abilities of rider and is currently still on, Day 2 was for competent track riders but unfortunately has been . For more information contact Robert Bensley by email sporting@bmwclubuk.net (more details on the register web site)

29 May - 1 June. Oxford section Lechlade Camping Weekend: Bridge House Campsite, Lechlade, GL7 3AG. www.bridgehousecampsite.co.uk. Book direct on 01367 242348. Contact Dave Hawkins by email maddave02@hotmail.co.uk

30 May - 1 June. Irish section Boreen Run: The Beach Hotel, The Harbour, Mullaghmore, Co Sligo. Leaders: Rory & Pat. Event starts on Sat morning. (Option to book hotel for Friday night). Includes: 2 nights B&B with lunch & dinner on Saturday. Dinner on Friday & Sunday nights payable separately. Price TBA. Contact Miffy Hoad on 00353 879109661 or by email book@bmwclub.ie

5 - 7 June. North East section Duxford Weekend: Leaving from Washington Services South 9am Anyone attending please book the Travelodge directly, Fourwentways Cambridge. For further details & to advise of your attendance please contact Phillip Gray on 07799265236

7 - 11 June. Oxford section German Trip: Hotel Waldblick. 4 days break in a beautiful area of Germany. Contact Geoff Clough on 01865 800074 or by email geoff.clough@bmwoxford.com

18 - 21 June. South West section Slimbridge Rally: Caravan and Camping Park, Shepherds Patch, Slimbridge, Gloucester, GL2 0BP. Camp from Thursday, Pub and Restaurant on site and bar and cafe. Saturday ride out. All club members welcome contact Phillip Webb Sampson on 07850983 144

19 - 21 June. Irish section The Airhead & Airhead Weekend: High Ree Yacht Club, Ballyglass, Coosan, Athlone, Co Wick. Camping on site €15 for 1 night or €25 for 2 nights. Day on a motor. B+R available locally. Friday night is Chinese take away and Saturday lunch at the local Rugby Club (payable separately). Saturday night BBQ bring your own meat, €5 for salad. On-site tea and coffee available. Contact Fran McCarthy on 003534 876751673 or by email allairhead@irelandairhead.com

19 - 21 June. Scottish section Lomond Day Weekend Dornoch: Dornoch Caravan & Camping Park, Dornoch, Dornoch, Scotland, IV25 3LX. Dornoch C & C, The Links, IV25 3LX. Free tea & coffee all weekend. Camping £7 pppn. Contact Billy Gregor on 07827012111 or by email billy@thebmwclubscottish.com

25 - 28 June. Western section Black & White Camping Weekend: Townsend Farm, Townsend Farm, Cambridge, Nr Leominster, HR6 9HB. Over 20th year of this excellent site. Tents, caravans & motor homes welcome. For more information and booking see Western Section website or Local Advert contact Colin Ross on 01562820458

26 June. North East section North East Hotel & Camping Weekend: Clennell Hall, Alwinton, NE65 7BG. En-suite rooms @ £85 pppn inc breakfast and 7 bed bunkhouses @ £20 pppn Camping & 30 motor-homes & caravans @ £10 per pitch per night. Breakfast available to camping/bunkhouse @ £6 per day. Book direct 01669 650377 www.clennellhall-countryhouse.com. When booked contact Ashley Boal email: Northeast.social@bmwclubuk.net

26 - 28 June. Scottish section Royal Deeside Gathering: Ballater Caravan Park, Anderson Road, Ballater, Aberdeenshire, AB35 5QW. Ballater Caravan Park, AB35 5QW. Free tea & coffee available all weekend. Camping £7pppn. Other accommodation near by. Contact Billy Gregor on 07827012111 or by email billy@thebmwclubscottish.com

26 June - 3 July. South West section Peanuts Brittany Rally: Camping des Cerisiers, 29 Brancillet, 56800 GUILLAC, Nr Josselin, France. Departing Plymouth 25th. Camping des Cerisiers, 29 Brancillet, 56800. To book tel: 02 97 75 61 24. quote BMW Club contact Peanut on 07511 637115

29 - 30 June. Sporting register Cadwell Park Track Day: Cawkwell, Louth, LN11 9SE. Second of two visits. Day one is for all abilities of rider. Day two was for competent track riders and is currently still on. Day 2 has been . For more information contact Robert Bensley by email sporting@bmwclubuk.net (more details on the register web site)

4 - 5 July. Oxford section ACU/BMF Rally: Cawston Chertsey, Wint. Road Rally contact Ian Dobie by email ian.dobiesnr@btinternet.com

7 - 9 July. Northern section Wales Midweek Event: Erwlon Camping and Caravan Park, Llandovery, SA20 0ND. Tuesday and Wednesday nights at £7 pppn. Book online via the website or direct with the site on 01550 721021. Ask for the back pack. Date at attention The BMW Club. Contact Barry Warner on 0161766 2222

9 - 12 July. Western section Broomfield Campsite: Talybont Farm Campsite, The Farmhouse, Mill Lane, Talybont on Usk, LD9 7YJ. Booking essential. Caravans and motor vans welcome. See Section Website or Journal advert for more information. Contact Nev Jones on 07860 532876

10 - 12 July. South West section Bettle and Chisel Rally: The Bettle and Chisel, 114 High Street, Delobole, Cornwall, PL33 9AQ. Delobole, Cornwall, PL33 9AQ. The campsite. Contact Don Rabson on 07884266340 or by email don.rabson@bt.com

10 - 12 July. Yorkshire section Kettlewell Camping: Conistone Lane, Kettlewell, Rippton, YO23 5LE. Pre-booking essential. £10.00 per person per night for motorcyclist. Cars & camper vans add £5.00 per night per vehicle. To book, phone 07930 079 079. Contact Chris Rogers on 01257 257 257 for more details on the section web site)

17 - 19 June. Scottish section Bikers Lodge & Camping weekend: Valhalla Bikers Lodge, Glen Derby, Michael, PH10 7NA. Valhalla Bikers Lodge, PH10 7NA. Book 35 night camping 2 man tents £10 pppn camp & breakfast evening meals available. To book contact: Katherine, 07905858212 or Ken, 07905858212 or email welcome@valhallabikerslodge.com contact Judy Lepley on 01592 874592 or by email social@thebmclubscottish.com

26 July. Irish section Camping Weekend: Carrowkeel Camping Park, Berrary, Castlebar, Co Mayo, F23 NX74. 2 nights with ride-out on Saturday. Bar and Food available on site from 1900. Campers kitchen available. Book direct with Alex, 00353 (0)949031264. 10% discount for members. www.carrowkeelpark.ie contact Tom Mellott on 00353 2848029

6 - 9 August. South West section Exmoor Rally: Headgate Farm, Twicken, South Molton, Devon, EX36 3LR. Headgate Farm, EX36 3LR. Camping £10 pp. to book b&b tel: 01598 740481 contact Jim Isherwood on 07926 069 777

14 - 17 August. Northern section Bay Eden Arms Hotel: Rushyford, County Durham, DL17 0LL. Bay Eden Arms Hotel, DL17 0LL. 3 nights d, b&b £111.60 pp. book with Shearings Bay Hotels, 01942 418744 or website. To confirm attendance, contact Bob Harrison on 01257793209 or by email northern.social@bmwclubuk.net

14 - 16 August. Scottish section Ullapool in August: Broomfield Campsite, Ullapool, IV26 2UT. Broomfield Campsite, IV26 2UT. £5 pppn. Free tea & coffee all weekend. Other accommodation available near by. Contact Billy Gregor on 07827012111 or by email billy@thebmwclubscottish.com

21 - 24 August. Yorkshire section Yorkshire go to Scotland: THE PORTPATRICK HOTEL, HEUGH ROAD, PORTPATRICK, DG9 8TQ. 3 nights d, b&b £155 pp. singles £190 pp. to book contact Piers Kurrein on 07866 622196 or by email yorkshire.social@bmwclubuk.net (more details on the section web site)

24 - 25 August. Sporting register Snetterton Track Days: 300 Circuit, Snetterton, Nr Norwich, Norfolk, NR16 2JU. Third event of the year. Day one is for all abilities of rider, day two was for competent track riders but unfortunately Day 2 has been . For more information contact Robert Bensley by email robertbensley@btinternet.com (more details on the register web site)

3 - 6 September. Western section Sorebutts Rally: Mill Park Camping & Caravan Park, Berrynarbour, Near Infracombe, North Devon, EX34

Following direction from the UK Government, many of these events have been cancelled or postponed, new dates will be announced when known. Stay Home, Protect the NHS, Save Lives

9SH. Sorebutts Rally at Mill Park Camping & Caravan Park, Berrynarbour, EX34 9SH. All Sections welcome. For more details see separate advert or Section Website. Booking Required. Contact: Paul Rodriguez on 07979974005 or paul@pvrod.force9.co.uk contact Paul Rodriguez on 07979974005 or by email paul@pvrod.force9.co.uk

5 - 12 September. Mix 'n Match Peak District: Staying in the Buxton area of Derbyshire and the Peak District National Park. Stay for the day or the week, there will be hotel, camping, or caravanning options with ride-outs around the Dales, the Peak District, and a few special destinations. Contact Bob Melvin by email Webmaster@thebmwclub.co.uk or bmelvin@btinternet.com (more details on the National web site)

10 - 13 September. South West section Dartmoor Rally: Haywards Bridge Caravan and Camping Park, Peter Tavy, Tavistock, Devon, PL19 9LS. 10th Anniversary of this popular Rally in a beautiful part of the country. Catering Van on site, ride out on Saturday, All club members welcome. Contact Phil & Debbie Sampson on 07850 983 144

13 - 23 September. Mercia section Spain Trip: Excursion to Northern Spain and the Pecos. We shall be staying at the hotel on our regular route from and to Santander. Contact Charlie on 07847 01289 or by email mercia.social@bmwclub.net

18 - 20 September. East Anglia section Fakenham Rally: Race course, Fakenham, Norfolk, NR21 7NY. Motorhomes, Caravans and rooms must prebook. Prices: Camping £9.00pppn, Caravans and motorhomes £8.90ppn plus £6.30pppn, Electric hook up £50. Rooms £20pppn +£5 for single occupancy contact Mark Handley on 01206 740908 or 07814 938512 or by email markhandley@yahooc.com (more details on the section web site)

20 - 26 September. Yorkshire section Yorkshire visit Spain: Gran Hotel Suances, Calle de Juan Celajes, Suances, Cantabria, 45 39340. 6 nights d, b&b. £270 pp, £390 singles. travel is extra, plan your own itinerary. Prices may vary. Contact Mrs Kurland on 07866 622 196 or by email yorkshire.social@thebmwclub.co.uk

25 - 27 September. Scottish section Camping at Invercoe: Invercoe Caravan Park, Invercoe, Ballachulish, PH49 4HP. Camping at Invercoe Caravan & Camping Park, Glencoe, Ballachulish, PH49 4HP. Contact Duncan Cameron on 0740020603 or by email duncan@thebmwclubscot-tish.com

2 - 5 October. North section Autumn Weekend Hotel Break: The Palace Hotel, Pantton TQ4 6BJ. Contact David & Rosemary Hicks by email rosemaryhicks@hotmail.com

4 October. East Anglia section Copdock Motorcycle Show: Suffolk Showground, Trinity Park, Felixstowe Road, Ipswich, IP3 8UH. One of the biggest "regional" bike shows on the national calendar. The East Anglia section have a stand in the club shed every year so come along and see us or if you would like to get involved, contact Dave White by email dt.white5@gmail.com

9 - 11 October. Northern section Biking Weekend: String of Horses Inn, Faugh, Cumbria, CA8 9EG. Book direct with the hotel. 01228 670 297 Proprietor - Colin Ramsey. B&B Cost - £37.50 pppn (£75) sharing & £60 pn (£120) for single occupancy of double/twin room. Deposit - £30 pp paya-

ble when you book. Quote the BMW Club. Confirm your booking, contact Bob Crawley on 01573 223203 or by email hondamac1998@gmail.com

18 October. South West section Hippo Rally: North Tawton rugby Club, Tawmeadow, Fore Strret, North Tawton, Devon, EX20 2ED. Held again in the very popular North Tawton Rugby Club Saturday Evening Entertainment, Saturday ride out, full details to follow. Contact Jim Isherwood on 01926 069 777

22 November. Western section Hotel Weekend: Park Hotel, Taw Vale, Barnstable, North Devon, EX32 9AE. Park Hotel Weekend, Barnstable, EX32 9AE. Option to arrive on Thursday 19th. See advert or Section Website for more information. Booking Required. Contact Denis Bradbeer on 01454 775786 or by email western.social@bmwclubuk.net

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Joining the BMW Club

If you've been given this Journal by a friend or picked it up at a show or a dealer launch day, and you've enjoyed what you've read, you may like to join our Club

You can do this by visiting www.thebmwclub.org.uk and clicking on the membership tab

You could also contact your nearest Section Secretary by email or phone. Details in the Journal under "The Sections"

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Diary of Events

These activities have been arranged by members for and on behalf of The BMW Club. All organisers are covered by our insurance.

Weekends are in Red

May

- 01 - 03 Oxford Dinham Hall Hotel Weekend. (See Around the Compass for more details)
- Sidecar Lake District Rally. (See Around the Compass for more details)
- 01 - 04 Scottish Gretna Hall Hotel Weekend. (See Around the Compass for more details)
- S. West Ale and Wheels Rally. (See Around the Compass for more details)
- 02 - 010 GS Koblenz Motorcycle Tour. (See Around the Compass for more details)
- 2 N. East Rideout. Saturday Breakfast Run. 08:30. Castle Square, Morpeth. Contact Simon Johnston on 07702709063.
- 3 E. Anglia Pub Meet. The Cricketers. 12:00. Spring Lane, Fordham Heath, Nr Colchester, CO3 9TG.
- Mercia Café Meet. Barton Marina. 10am. DE13 8DZ. Summer breakfast and a natter. Often a rideout to follow.
- S. East Rideout. Essex with Roger & Jill. 10:30. Thurrock Services, RM16 3BG. Contact Debbie Morris on 02083011600.
- Ulster Meeting Place. Corr's Corner Hotel. 11:00. Corr's Corner, Glengormley, Co Antrim.
- 5 Irish Hotel. Limerick. 20:00. Woodfield House Hotel, Ennis Road, Limerick. Contact Fran McCarthy on 0876 751673.
- Oxford Pub Meet. The Dashwood Arms. 19:00. Old Oxford Road, Piddington, HP14 3BH.
- Ulster Meeting Place. Corr's Corner. 20:00. Corr's Corner Hotel, Newtownabbey, Co Antrim.
- Ulster Ride out. Summer Runs. 11:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
- 6 E. Anglia Pub Meet. The Three Tuns. 12:00. Wethersfield Road, Finchingfield, Essex, CM7 4NR.
- Mercia Breakfast meet. Hoar Park Craft Village. Nuneaton Road, Church End, Nr Ansley, Nuneaton, Warks, CV10 0QU. Arrive early for Breakfast. Contact Charlie Hall on 07847011289.
- N. East Community Centre. Marley Hill. 10:30. Church Street, Marley Hill, NE16 5DW. Summer Rideout.
- Scottish Lunchtime Café Meet. Catterin Bikes Cafe. 12:00. Cairn O Mount Road, Fettercairn, AB51 1YG.
- S. East Club night. Brookers Club. 20:00. The Hopfield, Paddock Wood, TN11 6BB.
- Ulster Ride out. 19:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
- 7 Mercia Rideout. Six O'Clock. 10:00. Holmfirth Yorkshire. Meet at the Conal. DE22 4AA. Contact Charlie on 07847011289.
- Yorkshire Lunchtime Pub Meet. The Joiners. 12:00. High Street, Hambletonwaite, HG3 2EU. Sorry, this event is cancelled. Contact Pat Brindle on 01904 72883.
- 08 - 10 Scottish Log Cabin Weekend. (See Around the Compass for more details)
- 08 - 11 Ulster Hotel Weekend. Ulster Station Hotel Weekend. Nethybridge Hotel, Main street, Nethybridge, Scotland, PH12 5 3DP.
- 10 E. Anglia Pub Meet. The Crown Hotel. 12:00. Crown Road, Mundford, Thetford, IP26 5HQ.
- Ulster Hotel. Dublin ride-out. 10:00. The Spa Hotel, (near Luccan). Contact Sean O'Brian on 00353 872680120.
- Irish Sunday meet. N W area. 11:00. Coffees Cafe, Carrick on Shannon, Co Sligo. Contact Pat Munnely on 0863383499.
- Mercia Rideout. Claymills in Steam!. 11:00. Victorian Pumping Station, Burton on Trent, DE13 0DA. Meet OK Diner, DE65 6GY. Contact Charlie on 07847011289.
- Oxford Rideout. Shuttleworth Museum. Old Warden Aerodrome, SG18 9EP. Contact James O'Shea jamesoshea27@gmail.com.

- S. West Lunchtime Café Meet. GT Motorcycles. 11:45. 10-12 Elberton Rd, Plymouth, PL9 8JQ. Contact Don Rabson on 07884266340.
- Ulster Meeting Place. Corr's Corner Hotel. 11:00. Corrs Corner, Glengormley, Co Antrim.
- 12 Oxford Pub Meet. The Cherry Tree. 19:30. High Street, Venton, OX13 6RZ.
- S. West Café Meet. The Engine House. The Broom & Cafe, Compton Park, PL17 8EA. Contact Phil Rabson on 07850 983144.
- Ulster Ride out. Summer Runs. 11:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
- 13 Mercia Breakfast meet. Hoar Park Craft Village. 09:30. Nuneaton Road, Church End, Nr Ansley, Nuneaton, Warks, CV10 0QU. Arrive early for breakfast. Contact Charlie Hall on 07847011289.
- Mercia Pub Meet. The Clock Warehouse. 19:00. London Road, Shardlow, Derby, DE72 2GL. Food, drink and natter. Contact Charlie Hall on 07847011289.
- N. East Rideout. Lucknow - Dales Run. 10:00. Meet at Morrisons, Corrs Corner. 10am. Contact Rob Winstanley on 078150921.
- S. East Rideout. Coopers. 10:30. The Farm Industrial Estate, Gifford Road, Tunbridge Wells, TN2 3UE.
- Ulster Ride out. 19:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
- 14 West Rideout. Farm Shop and Chips. 19:30. Bernards, Yeovil, TA20 2LJ. Contact John & Sally Robinson on 01303 491550.
- 18 Mercia Pub Meet. The Strathmore Hotel. Morecambe Bay, Lancashire, LA4 5LJ. Contact Charlie on 07847011289.
- 15 N. East Rideout. Fish & Chip Run. 19:00. Meet at Morrisons, Consett 7pm. Contact Rob Winstanley on 078150921.
- 16 - 17 Scottish Bears & Bikes 2020 BMF 60th. (See Around the Compass for more details)
- Yorkshire Rally. Camping at The Vale of Pickering. Carr House Farm, Allerston, YO18 7PQ. Sorry, this event is cancelled. Contact James Ingham on 07711 659 373.
- 16 Scottish Lunchtime Café Meet. Brora Golf Club. 12:30. 43 Golf Road, KW9 6QS. Contact Duncan Colborn on 07740 020 603.
- S. West Bike Show. Finch Foundry. 11:00. Sticklepath, Okehampton, EX20 2NW. Meet at Wetherspoons, EX20 1HD, 10:00 for breakfast. Contact Jim Isherwood on 07926 069 777.
- 17 E. Anglia Pub Meet. East Area. 12:00. The Crossways Inn, Bridge Road, Scole, Nr Diss, IP21 4DP.
- Mercia Café Meet. Castlewood (Kate's). 10am. A518, ST18 0LP. Summer breakfast. Often a rideout to follow. Contact Charlie Hall on 07847011289.
- S. East Rideout. The Sat Nav Challenge with Chris & Angela. 09:30. Oakdene Cafe, Wrotham, TN12 6PY. Meet at lay-by opposite. Contact Debbie Morris on 02083011600.
- Ulster Meeting Place. Corr's Corner Hotel. 11:00. Corrs Corner, Glengormley, Co Antrim. Meet and Eat Rostrevor. 11am Corrs Corner or 1pm at The Church, 13 Cloughmore Road, Rostrevor, BT34 3EL.
- Yorkshire Boreen. Boreen Run. North Yorkshire Moors. Sorry, this event is cancelled. Contact Piers Kurrein on 07866 622 196.
- 18 - 19 Sporting Cadwell Park Track Days. First of two visits. (See Around the Compass for more details)
- 19 Ulster Ride out. Summer Runs. 11:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
- 20 E. Anglia Pub Meet. Lamb & Flag. 12:00. Main Street, Welney, Cambs., PE14 9RB.
- Mercia Breakfast meet. Hoar Park Craft Village. 09:30. Nuneaton Road, Church End, Nr Ansley, Nuneaton, Warks, CV10 0QU. Arrive early for Breakfast. Contact Charlie Hall on 07847011289.

Following direction from the UK Government, many of these events have been cancelled or postponed when known. Stay Home, Protect the NHS, Save Lives

	N. East	Pub Meet. The Beresford Arms. 19:30. Whalton, Morpeth, NE61 3UZ.
	Oxford	Pub meet. The White Hart. 19:00. Oxford Road, Stratton St Margret, Swindon, SN3 4JD.
	S. East	Club night. Brookers Oast. 20:00. The Hop Farm, Paddock Wood, TN12 6PY. John's Quiz.
	Ulster	Ride out. 19:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
23	S. West	Bike Show. Bideford. 12:00. The Quay, EX39 2HW. Meet 11:00 Woodys Cafe, Sourton Services EX20 4HT. Contact Jim Isherwood on 07926 069 777.
24	National	Breakfast meet. Breakfast Meet. 10:00. The Boathouse in the Marina, Littlehampton Marina, Ferry Road, Littlehampton, BN17 5DS. Meet for breakfast and a chat. Contact Erica Body.
	E. Anglia	Village Hall. Meet the committee. 10:00. Fornham St Martin, Bury St Edmunds, Suffolk, IP31 1SW. Talk by Stephen Thompson on his Americas Tour.
	Ulster	Meeting Place. Corr's Corner Hotel. 11:00. Corr's Corner, Glengormley, Co Antrim.
25	Ulster	Breakfast meet. Club Breakfast Run. 08:30. Stormont Gates, Belfast.
26	Oxford	Pub Meet. The Fox and Hounds. 20:00. Sunnyside, Theale, RG7 4BE.
	Ulster	Ride out. Summer Runs. 11:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
27	Mercia	Breakfast meet. Hoar Park Craft Village. 09:30. Nuneaton Road, Church End, Nr Ansley, Nuneaton, Warks, CV10 0QU. Arrive early for Breakfast. Contact Charlie Hall on 07847011289.
	S. East	Midweek run. Knights Garden Centre. 10:30. Godstone, RH9 8DB.
	Ulster	Ride out. 19:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
28	Irish	Hotel. Leinster area Meeting. 20:00. West County Hotel, Chapelizoid. Contact Sean O'Brien on 0872680120.
	Mercia	Rideout. Chas's First Chip Run. 18:00. Allestron Shell, DE22 2DG. Contact Charlie on 07847011289.
	Oxford	Pub Meet. The Rose & Crown. 19:00. High Street, Charlton, Banbury, OX17 3DP.
	S. West	Pub Meet. The Fisherman's Cot. 19:00. Bideford, EX16 8RG. Contact Ron Lyfod on 07847011289.
29 - 1 Jun	Oxford	Lechlade Camping Weekend. See Around the Compass for more details.
29 - 31	Ulster	Boreen. Ulster trip to Irish Boreen Beach Hotel, Mullaghmore, Co. Sligo.
30 - 1 Jun	Irish	Boreen Beach. (See Around the Compass for more details)
30	Scottish	Lunchtime Café Meet. Boreen Beach Hotel, Mullaghmore, Co. Sligo. Contact Ron Lyfod on 07484620111.
31	N. East	Ride out. Howay to the Wick. 10:00. Meet at the Warehouse 10am. Contact Ashley Gane on 07847011289.
	S. East	Lunchtime Café Meet. Brookside Garden Centre. Peckham, TN11 7TG. Contact Debbie Morris on 02083011600.
	Ulster	Meeting Place. Corr's Corner Hotel. 11:00. Corr's Corner, Glengormley, Co Antrim.

June

2	Irish	Hotel. Limerick. 20:00. Woodfield House Hotel, Ennis Road, Limerick. Contact Fran McCarthy on 0876 751673.
	Northern	Café meet. Bridge House Farm. 13:00. Wray, Lancaster, LA28QP. Contact Jane Mather on 0771 9637177.
	Oxford	Pub Meet. The Dashwood Arms. 19:00. Old Oxford Road, Piddington, HP14 3BH.
	Ulster	Meeting Place. Corr's Corner. 20:00. Corr's Corner Hotel, Newtownabbey, Co Antrim.
	Ulster	Ride out. Summer Runs. 11:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
	Western	Lunchtime Café Meet. Lunch meet with Keith. 12:00.

		Merkins Cafe, Bradford Leigh, Holt, Bradford on Avon, BA15 2RW. Let Keith know if you will be going. Contact Keith Davis on 07778531049.
3	E. Anglia	Pub Meet. The Three Tuns. 12:00. Wethersfield Road, Finchingfield, Essex, CM7 4NR.
	Mercia	Breakfast meet. Hoar Park Craft Village. 09:30. Nuneaton Road, Church End, Nr Ansley, Nuneaton, Warks, CV10 0QU. Arrive early for Breakfast. Contact Charlie Hall on 07847011289.
	N. East	Community Centre. Marley Hill. 19:30. Church Street, Marley Hill, NE16 5DW. Summer Run.
	Northern	Midweek run. 10:00. Devils Bridge, Wilsford, Worsdale. Contact Mike Gibson on 01223 582787.
	S. East	Club night. Brookers Oast. 20:00. The Hop Farm, Paddock Wood, TN12 6PY.
	S. West	Wednesday Fish and Chips. 18:00. Coddys Shack, St Martins, Looe, EX16 9X. Thursday Fish and Chips, 7.30pm The Cuddy, Looe, St Martin, Looe, PL13 1NX Don on 01549 266771. Contact Don Rabson on 07884266340.
	Ulster	Ride out. 19:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
	Western	Pub Meet. Lambs Inn. 19:00. Wotton Road, Iron Acton, Wiltshire, BS37 4JL. Contact Denis Beer on 01454775786.
	Western	Café meet. Thunder Road Motorcycles. 11:00. Tremors Road, Bridgend, CF11 1UA.
4	Yorkshire	Lunchtime Pub Meet. Peter Brindle's Thursday Lunch. 11:00. The Cracked Nut, Wakefield Road, Staxton, BD24 9QU. Sorry, the event is . Contact Peter Brindle on 01907 720000.
05	N. E.	Duxford Weekender. 09:00. (See Around the Compass for more details)
6	Irish	Lunchtime Pub Meet. NE Lunch meet. 12:30. Valhalla Bikes, Lodge, Glen Derby, Kirkmichael, Blairgowrie, Perth, Scotland.
	Wales	Lunchtime meet. Swansea Motorrad. 11:00. Pheonix Way, Gamgoch, Swansea, SA4 9HN. tea / coffee and snacks.
7	E. Anglia	Pub Meet. The Cricketers. 12:00. Spring Lane, Fordham Heath, Nr Colchester, CO3 9TG.
	Mercia	Café Meet. Barton Marina. 10am. DE13 8DZ. Summer breakfast and a natter. Often a rideout to follow.
07	Oxford	German Trip. (See Around the Compass for more details)
	S. East	Rideout. Brunch. Millbrook Garden Centre, Staplehurst, TN12 9BT. "Brunch" - Millbrook Garden Centre, Staplehurst, TN12 9BT at 11am. Depart 1pm for "High Tea" with Kevin & Denise. Contact Debbie Morris on 02083011600.
	Ulster	Meeting Place. Corr's Corner Hotel. 11:00. Corr's Corner, Glengormley, Co Antrim. Meet and Eat Drapers-town 11 am Corr's Corner or 1pm at Time Out Drapers-town.
9	Oxford	Pub Meet. The Cherry Tree. 19:30. High Street, Steventon, OX13 6RZ.
	S. West	Café Meet. The Engine House. 11:00. Bistro & Cafe, Compton Park, PL17 8EA. Contact Phil Sampson on 07850 983144.
	Ulster	Ride out. Summer Runs. 11:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
10	Mercia	Breakfast meet. Hoar Park Craft Village. 09:30. Nuneaton Road, Church End, Nr Ansley, Nuneaton, Warks, CV10 0QU. Arrive early for Breakfast. Contact Charlie Hall on 07847011289.
	Mercia	Pub Meet. The Clock Warehouse. 19:00. London Road, Shardlow, Derbys, DE72 2GL. Food, drink and natter . Contact Charlie Hall on 07847011289.
	Midland	Evening meet. All Seasons Cafe Bikers Night. 18:00. Billing Garden Village, The Causeway, Northampton, NN3 9EX. Contact Cath Broughton on 01604 416896.
	Northern	Meeting Place. 13:00. Settle Market Place, BD24 9ED. Contact Barry Warner on 0161 7611 702.
	S. East	Ride out. Coopers. 10:30. North Farm Industrial Estate, Longfield Road, Tunbridge Wells, TN2 3UE.

Following direction from the UK Government, many of these events have been cancelled or postponed when known. Stay Home, Protect the NHS, Save Lives

	Ulster	Ride out. 19:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
	Western	Pub Meet. Waggon & Horses. 12:00. Old Frome Road, Deacon Doulting, Shepton Mallet, BA4 4LA. Booking req. Contact Bryn Mitchell on 07702725309.
11	Mercia	. Cafe Rideout. Lynn's Raven cafe. Meet at MacDonalds DE22 4AA 1000hrs. We will head for Lynn's Raven Café for a bite and a brew. From there who knows? . Contact Charlie on 07847011289.
	Midland	Pub Meet. The Old Reindeer. 19:30. Main Street, Edingley, Notts, NG22 8BE.
13	Scottish	Lunchtime Café Meet. Ron's RTE. 12:30. Bridge 49 Cafe, Linlithgow, EH49 6LW. Contact Ron Gow on 07484620153.
	Scottish	Lunchtime Café Meet. Northern Lunch Meet. 12:30. La Mirage, 7 - 9 Dunrobin Street, Helmesdale, KW8 6JA. Contact Duncan Colborn on 07740 020 603.
	S. West	Rideout. Pasty Ride Camelford. 12:30. UNTILL NEXT YEAR. Contact Don Rabson on 07884266340.
14	National	Breakfast meet. Breakfast Meet. 10:00. Departure Lounge Cafe, Basingstoke Road, Alton, GU34 4BH. Meet for breakfast and a chat. Contact Erica Body.
	E. Anglia	Pub Meet. The Crown Hotel. 12:00. Crown Road, Mundford, Thetford, IP26 5HQ.
	Irish	Hotel. Dublin ride-out. 10:00. The Spa Hotel, (near Luccan). Contact Sean O'Brian on 00353 872680120.
	Irish	Sunday meet. N W area. 11:00. Coffees Cafe, Carrick on Shannon, Co Sligo. Contact Pat Munnely on 0863383499.
	Northern	Village Hall. Knowle Green. 12:30. Clitheroe Road, Preston, PR3 2YQ.
	S. East	Rideout. Join the Stewarts. Opposite Oakdene Cafe, Wrotham, TN15 7RR. "Join the Stewarts". Depart lay-by opposite the Oakdene Café, Wrotham TN15 7RR. 10.00am. Contact Debbie Morris on 02083011600.
	Ulster	Meeting Place. Corr's Corner Hotel. 11:00. Corr's Corner, Glengormley, Co Antrim.
	Western	Village Hall. Hood Memorial. 13:30. Devaude, Basingstoke, NP16 6PL. Talk by Jim Caola (Cheltenham for Bristol I.A.M.).
16	Northern	Pub Meet. The Highwayman. 19:30. Mel, Isle of Man. Contact Harvey Garton on 01624 61140.
	Ulster	Ride out. Summer Runs. 11:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
	Western	Café Meet. Fowlers of Bristol. 11:00. Frys, 2 Bath Road, Bristol, BS4 8DR.
17	E. Anglia	Pub Meet. Lamb & Flag. 12:00. Main Street, Welham Camps., PE14 9QB.
	Mercia	Breakfast meet. Hoar Park Craft Village. 09:30. Nuneaton Road, Church End, Nr Anasley, Nuneaton, Warks, CV10 0QU. Arrive early for Breakfast. Contact Charlie Hall on 07847011289.
	Midland	Evening meet. All Seasons Cafe Bikers Night. 18:00. Billing Garden Village, The Causeway, Northampton, NN3 9EX. Contact Cath Broughton on 01604 416896.
	N. East	Meet. The Beresford Arms. 19:30. Whalton, Morecambe, LA7 3UZ.
	N. East	Pub Meet. Fish & Chip Run. 19:00. Meet at Angel of the North. Contact Cathy Gane on 07971839785.
	Oxford	Pub meet. The White Hart. 19:00. Oxford Road, Stratford St Margret, Swindon, SN3 4JD.
	S. East	Club night. Brookers Oast. 20:00. The Hop Farm, Paddock Wood, TN12 6PY.
	Ulster	Ride out. 19:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
	Western	Tea Rooms. Stables. 12:00. New Manor Farm, West Harptree, Bristol, BS40 6HP. Contact Dave & Anita Holland on 01884829295.
18	Mercia	Rideout. Rideout to Super Sausage Cafe. , DE74 2TN. A great venue for a summer rideout, join us at Donington Services at 09.30hrs. Contact Charlie on 07847011289.
	Northern	Café Meet. Great House Barn. 10:30. Rivington Lane, Bolton, BL6 7SB. Contact Bob Harrison on 01257

		793209.
18 - 21	S. West	Slimbridge Rally. (See Around the Compass for more details)
19 - 22	National	Hotel Weekend. Erica's Champagne Weekend. Chalons-en-Champagne. A weekend visiting champagne houses in Chalons and Reims. Contact Erica Body.
19 - 21	Irish	The Airhead & Oilhead Weekend. (See Around the Compass for more details)
	Scottish	Longest Day Weekend in Dornoch. (See Around the Compass for more details)
	Ulster	Hotel Weekend. Ulster Hotel Weekend. The Mills Inn, Ballyvourney, West Cork.
20	Western	Rideout. Ride to Devils Bridge. 10am meet at Waitrose, Abergavenny, NP23 9LL. Road trip of 180 miles. Contact Bryn Mitchell on 07702725309.
21	E. Anglia	Pub Meet. East Angles. 12:00. The Crossways Inn, Bridge Road, Southwold, IP21 4DP.
	E. Anglia	Pub meet. Wymondley. 12:00. The Red Lion, Whittlesford, Cambridgeshire, CB9 7NL. Contact Ian Sparks on eastanglia.social@mwclubuk.net.
	Mercia	Café Meet. Cafe Good (Kate's). 10:00. A518, ST18 0LE. Summer breakfast. Offer a ride to follow. Contact Charlie on 07847011289.
	N. East	Rideout. Let's Ride Out - Off To The Races. 10:00. Meet at Morrishall, Consett 10am. Contact Andrew Crowley on 0746617251.
	Oxford	Ride out. Ride out: History on Wheels Museum. Ride out: History on Wheels Museum. Contact Adrian King.
	Oxford	Rideout. Ride out: History on Wheels Museum. Ride out: History on Wheels Museum Adrian King acepcs@hotmail.com. Contact Adrian King.
	Ulster	Meeting Place. Corr's Corner Hotel. 11:00. Corr's Corner, Glengormley, Co Antrim.
23	Oxford	Pub Meet. The Fox and Hounds. 20:00. Sunnyside, RG7 4BE.
	Ulster	Ride out. Summer Runs. 11:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
24	Mercia	Breakfast meet. Hoar Park Craft Village. 09:30. Nuneaton Road, Church End, Nr Anasley, Nuneaton, Warks, CV10 0QU. Arrive early for Breakfast. Contact Charlie Hall on 07847011289.
	Midland	Evening meet. All Seasons Cafe Bikers Night. 18:00. Billing Garden Village, The Causeway, Northampton, NN3 9EX. Contact Cath Broughton on 01604 416896.
	S. East	Midweek run. Knights Garden Centre. 10:30. Godstone, RH9 8DB.
	Ulster	Ride out. 19:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.
	Western	Tea Rooms. Old Barn. 12:00. Ystradgynwyn, Torpantau, Merthyr Tydfil, CF48 2UT.
25	Irish	Hotel. Leinster area Meeting. 20:00. West County Hotel, Chapelizoid. Contact Sean O'Briain on 0872680120.
	Mercia	Rideout. Visit to Astley Colliery Museum. Meeting @ MacDonalds DE22 4AA @ 1000hrs we shall explore the history of this coal mine and probably have a bite and a brew as well. Contact Charlie on 07847011289.
	Midland	Rideout. Mid-week ride-in. 11:00. The Super Sausage, A5 Watling Street, Potterspury, NN12 7QD. Contact Jim Beach.
	Northern	Café meet. The Pot Place. 13:00. Station Yard, Plumptre, Penrith, CA11 9PA. Contact Dennis Brown on 01697 747038.
	Oxford	Pub Meet. The Rose & Crown. 19:00. Main Street, Charlton, Banbury, OX17 3DP.
	S. West	Pub Meet. The Fisherman's Cot. 12:00. Bickleigh, EX16 8RG. Contact Ron Lyfod on 01803 391811.
25 - 28	Western	Black & White Camping Weekend. 13:00. Popular event at excellent camp site. Booking Required. See Section Website for more information. Contact: Colin Ross on 01562 820458. (See Around the Compass for more details)
26 - 28	N. East	North East Hotel & Camping Weekend. (See Around

Following direction from the UK Government, many of these events have been cancelled or postponed when known, new dates will be announced when known. Stay Home, Protect the NHS, Save Lives

		the Compass for more details)
Scottish		Royal Deeside Gathering. (See Around the Compass for more details)
26 - 3 Jul		S. West Peanuts Brittany Rally. (See Around the Compass for more details)
27	S. East	Rideout. "Fish & Chips". Maidstone Services (Petrol), ME17 1SS. (SAT) - "Fish & Chips" with Dave Deacon. Depart Maidstone Services (Petrol) ME17 1SS. 10.30am. Contact Debbie Morris on 02083011600.
28	E. Anglia	Village Hall. Meet the committee. 10:00. Fornham St Martin, Bury St Edmunds, Suffolk, IP31 1SW. Free tea and coffee with a chance to meet committee members.
	Northern	Café meet. Mold. 13:00. Mold. N Wales Vary Venue. Contact Vince Mcgrath on 07766 834 253.
	Ulster	Meeting Place. Corr's Corner Hotel. 11:00. Corr's Corner, Glengormley, Co Antrim. Charity Run 9am Albert Clock Bring a picnic and charity donation.
29	Oxford	Bike Show. Cassington Bike Night. Cassington Bike Night. Contact John Broad.
29 - 30	Sporting	Cadwell Park Track Days. Second of two visits. (See Around the Compass for more details)
30	Ulster	Ride out. Summer Runs. 11:00. Corrs Corner Hotel, Newtownabbey, Co Antrim.

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 toolhire@bmwclub.org.uk Phone: 01327 360 945 9.00pm latest please!





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Section News

East Anglia

It had to happen with all that's been going on, as from end of March we suspended or cancelled all our meets, events and ride outs until the end of May. Will that be enough? Who knows?

During March we had some meets which were well received and attended, but as the end of the month approached numbers began to fall until we cancelled the last two Sunday meets.

So, news wise we are in short supply except for one important one. You should have had an email from Dik stating that at the AGM in October he will be stepping down as Section Secretary. New work pressures and his involvement in the National Committee are taking their toll. So we need a new person to step up as Secretary. The position is not too onerous as Dik will still be our Rep at National Committee meetings, he has to go there anyway, and he will still be Membership Secretary as he has the full data. That leaves our new Secretary to keep an eye on the Section and ensure things are run, call and officiate at Section Committee Meetings and of course call and run the Section AGM. Dik will always be available to assist and advise. What we do not need is no one from our 350 members to not come forward, because if we do not have a Section Secretary. The Section will be closed down and all workings will be taken over by the National Club. No Section Social side, no Section Membership fees to help our finances and of course no operation!

So, thinking caps on. There is six months for the person to come forward, but it would be handier if they came forward earlier so Dik could arrange an easy handover.

Dik has been a rock for the Section and this gives a member a chance to help the Section to continue growing.

That's all that needs to be said at the moment, contact Dik or myself for a chat if you're interested.

Be safe out there, polish the bike to perfection. Service the machine ready for the day we can escape the chains!

Ian Sparks

East Anglia Section Contacts and Regular Meets

Secretary: Dik Langan 6 Hazel Rise, Claydon, Ipswich, IP6 0DB 07906 584 676 or 0845 003 688 046 eastanglia.secretary@bmwclubuk.net

Membership Secretary: As Above

Social Secretary: Ian Sparks eastanglia.social@bmwclubuk.net

1st Sunday: 12.00, The Cricketers, Spring Lane, Fordham Heath, Colchester, CO3 9TG.

1st Wednesday: 12.00, The Three Tunns, Weathersfield Rd, Finchingfield, Essex, CM7 4NR.

2nd Sunday: 12.00 noon, The Crown Hotel, Crown Road, Mundford, Thetford. IP26 5HQ

2nd Tuesday: VCR meet April onwards see diary of events for details.

3rd Sunday: 12.00, Crossways Inn, Scole, IP21 4DP a western section meet, check diary.

3rd Wednesday: 12.00, The Lamb and Flag, Main Street, Welney, Wisbech, Cambridgeshire, PE14 9RB.

4th Sunday: Cannon's and Village Hall meets please see diary of events for details

5th Sundays: 12.00, Five Miles from Anywhere, Old, School Lane, Ely. CB7 5ZR.

Irish

On behalf of the Irish Section Committee we hope that you and your families are all safe and well at this very difficult time.

Who would have thought last month that things would get so bad for us all? (I am writing this news for the May edition of the journal on 30/03/2020 so news will be out of date by the time you read this). As you know, we had already cancelled our Club monthly meetings quite a while ago and because of the more recent Government announcements, no one can go out on their bikes now anyway unless you are an Essential Worker or you need to get essential shopping etc.

However, it is very heartening to know that many bikers including some of our own Irish Section Members are doing great work in helping the HSE and other essential services to get vital supplies to hospitals and clinics. Blood Bikes Ireland have been doing this type of work for quite a while now but as you probably know that not only are they making extra efforts to help the HSE and other vital services, they are also working through the night in some cases which is not easy. Please give them your support if you can by logging onto their website and making a donation. Also, the organisers of the Irish Photo Rally have asked for help as they too are helping the HSE at the moment, email: merv.colton@gmail.com for details if you are available to help them, they are looking for volunteers to bring small items throughout the country.

As we advised our Members in recent WhatsApp messages and emails, we cannot predict what is going to happen in terms of our weekends away at the moment. The Committee will be taking the advice of the HSE and the Government so it will be to "wait and see" how the virus continues to affect us here in Ireland. We will keep you posted and, in the meantime, it is a great opportunity to get your bike cleaned, polished and ready for the road, so that you can enjoy it when all this is over.

Keep safe and well

Anne McDonald

Irish Section Contacts and Regular Meets

Secretary: Anne McDonald. 00353 863128331. irish.secretary@bmwclubuk.net

Membership Secretary: Miffy Hoad. 00353 879109661 irish.membership@bmwclubuk.net

Social Secretary: T.J. McHale. Tel: 00353 87856409. irish.social@bmwclubuk.net

Booking Secretary: Miffy Hoad 00353 879109661 book@bmwclubuk.ie

1st Tuesday 20.00: Limerick meeting Woodfield House Hotel, Ennis Road, Limerick. Fran McCarthy 00353 876751673. airheadireland@gmail.com

2nd Sunday, 10.00: March- November: Dublin ride-out, meet at The Lucan Spa Hotel. Sean O'Briain 00353 87 2680120 sean.wiseeng@gmail.com

2nd Sunday 11.00: North West meeting. Coffey's Coffee shop, Carrick on Shannon. Contact Pat Munnely 086 338 3499 tapmun@hotmail.com

Last Thursday 20.00: Dublin meeting, West County Hotel. Sean O'Briain 00353 87 2680120 sean.wiseeng@gmail.com

London

London Section Contacts and Regular Meets

Secretary: John Lynch, 166 Chaulden Lane, Hemel Hempstead, HP1 2BT 01442 267694/ 07860 663092 london.secretary@bmwclubuk.net

Membership Secretary: As Above

Social Secretary: Peter Jones 07762 205 660 or 01923 270 838 peter.jones@bovingdon.org

Section meets are as rideouts and are irregular. Please see the website and The Journal Diary for meets.

Mercia

Firstly, a mention of the last winter meet at Barton Village Hall, Pie and Peas were on the menu and again Mercia's equivalent of Fanny and Johnny-Sue and Terry donned the aprons. A veritable feast was served up including apple pie and lemon cheesecake. Mmm mouth watering spoilt or what? A splendid time was had by all. Barton VH is a great venue and will continue next winter. The last Sunnyside was again as popular as ever. It proved to be the last Section meet for who knows how long.

On a personal level my last ride was the day before LOCKDOWN. I had reshod the AT with Metzler Tourance Next (well at least the tyres are German) and naturally they needed to be both tested and scrubbed in! That evening Boris announced the draconian and sensible government policy of lockdown. Which means all Section and Club events cancelled for the foreseeable future. Who saw that coming? Not a lot we can do about it so it's a case of just getting on with it. It is naturally disappointing as we, like most Sections had a packed calendar scheduled but alas there are greater priorities to be dealt with. Let us hope that the measures work and we all come through safe and well. I had plans to briefly report on the National AGM but of course that too was hit by COVID19, postponed until Autumn maybe? I usually sign off with 'hope to see you out and about'. If only! Anyway, best wishes and look after yourselves.

Charlie Hall

Mercia Section Contacts and Regular Meets

Secretary: Keith Jackson, 213 Morley Road, Oakwood, Derby DE21- 4TB. 01332 668159 & 07855 451805. Email: mercia.secretary@bmwclubuk.net

Membership Secretary: As Above

Social Secretary: Charlie Hall, Email: mercia.social@bmwclubuk.net

Every Wednesday, 09.30: Hoar Park, The Craft Village, Nuneaton Road, Church End, CV10 0QU for breakfast.

1st Sunday, 10.00: Barton Marina, DE13 8DZ

2nd Wednesday, 19.00: The Clock Warehouse, London Road, Shardlow, DE72 2GL.

2nd Wednesday, 19.30: The Dog, Henley Road, Mappleborough Green, Studley, B80 7DR

3rd Sunday, 10.00: Castlewood Cafe ST18 0LP

Midland Section News

Midland Section Contacts and Regular Meets

Secretary: Kevan Stevenson 8 Meden Road, Mansfield Woodhouse, NG19 8JJ 01623 479 152 midland.secretary@bmwclubuk.net

Membership Secretary: As Above

Social Secretary: Cath Broughton 17 Strawberry Hill, Northampton NN3 5HL. 01604 416896 midland.social@bmwclubuk.net

1st Tuesday 19.30: The Three Kings, Saltersway, Threkingham, Lincs NG34 0AU, 01529 240249.

1st Sunday All Year Round 12.00: Wollaston Cafe Racer, BMW Wollaston, Bedford Road, Northampton. NN1 5SZ

2nd Sunday October to March 12.00-15.00: Barnsdale Gardens Tea Rooms, The Avenue, Exton, Oakham, Rutland, LE15 8AH

2nd Thursday 19.30: The Old Reindeer, Main St., Edingley Notts, NG22 8DE.

2nd Wednesday (October to March) then EVERY Wednesday (April to October) 19.30: Billing Bike Night, All Seasons Cafe, Billing Garden Village, The Causeway, Northampton. NN3 9EX

North East

This isn't how I expected to be starting my first section news as your new social secretary. What strange times we are currently living in. As I am writing this we are currently, for most, in the 2nd week of lockdown. Hopefully by the time you read this we will be heading back into a direction of normality, but who knows?

In the middle of March, if I have your email address, you should have received an email from me informing you that until further notice and in line with government advice all section, and club, events have been suspended until further notice. I will keep you all informed by email, the forum and the section Facebook page as & when the situation changes.

I believe it may be likely that our section hotel & camping weekend at Clennell Hall planned to take place at the end of June, will end up being rearranged. At the time of time writing no decisions have been made.

Now that the elephant in the room has been converted. I would like to take the opportunity to thank, on everyone's behalf, Bradley for his hardwork and dedication to the section over the years as social secretary. I hope I am able to seamlessly fill the role he has left behind. He will be remaining on the committee as our webmaster and will be responsible for looking after the section website. A role which will be far less demanding on his time. Allowing more time to spend with his family.



Some lighter news to end on this month! In early March I ventured up to the Scottish Motorcycle Show to help man the club stand, which has been arranged by the Scottish section. It was also an excuse to finally get out on the newly acquired R1100S. Wow what a bike, a world away from an 'airhead' but I was thoroughly impressed and look forward to many more miles astride it. I digress. My dad, Alan, also came along to the show. I'm sure by now many of you will have met him at the various shows the section has attended. If you have he has probably spent time showing you photos on his phone of the models (wheeled kinds!) he has made from old bearings, nuts, bolts & scrap. Several of which have taken on the resemblance of a BMW. His latest creation (see photo) is no exception. He made it as a thank you to the section for letting him 'tag along' at shows. The plan being to raffle it off and the money raised from it to be used to purchase a new folding table to use at the shows. So that is what was done at the show. The princely sum of £36 was raised and the model was won by a member of the Scottish section. So our thanks to Alan. If anyone has old bearings to dispose of, I know of a good home for them!

Until next month, keep safe.

Ashley Boal

North East Section Contacts and Regular Meets

Secretary: Simon Johnston, c/o 24 Stone Row, North Broomhill, Morpeth, NE65 9UE 07702 709063 northeast.secretary@bmwclubuk.net

Membership Secretary: As Above

Social Secretary: Ashley Boal northeast.social@bmwclubuk.net

1st Wednesday, 19.30: Marley Hill Community Centre, Church Street, Marley Hill (A692) NE16 5DW.

3rd Wednesday, 19.30: The Beresford Arms, Whalton, Morpeth, Northumberland, NE61 3UZ.

All run start points are printed in the Diary. Please contact the ride leader if there is any doubt.

Northern

The March Bring and Buy attracted about forty members and guests to the last Rixton meeting of the year. A bright and breezy spring day and it felt good to be out on two wheels. All the remaining monthly meetings of 2020 will be at Knowle Green. Well now, what a change in the last week since I wrote the preceding sentence. All meetings and get-togethers are cancelled forthwith.

Pre-virus Pam and I paid a visit to Ghostbikes in Preston searching for waterproofs which I found and bought for a very good price. The bargain was not so much the clothing but the large £5 lunch, tasty burger, chips, salad and a large pop. Giant TV screen on the wall to keep us entertained. I liked the fenced off bike parking area with no cars around to bump into us. A sunny Wednesday for Barry Warner's March Settle lunch with just the two of us in the cafe.

A note from Mike Gibson regarding his monthly runs from Kirkby Lonsdale. "I'm probably going to cancel my midweek runs this month (March) and in April, with a cancel option on the May run. Touch wood, they will resume in June, government advice and Covid-19 permitting. Watch this space. Refer to

the Northern Section website for current information."

My much anticipated week long trip to Spain at the end of March riding a selection of machinery was of course cancelled. We hope to do it in September.



The picture shows David Mathers aboard his new Moto Guzzi V85TT. David has had the wheels converted to take tubeless tyres. I didn't know that was possible but there are companies that provide a specialised, professional service. Just makes life easier when your world goes flat. I remember changing a rear wheel inner tube on the R100S way back in 1980 in a blizzard at Shap on the M6. Task completed and the journey to the Thistle Rally in Scotland continued. In similar circumstances now I'd be on the phone to the man with a van.

The Airhead spring camping event has been cancelled and will hopefully take place in the autumn. Contact Vince McGrath for more information.

It was just announced that all car showrooms will have to close (24th March) so I assume that includes motorcycle shops. My impending service on the R1200RS at Bowker Motorrad will not be taking place. Not a problem since I'm not allowed to ride it anywhere.

In March I joined that group of Club members who have achieved three score and ten years. That gives me fifty four years on twenty one bikes and 775,000 miles. Covid-19 has halted the accumulation of more at the moment.

No bike riding so I am once again reading a favourite book. I can recommend "A Ride in the Sun or Gasoline Gypsy" by Peggy Iris Thomas which relates her 1951 trip of 14,000 miles on her overloaded 125cc 3 BHP BSA Bantam across Canada to Vancouver, south to Mexico City and north to New York with her Airedale dog on the pillion. She had trouble ascending some mountain passes when her bike struggled with a lack of power. The dog had to dismount and walk.

Robert Harrison

Northern Section Contacts and Regular Meets

Secretary: Ms Lynn Sumner, 63 Moss Lane, Leyland, Preston. PR25 4XA.

01772 431324 northern.secretary@bmwclubuk.net

Membership Secretary: As Above

Social Secretary: Robert Harrison 01257 793209 northern.social@bmwclubuk.net

1st Tuesday 13:00: Through to October, Bridge House Farm Wray Lancaster Jane Mather 0771 9637177

2nd Wednesday, 13:00: Settle Market Place BD24 9ED. Barry Warner 01617 611702.

2nd Sunday April to December, 12.30: Knowle Green Village Hall, Clitheroe Road, Knowle Green, Preston, PR3 2YQ.

3rd Tuesday, 19.30: The Highwayman, Peel, Isle of Man. Harvey Garton 01624 625140.

Penultimate Thursday 10.30: Great House Barn Cafe, Rivington Lane, Bolton, BL6 7SB. Lynn Sumner 01772 431324

Last Thursday 13:00 March to October The Pot Place Station Yard Plumpton Penrith Dennis Brown 01697 747038

4th Sunday 13:00 Variable Venue North Wales Call Vince McGrath 07766 83425

1st Wednesday to November, Ride-out 10:00 Devil's Bridge, Kirkby Lonsdale, Mike Gibson 01229 582787

Oxford

March 8th Thames Vale Advanced Motorcyclists (TVAM) – Dave Tomlinson

We had a very good turnout of members on a very stormy day at our winter haunt in Uffington. Lots of smiling faces turned up in cars, in spite of the weather conditions to meet up with friends old and new. Firstly, Dave Tomlinson introduced the new "meet up" app, which had added a significant number of mid-week ride outs to the social calendar (described in more detail later).

Carl Flint then announced that he was taking over the position of editor for our electronic newsletter and had some new and innovative ideas and asked the audience to contact him to let their "voice" be heard.

The main presentation was by Matthew Campling of the TVAA. Matthew started his presentation with an amazing set of statistics showing that TVAA is very heavily using both the helicopter and their 4 fast response vehicles, operating from RAF Benson which is in the centre of Oxfordshire.

The piece de resistance, was a short film of a helicopter rescue of a badly injured cyclist which was quite in depth. Thank goodness the cyclist survived and was shown recovering as part of the film. Matthew then surprised us with 2 more points, firstly the cyclist in the film was a good friend of his and secondly, he was the pilot of the rescue chopper – amazing! <https://www.tvairambulance.org.uk/>

March 12th - "Oxford Meetup® Rides" Horse & Groom Caulcott – Steve Moxey

On Thursday March 12th, 2020, we had our first Oxford Motorcycle Riders

Meetup Ride 'The Charlbury Cruise' hosted by James O'Shea. We met up at the Mill View Garden Centre in Wheatley near Oxford. This is the first Meetup ride organised by the BMW Club Oxford Motorcycle Riders Meetup group so we will give a more detailed report so that you can get a good idea of what one of our Meetup rides is like, we hope to see you on one of our Meetup rides in future. (Remember you will need to join the BMW Club Oxford Motorcycle Riders Meetup group on Meetup to participate)

One of the advantages of Meetup rides is that we can keep the size of the ride to a manageable number of 12 bikes and this helps us give a high quality riding experience. James O'Shea hosted the Charlbury Cruise and was very well prepared with route maps, briefing notes, and free coffee for the participants (this was very welcome James, thank you. James gave everyone a briefing on the ride, and the navigation system we were to use, in this case the Drop-off system. We also collected a £2 donation to the Thames Valley Air Ambulance (TVAA), we are running the Meetup rides to help raise money for this very worthy cause. We had seven riders in total and we collected £20 so at £2.86 per rider it was an above average haul!

Our Meetup group provides a lot of information for participants about events. James explained that the route would loosely follow the Charlbury TT route through the Cotswolds. We are using MyRouteApp to provide route information and GPX downloads for participants, which you can download from the Meetup event page and load on your GPS prior to the ride. Here is the Charlbury Cruise route:

The weather on the day was mixed with some rain on the way to the Mill View Garden Centre, and it was quite blustery. You definitely needed to keep a close eye on the road surface on some of the smaller roads. We also endured a short hail storm and then the sun came out as well, so there was something for every taste. The riding was very enjoyable with some great scenery and a mixture of road types and bends. We don't allow overtaking within the ride, it is safer that way, but we did overtake a number of vehicles along the way. Half-way round we stopped at Chipping Norton for a leg stretch and James handed out oranges for refreshment (future ride organisers please take note!). James also checked that everyone was happy with the pace.

The ride then finished at the Horse and Groom, Caulcott for lunch. The Horse and Groom was the North Oxford CAMRA Pub of the Year in 2019 and the food was great – James had reserved a table for the seven attendees and the pub was expecting us.

So overall the first BMW Club Oxford Motorcycle Riders Meetup event went very smoothly. The Meetup website worked very well in getting everyone to the right place at the right time and with the right information. We also raised £20 for TVAA, and by managing the numbers we were able to deliver a high quality ride. We are planning Meetup rides twice a month for the rest of the riding season so if you would like to come and join us you would be very welcome.

New Swindon Pub Social – Ian Hartley

A gathering of 29 members managed to venture out for the first club social meeting at the new venue: "The White Hart Inn" at Gable cross roundabout in Swindon. By all accounts, the food was excellent, the room given to us was ideal, the prices reasonable, with ample parking and easy access from all points of the compass. I would like to thank all those club members who took the time and made the effort to come and support myself, Terry Barrett and Martin Skennerton, in this new venture.

We are aiming to make this a regular event for the third Wednesday of every month, dependent on your support. However, you should all be aware that I am unable to book the venue in advance. The reasons are that the pub is very busy. This ideal location has good facilities for social occasions, so the two function rooms are usually in high demand and as such, cost money. The larger function room cost £100 to book and the small function room called the breakfast room which we used, normally costs £50. Clearly, we could not afford this on a regular basis. The manager Paul was kind enough to let us use the room and provisionally book it free of charge on the understanding that if a paying customer needed to book the room for a function then we would be bumped to the main bar/lounge area. So please bare this in mind.

I hope to see you all next month hopefully on the 3rd Wednesday but watch out for further announcements nearer the time. I would like to thank Terry Barrett and Martin Skennerton for their assistance, and Geoff Clough for producing and posting the Flyer and for crafting the Facebook invite, and of course Rosemary Hicks who keeps us all informed.

Dave Tomlinson

Oxford Section Contacts and Regular Meets

- Secretary:** Geoff Clough. oxford.secretary@bmwclubuk.net
Membership Secretary: Rosemary Hicks, 15 Orchard Rise, Chesterton, Bicester. OX6 1US. 01869 240529. rosemaryhicks@hotmail.com
Social Secretary: Dave Tomlinson, 07554 033284 Email: dave.tomlinson@bmwoxford.com
1st Tuesday, 19.00: The Dashwood Arms, Old Oxford Road, Piddington HP14 3BH
2nd Tuesday, 19.30: The Cherry Tree, High Street, Steventon, OX13 6RZ
4th Wednesday 20.00: The Fox and Hounds at Sunnyside, Theale, Nr Reading, RG7 4BE.
4th Thursday 19.00: The Rose and Crown, Main Street, Charlton, Banbury, OX17 3DP
2nd Sundays 14.00 (Winter): Uffington Village Hall, Oxfordshire, SN7 7RA.

Scottish

Well here we all are on lock down. Wonderful excuse to curl up with lots of good books. The weather has been taunting us by being quite bright and dry, just the sort of weather that makes you think about putting the bike gear on and going out for a ride.



We did manage to get to the Glentool Camping weekend before the lock down was announced. We had decided to go but abide by all the social distancing advice, stay away from pubs and restaurants. In the event most of these establishments closed on Friday anyway. Cath & Drew occupied one static caravan and Marjorie, Eric, Jim and I occupied the other. Nigel MacD celebrated his retirement by camping with his 4 seasons sleeping bag. For the first time in 3 years the weather was superb. Marjorie donned her Florence Nightingale cap in the early hours of Saturday morning when Eric woke up in excruciating pain. Marjorie rushed him off to hospital where he was kept in finally being diagnosed with kidney stones.

Being forced to stay at home means we can no longer put off doing the many jobs that have been waiting years. Clothes we haven't worn in years are now bagged and up in the loft waiting for the charity shops to open again. Cupboards cleared out etc all the things you keep putting off doing but if we get all these jobs done now next year we will be free to get out on our bikes without feeling guilty.

A little, or should I say a big, mole told me that Nigel M (not MacD) is working from home, his employer has given him a computer but he doesn't know what they expect him to do with it as his job is hands on doing manual electrical checks.

All of our activities have been cancelled for the foreseeable future. Our Gretna Hall Hotel weekend has been rescheduled to 6 - 9th May, 2022 (this is not the Bank Holiday weekend). The hotel has agreed to carry the non-refundable deposits over to 2022.

Please note the date of our AGM has been changed to Sunday 18th October.

As always please check for latest news or information, if there is any, on our website www.thebmwclub.org.uk/scottish/, the Forum or Scottish Facebook page

Keep safe and healthy

Judy

Section Contacts and Regular Meets

- Secretary:** Marjorie Burnett, Crawick Lea, Glasgow Road, Sanquahar, DG4 6BZ 01659 50091 scottish.secretary@bmwclubuk.net
Membership Secretary: As Above
Social Secretary: Judy Lepley 01592 874 592 social@thebmwclubscottish.com
2nd Sunday, 12.00: Powmill Milk Bar, Rumbling Bridge, KY13 OQG.
2nd Monday, 19.30: Douglas Park Motorrad, 13 Braeview Place, East Kilbride, G74 3XH. Ron Gow. ron.gow@btinternet.com.
3rd Sunday, 12.30: Buccleuch Arms Hotel, High Street, Moffat DG10 9ET.
4th Sunday, 12.30: Hopeville Social Club, Harlaw Road, Inverurie, AB51 4SR.

South East

I hope this Section News finds you all well and not too bored! Just think of all those little jobs you've been putting off that can now be done! I've got quite a few to do and getting motivated is a problem (I will say if I have not done them by the end of this I will be very disappointed with myself). My first achievement was my ironing pile which has been around for some considerable time and is now done - Keith has items hanging in his wardrobe he had probably forgotten he had - shame he cannot go anywhere to wear them!



Luckily, we managed to have our Spring Carvery Lunch on the 1st March before everything kicked off! Thirty nine members and associate members and one guest sat down to a splendid meal at Poul Wood Golf Centre on a beautiful warm spring day with plenty of sunshine and blue skies with hardly a cloud in sight. Once again Poul Wood did us proud.

It was mixed blessings on Wednesday 11th those of us who

travelled down to Cooper away from London did so in the dry although the nearer we got the sky went from blue to grey. Unfortunately, those travelling up to Cooper from the coastal areas got wet. Nevertheless, all things considered twenty bikes with two pillions arrived in time for a quick drink and prompt departure at 10.30am for the day's adventure. Brian Shears and Matty Climpson drove over to enjoy a chat and to wave us off. Ron Heath was at the head and led the way winding his way across Kent to the first stop of the day which was lunch at Brogdale Farm, Faversham where Matty arrived



much the same time as us but he took a more direct route in his car. A bit of trivia - Brogdale is home to The National Fruit Collection and has a collection of over 4000 varieties of fruit which includes Apples, Pears, Plums and Cherries samples of which come from all over the world. After lunch some made their way home with a slightly smaller group making their way over to Headcorn Aerodrome for a cuppa with an Eccles cake (a club favourite) and of course a final natter. Well done Ron, thank you.

Seven members met at Brookers Oast for a last supper on the 18th before our Diary of Events was cancelled until further notice.

With very best wishes to you all from Keith and I - please take care, keep well and stay safe and in the immortal words of Vera Lynn 'until we meet again'

Debbie Morris

South East Section Contacts and Regular Meets

Secretary: Ian Campbell, 273 Crystal Palace Road, London. SE22 9JH. 07956 144661 southeast.secretary@bmwclubuk.net

Membership Secretary: Chris Coffill, 14, Walters Road, Hoo, Nr Rochester, Kent. ME3 9JR 01634 251299 southeast.membership@bmwclubuk.net

Social Secretary: Debbie Morris 0208 301 1600 southeast.social@bmwclubuk.net

1st/3rd Wednesdays, 20.00: Brookers Oast, The Hop Farm, Beltring, Paddock Wood, Tonbridge, TN12 6PY.

2nd Wednesday, 10.30: Cooper, North Farm Industrial Estate, Longfield Rd, Tunbridge Wells, TN2 3UE

4th Wednesday, 10.30: Knights Garden Centre, Godstone RH9 8DB (April to September)

South West

Thanks to Coronavirus it has curtailed our diary of events for the foreseeable future so just keep an eye to website and emails. It is nice to have the use of the internet and we can spend our idle time catching up with friends on line but don't let pent up frustrations spill over onto the net, such as the many forums and and especially Face Book, there will be an end to this and we will be back on the road, so we don't want to do things we may later regret.

Little did we know that the regular meet at the Engine House would be the last one for at least 3 months if not longer. Our reserved table of 8 soon overflowed onto the next door one. It was good to see so many come as it turns out, we had a good feed and planned for the spring and summer, those plans have now gone. Keep safe and see you all the other side.

Saturday 14th we met at Ocean BMW dealership Cafe for coffee before setting off for the first visit to one of the photo challenges, the river crossing River Avon Tidal Road near Kingsbridge South Devon. We travelled via the A38 to Ivybridge then cutting across country, we found it easily because we had Chris, who lives locally, to show us the way, best use of local knowledge. After the obligatory photos we headed back towards Plymouth via a more direct route just to mix things up a bit and arrived at GT Motorcycles for a spot of lunch. Being refreshed we headed off across Plymouth to the Torpoint Ferry, after a bit of a wait we crossed the Tamar into Cornwall and headed for Looe, to the next photo. I did have difficulty finding it, nothing new there, but thanks to Phil who peeled off from the back to the location, Terris Pill Tidal Bridge. These locations are easy to find if you use "my three words" app on your phone, which I should have used. Thanks to Chris, Phil and Hank for coming along, as this may have been the last rideout / meet for while.

This is good time to sign up for the Southwest photo Challenge if you have not done so already, so you will be ready to start when we are allowed out again, and don't forget the Western section have one covering Wales, an Autumn camping break in Wales sounds a good plan.

Don Rabson

South West Section Contacts and Regular Meets

Secretary: Debbie Sampson, 07762 347768 Email: southwest.secretary@bmwclubuk.net

Membership Secretary: Phil Sampson 07850 983 144 or email southwest.secretary@bmwclubuk.net

Social Secretary: Don Rabson 01840 212 913 southwest.social@bmwclubuk.net

2nd Tuesday 11.00: The Engine House Bistro and Cafe, Compton Park, Nr. Callington PL17 8EA. Phil Sampson 07850 983144

Last Thursday 12.00: The Fishermans Cot, Bickleigh, EX16 8RG Ron Lyford 01803 391811

Southern

We managed to squeeze 2 events in for March before the National lockdown. I think there were 10 people at the Redhill Aerodrome Breakfast meet, but due to the cafe being very busy the group had to sit at two different tables. There was a very good menu and therefore a good choice for everyone, including vegetarians. we were even able to look at all the aeroplanes as we wandered through the aircraft hangers to find the ladies and gents facilities. Our other event was our third winter talk at Rake village hall. Our speaker Terry had taken himself off to Italy the week beforehand for a few days skiing. Unfortunately, due to Covid 19, he had to return early and isolate for 14 days. John, who had accompanied Terry on most of the trip in the Baltics and Scandinavia, was able, with the help of technology to give us a great talk. We did not get the number of members we usually get, because that was the beginning of the realisation that the covid 19 virus was serious and I think people were playing safe by staying at home. Thanks to John for the talk, and thanks to Godfrey and Chris who have been in charge of the kitchen for the last three talks and worked very hard keeping everyone supplied with drinks. Obviously we are unable to say when normal motorcycling will resume. All future events have

been put on hold at the moment, but Erica will email everyone as soon as we are able to get clarification. There will also be updates on the website. Stay safe everyone.

Gerri

Southern Section Contacts and Regular Meets

Chairman & Secretary: Jim Bettley. chairman@thebmwclubssouthern.com
Membership Secretary: Lesley Smith membership@thebmwclubssouthern.com

Social Secretary: Erica Body 07528 873 056 social@thebmwclubssouthern.com - Gerri 01895 446896 social.assistant@thebmwclubssouthern.com

1st Wednesday, 12.00: "Old Gits" Loomies Diner on A32 at West Meon Hut cross roads A272 & A32, Hampshire.

Alt Tuesdays, 20.00: The Seven Stars, Newark Lane, Ripley, Surrey, GU23 6DL.

Alt Thursdays: The Half Moon, 32 London Road, Petersfield, GU31 4BE, just North of Petersfield on the old A3.

3rd Wednesday, 12.00: "Old Gits" Loomies Diner on A32 at West Meon Hut cross roads A272 & A32, Hampshire.

1st Monday, 20.00: The Cricketers Arms, 232 Chestnut Avenue, North Stoneham, Chandlers Ford, SO53 3HN. 023 8062 9878.

Ulster

At the time of writing this the impact of the COVID-19 virus pandemic had well and truly affected all future plans regarding the activities of the Ulster Section, and doubtless all other sections following the Boris Lockdown announcement on 23rd March. This means the task of the Social Secretary will likely be very limited in scope for next month's journal, the key being in the word "Social". The COVID-19 crisis has had a severe impact on club activities, monthly Club meetings are postponed, the official Ride Outs are stopped until further notice, the Scottish Nethybridge weekend in May has been cancelled. The Co. Cork Mills Inn weekend starting 19th June, and European 2 week adventure organised by our Chairman scheduled for a 2nd July start is under threat. With a fair wind, by the time you read this the lockdown will have been lifted. March saw an improving weather outlook which was reflected in increasing numbers attending ride outs as the month progressed. On the March 22nd Sunday Ride Out, 7 members attended, which was a significant improvement over the previous Sunday 15th Ride Out where 3 members all claimed to have turned up at the scheduled 11.00am meeting point, yet missed each other and went solo instead. I think they have missed their calling in life or they were incognito as Harry Houdini, Penn & Teller! Thank goodness we have the Photo Rally to enjoy, so get out and enjoy some solo riding while we ride out the storm. You should also have received your Ulster Section Annual Journal Booklet by now, with upcoming events to look forward to. With the Social Motorcycling scene on hold, I have little else to say except to stay safe and at least you can enjoy some solo riding.

Noel Irwin

Ulster Section Contacts and Regular Meets

Secretary: Michael Wood Email: ulster.secretary@bmwclubuk.net

Membership Secretary: Gordon MacFarlane, 2 Dorchester Park, Lisburn, Co. Antrim BT28 3DE 07742 537927 ulster.membership@bmwclubuk.net

Social Secretary: Acting - Noel Irwin, ulster.social@bmwclubuk.net

1st Tuesday except January, July & December, 20.00: Corr's Corner Hotel, Newtownabbey, Co. Antrim.

Sunday 11.00: runs from Corr's Corner throughout the year

Wednesday between September and May, 11.00: runs from Corr's Corner

Tuesday between May and August, 11.00: runs from Corr's Corner

Wednesday evenings from beginning of May to end of August, 19.00: run from Corr's Corner

All runs are weather dependent.

Western

Well we didn't see this coming, a total lockdown on events never been heard of before and hopefully never will be again, still, we must ride the storm and come out smiling at the other end of it all as I'm sure we will with our bikes all polished and shiny, houses redecorated and gardens to be proud of. Facebook is a good way to keep ourselves cheerful so keep the posts coming thick and fast on our Western Section account. If there is any member you would like to get in touch with but don't know their contact details email me at western.section@bmwclubuk.net and I will contact them on your behalf and ask their permission to forward on their details to you. If you know of any members who are ill please keep in touch with them or let me know so that I can.

Take care and be patient. It will all come right in the end.

Denis Bradbeer

Western Section Contacts and Regular Meets

Secretary: Sue Ross 7 Pintail Grove Kidderminster, DY10 4RT. 01562 820 458 western.secretary@bmwclubuk.net

Membership Secretary: As Above

Social Secretary: Denis Bradbeer 01454 775786 western.social@bmwclubuk.net

1st Saturday, 11.00: Swansea Motorrad, Phoenix Way, Garngoch Gorseinon, Swansea, SA4 9HN

1st Wednesday, 11.00: Thunder Road Motorcycles, Tremains Road, Bridgend, Wales. CF31 1UA

1st Wednesday, 19.30: The Lamb Inn, Wotton Road, Iron Acton, Bristol, BS37 9UZ.

2nd Sunday, 13.30: The Hood Memorial Hall, Devauden, Chepstow. NP16

6PL. On the B4293 next to the Village Green.

3rd Tuesday, 11.00: Fowlers Motorcycles, 2-12, Bath Road, Bristol, BS4 3DR – in café

2nd Wednesday 12.00: Waggon and Horses. Old Frome Road, Beacon Doulting, Shepton Mallet, Somerset. BA4 4LA

3rd Wednesday, 12.00: Stables Tea Room, New Manor Farm, North Widcombe, West Harptree, Bristol, BS40 6HW.

4th Wednesday March to October 11.15: Old Barn Tea Rooms Ystradgynwyn, Torpantau, Merthyr Tydfil, Mid Glamorgan CF48 2UT

Yorkshire

Well, as I'm writing this under 'house arrest' at the end of March as part of the Covid-19 precautions, I have no real certainty whether we'll be out n' about riding our motorcycles, and scooters in May or if the restrictions will have been extended. My, personal, gut feeling is that they will be and we'll be confined to homes for most of this month at least and I wouldn't be surprised if they run on into June too.

So that's the grim news dealt with. Now I have to apologise for not writing the column last month, and thank Liz for standing in the breach for me. Mea Culpa. However I am delighted to report that the initial meeting at the Zoom Zoom Café near HMP Humber was a great success. Around 25 members and friends turned up nearly all on two wheels, and the staff did a valiant job. It can't be easy for them when a bunch of (politely) noisy motorcyclists turn up, and the perils of having a start time mean just that, they nearly all turn up within 10min or so, so swamping the catering team. All credit to them, and sympathies to the lucky 4 who weren't part of the BMW group, for the disruption of what should have been a quiet Saturday brunch!



Me, I did get my first 'spin' in, which as you'll recall involved heading east to the coast. (going west to Morecambe would be a much longer 'spin'), cruised the seafront, parked up, sipped a double espresso, nibbled a delicious caramel shortcake, listened to the bike cooling, and watched the world go by.

As you will know by now the Whitby Hotel weekend has been cancelled, but by the Hotel (Force Majeure), and they have offered a replacement future date. The section will negotiate with them over suitable dates, possibly later this year, (Covid-19 restrictions permitting) but, maybe more realistically 'same time next year!'. Those who've booked have been contacted.

Peter's 1st Thursday lunches are also hit by the Covid-19 precautions, all being cancelled until there's an all-clear issued. Keep an eye out in the Journal, though as you'll know it's always a month in arrears so this last issue had tons of adverts etc. for events that are now being, at best postponed, or rescheduled, and many simply cancelled. No doubt Peter will issue the equivalent of a "Papal Bull" once we can meet again.

The same goes for the 3rd Wednesday ride outs for the summer months being organised by Mike Cadamareri, and Nick Jones; their "Wednesday Wobbles". They're off for the moment.

So far as the Portpatrick Hotel weekend in August goes, we are negotiating with the group and by the time you read this in May we should have had a resolution. Once again those members booking will have been contacted directly.

Finally the situation in Spain is somewhat worse that it is here, and the hotels have been closed. So far as our contact with the Gran Hotel in Suances goes, we're both, them and us, hoping that the booking can go ahead. Certainly they are asking if we can confirm numbers by the start of July. At the moment it's simply, 'wait and see'.

So, whatcha gonna do if you can't go out for a ride. Once you've polished the bits on your bike(s) that didn't need it, then polished them again, done all that outstanding DIY, maybe even 'done' the garden, which I admit was rather pleasant in the last few days with sunshine, and blue skies. Enjoyable, but extremely frustrating at the same time. Plus I've decided that I will have to ration the gardening even, it's no good doing it all and then being stuck with 'Cash in the Attic' (other, equally captivating, daytime TV programmes are available). So I've only done a few metres of edging, and scheduled a bit more for 'Ron', later on that is etc. I guess we're fortunate in that we have such a plethora of media sources, i-player, Netflix etc. means that there's almost limitless choice of stuff to watch.

There are always the 3 dimensional plastic model kits. Tamiya does a fabulous Africa Twin at 1/6th scale, so it ends up around 15" long (390mm). It's a serious bit of kit, and at c£200 list price it should be. Readily available from on-line model stores, as is a much more restrained one of the new Honda Monkey bike at c.£30 but at 1/12th scale so 'only' around 6" long (142mm).

If the manual dexterity required by these 3D modelling projects is lacking, simply get the maps, and guide books out, and start some outline planning for 2021 is in order. Not forgetting that when the restrictions are lifted you'll need your 2020 diary of events. Please support the events, if you can, the more of you that attend, the more worthwhile it feels to those arranging them.

Can't even wander round the bike shops, dreaming. I did hear recently of a new, possibly notifiable, disease in the motorcycling community a version of ADHD ~ Motorcycle acquisition deficit (maybe 'decision') hyperactivity

disorder (MADHD), summarised as the overriding need to be looking for the next 'perfect' bike, only just after acquiring the current 'perfect' bike. Recognise this anyone? I certainly do, and am possibly a chronic sufferer, as anyone who knows me will attest to!

I think that'll about do it for May, when you do ride out (if still restricted, at least out to the shops, or to get medicines), take care, and we hope that we'll be able to look forward to seeing you at club events in 2020

Above all, for right now, STAY SAFE.

James Ingham

Yorkshire Section Contacts and Regular Meets

Secretary: John Elvidge 2 Birstwith Grange, Birstwith, Harrogate, HG3 3AH 01423 770866 yorkshire.secretary@bmwclubuk.net

Membership Secretary: As Above

Social Secretary: Piers Kurrein. 07866 622 196 yorkshire.social@bmwclubuk.net

1st Sunday 11.00: The Café and Bistro, Thorpe Arch Retail Park, Wetherby, LS23 7FE.

2nd Saturday 12.00: March to July Zoom Zoom Tea Room Sand Lane South Cave HU15 7JQ

2nd Saturday 12.00: August to December The Motorist Sherburn in Elmet LS25 6JE

2nd Sunday 12.00: Cubley Hall Hotel, Mortimer Road, Penistone, S36 9DF.

2nd Tuesday 12.00: The Route 59 Café, on the A59 near Bolton Abbey, BD23 6AF.

3rd Sunday 12.00: Howsteen Gorge Café, Lofthouse, Pateley Bridge, HG3 5SF.

4th Saturday 12.00: Seaways Café, Fimber Road, Fridaythorpe, YO25 9RX.

The South West Section present:

Bettle & Chisel Rally 2020

Camping at the Bettle & Chisel pub.
114 High Street, Delabole, PL33 9AQ.

Fri to Sun 10th to 12th July

A 'back to basics' camping weekend behind a pub which sells excellent food and classic fine ales. Camping is free if you buy a meal. Expect 'porta-loo' style facilities only.

Ride-Out on Saturday

Contact is Don Rabson
Mobile: 07884 266 340



All Club Members welcome to book this event.

The Northern Section

WALES MIDWEEK CAMPING EVENT

**Tuesday & Wednesday nights
7th to 9th July 2020**

**Erwlon Camping & Caravan Park
Brecon Road, Llandovery, SA20 0RD.**

**£7 pppn. Book online via their website
www.erwlon.co.uk or direct with the site on
Phone: 01550 721021. Ask for the back packers
rate and mention The BMW Club.**

Your event contact is Barry Warner
Phone: 01617 611702



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- Enjoy some spectacular riding roads in the area



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Motorcycles for Sale

"F" Series



BMW F750 GS Sport. 2019. 2 years plus left of BMW warranty. 4754 miles. Usual features including heated grips, quickshifter and 3 riding modes. Plus touring screen, BMW hand guards, engine bars, 2 seats, one low profile. Sports injury forces sale of much loved bike. Priced to sell £6750. Contact Yvonne on 07508 015472 or email at yvonnerr@hotmail.com (Durham)

"K" Series



K75RT 1993 'M' Reg 83600 miles. Always garaged and dealer serviced every 5000mls. Cast iron front discs. Last used 2006 £650 to trailer away spares or repair. Call James 07941 544551 (Bucks)



K100. 1984, Red, with panniers and BMW screen. Also available is a colour matched Rickman full touring fairing in pretty good nick. Bike is in very good overall condition, showing 50,000 miles, changed all oils, filters and the fuel filter, balanced the injectors, changed the brake fluid and coolant, MOT'd on 18th March 2020. Rides well but I prefer Boxers hence sale. Would consider a swap/part/ex £1,895, 01787372901 cliff@adventurebikeshop.co.uk



K100RS. 1991 44,000 miles. Good condition, working ABS, panniers, tank bag, Baglux tank cover, tool roll. Sale due to family bereavement. £1,500 ono. Contact David Lea, 0770 1361 792 dlea2@icloud.com (Warrington)



K1300S Motorsport. This is an exceptional 2-owner bike, with full service history and receipts, manual and spare key. As well as looking fantastic, has a host of extras including quickshifter, electronic suspension, ABS, heated grips, tyre pressure monitoring, lightweight wheels, Akrapovic exhaust. 15 plate, mileage 26k. £6999. Contact: alan.mossman@ntlworld.com or 07740 786203 (Newbury)

"R" Series



R50 1959. Nice clean tidy machine. Old barn find. 28,000 miles only. Much time and money spent. Have photos of strip down. Many new parts: cables etc plus /5 carburetors fitted. Easy clutch operation by means of a small pulley wheel. Wind shield fitted. Handlebar indicators. Substantial crash bar. Rear carrier. Many stainless nuts and bolts fitted. £9000 ono. Call Mike 01992 571579 (Epping, Essex)

R1100GS. 1997, Black, 62,000 miles £1,200. Contact Paul for more details on 01452 856036 (Nr Goucester)

R80 Monoshock. 1985, 28,000 miles with panniers. S/steel silencers. Been stored last 10 years under covers. Complete. Ideal re-commission or build a special. £1,750 Contact Bob Porecha on 07905 155617 or bobbporecha@hotmail.co.uk (Beckenham, Kent)

R1100RS. 39,000 red, lots of extras and another for spares, £950 ono, part exchange considered (always looking for a new project). Call or email: robertbensley@btinternet.com landline: 01953 888415 mobile: 07805504268

Other Manufacturers



Honda VFR 750 1994 'M' Reg 42,500 miles. Very good condition. Tax and MOT till May. Good Tyres. Baglux tank Harness. £1550. Call James 07941 544551 (Bucks)

Bits & Bobs

For R26/R69S. Hella tail light new £95. Voltage regulator new £85. R26 Ignition points £7 each. Can post at cost contact John 0141 881 6553 (Glasgow)

For R50. chrome exhaust pipes new £200. Front fender bow stainless steel £30. Can post at cost contact John 0141 881 6553 (Glasgow)

For R90S. R/H & L/H H/Bar switch new £230 for the pair. Chrome fork caps £20. Rev counter plus throttle cables and engine ID plates £70 ONO. Ignition Points £7 each. 5 Position Ignition switch 2 Keys, new £120. Can post at cost contact John 0141 881 6553 (Glasgow)

For R1200R. Genuine BMW Tank bag £35; Genuine BMW pannier inner bags (also fit R1200RT / ST & K1300GT) £75; Givi screen + tall one, will fit any bike with round headlight £50; Low seat £50; Haynes manual R1200 DOHC 10-12 £7; Givi 45 litre top box £50; All plus postage. Please call Tim on 07715 596324 (E. Yorkshire)



BMW Top box. Central locking 49 litre top box in light grey metallic (Reasonable colour match for white). Complete with brake light, small backrest, BMW inner bag and carpet. Can be supplied with the lock removed for easy rekeying. Excellent condition with less than 50 days use. Suitable for K1600 and R1250RT. £600. Phone Ron on 07484 620153. (Scotland)

BMW Streetguard suit. Only worn several times so in good order. Long jacket size 54, with removable comfort inner, chest 108cm / 42 inch. Trousers size EU 27 / 32 inch leg. Postage as required or collection. Price both items £250 ONO, can send pics. Email djstevens@fastmail.co.uk (Haywards Heath)

Small Touratech tank bag for F800GT. Good condition, used only on tours. Includes a map case on top. Complete with all fixings. £40 plus postage. John 07721 017666. eldredjohn149@gmail.com (Hastings)

Wanted

Pair of 40 mm Dell Orto carbs. Preferably with ticklers, please contact Robert at robertbensley@btinternet.com or on 01953 888415 or mobile 07805 504268

Swinging arm for /7. 1976 - 1983. Please contact Robert at robertbensley@btinternet.com or on 01953 888415 or mobile 07805 504268

R75/5. preferably or 60/5 50/5 also considered. Ideally a well cared for example. Steve 07787 401214.

Sat Nav mount for Garmin Zumo 660. I need the cradle that the Sat Nav clips in to with the relevant contacts and cables so it gets power from the bike. Call Paul McEwen on 07878 360361 or email paulmcewen@ntlworld.com

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