

THE BMW CLUB JOURNAL

December 2013

£2.50



The BMW Club
United Kingdom & Ireland





EST. 1985 moto-bins

20% OFF



CASES !!

When

Ordered

With

Frames



OFFICIAL UK IMPORTERS

hepco-and-becker-luggage.co.uk 01775 680881

The Journal

December 2013

The Official BMW Club within
the UK and Republic of Ireland

www.thebmwclub.org.uk

General Enquiries: 0800 0854045

FREEPOST: THE BMW CLUB

The BMW Club is the Trading name of The B.M.W. Motorcycle Club Ltd; Registered in England; Registration Number 4261129 whose Registered Office: c/o Veitch Penny LLP 1, Manor Court Dix's Field Exeter Devon England EX1 1UP

ALL RIGHTS RESERVED

For problems regarding distribution of *The Journal*, please contact your Section Secretary. Should there still be a problem then contact the National Membership Secretary whose contact details are listed on page 6.

The Editor reserves the right to alter/amend any item or image submitted to *The Journal*. Such amendments will usually only be to make an item more readable or easier to understand. Submission of items/images will be taken as acceptance of this condition. We (The BMW Club) are the owner or licensee of all Intellectual Property rights in this publication. You may not copy or distribute its contents without the express written permission of ourselves or the original author.

EDITORIAL TEAM

Correspondence on any Journal matter not covered by the officers listed below should be sent to the Editor who will forward it as appropriate. For general Club administration and membership matters please see the list of Club officers on Page 6.

Editor: Stewart Lowthian, 29 Wagg Street,
Congleton, Cheshire CW12 4BA.
01260 279 126 editor@bmwclub.org.uk

Features/Articles: Peter Wright.
features@bmwclubuk.net

Torque Reaction: Paul Nadin, 49 Berkshire Drive,
Congleton, Cheshire CW12 1SB. 01260 279 443
torque.reaction@bmwclub.org.uk

Mutual Aid: Maurice Weldon, 21 Lawnwood Drive,
Goldthorpe, Rotherham, South Yorkshire S63 9GD
07752 904 334 mutual.aid@bmwclub.org.uk

Commercial Display Advertisements: Jim Bruce,
The Firs, Bayview Crescent, Broadford, Isle of
Skye IV49 9DB 01471 820 408
display.ads@bmwclub.org.uk

Small Business Advertisements: Charles Knight,
4 Homelands, New Road, Porchfield, Isle of Wight,
PO30 4LS. 01983 520 847
07521 695 992 small.ads@bmwclubuk.net

Section News: Steve Foreman
07770 827 574 midsocsec@gmail.com

Diary of Events: Bob Barker.
diary@bmwclubuk.net

Around The Compass: Bob Barker (see above).

Club/Section Display Ads: Piers Kurrein.
club.ads@bmwclubuk.net

CONTENTS

Regular/Occasional items

From The Editor's Desk	4
Club Officers	6
President's Platform	7
Torque Reaction	9
The National Committee Meeting	19
German Jottings	45
Mutual Aid (Club member ads)	75
Small Business Advertisments	79
The BMW Club - Out and About .53	
Articles/Features	
The 2013 BMW Club Mileage Trophy	17
The BMW Club 2014 National Spring Rally	18
The BMW Club 2014 Track Days	20
My 'new' BMW	21
Avoiding French Footprints	24
Riding Around the World – The Ultimate Journey?	31
The Alternative Highway Code	40
A Breakfast Run on an old Boxer	46
The Joys of Electronic Navigation	48

DISCLAIMER

The BMW Club Journal accepts for publication articles and letters written in good faith; however, the views expressed in articles and letters which are published are not necessarily those of the Editor of The Journal or those of The BMW Club or its officers or members.

The information, including advice and suggested modifications published in the The BMW Club Journal has not been approved, tested or otherwise checked by The BMW Club Journal or The BMW Club. Before acting on information, advice or suggested modifications published in The BMW Club Journal you should always obtain technical advice, and if appropriate have a professional motorcycle engineer carry out the work for you.

The BMW Club Journal and The BMW Club cannot accept liability for any loss, damage or claims occurring as a result of any modifications or work or other action carried out on the advice or based on the suggestions given in any article or letter published in The BMW Club Journal and (save for death or personal injury arising from The BMW Club Journal's negligence) all such liability is hereby excluded.

The BMW Club Journal is published for and on behalf of The B.M.W. Motorcycle Club Ltd.
The BMW Motorcycle Club Ltd, The BMW Club Journal, it's Editor and Officers accept no liability in respect of loss or damage occasioned directly or indirectly as a result of the publication of any advertisement in The BMW Club Journal or Website.

This month's cover photo is of Steve and Jayne Lamb in front of the Cabezo Castildetierra rock formation, Bardenas Reales National Park, Navarra, Spain.

From *The Editor's Desk*

The Season's Greetings

This edition is produced in the middle of November, by which time the Christmas advertising is already in full swing, and should reach you during the last few days of November. The January edition, which should arrive during the festive season, is too late and "better late than never" is a completely failed attempt to redeem the situation after forgetting someone's birthday, so may Gillian and I take this opportunity to wish all readers a Merry Christmas, albeit well in advance of the event.



it. Every month I receive, promptly after the Mutual Aid closing date, a file containing all the members advertisements neatly sorted into the appropriate sections and carefully formatted. Maurice's care and effort, like that of every other member of the *Journal* team, saves me hours of staring at the pair of monitors that, at times, seem to dominate my life. Likewise, please remember that letters for Torque Reaction shouldn't be sent to me: they go to Paul Nadin who compiles Torque Reaction. Again, this is not pedantry. As I refer to later, what I do

is not above comment and criticism from the membership and the best way to ensure freedom of expression for members is for the Letters Editor to have the final say in what appears.

Mutual Aid

While I was at the last National Committee Meeting Gillian took a call from Maurice Weldon, who left me a message to say that his computer was suffering from an electronic malaise requiring some very grown-up medicine. It's now working again after a rebuild to its original factory settings but, if you've sent anything to Maurice for Mutual Aid and it hasn't appeared, that's the reason.

It's worth reminding members that Mutual Aid goes to Maurice, not direct to me. Any members advertisements I receive will be forwarded directly to Maurice. This is not simply following a rule for the sake of

A more affordable option?

One of the letters sent to Paul for this month's edition is from a gentleman who's looking for business from members. Ideally I'd like to sell him advertising space but that might well have to wait. He owns a large self-catering property near Le Mans, of racing fame. The interesting aspect of it, as far as Gillian and I are concerned, is that it's set up for self-catering. It was a few years ago now that Gillian and I chatted with a couple of

other riders on the ferry home from France and were horrified at how much money they'd spent on a cramped twin room and expensive beer in bars. We'd rented a house for a week for less than they'd paid for four nights in a budget hotel, paid three euros from the nearby co-op for a six-pack of beer chilled in our own fridge and drunk on the terrace in the sunshine overlooking the local bar, had better breakfasts than the French will ever know and had more space than we needed to store our luggage, which is always a problem once the wardrobe is full with riding gear. Renting a house is, for a group of people, a seriously inexpensive alternative to a hotel for riders wanting a central base to explore an area.

When it goes wrong

Some months ago I was reading my local weekly newspaper and was somewhat surprised to find they'd printed a word that, although in common use, would be considered deeply offensive in most places. What had happened was that they appeared to have been waiting for new copy from an advertiser and someone had put a comment in to that effect to keep the space free. Unfortunately the new advertisement appeared somewhere else and the unfortunate placeholder appeared in all its Anglo-Saxon glory. It's the stuff of Editor's nightmares. This particular howler is unlikely to appear in *The Journal* because I'm not stupid enough to type such language anywhere that I might forget to remove it from later and members contributions are, very properly, free of eyebrow-raising vulgarity.

Mistakes do, however happen, even within *The Journal*. Every month my copy arrives from the printers and I spot something that slipped through both my proof-reading and the online approval for printing. November's edition had three such slips. The one I spotted when I started to prepare the December edition was that I'd stretched the list of

contents on page three over the disclaimer that, in principle, covers both the Club and me for the other errors, which readers correspondence has pointed out.

The errors that I didn't spot were glaring to some members. My experience of military aircraft is, I'm glad to say, very limited (quite possibly due to the sacrifices of those who flew them) but there are plenty of members familiar with them who telephoned or emailed to say that the aircraft on the November cover was a Hurricane, not a Spitfire. It's not the easiest thing to do to call or email someone you don't know to point out an error, particularly one of this nature that, for those who perhaps saw active service flying them, is of some consequence, however all my correspondents managed to tell me what was wrong without being abrupt or disparaging, humour being the method used in most cases to point out the error.

The other errors were perhaps more prosaic but some of them didn't go unnoticed. A travel article, used as soon as it came to me because it was topical, obviously contained the names of the places visited. Some of the non-English names were misspelled and I received what I felt was a needlessly abrupt email demanding a correction in this issue. Unfortunately he'd only spotted some of the errors, which hopefully didn't stop anyone who wanted to from following the route.

If I were standing for election for something that paid a large salary I would trot out the currently-fashionable platitude about lessons being learned and changes being made, which usually only means that a speech-writer has been paid to list the platitudes. Instead I'm putting together a club magazine made up largely of members contributions, not the work of professional writers backed up by the resources of a major publishing company. It's not good when things go wrong but the only way to guarantee no mistakes is to do nothing, which is arguably the worst mistake of all.

National Officers & Section Secretaries

National and other officers

PRESIDENT: Mike Warrilow,
32 Fairthorne Way, Shrivenham, Oxon, SN6 8EA
01793 782428 president@bmwclubuk.net

SECRETARY: Anita Johnson
c/o 10 Saffron Road, Tickhill, Doncaster DN11 9PW.
01302 743 032 secretary@bmwclubuk.net

TREASURER: Jim Lepley
7 Landale Gardens, Burntisland, Fife KY3 9HN
01592 874 592 treasurer@bmwclubuk.net

SOCIAL SECRETARY: Jim Bettley
1 Green Walk, Fareham, Hants. PO15 6AZ
07920 147 908 social@bmwclubuk.net

MEMBERSHIP SECRETARY: Dick Boyd Stewart
Place, South Road, Garmouth, Morayshire IV32 7LX
01343 870 389 membership@bmwclubuk.net

STANDING ORDERS: so@bmwclubuk.net

TOOL HIRE SECRETARY: Mike Delacoe,
4 Charwelton Road, Preston Capes, Daventry
NN11 3TA 01327 360 945 toolhire@bmwclub.org.uk

MERCHANDISE SECRETARY: Cath Broughton,
17 Strawberry Hill, Northampton NN3 5HL
01604 416 896 regalia@bmwclubuk.net
See Merchandise advertisement for contact times.

VINTAGE & CLASSIC REGISTER SECRETARY: John
Winn, 16 Ardington Road, Northampton, NN1 5LJ.
01604 631 043 vintage@bmwclubuk.net

SPORTING REGISTER SECRETARY: Robert Bensley,
Oak Tree Farm, Heath Road, Banham NR16 2HS
01953 888 415 robertbensley@btinternet.com

SAFETY OFFICER: Colin Bembridge.
02089 538 807 colin.bem@btinternet.com

EVENTS LOGISTICS: Brian Johnson, c/o 10 Saffron
Road, Tickhill, Doncaster DN11 9PW. 01302 743 032
or 07950 319 197 events@bmwclubuk.net

MARKETING/COMMERCIAL SALES: Position Vacant

SIDECAR REGISTER SECRETARY: Position vacant.

GS REGISTER SECRETARY: Position vacant.

ASSISTANT SECRETARY FOR AMERICA:
Position vacant.

100,000 MILE AWARD: Jason Goodwill
01847 893 935 100k@bmwclubuk.net.

WEBMASTER: Nick Fearn
webmaster@bmwclub.org.uk

TECHNICAL OFFICER: Mike Fishwick Sirgon, 24250
Daglan, France. technical@bmwclubuk.net

FORUM ADMINISTRATOR: John King.
forum.admin@bmwclubuk.net

FORUM ADDRESS: <http://forum.bmw-club.org.uk>

VICE-PRESIDENTS:
Cliff Batley info@adventurebikeshop.co.uk
01787 373 919
Graham Walker 21 Whitehouse Ave, Burnhope,
Durham DH7 0AJ 07931 710 991 walkgrah@aol.com
Alan Orme alan.orme1@btinternet.com
0115 946 9542

Section Secretaries

EAST ANGLIA: Dik Langan 6 Hazel Rise, Claydon,
Ipswich, IP6 0DB 07906 584676 or 0845 003 688046
eastanglia.secretary@bmwclubuk.net or eastanglia.
membership@bmwclubuk.net

IRISH: Jim Sweeney, Fearn, Straleek, Celbridge,
Co Kildare. Tel: 087 2300736 info@lucanstudios.ie

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

MERCIA: John Humpherson, 14 Highmore Close,
Willenhall, West Midlands. WV12 5UU
01922 710 694 mercia.secretary@bmwclubuk.net

MIDLAND: John Winn, 16 Ardington Road,
Northampton, NN1 5LJ.
01604 631 043 midland.secretary@bmwclubuk.net

NORTH EAST: Simon Johnston, c/o 5 School Row,
North Bromohill, Morpeth, NE56 9TY
07702 709063 northeast.secretary@bmwclubuk.net

NORTHERN: Lynn Tagg, 63 Ambrose Court,
Moss Lane, Leyland, Preston. PR25 4XA.
01772 431 324 northern.sec@bmwclub.org.uk

OXFORD: Rosemary Hicks, 15 Orchard Rise,
Chesteron, Bicester, Oxon, OX26 1US
01869 240 529 RosemaryHicks@hotmail.com

SCOTTISH: Marjorie Burnett, Crawick Lea, Glasgow
Road, Sanquahar, Dumfriesshire. DG4 6BZ
01659 50091 scottish.secretary@bmwclubuk.net

SOUTH EAST: John Hawker, 25 Pickering Street,
Maidstone, Kent. ME15 9RS, 01622 744665
southeast.membership@bmwclubuk.net

SOUTHERN: Bob Denman, 1 Mount Pleasant Close,
Lightwater, Surrey, GU18 5TP 01276 475853
membership@thebmwclubsouthern.com

SOUTH WEST: Debbie Sampson 'Trevilla',
18, Ropehaven Road St. Austell Cornwall PL25 4DU.
01726 61642 southwest.secretary@bmwclubuk.net

ULSTER: Charlie McConnell, 6 Cameron Park,
Ballymena, Co Antrim BT42 1QJ.
02825 647 730 ulster.secretary@bmwclubuk.net

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

YORKSHIRE: John Elvidge 2 Birstwith Grange,
Birstwith, Harrogate, N. Yorkshire, HG3 3AH 07742
951 610 yorkshire.secretary@bmwclubuk.net

HQ REGISTER: Dick Boyd, Stewart Place, South
Road, Garmouth, Morayshire IV32 7LX
01343 870 389 membership@bmwclubuk.net

DELEGATES TO OTHER ORGANISATIONS

BMF: Primary contact: Tony Cartmell
Other delegates; Jeff Dymond, John Lewis, Mark
Dutton

FBHVC: John Winn

VEHICLE DATING & DVLA ENQUIRES: Steve Perry
dvla@bmwclubuk.net

Please restrict any calls or enquiries to these Club officials to between the hours of 10am and 9pm, and let the Editor know if any of these details need amendment

President's Platform

The NCM has now been done and dusted and I am still here, I expected a rocky ride after having had the nerve to suggest that to save money a few changes would have to be made. The good news is that the reserves we have are in an OK balance at the moment so we can carry on as normal with the proviso that savings have still got to be looked at and running costs kept in check. The first NCM meeting of the year lasted from 10-30 am to 4.30 pm with a half hour break. We managed to get the agenda completed. Thank you to all the Section reps and three V P's along with Peter Dunn who gave a report on the latest from the BCEF. From memory I think only the Midland section weren't represented so almost a full house. A report will follow but a few bits of info for you.

VP Alan Orme is going to look into different venues for the NCM to see if money can be saved.

VP Cliff Batley has put forward the suggestion to change the current *Journal* to A4 size, it was refused last time it was put to the membership so I am expecting Cliff to put an article in the *Journal* persuading members why we should go along this path, his other proposal was to introduce a rolling membership (i.e. you can join any time of the year and your renewal will be processed on

that joining anniversary) maybe he will give his reasons for that as well.



Whilst on NCM subjects, I have noticed is that sometimes suggestions are put forward on the "Hoof" (yes I know subjects not tabled shouldn't be allowed but try and stop someone once they have the floor) some ideas are very good, but this is my gripe, the extra work and ideas are mooted but the person putting the idea "usually doesn't have

the time to do it themselves". Please consider how much time officers are already giving us. Nuff said.

The Vintage and Classic register is going through a bumpy patch at the moment and when I spoke to John Winn he was really brassed off. If you can give him some support or help I am sure he will appreciate it. It's a shame when such a good start has stalled, hopefully with more help he will be able to carry on and promote this important part of the Club.

Talking about help we have had two volunteers, yes Woopie !!! volunteers !!!.

The Mileage Competition secretary Paul Devall has decided to step down and Jason Goodwill has offered to take over. He will be putting an update article in the *Journal* at a later date.

The Assistant Secretary of America post has

been vacant but will be filled by Steve Moxey of the Oxford Section so prepare yourselves for one really keen Club member to give this a good push. Both Steve and myself think that the “Assistant” part of the title should be removed it would make more sense. Not sure if we have to have official permission for these posts, but you know me, show enthusiasm and “you’re in”, I’ll get over the paperwork.

How many of you have sold a bike and not cancelled the insurance straight away? I have had a letter off a member who sold his bike privately with only a few days insurance left on it so he didn’t cancel. To cut a long story short, the person who bought the bike had an accident and because the member had in effect given the purchaser permission to use the bike he now finds himself in the firing line for a claim against him, which could be expensive. All done innocently but a reminder to keep the paperwork correct.

Thanks to the members who have sent me

info on R1200 R screens all I have to do now is make up my mind and it better be quick the temperature has really dropped and frost is threatened, roll on the spring. What a wimp.

Had to smile at Cynthia Miltons scolding of BMW and the lack of tools supplied with her GS. When I picked up my bike the salesman did point out that there is a bigger tool kit (extra £ of course) should I want to do a few bits of maintenance myself so at least I knew that my mobile phone was the best tool for rescue. I am surprised that there is enough room under a GS seat to store the scaffold pole used as a lever ? It will be interesting to see if BMW MOTORRAD reply to her letter.

I’m not sure when your Christmas edition will reach you so may I take this opportunity to wish you all a Happy BMW Club Christmas and maybe see you on the road next year.

Seasons greetings

Mike

BMW TOURS & RENTALS
www.hctravel.com

NEW ZEALAND
 USA
 CANADA
 S. AFRICA
 AUSTRALIA
 MONGOLIA
 MEXICO
 ITALY
 SPAIN

FLIGHTS ACCOMMODATION INSURANCE FREIGHT
 01256 770775
david.grist@hctravel.com
 Fully licensed for your protection

YORKSHIRE SECTION

GOOD NEWS!

FOLLOWING THE RECENT A.G.M. IT'S BEEN DECIDED THAT THE
CRACOE VILLAGE HALL
 1ST SUNDAY GATHERING OF THE YORKSHIRE SECTION
 WILL CONTINUE FOR THE TIME BEING.
 NEW VOLUNTEERS HAVE COME FORWARD TO PROVIDE
 REFRESHMENTS AND ALL MEMBERS ARE CORDIALLY INVITED
 TO ATTEND THIS POPULAR VENUE.

CRACOE VILLAGE HALL IS JUST OFF THE B6015
 ABOUT A MILES NORTH OF THE SKIPTON BYPASS.
 TAKE A VERY SHARP LEFT AT THE SOUTH SIDE
 OF THE VILLAGE AND ITS THERE ON THE LEFT.

The BMW Club
 British Motor Vehicle Association

B825 0LD. 0154 82.095 W0002 02.490



Torque Reaction

Please send all submissions for January's Torque Reaction to Paul Nadin (details on page 3) before December 5th please.

HELP PLEASE

I have a 1976 R90/6 on which I have renewed all seals/diaphragms etc but am having problems with balancing the Bing carbs -I do have the twin carb balancing kit. I have owned BMW's since 1980 approx. but have never had to balance any carbs as my various BMWs have always run like clockwork.

I have tried to download Mike Fishwick's Bulletin on this procedure without any success as my computer will not download Adobe Reader 9 or later, so could anyone possibly email this Service Bulletin to me at viancurtis@talktalk.net or give me some advice over the phone please?

VIAN CURTIS. CORNWALL.

LINKS WITH BMW CLUBS

George Saunders, in the October *Journal*, commented on a September letter from Paul Milner seeking more links with BMW clubs throughout the world.

George describes his own experience from the '80s connecting with the BMW Motorcycle Owners of America (BMW MOA), including helping to organise several relatively low-cost visits by The BMW Club members air freighting their own bikes to American BMW rallies. George also suggested that the earlier links forged by the Club position 'Assistant Secretary for America,' (held most recently by Bruce Preston, and now vacant) could be revived.

George is spot-on about his own and successors' efforts. I had the pleasure of enjoying George's personal hospitality, flying

my own R65 to the UK and Europe in the mid '80s, have maintained my BMW Club membership and continue to ride in many venues worldwide,

And the world has changed significantly since then. Although there may still be value in having a club position or point-of-contact for these activities, I'd suggest that our current internet-based reality means both that more folks are riding 'overseas' and that it is incredibly easy to for anyone to link with other BMW riders and clubs worldwide, with or without a Club position for that purpose. Many articles in *The Journal*, other BMW club magazines, the commercial moto-press, and now specialty websites like <http://www.horizonsunlimited.com/hubb/>, blogposts, and social media, attest to this.

For the USA specifically, BMW Club members are always welcome--you won't be rebuffed!--to drop into the BMW MOA website, www.bmwmoa.org, and its Forum (much of it public), to join MOA for a very good monthly magazine and 'Anonymous' paperback, to attend any of the hundred local and regional rallies, and in particular the annual national rally (for 2014, in Minneapolis-St.Paul).

Beyond North America, Peter Dunn is The BMW Club rep to the BMW Clubs European Federation, <http://www.bcef.eu/>, a 'sister' umbrella to BMW Clubs Europa, <http://www.bmw-clubs-europa.org/>, and the BMW Club's International Council, <http://www.bmw-clubs-international.com/en/>, which includes links to BMW clubs worldwide.

Making links today is easy. The challenge of money and time to actually ride overseas

is rarely easy. We'll never return to George's 1981 cost of GBP 281 for bike and rider flown roundtrip to North America. The proliferation of organised motorbike tours, rental agencies, and specialty air/sea freight services, such as the UK's own *Journal* advertiser <http://www.hctravel.com/> is one set of options. Another is Trans-Atlantic Bike Share, <http://www.bikeshareworld.com/>;

Best regards,

COURT FISHER
HQ REGISTER
SOUTH ORANGE NJ USA
GLOBAL TOURING STAFF
BMW MOTORCYCLE
OWNERS OF AMERICA.

MORE ON INTERCOMS

I would like to reply to Neville Dalton's November comments about "Bike to Bike Intercom".

I had a hard-wired Autocom that worked great up to say 80 mph, but my wife did not like plugging herself in all the time.

So I went onto a Bluetooth helmet system, a Scalarider Q2 Multiset. This has cured the wire issue, but is only good for up to 50 mph. After 50 it's difficult to hear each other. It

works well over say 1000 metres apart when off the bike. Therefore bike to bike would be OK at up to 50 mph.

Another problem with this system is the Tom Tom GPS cuts my wife off when it gives me instruction and she gets upset saying I am ignoring her. Next time I will be going back to Autocom.

Also with reference to Neville Dalton's September comments about his left-hand switchgear failing.

My left-hand switchgear has also failed on my K1600GT SE 2012 model. The indicators failed after travelling in heavy rain. I had no problem getting the switchgear cluster replaced under warranty by Chester Motorrad. But I was very disappointed that I only got the remainder of my 2 year warranty that ends next March.

If I had paid for the replacement part I would get 12 months. I was also very disappointed to find that this component is not covered by any extended warranty. On my model (March 2012) you can only re-fit the same part number that is made in China. On the 2013 models you can have a 're-designed' left-hand switchgear that is made in Germany and should be possibly more reliable. This new part cannot be fitted to my model, I have been

'THE SOREBUTTS'



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

informed.

My water pump is currently leaking. It gets replaced next Tuesday. From the internet I find the left-hand switchgear and the water pump are common problems on my bike. What has happened to BMW reputation for reliability? My bike has only covered 14,500 miles.

DOUG WILSON. PENKETH.

OUR RELATIONSHIP WITH BMW GB

In his November President's platform he reported on his meeting with Lee Nicholls of BMWGB, the club's relationship with BMW, their withdrawal of any financial support for the foreseeable future and their view that we as a club and members do not support them enough.

Not the first time has such a remark been made by them. They have in the past said we only represent a minority of BMW owners in the UK, based on the assumption one member one bike as a proportion of the total DVLC registered machines. At that time we maintained a register of owner's bikes therefore it was easy to demonstrate the error of that assumption. Another alleged problem in the past was unfavourable comments in

the journal about BMW quality and service when members expressed their displeasure at equipment failure and the company's denial of responsibility despite numerous examples. Many of you may recall the common failure of the K100 main stand often resulting in substantial damage to the fairings. Their response then was that it was down to riders mounting the bike whilst it was still on the main stand thus overloading it. Strange then that later generations of the model had a completely different somewhat up-rated stand.

Amongst such a large membership there will be people with a wide range of engineering design, manufacture, production and maintenance skills thus it is reasonable to assume that some critical comments may have sound provenance. Problems will occur with the introduction of a new model which can generally be successfully resolved. I respectfully suggest that hasty and overly defensive responses do not reflect well on any company in the face of substantial evidence to the contrary.

As for the suggestion that our Tool Hire scheme takes business away from the dealerships, I think that Lee misunderstands the mechanical enthusiasts involved, in that



PVR

tool hire or not that work was never going to go to a dealer. The more senior members were brought up to (and were, in all probability, trained) to 'fettle' things mechanical so it's not in their nature to run off to the dealer.

For those members that can afford to buy new or second hand machines from the franchised dealership there is up to a 3 year commitment to their service department for the new bikes to maintain the warranty. Why should any company expect unquestioning loyalty to the brand for maintenance, spares and accessories in a free society?

Many of the small non-franchised servicing and accessory businesses use and supply genuine BMW equipment, so the question then must be where do they get them from if not from BMW themselves?

BMW GB has, not unreasonably, always been 'careful' about supporting us because we are independent and they do not have direct control over us. Competition and constructive criticism in any field is generally considered good as it should reduce complacency as well as provide the incentive to improve quality of product and services.

I seriously doubt that all the non-club BMW owners out there only ever use BMW dealerships for all their needs, so why pick on us because we have a voice? As far as loyalty goes, it should work both ways. BMW has chosen to get rid of the smaller (often family run) dealerships in favour of the big corporate companies. A not unreasonable question to pose might be. "Where was their loyalty to those businesses, some with 40 or more years of BMW sales and maintenance?"

I have, like many of you, bought numerous BMWs, accessories and had my maintenance done by the same small business. I knew the owner, all the staff and enjoyed a great relationship with them all, but sadly no longer as far as a new machine is concerned. Sections throughout the country do work quite successfully with local dealers, what

more can we do? Having made the preceding comments based on past knowledge and what the president reported I concede there are 2 sides to the meeting so here is the challenge to the editor and Lee Nicholls; how about an article putting the BMW GB point of view?

IAN M DOBIE. OXFORD SECTION.

AN ALTERNATIVE VIEW OF THE CLUB'S FUTURE

In response to Mike Warrilow's piece in his November Presidents Platform regarding the lack of fanatical support from BMW Motorrad and their help in boosting our membership.

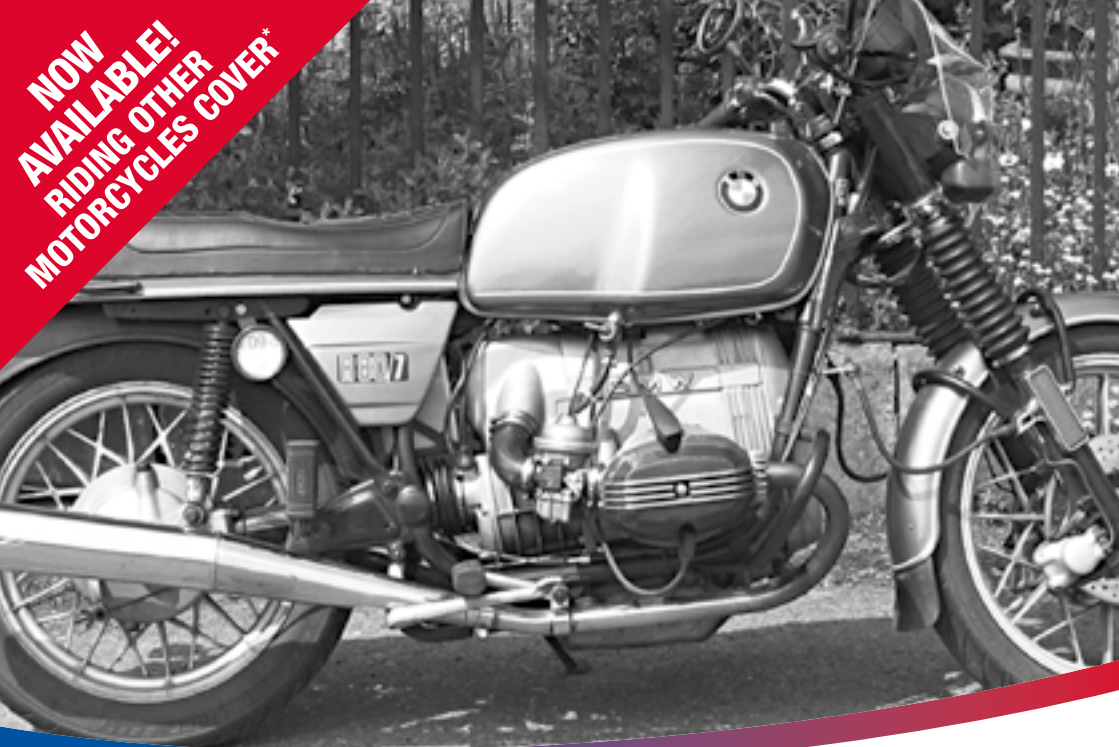
Looking through the Motorrad dealers web sites it seems they have their own club already, go to any Motorrad dealer's web site and click on the Community tab to see what is available to customers. Some dealers also run a Riders Club specifically for their customers. No membership fees, no committees, just buy something and you can join.

The BMW Club, in my view, should be/become a group of BMW motorcycle riding enthusiasts who are interested in servicing and maintaining their own machines, getting 'how to' information from other club members, borrowing tools and complaining about the poor quality of current machines. If it is / does become that, then it should take the hint from Lee Nicholls and forget about BMW Motorrad and leave them alone.

There are plenty of 'one make' motorcycle clubs around, just type 'any make' motorcycle owners club into Google and see what comes up - you will be hard pressed to come up with a make that doesn't have one. We should be one as well, an independent owners club.

I believe that this is where The BMW Club's future lays, a place where amateur mechanics can find out how to keep their bikes running and where to go when beaten - to the independent businesses that advertise in the Journal, as well as all the other activities /

**NOW
AVAILABLE!
RIDING OTHER
MOTORCYCLES COVER***



With you every mile

Footman James is one of the leading specialist insurance brokers for classic motorcycle owners and collectors. We always go the extra mile to secure our most competitive rates for you.

All Footman James policies offer more of the benefits that are important to you.

Policies include as standard:

- The agreed value of your classic
- Specialist claims repairer – choose a repairer you trust
- Limited mileage

AND 24 hour breakdown recovery in both UK and Europe

At home in this market, our friendly UK team is available to quote.

0843 357 1042

Visit: footmanjames.co.uk



**Footman
James**

We share your passion

**UP TO
£750
HELMET &
LEATHERS
COVER***

We can also quote you for your  Modern Car  Modern Motorcycle  Household

Aon Footman James is a trading name of Aon UK Limited, which is authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded for your protection. * Subject to eligibility criteria. Terms and conditions apply. FP7776.01.13

Aon is one of the world's largest insurance brokers, providing insurance solutions for thousands of customers worldwide. Aon UK Limited negotiates with all major UK insurers. Opening hours: Mon - Fri 9am - 5pm and Sat 9am - 1pm.

events that are currently available to members.

It is possible of course for BMW motorcycle owners to have a foot in both camps, so it is still necessary to make owners aware of our existence and what we have to offer. BMW Motorrad have a captive audience and can swamp them with World of BMW etc.

We need to be a bit more adventurous with the location of our advertisements. We need to be a club that appears to be of use to prospective members and is able to justify the membership fee.

JOHN ROBINSON. SOUTHWEST SECTION.

WINDSCREEN INSURANCE – OR THE LACK OF IT

Me again, just thought this might be interest to the reader re windscreen insurance.

Mine got hit by a stone and cracked, so I contacted my insurers Bennetts, who have informed me that my comprehensive insurance does not cover my windscreen. So much for comprehensive! Quite what sort of insurance is needed to cover such things, I do not know, but when renewal comes round I'll be checking stuff out b 4 I buy.

ANDY STORK. GLOUCESTER.

LE MANS ACCOMMODATION

If you have always wanted to get involved with the Le Mans Classic Car Event (or even the 24 hr event) but have been baffled by the cost and availability of accommodation, we think that we have the solution.

We have now completely renovated our old 'mini chateau' at Noes Blanches which is only twenty minutes away from the track at Le Mans. The house has ten double rooms so can take twenty people (ten couples for example) and is offered on a self catering basis. You will have exclusive use of the house and twelve acres of grounds.

It can be viewed only on our web site

www.noesblanches.com All you now need is someone at your club who can put this together for you - a small smattering of school French might well be handy.

Regards.

PAUL HOLLADAY

LE_MANS@NOESBLANCHES.COM

A WORD OF WARNING

I would like to issue a word of warning to anybody who intends to spray their electrical plugs/connections with any sort of lubrication for corrosive purposes.

Firstly you must be 100 percent sure that the product you are using is non-conductive and manufactured for that very purpose.

Otherwise when you switch on the ignition you will short circuit the system, setting the wiring harness on fire, blowing the on board computer etc etc.

If your not sure you can test it with your brake fluid tester, making sure it is calibrated with NEW brake fluid. So be extremely careful. A product I have used myself, which is produced for that very purpose, i.e. cleaning and maintaining electronic plugs and connections, is called LIQUI MOLY electronic spray. A bit expensive but safer.

CHRIS KEOGH. IRISH SECTION

THAT NOVEMBER COVER

It isn't a Spitfire, it's a Hawker Hurricane Mk.IIB but as it's a sideways shot I can't see whether it has eight or twelve machine gun apertures in the wings?

Were you asleep during aircraft recognition class on your National Service, tut, tut!

TIM OATES. OXFORD SECTION.

PS. I really should get out more!

AND AGAIN

I suspect you will get many messages like this,

but whoever wrote/edited the caption for November's *Journal* front cover photograph should be sent to the RAF flying school. The aircraft on the front is quite clearly a Hawker Hurricane!

TREVOR CROFT, SCOTTISH SECTION.

Plus four telephone calls and seven emails direct to the Editor.

ERRR.....ERRATUM?

Subject: Article 'The UK Coastal Tour' in the November 2013 issue.

I have to refer to one paragraph shown on page 45 of the UK Coastal Tour. While I enjoyed reading the article, but I must take issue with this particular part.

It shows a complete lack of respect and ignorance of town names in our country. I am sure that the author studied a map before undertaking this tour and looked at the place names.

This is a list of errors:

Conwy spelt Conway.

Betws y Coed spelt Betsy-Coed.

Dolgellau spelt Dolgelleau.

Machynlleth spelt Machnellyth.

Aberystwyth spelt Aberystwith

and

Aberaeron spelt Aberaron.

I hope that these blatant errors will be corrected in the next issue.

Yours faithfully,

REES THOMAS. WESTERN SECTION.

Is this why the Club finds itself short of volunteers and the Editor short of content for *The Journal*? If you'd like to volunteer to proof-read each edition I'd be delighted to hear from you. Such errors are unfortunate, and I've no objection to be told about them, but to disparage a member's contribution in this manner shows, to use your own words, "a complete lack of respect" for his time and effort.



SCOTTISH SECTION CALENDAR 2014

PLANNED EVENTS FOR 2014 ARE ALREADY IN PLACE SO GET THESE DATES IN TO YOUR DIARIES AS SOON AS POSSIBLE!

18TH TO 12TH JANUARY	LOCHEARNHEAD LOG CABIN BUNKHOUSE WEEKEND
14TH TO 16TH MARCH	MICK REID'S GLENLUCE
2ND TO 5TH MAY	GRETHA HALL HOTEL WEEKEND
23RD TO 25TH MAY	LOCHEARNHEAD LOG CABIN BUNKHOUSE WEEKEND
28TH TO 22ND JUNE	LONGEST DAY WEEKEND IN ULLAPPOOL
27 TO 29TH JUNE	ROYAL DEESIDE WEEKEND IN BALLATER
9TH TO 10TH AUGUST	INGEL'S THIRD RATHIND RUI
22ND TO 25TH AUGUST	KELSO NATIONAL BANK HOLIDAY WEEKEND
12TH TO 14TH SEPTEMBER	2ND BORDERS CAMPING WEEKEND IN MOFFAT
26TH TO 28TH SEPTEMBER	GLENCOE GATHERING

FULL DETAILS TO FOLLOW IN THE JOURNAL AND ON THE SECTION WEBSITE

Contact: Scottish Section Social Secretary, Judy Lopley,
Phone: 01592 874 592, social@thebmwclubscottish.com

All Club members welcome to book these events

Position	Name	Section	Mileage
1	Jenny Measures		20704
2	Julie Wallis		16441
3	Clint Smith	Scottish	15303
4	Andy Whiting	Midland	15115
5	Ian Speight	Yorkshire	14970
6	Erica Body	Southern	14658
7	Jason Goodwill	Scottish	14195
8	Soji Ojelade		12491
9	Martin Buck	Mercia	12406
10	Steve Moxey	Oxford	12304
11	Roland Powell		11665
12	John Albone	London	10798
13	Brian Fearnley		10612
14	John Elvidge	Yorkshire	9067
15	Richard Grove	London	8911
16	Robert Rhys		8621
17	Shane Noble	Ulster	8084
18	Eon Matthews	South East	7997
19	Darren Wigington	East Anglia	7962
20	Andrew Cox		5699
21	George Luking	Western	4625
22	Bill Smithson	Northern	4001
23	David Kelly		3302
24	June Luking	Western	3231
25	Andrew Dyson	Yorkshire	3168
26	Chris Wallis		2080
27	Peter Hamilton		1780
28	John Newitt	Mercia	1761
29	Nick Fearn	Midland	847
30	Paul Devall	South East	840
31	Mark Brotherton	Western	806

The 2013 BMW Club Mileage Trophy

The Results Show with Paul Devall

The end of another Mileage Trophy has rocked up and once again, once again entrants have clocked-up some impressive mileages. In all 34 members started the competition, and as the months have gone on, some have fallen by the wayside. A little disappointing to have around a 33% failure rate.

Thanks to everyone, that has taken part and as you can see below, the winners all racked up some impressive mileages, whether at home or away on exotic trips or a combination of both! The mileages all count wherever you ride your BMW motorcycle.

My own showing was poor with less than a thousand this year. Mostly because my old 1150GS had several large failures, electrical and oil leak related, that occurred during the dry weeks of the summer. This led to a total change in direction and I racked up a decent mileage on a brand new non-qualifying Triumph Tiger Explorer 1200.

Because of that purchase, I have decided that I will not be renewing my membership of the BMW Club. I have had ten years of membership, some I can look back on with rose-tinted glasses but for a few, the full glare of the light is far from flattering. It hardly seems ten years since someone said in a letter to *The Journal*, that if I didn't like the way the BMW Club organised itself, I could leave. I say to the author, "Where are you now?" At least I have put more into the Club than I have ever taken out.

It means that I will not be eligible to run the Mileage Trophy next year either.

The first year I devised a complicated spreadsheet to produce a table. Then in Year 2 Nick Fearn, the Webmaster came up with an online solution. It is relatively simple and needed just a little thought controlling the entries but once mastered, it worked well.

In Year 3, we built on that, in hindsight, clearing out the previous years entries would have been better than rolling them forward, as many people were re-entered and have never contributed to 2013's competition at all.

We have a volunteer to take on the running of the Trophy in 2014. Take a bow Jason Goodwill. Ta-Da!

So the winners are Jenny Measures and Clint Smith, with Runners-Up Julie Wallis and Andy Whiting. The winners will be awarded a year's membership of the BMW Club and a club cap from the club's shop; the runners-up sadly only get the cap!

It is difficult not to sound patronising, but as the ex-partner (and still close friend) of a WIMA member, I can only congratulate the women riders, Jenny, Julie and Erica, who have been very prominent in the tables all year; look at the positions in the final table. Time for the men to buck their ideas up?

Therefore, one final thanks to everyone that took part over the three years I have co-ordinated things and once again, congratulations to winners and runners-up this year.

Paul Devall

Mileage Competition Co-Ordinator
2011/12/13

The BMW Club 2014 National Spring Rally

The North East Section warmly invites you all to the BMW Club's 2014 National Spring Rally. We are calling it 'Border's Motorrad Weekend'. We will be in the beautiful village of Bellingham (pronounced Bellingjam by the locals) in mid Northumberland. The Demesne Campsite will host the hardy under canvas or in the bunkhouse whilst the village provides more up-market facilities at the hotels and guest houses which are never more than a short walk away. There are good cafés and a pub which provide dawn to dusk eating. Club life will centre on our marquee where ale and friendship will be enjoyed in equal measure .

This will be a 'back to basics' event in keeping with the new club policy of self financing activities. This will not detract from the principal objective of having a good time in one of the most wonderful areas of the UK.

Those of you who make the effort will be rewarded with some memorable riding on our uncluttered roads. We will range across Northumbria from the Dales of North Yorkshire to the Scottish Lowlands and the magnificent moors and coast that lies between. A look at the map or a visit to the Internet will show you the splendour that is our region. It is no coincidence that so many historic films and TV dramas are set in the North East of England.

We have planned ride-outs for the Saturday. Take your pick from -:

South to...the Otterburn Ranges, the Roman Wall, Alston (England's highest

market town), Hartside Café (biker favourite), Brough, Buttertubs Pass, Wensleydale, Tan Hill Inn (highest pub) etc.etc. Brilliant biking roads.

North to....Kielder Reservoir, Hawick (Hoyk if you're local) Scottish Border towns, Carter Barr summit, Langham, Megget Reservoir and St. Mary's Lough, Sammy Lin Bhuddist Monastery and some incredibly good and deserted roads.

East to... the wonderful coast and beautiful harbours and castles which have yet to be over-run with tourists.

Follow the official Coastal Tourist Route and see Lindisfarne,

Bamburgh, Warkworth and Dunstanburgh Castles in all their magnificence. Stop at Seahouses for fish and chips, Craster for kippers, Holy Island for mead and Beadnell for the view.

West to.. Well who knows on our mini Boreen where you can get on to some less travelled bye ways and see the heart of Northumbria through the eyes of the Border Reivers or the sheep.

If you want to sample something less road orientated then look at Alnwick Castle and Gardens (Harry Potter's ville), Rothbury and Cragside House, Historic Hexham and its Abbey, The Roman Wall, Bamburgh Castle or Holy Island all within a 20 mile radius... incredible! You are spoiled for choice and since you have come all this way why not stay on for the week and get to know us better. After all, that's what the Vikings did.



The National Committee Meeting

Anita Johnson summarises the points discussed

After attending my first National Committee meeting with over 28 items on the Agenda, we survived. In order not to go into too much detail I have summarised some of the more significant points that were discussed.

Presidents opening comments:

Mike has been in regular contact with BMW regarding their support of the Club, most of which you have probably read in his regular reports.

Treasurer:

Jim has moved some of the club money into a different bank account so this is now earning interest, a simple task which is making the club's money earn a little extra. The Club finances are looking reasonably healthy but we must all still be careful with money.

Social Secretary:

Jim has 3 confirmed events for 2014. So far nothing has come forward for 2015 so thinking caps are needed as we all know how quickly time moves on and early planning of events is a necessity.

Editor:

Stewart expressed concern for the lack of cover for his role should he be unavailable for any reason. He also highlighted the technical skill and time needed for an in-house production.

General:

It was agreed not to propose an increase to

the cost of membership in the coming year, but all sections must consider if expenditure is really necessary.

Anita Johnson and Alan Orme will investigate alternative meeting venues with a view to reducing costs.

The issue of rolling membership was once again discussed. If this is agreed at the AGM it would not mean any change to existing members renewal date as this would only affect new members whose membership would be renewed after 12 months. This is to be put forward as a proposal at the AGM.

Raffle:

It was agreed that the club would once again hold a raffle and make this an annual event, the bike for this raffle would be sourced with a limit of £3,000. Well done to the organisers of this years raffle.

The Journal:

The proposal of making the Journal an A4 sized publication (that's double the size of the current Journal) was once again discussed. This is to be put to the AGM as a proposal.

Standing Orders:

It was decided to stop membership renewal by standing orders, so please check when you are renewing. If any slip through these will be honoured so no need to worry.

Date of Next Meeting:

Saturday 8 February 2014

The BMW Club track days for 2014



The dates for the BMW Club road bike only track days at Snetterton in 2014 are Monday 9th June and Monday 18th August. The application forms are currently being prepared and will be sent out to anyone who would like to join us for either or both events as soon as they are ready. We will be holding the 2013 price of £120.

In addition to the popular Snetterton events, we have the option of a similar event at Cadwell Park following the same well-tried format. At present the date of Monday 29th September is provisionally reserved, subject to receiving sufficient bookings (including full

payment of £100) before 15th March 2014. Unlike Snetterton, which was built on an old airfield, Cadwell Park is a purpose-built three-dimensional circuit and as such is very relevant to the better road riding and motorcycle control that these events are designed to teach.

To find out more information or to request a booking form please contact Robert Bensley, the Sporting Register secretary by post at Oak Tree Farm, Heath Road, Banham NR16 2HS, by telephone on 01953 888 415 or by email to robertbensley@btinternet.com

Photograph courtesy of Gary Bailey (www.picman.co.uk)

My 'new' BMW

Andy Buchan adds to his stable

I bought my 'old' BMW, an R80R, back in 1995. I needed a workhorse that I could use for my 50 mile round trip to work. It had to be able to carry all sorts of bits and pieces or else it would not get used. I wanted a bike that was not too heavy and which must be robust enough to fall over without breaking anything. Of course it had to be reliable and useable all year, in all weathers. And I wanted to be able to service it at home. The roundcase 750 Ducati I had at the time, wonderful bike though it was, did not really fit the bill!

To see how I got on with a BMW Airhead I bought a secondhand R80 monoshock which had an RS fairing. The bike was great. It did all I wanted (albeit a little slower than the Ducati) but I hated the fairing and by the time I traded it in for my new R80R the RS fairing had been removed.

My R80R was registered on 1st August 1995 on an N plate. It was one of the very last and my dealer, Pidcocks did have problems locating one in black. With pinstripes please. So mine was probably the last black R80R in the UK.

First impressions: Why was my left boot damp? The dreaded leaking left hand float bowl syndrome had struck but once the bowl was cleaned that problem never came back. And a little issue of a lack

of ground clearance was swiftly rectified by shortening the centre-stand stop.

After that it purred along for a good many miles. I added a BMW screen, GS hand guards and leg shields and foot flaps from Nigel Huish. Those parts gave me adequate weather protection while letting me still feel that I was riding a bike. The fairing system was also robust and with the standard crash bars the bike could fall over without damaging itself (I tried not to check this last feature out too often!). With BMW panniers, the standard rear rack and the flat pillion seat I could carry all sorts of things on it and the bike became the workhorse I wanted.

Time past and 55,000 miles came up. The bike was running well but experts warned that R80s could drop exhaust valves. So Steve at SED replaced the valves and twin plugged it. He also changed the aftermarket Y piece in the exhaust which was really more of a T



piece, for one that gave better gas flow. The twin plugging added a little power but also made the bike smoother and improved the mpg to 50/55 on a run.

The years and miles kept rolling by. Various components were changed as they wore out. A Hagon rear shock and modern Avon Radial tyres improved the handling – and the bike got dirtier but stayed rust free thanks to liberal doses of Duck Oil and ACF50. I learnt all about the charging system and how useful a voltmeter on a bike can be after a new replacement rotor turned out to be dodgy, but the bike carried on doing it's job and always got me home.

In 2011 my situation altered and I needed a bike for regular 350 mile rides from Nottinghamshire to South of London and back. The R80R did this for a time but I wanted a little more power to keep me out of trouble on the M1 and M25 – and with 80,000 miles on the clock and 8000 miles a year likely for the next few years perhaps something newer might be a good idea? But what to get next?

Most of the things on my original 'wish list' were still valid. I still wanted to be able

to service my own bike at home and anything with injection seemed to have too many magic black boxes.

A Triumph Sprint came and went - great fun but it had a chain. An immaculate twin shock R100RT stayed for a short time – I just found the fairing too big. I then bought a 1200cc Moto Guzzi Norge which I still have, but it is not the all weather workhorse I need, more a summer toy to scare myself on. No modern BMW came close to meeting my requirements.

Then the penny finally dropped. My R80R really did do all I wanted. It just needed a 1000cc motor.....and could Mr BMW please make me a new one? Unfortunately not. I was 18 years too late.

Over the next few months I kept a lookout for a suitable R100R and in *The Journal* this summer I found a 1992 model for sale. One owner and 9,500 miles..... A phone call to get more details and I drove with cash and trailer to Norfolk to have a look.

The seller was very genuine. He had bought the bike new, ridden it a bit, but not as much as his previous R100 twinshock. The bike had been tuned to 'Stage 2' by Cray Engineering so it had twin plugs, gas flowed heads, a Supertrapp exhaust, modified airbox and Boyer ignition. It had done very few miles over the previous 5 years and was a bit dusty with the odd rusty bolt. It was also purple, not black, but even so money changed hands and I towed it home.

The next few months were spent servicing it and



riding it to see if I liked it. If I did not like it I was quite prepared to resell it. I changed the exhaust system and the perforated airbox and rejetted the engine to suit. The oil cooler, BMW voltmeter and clock were removed – when I next go to the Sahara I must remember to refit the oil cooler - and lots of little details were fettled. I was half expecting to get some nasty oil leaks or other problems as the underused engine was pressed back into service but nothing of the sort happened. Finally the windscreen and leg shields and other modifications like the alarm and LED voltmeter which I had added to the R80R were swapped across to the R100R.

Four thousand miles have now been clocked up. The most recent ride being a dash to London and back, two up, with the return leg at fast motorway speeds which the R80R would not have happily held.

So I now have my 'new' bike. Which is 3 years older than my 'old' bike!



The BMW Club TOOL HIRE SERVICE

If you are considering doing your own serious maintenance work, some repairs, or maybe a major overhaul then the BMW Club tool hire service can help get the job done and save you a fortune in garage bills at the same time. The club has literally hundreds of specialised workshop tools to carry out disassembly and assembly of most BMW Bikes. This includes

Pre /5, R series air heads /5, /6 and /7.

R series oil heads up to R1200.

K75, K100 and K1100.

Includes diagnostic instruments.

Prices start at just £5.00 and you keep the tools for a reasonable time until the job's done and the bike is road tested. Then just send them back in clean undamaged condition.

For full details, see the Club web site or contact

The Tool Hire Secretary

Mike Delacoe

toohire@bmwclub.org.uk

01327 360 945

9.00pm latest please!



Avoiding French Footprints

Roger Bickerstaffe Discovers the 'Real' France

France had always been a stepping stone to other - destinations - north to the Netherlands, east to Germany or south to Spain. France by *péage* was our main motorcycling experience of the country. The times when we had diverted off the main thoroughfare through the northern villages, it had always seemed 'closed'.

An opportunity presented itself when self-confessed Francophiles, Sue and Phil Jones, took it upon themselves to organise a trip to the Dordogne, where they have a second home. All were invited. I thought it would be an opportunity to broaden my French horizons. Not all of our group were as cynical as I about France. My curiosity was kindled.

The group gathered for the tunnel crossing and our first night in Calais. This enabled those working to get away after work and still be on the correct side of *La Manche* for a continental breakfast the following day. It saved getting up at silly o'clock in England to catch an early enough crossing to compensate for the hour difference, and still get a reasonable distance covered of the five hundred or so miles to our destination. That first night, over a meal and a few beers, enabled club members - who had not previously met - to be introduced, and engendered a pleasant holiday spirit - much needed after a long winter.

We were missing two of our group who had travelled earlier to enjoy that extra day in France, and experience the 'pleasure' of being showered with hailstones the size of golf balls. Never did like golf.

Having learnt from previous travels in a group, we synchronised sat navs. On a previous occasion, *sur-le-continent*, travelling companions had got separated when one

followed the '*shortest*' route and another the '*fastest*' route to a common destination. That was only bettered when, on a trip to a Club National AGM, a certain member guided the group to the destination, '*avoiding low bridges, width restrictions and weight limits*' - when the setting on the sat nav was set up for a *lorry*, not a motorcycle. Favourite pillion was not amused.

We set off in fine weather and good spirits. The long-range weather forecast unfortunately was not as optimistic, predicting far too much 'grey' and not enough 'blue'. Whilst 'blue' was available, we made good progress south, from the channel port, on twelve euros worth of *péage*. Having led from the front on a few occasions, it was much appreciated to follow for a change. From the back I knew what the leader and his 'rear-gunner' were experiencing, having to find the way *and* keep the BMW 'display team' behind together in close formation.

Whilst luxuriating at the back, admiring the scenery and conversing with favourite pillion, I thought I would use the throttle-rocker to pace the journey and reduce the strain on my wrist. Work commitments meant very little riding had been done in preparation for the trip, and we hoped to get saddle-fit during the tour. Those who have used such devices as the throttle-rocker will know that the device is clamped on the twist-grip, and eases the pressure when the wrist is fixed in a set position for hours, by allowing the palm of the hand to set the throttle and ease one's grip. It is most suited for the traffic-free roads of France, and it is easily rotated out of the way when not required. I had remembered it at the last minute, when all were loaded, assembled

and set for departure from Calais. What I had *not* remembered is where it needs to go on the twist grip! Obvious you'd think. When I brought it into use, I thought to myself ... "*I don't remember this getting in the way of the indicators before*". ...

Cruising along at the limit to bank a few miles, we were soon seeing the warning signs for the first '*péage*'. I twisted the throttle-rocker away from use, in the opposite direction to the throttle rotation, and spotted the reason for the mistake. Placing it on the *inside* edge of the throttle, and not the *outside* edge, the lengthy throttle-rocker now was locked onto the top of the front brake lever, reducing the ability to close the throttle. Approaching a '*péage*' booth behind the others was not the best time to realise my misdemeanour. This made for a rather fast tickover speed at the '*péage*' control, whilst favourite pillion took the ticket from the machine and enquired if all was well with the racing engine. A bit of fine-tuning after activating the kill switch settled the tickover to a more respectable rate.

The familiarity of the route for the leader was challenged when the French road engineers of Rouen closed the river crossing bridge he had intended to use, and failed to suggest a signed alternative route over to the far bank. The synchronised sat navs were becoming most insistent on our direction of travel, and that we should ignore the engineers' advice and cross the dismembered bridge. Eventually our leader's river-crossing skills prevailed, and the sat navs calmed down to a conclusion that his route-finding was now acceptable. For those pillions interested – no, he did *not* stop and ask for directions. Our leader, and his 'rear-gunner', prevailed.

Motorcyclists, with French number plates, flew past as if speed limits only applied to the Brits - though they always acknowledged our presence with a wave of the boot if passing from behind, or a hand if coming towards us. So much easier to be sociable on the wrong

side of the road, when your free hand is closer to your fellow welcoming motorcyclist - who was probably travelling north to England to escape the forecast poor weather predicted in France. Trying to mimic the foot-waving was suggested, by favourite pillion, as being a bad idea when cramp set in to her rider's hip on the first attempt.

The roads off the '*péage*' were starting to give us a flavour of France, particularly once we left the prolonged riverside views. The more sedate speed enabled spare brain capacity to sightsee, particularly without having the need to navigate. France certainly '*does*' rustic.

Phil and Sue had programmed a stop on both of our days travelling south. A bit early for our first day's stop, we dismounted and disrobed in a village square, to the curiosity of the Gallic smokers supporting the rail outside their local bar. They must have been smoking rotten fags judging by the stone expression on their faces. We descended on a restaurant, to be greeted by a waiter, who may well have thought that his day could only get better, now that a group of non-French-speakers not only cluttered up one corner of his room with a few hundred euros worth of helmets and jackets, but stared at the menu with confused curiosity. Leader Phil's understanding of the lingo exceeded the combined brain power of the rest of us, and so we let him have his moment of glory to guide his charges into making an informed culinary decision. If *Saga* ever need a tour-guide, Phil - I think you should apply! The waiter's day was already getting better, when, to allay his fear of conversing, he found a French-speaker amongst a remainder whose idea of speaking French is to shout louder in English.

A conundrum was discussed whilst we awaited our food. ... Despite passing miles and kilometres of cultivated land and crops, passing through busy markets, why is it that so few vegetables appear on the average continental menu? We have found the same



L'Ancient Gendarmerie

in Belgium and Germany - though not on this trip, as sat navs had been synchronised! Restaurants in Blighty do a better range of accompanying vegetable roughage. Bowel movements would never have been a topic of conversation a few decades ago, but it did get an airing at the table - though some blamed the beer from the night before.

Eventually, fed-and-watered, we all passed judgement on the French plumbing - with a brave 'survey team' being sent ahead to establish, for the girls, if seating arrangements were available. There was no desire to use the old-fashioned French 'footprint' system. ...

Upwards and onwards to Danville Chocolatrium, in Upper Normandy, about 180 miles south of Calais. If you are in the area and want to experience excellence in chocolate, then it's worth treating your sweet tooth, even

if your wallet suffers a coronary at the till. Price and carrying capacity limited our purchases, but we enjoyed the audio tour around the factory, and watched Pierre and Francois delicately create a variety of masterpieces in chocolate. Makes the Malteser seem a bit bland.

Eastward to Orleans, our overnight stop, and a welcome beer was consumed after we had tested the patience of the evening rush-hour commuters' tolerance towards lost English motorcyclists.

Joan of Arc is associated with the city, but unlike the English of her day, we neither sacrificed any maidens nor started any bonfires. We left the French damsels of the city to their shopping the next day, and headed south once more - with a lovely amount of accompanying 'blue bits'.

We had conversed with fellow Section travellers and amateur historians about today's planned stop. We were going to Oradour-sur Glane, an innocent sleepy French village which, four days after D-Day, was visited by German troops - who slaughtered 624 inhabitants and razed the village to the ground. After the war a new village was built alongside, and the old one kept as a permanent memorial and museum. With the modern wonders of technology we were able to be guided around the museum in English, and walk the streets of the preserved remains of the old village. A sobering experience - but oh so well done - interactive history.

And so to our final destination - Cadouin, near Bergerac, in the Dordogne. We were to stay in a B & B, which in part of its previous history had once been a police station. Called the *Ancient Gendarmerie*, it was run by Dutch expats Jan and Diana, who opened

the gates to allow entry to the parade of tired motorcyclists and their pillions. Phil and Sue had selflessly led us to our destination, before turning and having a further half-hour trip to their cottage. A Gendarme's tunic and Kepi hung in the staircase of the B & B to add a bit of ambiance. The guest book had a note from a wag from the UK who stated ... *'Better than the last police station I stayed in' ...*

Our hosts had booked a table for us at the local pizzeria, which was only a short walk to in the village. A quick allocation of rooms and, duly changed, we descended to slake thirst and satisfy hunger. Cadouin, famed for its 12th century abbey, has a real old-world charm as a location. We enjoyed a fine meal, good conversation amongst friends, and gave a positive judgement on the local hop and grape.

Our guides were to take us to the four colours of the region along fine roads, stunning

views and at times torrential downpours. Got to give it to the French - they know how to build an impressive chateau. Castles and *bastides* (fortified villages) adorned the area, with those that were originally English being identified from their French neighbours - who they used to exchange pleasantries with in medieval times. Monpazier was a fine example of a holiday destination *bastide* for Edward I, though it is beaten in height, at 820 metres above sea level, by the village of Domme, with its panoramic views over the Dordogne. The medieval English quite took to Domme, after the French were 'persuaded' to leave. The most impressive of the towns we visited must be Sarlat, perhaps the most famous town in the region, though the most dramatic must be Rocamadour, with streets and houses climbing the side of a cliff face. The lengths they went to in medieval times to keep away the English



Cadouin Abbey in the sunshine



And Domme without it

tourists in their shiny metal suits. ... The timing of the cloud burst at Rocamadour was perfect - just at that point when helmets were off and being stowed, panniers were open and we were in a car park too far from any shelter. Ruined our stylish 'helmet hair'.

It's a great region - we needed more time. ...

Perigord is the ancient name for the province that is now the Department of Dordogne, and comprises of the *blanc, noir, vert* and *pourpre*. White for the limestone uplands, black for the forests, green for the fertile land, and purple for the vineyards.

Pretty as it was, *grey* was the overriding hue, and we were not particularly consoled by the hosts' statement that the same time the previous year they had enjoyed thirty degree sunshine. For all that, only one day defeated us, when the severity of the downpour made common sense of a roaring fire to dry out the kit, and a bottle or two of the local grape juice to balance the wet on the inside with the wet on the outside. Other than that, we dodged showers and enjoyed the best of the sunshine - particularly at the picnic with Phil and Sue in their charming cottage. "*Mange Tout ...*" as

Del-boy would say!

The only mishap during the week was when one of our early-risers took the shortest route down the stone spiral staircase, missing a few vital risers on the way down, but finding the ground floor with his face on the flagstones at the bottom. Probably not the only time that a guest of the Gendarmerie ... "*Fell down the stairs Sarge*"... but probably none since the Old Bill vacated the premises. With a sticking plaster and an eye containing all the colours of the region, his crash helmet was a bit of a tighter fit for that week, but heroically he carried on.

To balance the travelling between B & B and cottage, we met at the appointed hour in the town square of Belves. Our auxiliary leader always seemed to take an alternative route to the same destination, with various degrees of getting it right. Some of those tiny village side-roads were barely wider than a set of global pannier lids. One day, after leaving the town square, one of our party realised that his ears were only firing on one cylinder. He had unwittingly dropped one of his expensive moulded ear plugs. ... On our next return to

the square, locals saw an assembly of foreign riders walking round in ever-decreasing circles, staring at the ground. We even managed to recruit an Englishman on holiday, whose wife walked off in disgust. Our quaint English custom reaped its reward, and the missing earplug was reunited with its owner's auditory canal, after a quick mouth-wash.

Over the week we ate well, drank well and improved our wet riding skills. If a place passes muster in the rain then it has a lot going for it. This one did! With all the foie gras in the area no one rose to the challenge of tasting it, though a soupcon was purchased, in a can, for later consumption once back home.

In conclusion, we definitely discovered more of the 'real' France - it will now cease being a mere 'transit route'.

Et maintenant, je voudrais remercier tout particulièrement Phil and Sue.

(Hopefully it means 'a special ... "Thank you" ... to Phil and Sue.)



CLUB MERCHANDISE	
Mouse Mat / Coaster Set	£4.00
Helmet Sticker	£0.80
Reflective Sticker	£1.20
Car Sticker	£1.00
Lapel Badge	£2.80
Cloth Badge	£1.80
Lanyard	£2.95
Key Ring	£1.50
Fridge Magnet	£1.00
Journal Binder	£6.50
BMW Club Pen	£0.60
BMW Club Mug	£6.50
BMW Club Mini Umbrella	£6.50

Details of all these great products are available on the club web site.
www.thebmwclub.org.uk/merchandise

Please see the main advertisement in this journal for details of how to order.

Free:- Northern Kenya



Riding Around the World – The Ultimate Journey?

Part One from Dr Pat Garrod (author of 'BEARBACK, The world overland')

At the turn of the millennium, with my girlfriend as pillion, I rode a BMW R100GS around the world. Riding a motorcycle is all about FREEDOM. I wonder if anyone who has ever sat astride a bike, twisted the throttle and felt that addictive surge of power would disagree? Riding around the world simply takes that sublime feeling to its ultimate conclusion. Planted on your GS, with a full tank of gas, loaded for the world, knowing that you can and will go anywhere on the planet is nirvana. Pop your best friend, preferably the one you're sleeping with, on the back, and you're somewhere close to how I felt as we approached the Portsmouth ferry one cold, wet November's night - Friday 13th.

As the rain continued to fall we submitted our ticket to the lady in the booth. Hesitant, she looked up.

"There's no return date. When do you come back?"

It was a fair question. We tried to explain, but it was all in vain. Eventually, bored and confused, she waved us on.

Despite the inauspicious start, I'm happy to say I'm here writing this - so yes, we made it all the way round. We'd planned on two years for the trip, but then the aim was always to rumble rather than race, the world quite literally too big a place to rush. With a six-month work-break in Australia to top up the coffers halfway around, two years soon became four. Long enough to ride 100,007 miles through six continents and sixty-four countries. Long enough, hopefully, to give the myriad of places we travelled through the time they deserved.

In this and a follow-on feature, I hope to speak a little of what is involved in successfully riding around the world - the nuts and bolts if you like of living-the-dream. But first perhaps we should consider the 'why?' As the old Harley-Davidson slogan goes ... 'if you have to ask...you wouldn't understand'. ... It sounds obvious - but you have to *want* to. It's that objective, the mission, the ultimate goal that keeps you focused when the going gets tough. Riding around Italy or the States is fine. It beats going to work or travelling most anywhere by car. But it's only really when you hit Africa, the Far East or South America, the 'overland zone' as Chris Scott likes to call it, that sensory overload really takes a hold. I remember a guest speaker at my school prize-giving ceremony once saying that with the coming of the jet engine the world had shrunk. As I heard his horrifying words I knew he was wrong, I just had to prove it.

Seeing the world unfurl before you, mile by mile, country by country, is special. Riding every inch of the way from Marrakech to Mount Cameroon, from Chile to Columbia, from the Taj to Pompeii, from desert to rainforest to Arctic tundra, from San bushman to Pashtun warlord, witnessing the changes - subtle and sudden - knowing that a road, your road, your unique route, links them all, is life-changing.

Moving on to the 'how?' - one could write a book on this, indeed many have. Preparation is key, but don't get bogged down by it. Never lose sight of the dream, that one thing in life, the one idea that *truly* excites.

Here is my brief summary of what is important, only an opinion, but it worked for us. This has to assume of course that those three most precious commodities in life have been taken care of – namely: health, time and money, in that order. Whoever you are, whatever you do, unless you're locked up, you *can* embark on this ultimate journey. Any other 'prisons' are only of our own making. We happen to be doctors, plenty of excuses there for not breaking free, but we've met overlanders from all walks of life. Sell or rent the house, blackmail the boss, live on beans, work in Saudi ... do whatever it takes to get out there, but best do it now.

The following prep needn't take longer than a month or two. ...

Opt for a *diplomatic-sized* passport (lots of pages) and try your hardest to get hold of *two*. It *is* still possible, by stating you are visiting incompatible countries, e.g. Israel and most

anywhere else in the Middle East. Obtain what visas you can in London, depending of course on your proposed route and the fact that most will time-expire within three months. Sort out a Carnet for the bike, or to give it its full name *Carnet de Passages en Douane*, from the RAC - basically the vehicle's 'passport' with which you can legally enter and leave any country in the world, barring Iraq and North Korea. The motoring organisation charges a fee for the document (currently £195). More importantly, they will need an assurance that, should the vehicle not leave any country it has entered, then the duties will be paid. These duties amount to a multiple of the value of the vehicle, two hundred percent for most countries, but as high as eight hundred percent for some 'more difficult' countries like Egypt. The RAC will accept cash or a bank draft to cover that assurance, fully refundable if and when the vehicle returns and the 'last page'

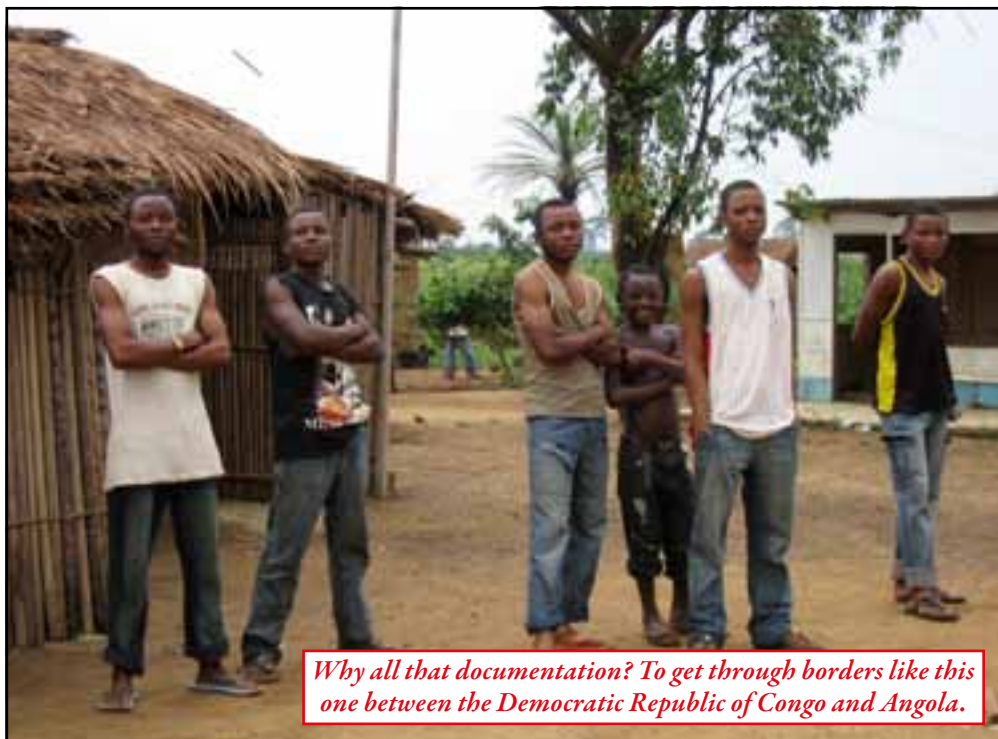


Our R100GS, The Bear, loaded for the world, 2-up.

is signed off. Alternatively one can take out an insurance premium, paying ten percent of the maximum duties payable for your journey, half of which is refundable on return.

The carnet consists of twenty-five pages, each of which has three parts: a counterfoil for entry and exit stamps, an entry ticket and an exit ticket, stamped and kept by Customs at the border on entry and exit respectively. If you sell or lose the vehicle anywhere in the world, duties will be payable. The key of course is to down-quote the value of your bike, even to the low hundreds. I'll leave you to do the sums, but it puts obtaining a carnet for us mere mortals into easy reach. It's also one very good reason for choosing an older machine with which to ride around the world, not to mention the fact that carbs and cables are easier to tweak in the middle of the Sahara than a bike that's gone into 'computer-says-no' mode thanks to its sensors and read-codes.

Other documentation is simple:- International Driving Permits, both 1926 and 1949 variants, depending on the countries you're visiting; best get several of each, they're only a few quid. An International Certificate for Motor Vehicles (ICMV) for the bike (from the AA), and travel insurance that definitely covers long-distance motorcycling and will repatriate you should the worst happen. As for vehicle insurance, you're sorted for Europe for the first year on the road, but beyond Europe's borders, forget it. Countries and regions either will or won't demand you purchase their insurance documentation at the border. Of dubious validity, it might just help you should you have an accident. Some countries have third-party insurance written into the price of the fuel ... yeah, right! Your only true insurance is your riding. Slow down! This leaves passport photos, thirty wouldn't be too many; cash, a few Euros if you're hitting North



Why all that documentation? To get through borders like this one between the Democratic Republic of Congo and Angola.

or West Africa, US dollars for the rest of the world; and plastic. Best get every vaccination on offer and a record that you've had them. The books talk about '*proof of liquidity*' in the form of bank statements or letters, but despite carrying them we've never had to use them.

After documentation, it's bike preparation and kit, but like I say, don't get bogged down with it. Ed March rode across Asia and up to the Arctic on a C90 with a front-mounted shopping basket. Hats off to him - but why? Give me a 1000 cc any day. For me the riding has to be fun. I have to look forward to straddling that bike every day - big Beemer ... yes! C90 'hairdryer' ... nah!

Bike prep is simple - biggest tank you can lay your hands on to avoid carrying jerrycans; up-rated suspension front-and-rear; in-line fuel filters; stick with the paper air filter, it works just fine; bash-plates for the engine and gearbox; and have a widened base-plate welded on to the side-stand to avoid sand-sink. Most important of all is a sheepskin on the seat. This keeps your backside cool, non-sweaty and prevents slip.

Luggage, hard or soft? The perennial question. Our metal panniers saved my legs when we went down at speed in Cameroon, but they can trap them too, especially in deep sand ruts. That's where stiff motocross boots and a determined pillion come in. If it wasn't for Ness I'd probably be nothing more than sun-dried bones sticking out of a Dainese jacket, still trapped under my lardy GS somewhere in Chad. One piece of advice I'll never forget, that has always helped me with the packing and weight issue of long overland trips, came from an ex-SAS guy lecturing us in Zimbabwe years ago, when I was the expedition medic. ... "*Whether you're out in the bush for three days, three months or three years, you need the same amount of gear. Pack for three days. End of story.*" ... To her girlfriends' horror, Ness packed just three pairs of G-strings for the entire trip.

Tools and spares are an important issue - choose carefully, they're very heavy. Specifics will depend on the bike, but spare levers and cables shouldn't be forgotten. Every piece of machinery has its Achilles heel. For the R100GS it is undoubtedly the driveshaft. We got through three in the hundred thousand miles, and another three on a subsequent circumnavigation of Africa between 2006 and 2009. We never travel anywhere now without carrying a spare - and the few specialist tools needed to replace it. I first felt that heart-sinking crunch of failing transmission in Bamako, Mali. To have a driveshaft sent out would have cost hundreds, not to mention the trumped up customs' charges. By some stroke of luck we met a man who knew a man who had access to the President's armoury. We had witnessed the presidential motorcade flashing about town just days earlier. Slow, stop and look away are the golden rules when any African president is on the move, but we had caught enough of a glimpse to notice that his flankers rode BMWs. A little greasing of the right palms and one of their driveshafts was



Even good kit has its limits. These gloves have been twice across Africa.

duly ours. It took me three days to strip the bike and replace it in a mosquito-infested den in the backstreets of Bamako, following the Haynes manual word-for-word, like baking a cake. Subsequently, now always carrying our own, I've completed the job, under the shade of a Mozambican mango tree, in less than three hours.

Many of the old 100GSs came in black and yellow, gaining them the nickname ... 'bumblebees'. Theoretically, according to the laws of physics and aerodynamics, bumblebees are too heavy for their little wings to enable them to fly. But then no one told the bumblebee. Many might look at our GS, loaded for the world, two-up, and mutter the same, especially when it comes to off-road. But just as the bumblebee pays no heed to scientists and engineers, we had to ignore the doubting dirt-bikers, standing on their pegs. Now, after seventeen years of overlanding, we've taken the GS four times across the Sahara by three different routes, ridden through the Congo, hit numerous trails throughout South and Central America and ventured way north of

the Arctic Circle - always two-up. Heavy, but extremely capable and one of the few bikes to give the pillion a comfortable ride, it really is all down to tyres and how little air you dare run with, especially in deep, soft sand. Having ridden on just about every tyre they make for the bike, Continental TKC 80s come out as the best all-rounder in my opinion, with the Michelin Desert taking top slot if you're purely Africa-bound. Second only to tyres is not so much what or how much luggage you take, but where you put it. Keep that centre of gravity low, low, low!

Making the Bumblebee Fly (from BEARBACK, The world overland Appendix 1: Kit List)

In the planning and pre-departure frenzy, which is an integral part of any great adventure, we made the mistake of laying the kit out in its entirety. Fitting it all onto one 1000 cc motorcycle seemed an impossible task, but then practice does make perfect.

Broadly speaking, tools were carried on top of the battery under the seat. The tankbag contained spares in its lowest compartment; SLR camera, binos and SWB radio in its middle section; and guidebooks, maps, GPS



***Replacing the driveshaft in Mozambique.
In Africa you're seldom alone.***

and ciggies in its upper compartment. The panniers took our personal kit - one each. The rear-pack held the light stuff – sleeping bags, medical kit, water filter, water bags (when not filled) and some food. Tent, thermarests, waterproofs and more food were carried in canoe bags strapped to the top of the metal panniers. The rolled up 65-litre rucksack we strapped to the front mudguard, inside a canoe bag, its backstays tucked under the seat - this so that we could abandon the bike periodically and trek for weeks at a time.

The huge fuel tank meant we never needed to carry extra fuel, except in Chad. Its massive weight when full kept our centre of gravity low, nicely counterbalancing the weight of luggage and pillion at the rear of the bike.

On an overland trip, self-sufficiency is key. It's what gives you the freedom to head east, west, north or south at a moment's notice – 'bareback' to the ends of the Earth.

I'm trying to take myself back to those pre-departure days. Once something becomes second nature to you, it's oh-so-easy to dismiss the worries and concerns that everyone inevitably has, especially before setting off, with a simple shrug and seemingly off-hand

comment like ... *"Once on the road everything will fall into place and it'll all work out". ...*

Yet it's true. It does. But then again, in a strange kind of way, you have to earn this 'eureka moment' - this break from the western mindset and the need to control everything. It is perhaps the single most liberating aspect of journeying so far and for so long. Only then do you feel truly free. Two-week holidays or even, dare I say it, three-month, celebrity-ridden, made for TV, entirely supported, round-the-world trips might not get you there.

Inevitably however, it was unforeseen daily events and fate, which ultimately fashioned our journey, repeatedly blowing away foregone plans. It can take months, years even, to escape the western mindset and accept a journey for what it becomes, rather than trying to make it what you planned it to be. And with that realisation comes rewards, so often denied by the conventional two-week break.

But to cast that aside for a moment, what did I worry about? What might people setting out wish to know? What questions do they ask? Maybe it's just human nature, but invariably people's questions about the trip



Don't forget the camping kit. The Sahara.



Too much welly in the rainforests of Cameroon

always seem to focus on the negative. ...

Did you have any accidents?

Yes, three.

Did you break any bones?

No, not on this trip.

Were you ever scared?

Yes.

Really scared?

Yes, when a Tuareg nomad pulled a knife in

Timbuktu. Yes, when the rear tyre blew out in the Northern Territory. Yes, when...

Weren't you really uncomfortable?

At times. Sleeping in a tent in near-one-hundred per cent humidity in the Belize jungle, covered in DEET and surrounded by tarantulas, springs to mind.

More poignant questions have included. ...

What did it cost?



...and too little in the deserts of Chad.



Tyre deflation to as low as 0.5 Bar makes all the difference. Algeria.

I've honestly never worked it out, but we generally budgeted on £10 a day each for the four-year world trip - this generally covering any accommodation, food and daily living expenses, with extra budgeting thrown in for flights over the oceans, fuel and most importantly an 'adventurous activity' fund, which we treasured highly, because it meant that when we got to 'special' places, we didn't just ride on by. Examples included white-water rafting on the Zambezi in Zimbabwe, numerous safari opportunities, a Singapore Sling in the Raffles Hotel, not missing out on the Galapagos Islands when we were only a short distance away in Quito, Ecuador, a small plane flight over the Nazca lines in Peru etc., etc...

How easy is it to fly the bike?

It's a hassle, takes a few days out of your trip, but is way easier and quicker than shipping. The bike is classed as 'dangerous goods', involving forms and a few practicalities like disconnecting the battery and draining fuel down to a quarter-tank. You need a wooden crate or palette, depending on the airline. It generally costs the same as a person once you've reduced the bike's 'volume-weight' by taking it apart a bit. Try transporting anything with

four wheels between continents and you'll realise why the motorcycle is the way to go.

How did you put up with each other for so long?

Choose your travelling partner very carefully. We were close before we left. Allow each other space and don't even think of an intercom. Be true to yourself. You'll likely intuitively know whether you travel best alone or with a companion. Just beware the emptiness on your return if you go it alone.

What was your favourite country?

Now that's more like it - but impossible to answer of course. Oh, all right then - Botswana.

In Part Two we will be delving into the journey itself, the 'where', in a little more detail, visiting places as remote as Timbuktu, Patagonia, Costa Rica, Australia and Pakistan, along with Ness' take on it all - the female pillion's perspective.

Even at the very beginning of the four-year trip, as we left Europe for Africa, I could sense this journey was special, a gift. It felt so ... right.

Blessed by sunshine and a calm sea, we gazed back at the diminishing Spanish coastline - even the dolphins were out to



Choose your tyres carefully. This 2-ply Michelin T66 wasn't up to the sharp 'ripio' rocks of Argentina's Ruta 40

see us on our way. We had no idea at the time just how long it would be before we set eyes on the Mediterranean again. From that moment on we lived only for the present. Everything we would see we had never seen before. Every person we met was to be another perspective on life; every mile covered revealing a new horizon. The freedom of it all, the anticipation, was utterly intoxicating.

As I said before - you have to *want* to.

Pat Garrod's highly acclaimed book, **BEARBACK, The world overland**, from which the excerpts in bold were taken, is available both in hardcover (ISBN 9781848765146) and paperback (ISBN 9781780883861) from Waterstones, Amazon and all usual outlets.

Signed copies are available from the author along with further overlanding know-how on Pat and Vanessa's website www.theworldoverland.com



...necessitating desperate measures - filling with foliage. All spare tubes and patches had been used up.

The Alternative Highway Code – Part 1

Jim Bettley Has Heard it all Before ...

One of my jobs (on a zero-hours contract!) is training the course offered to drivers and riders caught speeding. To say it can, on occasions, be interesting, is an understatement, even though it is generally a hugely rewarding way to spend the day, with lots of fun along the way.

Over the years I have learned much from the delegates, but I have also heard some wonderfully amusing (or sometimes scary) assertions and statements which I have thought worthy of collating in such a way as to produce an Alternative Highway Code, prompted by these comments. Here are the first ten. They made me smile. I hope they do the same for you. ...

Rule 1 – Drivers caught speeding after mid-day by a mobile camera will not be prosecuted if the van wasn't there in the morning.

Rule 2 – People walking with children should let them run around uncontrolled anywhere, as this will eventually teach them some very serious road safety lessons.

Rule 3 – People who tow caravans must apply for glasses, a flat cap and a pair of baggy shorts, which must be worn with open sandals and black socks.

Rule 4 – Drivers suffering from poor eyesight are required to lean forward and get their nose as close to the windscreen as possible to give themselves an extra two-feet of view.

Rule 5 – Cyclists may ride during darkness without lights, providing they are wearing black clothing, or are drunk, or have stolen the bike.



Rule 6 – Motorcyclists who have returned to biking after a gap of more than twenty years must wear slightly too tight, but colour-coordinated, one-piece leathers.

Rule 7 – It is permissible to drive for up to half-a-mile without lights in the dark, providing you suddenly remember and switch them on.

Rule 8 – It is permissible to suddenly pull out in front of a motorcyclist at a junction, providing you are in a hurry and the motorcyclist does not look dangerous or scary, like a Hell's Angel.

Rule 9 – Drivers who know they are important may exceed 'Twenty-is-Plenty' limits outside of schools at anytime they can't see any police about.

Rule 10 – It is only necessary to indicate at a junction if your mum is in the car or you can see the police are about.

The North East Section are delighted to invite you all to

**Camping and
Bunkhouse on site
plus hotels and guest
houses just a short
walk away in the
village.**



Ride-outs.

Mini Reivers Boreen
Run on the little
known back roads of
this uncrowded
county! Plus three
more great rideouts
to choose from on the
Saturday.

Fri 16th to Sun 18th May

A self financing
'Back-to-Basics'
event! Come along
and enjoy the
craic!

**The Demesne Farm
Camping and Bunkhouse,
Bellingham, Northumberland,
NE48 2BS**

www.demesnefarmcampsite.co.uk

**Just some of the other
places to visit include**
Rothbury and Cragside houses,
Alnwick Castle,
Historic Hexham and its Abbey,
Hadrians Wall,
Bamburgh Castle,
Holy Island.
All within a 20 mile radius.

**Good cafes in the village
plus a great pub that
serves excellent food
from dawn to dusk.**

**So don't delay, please get
booked up soon! See the
booking form in this Journal.**



Your contact for this event is: Simon Johnston
northeast.secretary@bmwclubuk.net
Or phone: Ashley Gane: 07786 938 476.

All Club members welcome at this event

£22.00



Roll Neck Shirt
£22
Available in navy or black



Short Sleeved Polo Shirt in navy.
Small only
£5 each

£22.00



The new Black Polo Shirt now has logo moved to the sleeve as above. Sizes S,M,L,XL,XXL.



COOLTEX SHIRT £17
Navy blue with light blue piping

Sizes:
S (36/38)
M (40)
L (42)
XL 44
XXL (46/48)

Beanie Hat £4
While stocks last



PEAKED CA
£5.50



Soft shell jacket £36
navy or black.
Sizes: S. M. L. XL. XXL

NEW



UTAG identity tag £18

Also available
Fridge Magnets £1 each
Key Rings £1.50 each
Cloth Badges £1.80 each

SPEND £30 AND GET A FREE MOUSE MAT AND COASTER SET!

Order on line at www.thebmwclub.co.uk

Telephone enquiries and sizing advice to Cath Broughton on 01604 416 896 C
Order on the Club web site and pay by credit or debit card; or order by post (Cheques pa
Please give your membership number when ordering by post. Sizing information a

BRAND NEW LINES GREAT XMAS PRESENTS AND STOCKING FILLERS!



New Design
Mug. £6.50



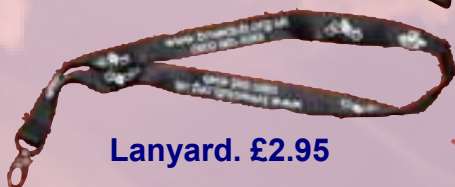
Ripper Wallet
£4.00



Leather
Wallet
£17



New Design
Pen. 60p



Lanyard. £2.95



Neck Warmer
£10



Compact
folding
umbrella.
Perfect for
the bike!
£6.50

POLITE REMINDER

Please note: We cannot accept orders over the phone.

bmwclub.org.uk/merchandise

calls between 9.00am and 8.00pm. Email enquiries to: regalia@bmwclub.org.uk

(available to The BMW Club) to:- Cath Broughton, 17 Strawberry Hill, Northampton, NN3 5HL.
available on the web site or by phone. Sorry, we cannot take orders over the phone.

Spring National 2014. BOOKING FORM. Borders' Motorrad Weekend

Friday 16th to Sunday 18th May.

Your details

Name	Associate/Guest Name
Address	Membership No. _____
Email	Phone

Fees and charges for accommodation.

Weekend fee @ £10 per person. (£8.50 pp. If booked before 28/2).		£
Tent	No. of people X No. of nights @£10 pppn	£
Bunkhouse**	No. of people X No. of nights @£17 pppn	£
Motor Home	No. of people X No. of nights @£17 pppn	£
Caravan	No. of people X No. of nights @£17 pppn	£
Electric hook-up	No. of people X No. of nights @ £6 pppn	£
Cheviot Hotel B&B***	No. of people X No. of nights @ £45 pppn	£

Meals required at the Cheviot Hotel

	Qty Friday	Qty Saturday	Qty Sunday	
Breakfast @ £6 pp****	n/a			£
3 course dinner @ £16			n/a	£

	Total for Weekend	£
--	--------------------------	---

GRAND TOTAL TO PAY

	£
--	----------

Send form and payment by cheque made out to "BMW Club North East Section" to:-

**Ashley Gane, N.E. Section Treasurer, 13 Durham Road,
Annfield Plain, Stanley, County Durham, DH9 7UF.**

Please enclose a self addressed stamped envelope if receipt is required.

**Bunkhouse space is limited and secured on a first come first served basis.
 ***All rooms are twins so singles will need to arrange sharing please.
 ****Breakfast is included for hotel guests. £6 charge is for non residents.

DAY VISITORS will be charged £3.00 minimum fee at the gate which will be donated to the Great North Air Ambulance.

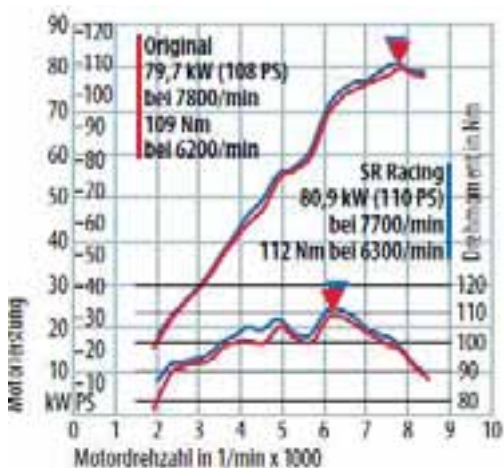
German Jottings

The pages of Motorrad interpreted by John Bentall

Issue number 18 of Motorrad carried a comparison test of after-market exhausts for the twin-cam 1200GS (2010-on) model. The most important point (in Germany at least) is that the drive-by noise does not exceed the 80 dBA limit specified in Regulation 97/24/EG when performing acceleration tests from 30mph in 2nd and 3rd gears. This is largely managed by the engine ECU which opens the exhaust valve according to various parameters such as revs, motor load and gear selected. Ironically even the standard system surpasses the limit (at 83dBA), so there is little headroom for the aftermarket boys to improve the sound and still remain within the boundaries.

Motorrad examined the ease of assembly, any dangerous projections that might cause skinned knuckles, quality of engineering (not too near vulnerable plastic indicators), how much weight was saved, the provision of extras such as heat-shields, assessed drive-by noise and finally checked power gains on a dynamometer.

The stock system knocked out 108PS at 7,800 rpm on the dyno. The top 3 slip-on cans were the SR Racing for €660 (110PS), Akropovic for €980 (108PS), and Hattech for €548 (108PS). The popular Laser exhaust was well-made but only produced 103PS on the dyno and the GPR Furore came last as it was both poorly made and performed badly - only 100PS.



Motorrad also tested the hugely expensive - €1740 - Kesstech Performance exhaust with its own electronically driven exhaust valve. This system requires fitment at a specialist workshop as there is a connection to the on-board electrics. The valve can be opened and closed manually by the rider or left to operate automatically. With the valve open there is a significant increase in power across the rev range with a maximum of 115PS available at 7,600 rpm.

A breakfast run on an old boxer

By Andrew Ayriess, South East Section

As a young member of the club (35 years old this April), I would like to show my appreciation to all the members who send in touring stories for us all to read.

A few years ago I ran a 1981 R100RT for the 5 years that I was a full time mature student. It cost me a £1000 and with some winter proofing and an unleaded conversion it was just the bike for keeping outside out my student digs in all weather conditions in Maidstone and for regular motorway trips back to Leicester at weekends.

On one of the summer breaks I took an impromptu ride that turned out to be one of my most treasured biking moments.

While visiting my friend Brian & his family who lived in Preston at the time I had a spare

morning while Brian had to go into work for half a day. So, what was I going to do until he was free?

Always an early riser, I looked out the window at clear-ish sky and saddled up. With the tank already full, I left Preston at approximately 6.30am with a tank bag containing a breakfast roll, a small carton of fresh orange juice and my camera.

I headed north on the M6 and exited into southern end of the lake district. I headed straight to Ambleside. The roads were pretty clear of traffic. Heading west out of Ambleside I headed towards Boot. The Wrynose Pass was also clear of traffic and I made good time heading towards Eskdale.

I took a few photos at the foot of Hardnott pass and headed straight up. I parked up on the top of the Hardnott pass, got my breakfast out and found a rock to sit on while admiring the view down the length of the Eskdale valley with my tatty old boxer in the foreground. My watch had just ticked over to 8am. I sat for another 20



minutes or so.

Complete silence.

It was a little cloudy but this was marvellous. The last time I had been here it was busy with commuting work vans and tourists in cars and on bikes. There was no room to even park at the top the last time I was here.

I got back on the R100 and headed back the way I came. Into Ambleside and out on the road that I believe is known as “The Struggles”. This steep & windy road leads onto the Kirkstone Pass. A nice clear run towards Ullswater and then on to Keswick. No time to stop in Keswick as the tourists will be waking up soon. The old boxer was so nimble on these kinds of roads so I headed out of the back of Keswick towards Borrowdale and the Honister pass. Buttermere glistened in the morning sun and I made my way to the Wrynose pass. This pass is a real cracker. People were now starting to park up with their families in various places to put on their walking boots. Back into Keswick and time on my dashboard clock was ticking. I had told Brian that I would be back for when he got home from work. Kirkstone pass again would be pushing it, so I headed back to

Ambleside on the A591. The road was dry and clean. Thirlmere looked like a postcard. As I headed out of Windemere towards the M6 I passed a few tourist buses coming the other way. My timing had been perfect.

I pulled up on Brian’s driveway at 12.45pm. He had arrived home about 15 minutes

before.

After a quick sandwich and a cup of coffee, we now had the afternoon to go for a ride.

“Where shall we go,” Brian asked

“Wherever you like,” I replied

“The Dales it is then,” said Brian, as he wheeled his red 1100GS out of the garage.

“Just give me a minute to top my oil up,” I laughed

It really was a perfect day. I look back on my time with that tatty old R100RT with fond memories. It may not have looked much, but on small, technical roads it was sweet. I have never enjoyed a breakfast run more, on any other bike, before or since. And no diner can compare to the top of the Hardnott.

I sold that R100 after I graduated in part exchange for a Pan European to a man called Doug Frampton from Kettering. I regret selling as the Pan turned out to be not “my cup of tea.” I found out that Doug passed away in April 2013. My condolences go to his family.

I have since sold the Pan and have bought a 1979 R100RS. Unlike my grot bike RT, this one is a real looker. Have a safe summer and keep waving at the airheads.



The Joys of Electronic Navigation

The Editor is a (Partial) Convert ...

I've always had a fascination with maps. Perhaps being brought up in the middle of nowhere instilled a sense of wanderlust, or maybe I simply like to know where I am. For whatever reason, I'll have an atlas of some sort with me whenever I'm driving or riding somewhere even vaguely unfamiliar. When we bought the GS, at the end of 2005, satellite navigation was an optional extra. Gillian said ... "NO!" ... with the sort of determination that only comes out when spending around £1000 on something of unproven benefit is suggested. Optional it was as far as the accessory catalogue was concerned - but it wouldn't be troubling my wallet.

Our first European tour on the GS was memorable primarily for how much rain fell on us. Our second was much better. Neither was troubled by navigation problems. The reality was that I can read and, to a fair extent, memorise a map. Apart from going in circles round Tours a few years earlier on a Triumph Tiger, I've never really needed more than a map and a few road signs. Another five years' touring didn't change the situation. Satellite navigation devices came down dramatically in price. I retired and, to give myself something to do, started working part-time for a company who sold them, often to young motorists who took pride in saying that they couldn't read a map. Older motorists, in contrast, routinely said that map-reading was something they were familiar with, before declining the opportunity to spend money on something to replace something they were happy with.

I bought a 'clearance' Garmin Nuvi to use

in the car. I didn't use it often but it certainly helped to negotiate the streets of Glasgow, a city I'm completely unfamiliar with. It also helped to find ways round closed roads in the West Country, although some of the lanes it took us down weren't the ones that I would have chosen for myself. The only times that one would have helped on the motorcycle were a couple of days in June 2012, both during the same holiday. The first was on the way to Chinon from Le Havre for a pre-booked overnight stop. We avoid motorways and main roads as far as possible, preferring the French D-roads and rural villages to the thunder of heavy transport. I normally navigate by writing down the names of the places we'll be going through, supplementing it with an AA-published A5 atlas, this being the ideal size to fit the map pocket in a BMW tank bag. The problem was that French road signs generally point the way to the next village, and the scale of the atlas meant that not every village was shown. In principle, what I needed was an atlas scaled at three miles to the inch, rather than sixteen. However, stopping at every hamlet to look at the atlas in the right-hand pannier would have taken more time than getting lost a few times. We got there eventually. The return journey was worse. ...

We'd booked a Mercure in Le Mans on the grounds that it was a sensible distance back to Le Havre the following day and it was very reasonably priced. I printed a couple of pages from Google Maps as Le Mans is a big place and I don't know it at all. Finding the place was a nightmare. The city didn't seem to

resemble the maps I'd printed, which had suggested that it was easy enough to find my way round. It's common French practice to signpost hotels and the like, and we did see one sign, but ultimately I was navigating by dead-reckoning, with an increasingly sceptical wife behind me. We got there after a long and fraught afternoon, fortunately just before the rain started.

A couple of head-scratching incidents didn't mean that my navigational skills had failed, as a run to St Aignan-sur-Cher a few months later proved. What changed the situation was spotting an advertisement in *Mutual Aid* for a BMW Navigator II - a very obsolete version of the Garmin StreetPilot 2610, but a device with something of a following. Fighting my conscience, I waited until a copy of *The Journal* hit my doormat, then picked up the telephone. A short conversation and a few emails later it arrived, given to me for the cost of the postage by a man after my own heart, who didn't need it any more but couldn't bear to throw away something that was still working.

The first thing to do was to sort out power to run it and then find a means of fitting it to the GS. I knew that it didn't include a power lead, but assumed, having not seen the device, that I could construct something suitable. It needs a very odd power connector which I couldn't fabricate but, following a lead on 'ukgser', I bought a Garmin item which, with a measure of jury-rigging, put power on it. Fabricating a mounting bracket for it was completely beyond my modest skills with metal, so I bought a RAM mount on the basis that it came with a good reputation and was the cheapest thing I could find to do the job. Once I'd found my old toolbox, the one with the spanners I hadn't used



since I sold my 1966 Bonneville, the fitting went reasonably smoothly. RAM mounts are a quality American product so use AF-sized fasteners. Trendy modern metric spanners do not fit. The parts I bought, on RAM's advice, cost about £43, including £6 for a set of screws



whose advantage over the contents of my spares box is marginal. I'll probably still be using this kit long after I've forgotten the cost of buying it, so that's the end of the whinging.

With the device mounted on the motorcycle and powered from the accessory socket under the saddle, I could ask it for guidance according to *its* idea of navigation. This doesn't suit me, or, I believe, any other rider. We don't want the quickest or shortest way to somewhere - we want a road that's fun to ride on. The Navigator comes with mapping on CD-ROM, which includes a routing program to allow routes to be planned in advance, just like using a real map, then sent to the Navigator, thus saving all the effort of reading a route card or remembering where you intended to go. That's the theory. The reality is that support for these old devices was withdrawn several years ago, and up-to-date mapping is not available from the manufacturer. Maps published in 2007 or thereabouts, whether electronic or traditional paper, are of questionable value. They're OK for roads that have been there since 1952, but there's plenty more been built since then.

Being at heart a frugal sort, I'd already done a fair amount of research into electronic maps on the Internet, but now it mattered, rather than being idle curiosity. Using the Nuvi in the car, and watching it get confused thinking I was driving through a field when I knew I was on a recently-built bypass, had provoked the research as an academic exercise. Now it was time to do something about it. My preferred search engine found me a retailer selling the 2 GB Compact Flash cards which the Navigator uses at a very reasonable price, so I ordered a pair for experimenting with, as I didn't want to risk wiping the existing mapping before I knew what I was doing. I ordered them on Friday and they arrived the following Monday.

If you know where to look, you can find free and legal maps of most of the world for your Garmin. Mine came from www.garmin.com.

openstreetmap.nl, from where I downloaded the UK, Republic of Ireland and France as a complete set. Trying them out on the Nuvi showed that they didn't support UK postcodes, but other than that they worked perfectly well. Unlike ours, French postcodes cover large areas, but it makes little difference with the 2610, as it only accepts the first four or five characters, which isn't enough to be much use.

As I like to know in advance where I'll be driving, I use Google Maps to find places, then send the search results to whichever device I'll be using - rather than use the device's own search facilities. This, as I said before, navigated us around the West Country to our accommodation and a collection of tourist attractions. The acid test was whether the Navigator II could use the received Google Maps search results to find our way around Normandy. Gillian and I know the area reasonably well from previous visits, so we weren't anticipating being lost.

As always, Google Maps found everywhere we were planning to visit for me. The facility to find places and send them to a GPS device, rather than print a page that gets wet and soggy when I wriggle it into the map pocket on the tank bag, is one that I value greatly. French guide books have started even printing GPS co-ordinates instead of street addresses for places in remote or rural areas, and this helps as well. Everywhere that we went to we reached without problems. Only one ... "*Oops*" ... and a three-point turn, and that was my error, not the Garmin's. Once I was used to following it, it took us everywhere. When I decided that a rural road was preferable to a dual-carriageway and ignored its instruction, it recalculated and took us the way I wanted. The only times that it's been less than successful is, ironically since that's how I expect to use it, when I've tried to plan a route in advance.

For a long time Garmin's route-planning software was Mapsource, which I find less

than intuitive to use. (It is more demanding to achieve a measure of proficiency even than InDesign, which is what *The Journal* is put together with. It has also been superseded by something called BaseCamp, which is even more of a challenge.) I planned a route from Cherbourg to the holiday apartment we'd rented in Corsuelles-sur-Mer to avoid the dual-carriageway down the Cotenin Peninsular, on the grounds that small-town France offered the chance of a decent lunch, whilst a main road service area was as unappealing as one at home. It sort of worked. It got us out of Cherbourg without trouble, but I misread the white lines on the road in a little hamlet, turned left instead of right, and went round in circles trying to regain my planned route, rather than letting the Navigator do it for me. Eventually, between us, the situation was recovered and our apartment was found. Subsequent routes planned in advance have been much more successful. Practice clearly makes, if not perfect, at least good enough. Paradoxically, on our return to Cherbourg, where we wanted to visit an art gallery before returning to the port, the Navigator served us perfectly when I entered the gallery's street address and let it do the work.

So was it worth it? A guarded ...*"Yes!"*... Adding everything I've spent it comes to a little under £100 - remembering that I was given both the major item and, after I placed an advert in Mutual Aid, the genuine BMW power lead, which made the wiring much neater and allowed me to use the extra buttons on the BMW mounting cradle. The lead is still available as a genuine BMW part but at about £63 there was no way I was going to buy a new one. The starting price for Garmin's current motorcycle satnav range is, according to their website, £329.99, although technology prices are so volatile that it could change tomorrow. For that I would get a smaller and lighter device with a bigger and probably brighter screen, the potential to use a

Bluetooth earpiece for spoken directions and a lifetime map subscription. I don't need spoken directions and I don't like music playing in my helmet, so the built-in MP3 player of many models is no use to me. OpenStreetMap gives me, with a measure of fiddling on a computer, maps of anywhere I'm likely to ride to. The only benefit of a current model would be when travelling, should I want to spend my evenings planning routes rather than sitting in the sunshine drinking the local grape juice. The Navigator II needs an external supply to operate, even when connected to a computer, whereas more recent devices are powered via their USB connector, which would cut down the amount of techno-luggage I'd need to carry around with me. That's not enough of a benefit to persuade me for the number of occasions I'd benefit from it.

As a post-script, I've been using the Navigator fairly regularly since I originally wrote this article. My first observation is that the distance it shows to the next turn is often too far, generally over-estimating by about 30 yards, which takes a little getting used to. Also, returning from the last NCM, when I was using it purely to test my electronic route-planning, it told me to take the second exit from a roundabout, albeit onto the correct road, because it didn't recognise a small side-road. No harm done, just a reminder that electronic navigation is an aid, not a substitute for observation. Later on it blotted its copybook again by telling me to turn left but prompting me with the wrong road name. These appear to be mapping errors rather than any innate inadequacy of the Navigator and serve as a reminder that nothing is perfect in this world, particularly if it's free. It is, however, more than good enough to save me miles by safely taking the shortest route rather than the one I can remember. Perhaps the next test is something urban, which normally I avoid and let it take me across Manchester to the resurrected Cracoe meeting.

The Irish Section are pleased to invite you to:

MINI THATCH RALLY 2014

21st to 23rd February

The Dundrum House Hotel

Cashel, Co. Tipperary

The price is €115 per person and includes two nights bed and full Irish breakfast with a three course meal on the Saturday evening. Accommodation is in the self catering houses. Breakfasts and dinner will be at the Golf Club Restaurant. All the leisure facilities of this lovely venue are available to Club members (Bring your trunks and cosies!). There are limited places available so booking is ESSENTIAL. Closing date for bookings is 14th Feb 2013. Rush your reservation to Elaine Simpson, bookings secretary, The Arches, Frankfort, Dunkerrin, Roscrea, Co. Tipperary, Ireland. Cheques payable to the BMW Club Irish Section. Or call to arrange payment by paypal if you prefer. Phone: 00 383 (0) 830 043 775. Email: elainesimpson45@gmail.com



www.dundrumhousehotel.com

All Club members welcome at this event



Northern Section announces the 23rd

Rhino Rally 2014

Beddgelert, Snowdonia, Wales, on 28th Feb to 2nd March.

This will be the usual no nonsense, make your own fun, event that you have come to know and love over the last twenty three years!

Tough guys can camp out at the Forestry Commission site just a mile or so north of the town. Cost at €6 to €8 per night depending on the size of your tent.

No need to book camping unless you are coming in a tin top on wheels.

Sotties can book Hotels and B&B accommodation by going on the web and typing "accommodation in Beddgelert".

The main meeting point will (weather permitting!) be the Northern Section hospitality tent at the camp site. In the evening we will adjourn to the Prince Llywelyn Pub* for liquid refreshment and live entertainment.



Contact Rhys for full details on 07765 702 276
email: robert.rhys@btopenworld.com

Volunteers needed to help with set up and take down.



*Saracens Head will be closed.

All Club Members and Guests Welcome

The BMW Club... Out and About

On the following pages, you'll find details of the Club's 'social' side, including information about past and future events, and where you can get together with friends old and new. Why not try something for yourself this month?

54 The Social Scene 54

The National Social Secretary invites us to be sociable

56 Where We Meet 56

A complete list of regular section events, with addresses, dates and contact details

59 Diary of Events - November and December 59

Find out what's on in the next few days/weeks

62 Around the Compass 62

Events coming up which may need booking, including UK and European Trips/weekends

63 Section & Register News 63

Keep in touch with what's happening in the Club's regional Sections.

Includes reports of past (and upcoming) events, and general news about your own area.

Contact details are provided at the end of each Section's entry

2013 BMF Discount Code - BMW13J683

The Ulster Section's Scotland Rally May Day Weekend

NETHYBRIDGE HOTEL

Inverness-shire

Friday 2nd to Monday 5th May 2014

**3 Nights Dinner Bed & breakfast £125 pps
(Single room supplement £5 per night)**

For further information, contact:

Jackie Hunter 028 9050 6677

Charlie Carruthers 077 1143 5211

or visit www.bmw-club.org.uk/ulster

The BMW Club
United Kingdom & Ireland
Ulster Section



The Social Scene

What's happening out and about, brought to you by the National Social Secretary

It's that time of year – section AGMs and a National Committee Meeting – when some things will change and some will stay the same. My interest is particularly with any changes to Section Social Secretaries. From my perspective this is the key role for the club; not only does the whole social structure of the club revolve around this position, it provides me with my first and most important point of contact with each section.

For this reason I would ask that each social secretary sends me an email to the address on page 6(?) of this journal (or give me a ring) to provide me with details of a new appointee or confirm the continuance of a currently serving social secretary. I cannot emphasise enough how important this is for my role, so please just take a few minutes to ensure my contact list is up to date.

The National Committee Meeting was lively with some key issues being discussed. The update of the Framlingham event brought some good and disappointing news. It was discouraging to learn that only about 350 people attended, which is less than 9% of the membership, and well down on the 600+ who attended the last Framlingham rally. Does this mean we are holding the wrong kind of event? If you have a view drop me an email or give me a call.

The more positive news was that the raffle of the K1 was a great success, making a clear profit of £2,769 which nearly completely offset the financial loss of the rally caused by

the low numbers of attendees. For this reason the National Committee Meeting agreed that a similar National Raffle would be held for the next two years with the draw being held

at the National Rally. Vice President Cliff Batley has agreed to organise and run this for the next two years.

It was also agreed that to provide the opportunity to increase the numbers attending the National Rally, for the 2014 Kelso event we would invite attendance from another motorcycle club. The results of this 'trial' will be

discussed at the first National Committee Meeting after the event when your National Committee Representative will have the opportunity to vote on whether this should continue, or otherwise.

For matters of convenience for the 2014 National Rally we will initially approach the Triumph Owners Motorcycles Club simply as we have some members who belong to both clubs so we have a ready contact with their club officers. I will keep you updated with any progress.

So far we have absolutely no offers to host the AGM or the National Rally for 2015 so please give this some thought. We have a clear picture of what has to be done and you will get a great deal of help - as well as a huge sense of achievement once it all comes off. If you are thinking of coming forward, please drop me an email or give me a ring.

I did mention my thoughts on developing a database of information to assist those



planning a tour or a trip. I am currently looking at the software implications of this and looking at what solutions we can sensibly adopt to deal with them. Again I'll keep you updated.

I shall be helping out at our stand at Motorcycle Live at the NEC at the end of November so please come and say hello if you are there. My next social event is with the Western Section at their hotel weekend in Bournemouth – an event I picked up from *The Journal*, which is a clear example that one of the strong points of the club is its social side. There is always something on somewhere so don't just look at what your Section is doing. You may well find that exactly the kind of event you are looking for is being held by another section.

In the meantime enjoy your riding and enjoy your club.

Jim Bettley

National Social Secretary

Joining the BMW Club.

If you've been given this copy of *The Journal* by a friend or someone you've met at a show or a dealer launch day, then if you've enjoyed reading it, why not join us by visiting www.thebmwclub.org.uk then clicking on the Membership tab, or by contacting the Secretary for the section nearest to where you live, who will be happy to post you an application form.

The BMW Club
United Kingdom & Ireland



The Scottish Section Hotel Weekend Gretna Hall Hotel & Blacksmiths Gretna Green, Dumfriesshire, Scotland, DG16 5DY 2nd, 3rd and 4th May 2014



This is a lovely 'warm' and comfy quality hotel convenient for great riding roads of the Scottish Lowlands and many nearby tourist attractions. The cost is £120 per person for three nights dinner bed and breakfast based on two persons sharing. The Hotel will have a go at 'pairing up' singles for those that are willing, otherwise the single room supplement is £15 per night.

Book direct with Vicki Waugh mentioning the BMW Club Event. Phone: 01461 338257.

Email: groups@gretnahallhotel.com. Secure your booking with £20pp deposit followed by full payment within 28 days of the event. If you enjoyed the Rob Roy Weekend in 2013, you'll just love this event even more! New members especially welcome to book and 'make themselves known!'

More details on the Scottish Section web site or from Social Secretary Judy Lopley.

social@thebmwclubscottish.com Phone: 01592 874 592



N55.00.19Z W002.03.934

All Club members welcome to book this event

Where We Meet

These are the regular meetings for each Section, along with the contact details for the Social Secretary and the meeting organiser.
Please send Where We Meet changes to the Editor

EAST ANGLIA: Peter Dutton 07950 631735
eastanglia.social@bmwclubuk.net

1st Sunday: Old Queen's Head, Ford Street, Aldham, Colchester, Essex, CO6 3PH.

1st Wednesday, 12.00: The Three Tunns, Wethersfield Road, Finchingfield, Essex, CM7 4NR.

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

Also various meets through the year, so please see the Diary Of Events

IRISH: Chris Wright 00 353 83 0032400 irish.social@bmwclubuk.net

Every Tuesday, May-September 18.30: Cork Ride Out from TexOil Petrol Station, Glounthaune. Con O'Leary, 087 259 4784 conor@olearystone.com.

1st Thursday, 20.00: Limerick meeting Woodfield House Hotel, Ennis Road, Limerick, Pat Mulcahy 087 237 7312.

2nd Sunday, March-November: Dublin ride-outs meet at: Spa Hotel (near Lucan) 10:00am, Jim Sweeney 087 230 0736 jim@lucanstudios.ie

2nd Sunday 12.00: North West Meeting, Coffey's Café, Carrick-on-Shannon Patrick Munnally 086 338 3499 tapmun@hotmail.com

Last Thursday 20.00: Dublin Meeting West County Hotel, Chapelizod, Jim Sweeney 087 230 0736 jim@lucanstudios.ie.

LONDON: Peter Jones 07710 887958 peter.jones@bovingdon.net and Nick Fry 01438 749 913

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

MERCIA: Colin Ainsworth 01332 874935 07799 653789 mercia.social@bmwclubuk.net

See diary for dates and times: Repton Village Hall, Askew Grove, Repton, DE65 6GR.

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

1st Sunday, 10.30: Brunch/Breakfast at Barton Marina Tea Rooms, Barton under Needwood, Burton on Trent Staffs DE13 8DZ

1st Tuesday, 19.30: New Inn. Wolvey Road,

Bulkington CV12 9JF.

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

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

3rd Wednesday, 12.00: Pensioners & Layabouts meet at Springslade Lodge Tearooms, Camp Road, Broadhurst Green, Cannock Chase. WS12 4PT.

3rd Sunday 10.00: Tony's Diner, A442 Quatford Bridgnorth - Kidderminster Road Shropshire WV15 6QL. John Humpherson 01922 710694.

Last Wednesday 19.30: The Bradford Arms, Ivetsy Bank, Wheaton Aston, Stafford. ST19 9QT.

MIDLAND: Jim Beach 01908 373327 or 07415 683120 midland.social@bmwclubuk.net

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

2nd Sunday 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.

3rd Tuesday 19.30: The Horseshoe, 2 Overstone Rd, Sywell, Northamptonshire, NN6 0AW, 01604 642286.

3rd Thursday 19.30: The King's Head, Kingsway, Tealby, Lincs LN8 3YA, 01673 838347.

Breakfast meets: Occasional Sundays, October to March: The Rangers Cycle Clubhouse, off Islington Road, Towcester, Northants. See Diary or Forum for details.

NORTH EAST: John King 07833 705652 forum.admin@bmwclubuk.net

1st Wednesday, 19.30: The Travellers Rest in the village of Witton Gilbert just off the A691 on the road to Lanchester.

3rd Wednesday, 19.30: The Wagon Inn, 3 miles NW of Ponteland on A696, NE20 0DH.

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

NORTHERN: Peter McCombie 01228 594792 northern.social@bmwclubuk.net

1st Friday, 20.00: The Briars Hall Hotel, Burscough. Vera Hunt 01257 464429.

2nd Tuesday, 13.00: Skipton Market Place, Skipton.

2nd Sunday November to March, 13.00: Rixton Community Hall, Manchester Rd, Rixton, Warrington.

2nd Sunday April to October, 13.00: St. Michael's on Wyre Village Hall, Blackpool Road, St. Michael's on Wyre, PR3 0UA.

3rd Tuesday, 19.30: To be arranged, Isle of Man.

3rd Friday, 19.30: The Border Rose, Rochdale Rd, Walsden, Todmorden. Alan Stretton 01706 656606.

Last Monday, 7.30pm: The Harraby Inn, London Rd, Carlisle.

OXFORD: Wendy Ottoway 01865 730523 jwocott@btinternet.com

1st Tuesday, 19.00: The Dashwood Arms, Old Oxford Road, Piddington HP14 3BH

1st Thursday 19.00: The Churchill Arms, at West Lavington (A360) High Street SN10 4JB.

2nd Tuesday, 19.30: The Harcourt Arms, at Stanton Harcourt OX29 5RJ.

3rd Tuesday 18.30: The Sun Inn at Coate Swindon SN3 6AA.

4th Tuesday 20.00: The Fox and Hounds at Sunnyside, Theale, Nr Reading, RG7 4BE.

2nd Sundays 14.00 (Winter): Uffington Village Hall, Oxfordshire, SN7 7RA.

SCOTTISH: Judy Lepley 01592 874592 social@thebmwclubscottish.com

1st Sunday , 12.00: Log Cabin Hotel, Glen Derby, Kirkmichael, Perthshire, PH10 7NA

2nd Sunday, 12.00: The Bankfoot Inn, Bankfoot, Perthshire PH1 4AB.

2nd Monday, 19.30: Douglas Park Motorrad, East Kilbride, G74 3XH.

3rd Sunday, 12.30: Buccleuch Arms Hotel, High Street, Moffat DG10 9ET.

4th Sunday, 12.30: Hopeville Social Club, Harlaw Road, Inverurie.

SOUTHERN: Erica Body 07528 873056 social@thebmwclubssouthern.com and Gerri Chandler 01895 446896 social.assistant@thebmwclubssouthern.com

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

Alt Tuesdays, 2000: 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.

3rd Thursday 2000: The Horton Inn, Cranborne Road, Horton, Wimborne, BH21 5AD, 01258 840252.

SOUTH EAST: Debbie Morris 0208 301 1600 southeast.social@bmwclubuk.net

1st/3rd Wednesdays, 20.00: The Bull, Lower Road, East Farleigh, nr Maidstone, ME15 0HD

2nd Friday, 19.30: The Golden Cross Inn at Golden Cross Nr Hailsham, on A22. BN27 4AW

Last Friday, 20.00: Borders meet.

Last Sunday, 12.00: Lunchtime meet. See Diary for details.

SOUTH WEST: Don Rabson 01840 212913 southwest.social@bmwclubuk.net

Don't know day, 12.00: The Weary Traveller, Station Rd., Cullompton, EX15 1BQ. 100 yards from M5 J28 on the A318.

New meeting places are being looked for.

ULSTER: Norman Shearer no_shear@hotmail.com

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

Wednesday evenings from beginning of April to end of August, 19.00: run from Corr's Corner
Sunday/Wednesday, 11.00: runs from Corr's Corner throughout the year, weather dependant.

WESTERN: Denis Bradbeer 01454 775786 western.social@bmwclub.net

2nd Sunday, 13.30: The Hood Memorial Hall, Devauden, Chepstow. NP16 6PL.

1st Tuesday, 20.00: New Inn, Ombersley Road, Claines, Worcester. Bob Dunn 01384 390344

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

2nd Tuesday, 11.00: Dick Lovetts, Laurel Court, Cribbs Causeway, Bristol. BS10 7TU.

YORKSHIRE: Piers K. 07866 622 196 yorkshire.social@bmwclubuk.net

1st Sunday, 12.00: Cracoe Village Hall BD23 6LQ off the B6265 north of the Skipton bypass.

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

2nd Tuesday, 20.00: Gildersome Conservative Club, Street Lane, Leeds. LS27 7HX

3rd Tuesday, 19.00: Squires Cafe Newthorpe Lane Sherburn in Elmet LS25 5LX N53 46.986 W001 17.343

3rd Sunday, 12.00: How Stean Gorge Cafe, Lofthouse. Pateley Bridge.

Last Saturday, 12.00: Seaways Cafe Bike Shed, Fimber Road, Fridaythorpe.YO25 9RX

MEMBER DISCOUNTS

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.

THE ADVENTURE BIKE SHOP

10% discount off Interphone and SDoc 100 products.
Contact Phone: 01787 372 901
email: info@adventurebikeshop.co.uk

ULTIMATE EAR. Hearing Protection Services.

10% discount. Online discount code: BMW16413.
sales@ultimateear.com
www.ultimateear.com Phone: +44 (0) 1689 876 885

Lynbrook Insurance

Offer 15% discount to club members with a free increase to £1000 on value of accessories (worth £94.50). Also Classic Bikes with no mileage limit (if required). Tel: 0845 130 4662 or 01277 206 285 lynbrook@equitygroup.co.uk

B&B Farmhouse, Loire Atlantique.

In Normandy, France. Pat and Rich offer 5% discount when stopping 2 nights or more. La-Janais. info@la-janais.com

Ride Motorcycle Tours

Offer 5% discount on motorbike touring holidays Europe and the UK. www.ridemotorcycletours.com
rideinformation@aol.com Tel: 0191 522 0217

Sportouring (Woodys' Emporium)

10% to 15% discount on most items. Mike Bines
Tel: 01443 742421 sales@sportouring.com

R.A.C.

Offer 25% discount to members.
Tel: 0808 101 7805 Quote ref: DT1000

Irish Ferries

Offer 10% discount UK-Ireland routes. Online booking references: ZVBMW1(£), ZVMBWB(Euro), ZVBMWF(France), or Tel: 08717 300 400 (GB & N.Ireland)
Tel: 00 353 818 300 400 (R.O.I.).
www.irishferries.com

Cotswold Outdoor

Offer 15% discount to members Tell them you are BMW Club member. See web page: www.cotswoldoutdoor.com
Scott Offord. Tel: 01489 799 555

Chester Motorrad

10% discount on parts, accessories and on clothing on production of a current membership card.
Phone: 0151 373 4802

Pidcock Motorcycles, Long Eaton

Offer discount to members who join their VIP scheme.
Visit www.pidcock.com Click on the VIP logo.
Tel: 0115 946 2233 www.pidcock.com

Starcom Tecstar Electronics Ltd

Offer 10% discount to club members. Stockists of high quality motorcycle intercoms and communication systems. Tel: 01480 399 499
Sales@tecstar.co.uk www.starcom.com

Traveldri-Plus

Discounts offered to members on all website listed products. Phone or email Les for details. Please quote membership number. Phone 01647 24523. Email info@traveldriplus.com www.traveldri-plus.co.uk

Swains Centre, Buxton, Derbyshire

Stock Halvarssons, JOFAMA, Lindstrands, Sidi, Spada, Shoei, and Buffalo riding gear. Call for special offers
Tel: 01298 71037 info@swains-centre.co.uk

Cotswold Motorrad

Offer 10% discount on all genuine BMW parts, accessories, and rider equipment.
Tel: 01452 872 666.
partsgloucestercotswoldgroup.com
www.cotswoldstore.com

EDZ Performance Layers

10% off all climate base layers, innershells, and accessories. www.thermalshop.co.uk Use discount code 55EZWB. Also available at the Keswick Shop Outlet.

www.allearpugs.com

12% discount on all orders plus free carriage on orders over £30. Promo code: BMWCLUB
Phone: 01473 603 533

VISORCAT

Get 15% discount on this innovative overglove visor wash/wipe system. Discount Ref: 'BMW'.
Details at www.visorcat.com.
Phone: 07920 145706. hello@visorcat.com

MotoScotland.com

Scottish Highland off-road m/c training centre on 50,000 acre estate. BMW GS enduro off-road bikes. 10% discount when quoting 'BMWClub' and membership No.
Phone: 01499 320 460
Full details at www.motoscotland.com

Diary Of Events: December & January

December = January = Weekends = **Red Text**

Diary of Events closing date is the 5th of each month

*These activities have been arranged as agent for and on behalf of The BMW Club.
All organisers are covered by our insurance, provided the event guidelines are followed.*

December

- 1 E. Anglia Old Queens Head - Aldham 12:00
 Mercia Barton Marina. Barton under Needwood Staffordshire. Breakfast from 10am
 Midland Pasty, Pudding and charity raffle at The Community centre, Great Lane Greetham, Rutland. Doors open 12 noon. Tickets only, contact Graham or Sally Cluley on 01572-813639
 S. West Sunday Café Meet Windyridge Café, Terulefoot PL12 5BJ Robin on 07791798704
 Scottish Lunch meet: Log Cabin Hotel, Kirkmichael, PH10 7NA. 12 noon
 Southern Xmas Lunch & Visit the Christmas Market - Hotel Du Vin, 14 Southgate Street, Winchester, SO23 9EF - For Full details please contact Rossana at rossanadf@hotmail.com or see the Section Website
 Western Meet for Lunch 1130 at The Lock Keeper Pub, Keynsham Road, Keynsham, Bristol, BS31 2DD Denis Bradbeer 01454 775786 westernsocial@bmwclub.net
- 3 Mercia Natter Night 1930 hrs New Inn. Wolvey Road, Bulkington. CV12 9JF
 Oxford NEW NATTER NIGHT First Tuesday of the month Dashwood Arms Old Oxford Rd Piddington Nr WestWycombe HP14 3BH
 Western Evening Meeting 20.00 hrs New Inn, Ombersley Road, Worcester, WR3 7DH Bob Dunn – 01384 390344 come and pull a cracker with Bob
- 4 E. Anglia Three Tunns - Finchingfield 12:00
 N. East Travellers Rest pub, Front Street, Witton Gilbert. Christmas Quiz courtesy of Peter and Caroline.
 S. East Clubnight at The Bull, East Farleigh. 8pm.
 Southern Old Gits, Loomies Cafe, West Meon Hut, A32/A283 (Lunch Meet)
 Ulster Christmas Dinner and Photo

- Competition. Templeton Hotel, Templepatrick. NB this is a Wednesday evening.
- Western Evening meeting 1930 - Lamb Inn, Wotton Road, Iron Acton, Bristol, South Glos BS37 9UZ No booking just turn up for a chat
- 5 Irish Limerick meeting Woodfield House Hotel, Ennis Road 8:00 PM Pat Mulcahy 087 2377312
 Oxford Natter night, The Churchill Arms West Lavington SN104JB
 Southern The Half Moon, 32 London Road, Petersfield, GU31 4BE
- 6 Northern Evening natter night at The Briars Hall 8.00pm. Vera hunt 01257 464429
- 8 E. Anglia Christmas Lunch or Dinner venue TBC
 Irish N.W Area Meeting Coffee's Cafe Carrick on Shannon, 12.00 noon. Patrick Munnely 086 3383499 email: tapmun@hotmail.com
 London The usual December Mystery Ride-out for lunch – somewhere. Leaving South Mimms at 1000hrs.
 Mercia Christmas Sunday Lunch at the Appleby Inn. A444 Nuneaton Road, Appleby Parva DE12 7AP 12 noon for lunch, book a seat with Colin Ainsworth 07799 653789
 Midland The Rangers Clubhouse, Islington Rd, Towcester Northants. 12:00 onwards hot Drinks and Snacks.
 N. East Ride in for Lunch to the Coach and Horses on the A167 just south of Croxdale. 1pm
 Northern Section Meeting @ Rixton Village Hall. Jacobs Join buffet and Refreshments available. Peter McCombie 01228 594792
 Oxford Xmas Indoor Meeting Uffington
 S. East Christmas Lunch. Poulitwood Golf Club. Noon. TN11 9QR (book with Soc. Sec by 21st Nov.)
 S. West Xmas Dinner The Post Inn, Whiddon Down, Devon EX20 2QT ring Bryan on

		01726 833 554			Bolvento, Bodmin, PL15 7 TS ring Don Rabson on 01840 212913	
	Scottish	Lunch meet: Bankfoot Inn, Bankfoot, Perth PH1 4AB. 12.00		Scottish	Lunch meet: Buccleuch Arms, Moffat DG10 9ET. 12.30	
	Western	CHRISTMAS PARTY 13.30 The Hood Memorial Hall Devauden. NP16 6NX Raffle prizes most welcome. Proceeds to Charity		Yorkshire	Lunchtime meet How Stean Cafe, Lofthouse. 12 noon	
	Yorkshire	lunchtime meet Cubley Hall Hotel. 12 noon	17	Midland	The Horseshoe, 2 Overstone Rd, Sywell, Northants.NN6 0AW Pub Meet. 7:30pm	
9	Scottish	Natter nite 7.30 at Douglas Park Motorrad, East Kilbride G74 3XH		Northern	IOM Group. Contact Harvey Garton 01624 625140.	
	Southern	New Venue - The Cricketers Arms, 232 Chestnut Ave, North Stoneham, Chandlers Ford, SO53 3HN		Yorkshire	Natter night Squires Cafe Bar, Sherburn-in-Elmet. 8pm	
	Yorkshire	Natter night Bear Inn, South Cave Market Place. 8pm	18	E. Anglia	The Lamb and Flag - Welney 12:00	
10	Oxford	Natter night, Harcourt Arms, Stanton Harcourt 7.30 pm Xmas Dinner		Mercia	Pensioners and Layabouts. 12 noon at Springslade Lodge. Tearooms Camp Road, Broadhurst Green, Cannock Chase. WS12 4PT	
	Southern	The Seven Stars, Newark Lane, Ripley, Surrey, GU23 6DL		N. East	Waggon Inn, nr Ponteland. Tyre Kicking Session. 7.30pm	
11	Mercia	Natter Night 1900 hrs Clock Warehouse. London Road, Shardlow, Derby. DE72 2GL		S. East	Clubnight at The Bull, East Farleigh. 8pm. .	
	S. East	Midweek run from Coopers Tun. Wells. 10.30am	19	Midland	The Kings Head, Kingsway, Tealby, Lincs.LN8 3YA. Pub meet from 7:30pm	
12	Mercia	Natter Night 1930 hrs The Dog. Henley Road, Mappleborough Green, Studley B80 7DR		Oxford	THURSDAY Xmas Dinner & Natter Night Sun Inn at Coate Swindon SN36AA	
	Midland	The Three Kings, Saltersway Threekingham, Lincs.NG340AU Pub Meet 7:30pm		Southern	The Horton Inn, Cranborne Road, Wimborne Minster BH21 5AD	
	Northern	SLAIDBURN 1.00pm. Barry Warner 01617 611702	20	Northern	Natter Night@ The Border Rose Rochdale Rd, Todmorden 7.00pm. Alan Stretton 01706 656606	
13	S. East	The Golden Cross Inn, Golden Cross near Hailsham BN27 4AW (on A22), 7.30pm	22	Scottish	Lunch meet: Hopeville Social Club, Inverurie AB51 SR. 12.30	
14	Southern	Slot Car Racing, Millstream Model Raceway 1.30 - 4.30pm - Become a top racing driver at this fantastic slot car track and avoid last minute Christmas shopping as well. Contact Terry at social@thebmwclubsouthern.com & visit www.slotcarfun.com	24	Oxford	Natter night, The Fox & Hounds, Theale, Nr Reading, 8.00pm	
15	E. Anglia	The Chequers - wimbotsham 12:00	26	Western	Boxing Day Bike meet at the Tippotts Inn on the A46 near Nailsworth GL6 0QE. Janet Wilson 01225 858876	
	Irish	Leinster area Christmas lunch at Old Conna Golf Club, Bray at 2:00pm. Bookings Anne McDonald mcdonaldglenlucan@eircom.net	27	S. East	Borders.7.30pm The Kings Arms Biggin Hill BR2 6DU	
	Mercia	Repton Village Hall. Askew Grove, Repton, Derbyshire DE65 6GR 11am meet for tea and coffee Festive Buffet	28	Yorkshire	Lunchtime meet The Bikers Cafe, Fimber Rd. Fridaythorpe YO25 9RX 12 noon	
	Midland	Join us for another joint meeting with the Mercia section. Meeting starts at 10.30am, Repton village hall,	29	S. East	Lunchtime at Brookside Grdn Ctr. Cafe, E. Peckham. TN12 5JG Run 1pm	
	S. East	Deal Pier Fish & Chips with Jack Frost .Depart 10.30am Layby opp. Oakdene Wrotham. A20/M26 (01634241215)		S. West	The Weary Traveller, Cullompton	
	S. West	Change of venue The Jamaica Inn,	30	Southern	New Venue - The Cricketers Arms, 232 Chestnut Ave, North Stoneham, Chandlers Ford, SO53 3HN	
January						
	1	Midland	Ride-out to Didcot Railway museum. Trains in steam. Meet at Jacks Hill cafe 10am		Oxford	Lunch Meet Lock stock & Barrel Newbury NR Newbury Warf TBC

	S. East	Clubnight at The Bull, East Farleigh. 8pm.			
	Southern	Old Gits, Loomies Cafe, West Meon Hut, A32/A283 (Lunch Meet) - Please check with Café to confirm if open 01730 829409			
2	Irish	Limerick Meeting, 8:00pm, Woodfield Hotel, Ennis Road, Limerick (Opposite GAA Ground). Pat Mulcahy 0872377312			
	Oxford	Natter night, The Churchhill Arms West Lavington SN104JB			
	Southern	The Half Moon, 32 London Road, Petersfield, GU31 4BE			
5	Midland	The Rangers Clubhouse, Islington Rd, Towcester, Northants 12:00 onwards Hot Drinks and Snacks			
	Scottish	Lunch meet: Log Cabin Hotel, Kirkmichael, PH10 7NA. 12 noon			
7	Midland	The Three Kings, Saltersway, Threackingham, Lincs NG340AU Pub Meet 7:30pm			
	Oxford	Natter Night Dashwood Arms Old Oxford Rd Piddington Nr WestWycombe HP14 3BH			
	Southern	The Seven Stars, Newark Lane, Ripley, Surrey, GU23 6DL			
8	S. East	Midweek run from Coopers Tun. Wells. 10.30am			
9	Midland	The Old Reindeer, Main Street, Edingley, Notts, NG22 8DE Pub Meet 7:30pm			
10	S. East	The Golden Cross Inn, Golden Cross near Hailsham BN27 4AW (on A22), 7.30pm			
10-12	Scottish	Locheamhead Log Cabin Bunkhouse weekend, See AtC for details.			
11	S. East	New Year Party at Poulwood Golf Club 7.30pm (book with Soc.Sec. by 18th Dec.)			
12	Irish	N.W Area Meeting Coffee's Cafe Carrick on Shannon, 12.00 noon. Patrick Munnely 086 3383499 email: tapmun@hotmail.com			
	Midland	Barnsdale Gardens, Tea Rooms, The Avenue, Exton, Oakham, Rutland, LE15 8AH 12:00 till 3:00			
	Oxford	Indoor Meeting Uffington Bring and Buy			
	S. East	Rye, Wessons. Headcorn. The Biker Meets, with Jack Frost. Depart 10am Layby opp. Oakdene Wrotham. A20/M26 (01634241215)			
	S. West	Sunday Café Meet, 12 .00 Windy Ridge, Trerulefoot, PL12 5BJ ring robin on 07791798704			
	Scottish	Lunch meet: Bankfoot Inn, Bankfoot, Perth PH1 4AB. 12.00			
	Southern	Winter Talk - Through The Americas Part 2, The South, Rake Village Hall, Brewells Lane, Rake, Liss, GU33 7JA Hampshire			
13	Scottish	Natter nite: Douglas Park Motorrad, East Kilbride, G74 3XH			
14	Oxford	Natter night, Harcourt Arms, Stanton Harcourt			
15	S. East	Clubnight at The Bull, East Farleigh. 8pm.			
16	Southern	The Horton Inn, Cranborne Road, Wimborne Minster BH21 5AD			
	Southern	The Half Moon, 32 London Road, Petersfield, GU31 4BE			
18	Midland	Bill Rodger's, 'Post Christmas Meal' at the Solo Club in Sleaford, Full details from Bill on 01526 834480 or email bill-rodgers@btconnect.com			
19	S. West	Pub Meet, 12.00 Wetherspoons, Union Street Plymouth, PL1 2SUH			
	Scottish	Lunch meet: Buccleuch Arms, Moffat DG10 9ET. 12.30			
20	Southern	New Venue - The Cricketers Arms, 232 Chestnut Ave, North Stoneham, Chandlers Ford, SO53 3HN			
21	Midland	The Horseshoe, 2 Overstone Rd, Sywell, Northants. NN6 0AW Pub Meet. 7:30pm			
	Oxford	Natter Night Sun Inn at Coate Swindon SN36AA			
	Southern	The Seven Stars, Newark Lane, Ripley, Surrey, GU23 6DL			
23	Midland	The Kings Head, Kingsway, Tealby, Lincs. LN8 3YA. Pub meet from 7:30pm			
26	S. East	Lunchtime at White Horse Chilham. CT4 8BY			
	S. West	Pub Meet 12.00 The Weary Traveller, Cullumpton, Devon EX15 1BQ ring Chris Crocker on 01884 252759.			
	Scottish	Lunch meet: Hopeville Social Club, Inverurie AB51 SR. 12.30			
	Southern	F1 Race Simulator - The Race Centre, Unit17, The Central Precinct, Winchester Road, Chandlers Ford, SO53 2GB, Details & Time TBC			
28	Oxford	Natter night, The Fox & Hounds, Theale, Nr Reading,			
30	Irish	Dublin Meeting. West County Hotel, Chapelizod. 8:00 PM Jim Sweeney 087 2300736 email: jim@lucanstudios.ie			
	Southern	The Half Moon, 32 London Road, Petersfield, GU31 4BE			
31	S. East	Borders. 7.30pm Dog & Duck. Plucks Gutter nr Stourmouth CT3 1JB			

Around The Compass

Please send Around The Compass changes to diary@bmwclubuk.net with "Compass" as the subject

10 – 12 Jan 2014. Scottish Section Lochearnhead Log Cabin Bunkhouse weekend:

The basic accommodation is more than made up for by the superb location and good company around the log fire in the old railway station. Cabins have fan heaters and sleeping platforms (a sleeping mattress is definitely recommended). Bedding and towels are NOT provided. Good toilet/shower block. Cost: £25 per person bed/breakfast/dinner for the weekend. Booking is essential for catering and accommodation allocation purposes. To book please contact Judy/Jim by Sunday 5th January: tel.no. 01592 874592/ email: social@thebmwclubscottish.com. There is a B&B very close and hotels, chalets, within easy walking distance see details on Scottish section website.

14 – 16 March 2014. Scottish Section Mick Reid's Glenluce:

Glenluce Caravan Park, Balkail Ave, Glenluce, Newton Stewart, Wigtownshire DG8 0QR. The trailer and marquee do not go to Glenluce. People tend to get together in the evening in the Kelvin House Hotel which is opposite the camp site. If you don't fancy camping in March but want to enjoy the company of other BMW members there is plenty of other accommodation available. Details on Scottish Section website. Contact: Judy tel.01592 874592 or email: social@thebmwclubscottish.com

2 – 5 May 2014. Scottish Section Hotel weekend

Gretna Hall Hotel & Blacksmiths: Cost: £120 per person for 3 night's bed breakfast and dinner based on 2 sharing. Single supplement £15 per person per night. The hotel are willing to pair people up if they express a wish to share rather than pay the single supplement. Deposit of £20 per person at the time of booking. Full payment required 28 days before event. To book telephone: 01461 338257 and ask for Vikki Waugh or email Vikki at groups@gretnahallhotel.com Please quote BMW Club This hotel is situated just off the M74/M6 set in 10 acres of land and is a perfect base from which to explore the Scottish Borders and the English Lake District. The hotel offers en-suite rooms with tea and coffee making facilities, hair dryer and wireless internet provided in each room. Many attractions in the area see Scottish Section website for more details or contact Judy on tel.01592 874592/ email:social@thebmwclubscottish.com.

16 - 18 May 2014. National Rally: 'Back to Basics'

Camping Weekend at Bellingham, Northumberland hosted by the North East Section. More details to follow shortly.

23 – 25 May 2014. Scottish Section Lochearnhead Log Cabin Bunkhouse weekend:

The basic accommodation is more than made up for by the superb location and good company around the log fire in the old railway station. Cabins have fan heaters and sleeping platforms (sleeping mattress is definitely recommended). Bedding and towels are NOT provided. Good toilet/shower block. If you prefer to camp an area is available. Cost: £25 per person bed (or camping)/breakfast/dinner for the weekend. Booking is essential for catering and accommodation allocation purposes. To book please contact Judy or Jim by Sunday 18th May: tel.no. 01592 874592 /email: social@thebmwclubscottish.com. There is a B&B very close and hotels, chalets, within easy walking distance see details on Scottish section website.

4 - 11 June 2014. East Anglia Section 70th D-Day Anniversary commemoration in Normandy:

Accommodation and pitches are now available for reservation and a 25% deposit is required. Booking can be made by contacting the site directly on 0033-231-9714451 and speak to Marjolaieme who speaks English or use <http://www.camping-cote-de-nacre.com/accueil-en.htm>. The site will fill up quickly so book early to secure your accommodation or pitch. Please mention you are with the "BMW Motorcycle Club". Let me know numbers and names in your party after booking either on the forum or email markhandley2@yahoo.com or on 01354-740908 before 9pm please. All sections welcome.

20 – 22 June 2014. Scottish Section Longest Day weekend in Ullapool:

Broomfield Campsite is on the banks of scenic Loch Broom. No booking required for camping. An area will be set aside for the club. If you don't camp there are plenty of hotels and B&Bs nearby. The section trailer and marquee will be there as a central meeting place for all attending. Free tea & coffee all weekend.. This is a superb location with wonderful quiet roads to ride and a good walking area. Why not make a holiday of it and attend the Ballater, Royal Deeside weekend 27th – 29th June as well? See Scottish Section website for more information or contact: Judy tel. 01592 874592 / email: social@thebmwclubscottish.com

thebmwclubscottish.com.

27 – 29 June 2014. Scottish Section Royal Deeside weekend: At Ballater Caravan Park. The pretty conservation town of Ballater is located in the heart of beautiful Royal Deeside, Aberdeenshire and is the principal town of the eastern half of the Cairngorms National Park. It is an ideal base for exploring this beautiful part of Scotland and it is a great favourite of both walkers and cyclists. An area will be set aside for the club. If you don't camp there are plenty of hotels and B&Bs nearby. The section trailer and marquee will be there as a central meeting place for all attending. Free tea & coffee available all weekend. See Scottish Section website for more information or contact: Judy on tel. 01592 874592 / email: social@thebmwclubscottish.com.

9 - 10 Aug 2014. Scottish Section 3rd Rathaid Run: For details and to book contact the organiser Nigel Macdonald Tel no. 01387 372727 or email: nigel.macdonald4@btinternet.com.

22 – 25 Aug 2014. Scottish Section Host the 2014 National at Kelso: Springwood Park, Kelso. TD5 8LS

12 – 14 Sept 2014. Scottish Section 2nd Borders

Camping weekend: At the Caravan and Camping Club site in Moffat: An excellent site a short walk from the centre of the busy Borders town of Moffat. Good riding roads and many attractions in the area. Marquee and trailer will be there as a central meeting place. Free tea and coffee available all weekend. If you don't fancy camping why not join us and stay at the Buccleuch Arms Hotel Tel no.01683 220003 or Buchan Guest House Tel. Chris on 01683 220378 both Club members. Camping must be booked please contact: Judy tel.01592 874592 or email: social@thebmwclubscottish.com.

26 – 28 Sept 2014. Scottish Section Glencoe Gathering: Invercoe campsite, Glencoe, Argyll, PH49 4HP. An excellent campsite situated on the shores of Loch Leven with spectacular views. Area set aside for our club. Hobbit Houses, static caravans and chalets available for hire. For details of site facilities call Invercoe Campsite 01855 811210 or www.invercoe.co.uk. Mention you will be attending the BMW Event when enquiring. The marquee will not be there so please take your own cooking stoves to use in the brick gazebo. Many B&Bs and hotels in the area details on Scottish Section website. Contact: Judy tel.01592 874592 or email: social@thebmwclubscottish.com.

Section and Register News

Please send all Section News entries and contact detail changes to Section News (see page 3 for details) - not to the Editor please.

East Anglia Section

I am writing this newsletter at the end of October, but you won't be reading it until December when Christmas and the New Year will be on most peoples minds, except mine that is and no doubt the other Social Secretaries. I have alongside me the East Anglia Section Events Calendar for 2014 that is having the final touches put to it. We have some very good events to look forward to as well as the regular meeting places. We will also be having some new meeting places for next year, one of these is on the first Sunday in the month, starting from the 3rd January 2014 where we will be at The Cricketers, Spring Lane, Fordham Heath, Colchester, CO3 9TG. It is located just 3 to 4 minutes from the A12. This will replace our previous venue at The Old Queens Head, as it is currently up for let. Some holiday events to look forward to are:

4-11th June - D-Day 70th Anniversary commemoration in Normandy,

4-7 July A Weekend in Porlock, Somerset

A Weekend at Fakenham Racecourse dates TBC

For further details of these events please look on the East Anglia Section forum and Around The Compass. To enjoy these to the full you need to be a member of the BMW club. Unfortunately part of the address was missing off of the East Anglia Section membership form. The full address is: Dik Langan, 6 Hazel Rise, Claydon, IPSWICH, IP6 0DB.

Ride safe.

Peter Dutton
07950631735

eastanglia.social@bmwclubuk.net

Irish Section

The festive season is almost upon us, however, we had a lot of action in the past while. Firstly members from the Leinster area had a run to an old favourite place, Strokestown House in Co. Roscommon. There was a better than usual turnout of about a dozen members, led on this occasion by Sean O'Brian, who took the group to visit the old bog

road, an Iron Age bog road that was built in the year 148 B.C. across the boglands of Longford, close to the River Shannon. The oak road is the largest of its kind to have been uncovered in Europe . They followed the Royal canal along much of the route on mainly quiet and little used roads, and when they arrived at Strokestown, were met by some members from the North West area. A hearty lunch was enjoyed by the group, who then made their way home in excellent weather

As usual we have a report from our Cork man on the spot, Liam Quinlan, as follows:

Many of us went to Dundalk in September to take part in the Garda bike club. As stated we had a nice time in Terryglass. It was nice to see Liam and Trish Ryan there. John Freeley provided us with music and funny stories. Gerry Bevan played us some beautiful tunes on his classical violin. Many thanks to both John and Gerry and we appreciate their wonderful talents. Tom and Brigid Birtwhistle joined us from Lancashire. James and Mary Connolly joined us on Saturday evening but unfortunately James' Mum took ill and they had to return home immediately. Sadly she has passed away and our deepest sympathies to James and Mary. Terryglass is a lovely village and Paddy's pub is worth a visit if you happen to be in the area. We had a nice time and we travelled on some picturesque roads in the North. They are holding an open day in Templemore on November 2nd to demonstrate motor-cycle control.

Our evening runs have ended for this year and were well attended. Thanks to everyone who attended and made the effort. By popular demand in our democratic Republic of Cork it has been

decided to move the Wednesday night runs back to Tuesday nights. We will be doing weekend runs during the Winter months depending on weather etc. Some of the lads are going to the Bike show in Birmingham this month and we hope they will have a nice time.

News from our man on the spot in the North West, Pat Munnelly. We had an enjoyable and very successful northwest hotel weekend in Leenane, 90 attended and 60 for the ride-out and lunch in Olivers bar Cleggan on Saturday, the weather was very kind to us, it only rained while we were at lunch, and stopped in time for the relay team to push my RT. (Jim and gang) as a result of a failed battery. Also a big thanks to all that supported our charity Cystic Fibrosis Ireland. We raised €1000. Also we are trying ride to meet other club members on the 2nd Sunday, so we may not be in Carrick as was the norm . Contact me on 0863383499 and we will keep everyone up to date. thanks Pat.

The AGM was held in Leenane, a great turnout, the meeting was done and dusted in 40 minutes, and one new committee member appointed. Sincere thanks to our outgoing membership secretary Neil Hunter who is taking a well deserved rest, a big welcome to Paul Laffan, our new Membership secretary. If you want to press some grubby notes into his fist, and renew your membership, you can contact him at 087 9386026. Or just post him the renewal form, and don't forget the cheque. Also Klara Finklele has agreed to do the Club Regalia, so if you would like to buy a tee-shirt, fleece or other club regalia, contact Klara at: klarafinklele@gmail.com

Our next and last meeting of 2013 in Leinster, will





be on the 15th December , the annual Christmas Lunch, in Old Conna Golf Club, Bray, (only €15 four courses) kindly organised as ever by our industrious assistant, Anne McDonald. Let us see a great turnout and bring the family. Anne will need to know numbers, so if you contact her (mcdonaldglenluacan@eircom.net) or me, and let us know you will be coming that would be welcomed.

Happy Christmas to all our members, from your committee, 2013 was a fabulous year for us all, and let's hope that 2014 will be just as good.

Jim Sweeney
087 2300736

London Section

I gave it until 1015 hrs , at Beaconsfield, for the October Ride-out to the Cotswold Motor Museum, but as nobody turned up I went home – just as well because it turned out to be a very wet day indeed.

The National Committee met in October and from this arose a request, by Stewart the Journal Editor, for someone to assist as a Deputy Editor not least for the reason that if he (Stewart) suddenly was unable to carry out his duties there is currently no "back up" in place . Are there any Volunteers in the London Section ? - if so please get in touch with either myself or directly with Stewart . Contact details can be found in the Journal.

The National Committee also gave the "green light" to Robert , our Sporting Secretary, for two Track Days at Snetterton in 2014. Details will appear in the Journal and anyone interested should keep an eye out and book early – these days have

become very popular with many late comers being left disappointed.

Whilst on the subject of vacant posts ,Peter Bolsover, our current Section Webmaster has decided not to continue in this role in the new year – we therefore need a replacement . If anyone feels they would like to take this on please contact me and I will put you in touch with Peter. Apparently it is quite easy if you know what you are doing !! On behalf of the Section I extend our thanks to Peter for his efforts over the past few years.

As last year the Section Christmas Dinner will take part in early January and, by popular request, will be at the same venue – Biggles Restaurant, Denham Aerodrome, Tilehouse Lane, Denham, Bucks. UB9 5DE sitting down at 2000 hrs. I have booked for 16 people (as last year) so please do contact me sooner rather than later if you would like to attend – it will become more difficult to increase the numbers as time goes on.

The next Ride-out , after receiving this Journal will be the usual "Mystery Ride-out to ??? for lunch" leaving South Mimms at 1000hrs, Sunday 8th December . Please try and come along.

I would like to wish all Section Members a very happy Christmas and a prosperous New Year ; hopefully we will see a bit more activity in 2014 – I will be fully retired in the New Year so I will be able to spend more time cooing people to turn out !

Go carefully
Peter Jones

Peter Jones
07710 887958
Peter.jones@bovingdon.net

Mercia Section

The Ride to the Wall breakfast and ride-in. Report by Sean Dodds

Bryers tearooms opened early for us on a very pleasant looking day and from just before 09:00 people started to arrive for breakfast. Ten of us sat down for the meal which started with copious quantities of tea, coffee and toast. We had a good leisurely breakfast and left when everyone had finished, at just before 10:15. The ride along the A38 to the National Memorial Arboretum was fairly clear, not much traffic considering it was Saturday morning. The only hold-up being after we turned off and came to the roundabout at the top of the slip road, where we were held up for a while (mainly for bikes going to RTTW). We rode down to the NMA turn-off where we were directed down a green lane into the Memorial grounds instead of further along the road and on to the large field as we had been in previous years. Right in at the scene, we were parked on the "Support Avenue", about 200yds from the main event. I think one or two of the people who had not been before were a little surprised at the size of the event. The RTTW is a whole day event, as we arrived there was folk music, followed by bagpipe music. Most of us watched a display by the City of Derby ATC Rifle Drill Parade – a silent drill, without commands – very impressive. Some of us then went over to where the RAVC Dog Display Team were giving demonstrations of what their dogs do, and talking to anybody interested in their role. There were songs from the Military Wives, a fly-past by a lone Spitfire and later in the afternoon a drop by the Red Devils Parachute display team. Throughout the day there were a number of stands

selling various RTTW and military orientated items, and of course lots of bikes to look at, along with the chance to run into people that you hadn't seen for a while. One of our group met somebody he last saw 20 or so years ago. The weather stayed good all day, in fact it was even getting a bit too warm in the afternoon – couldn't have been a nicer day. From the feedback I have received everyone enjoyed the event, for the ones that went, and any others of you of you that might be considering going next year the date will be Saturday 4th October 2014. I'm planning on breakfast and a ride-in again. I'd like to thank everyone that turned up for the breakfast and ride-in and hope you all enjoyed yourselves. I hope to see some of you again next year.

Barton Marina is proving to be a popular meeting place. Is it the fact we eat or just the pleasant surroundings? I wonder. The plan is to continue with this venue until they can cater no more with us?

So the AGM here again and 21 years gone already since we jump started the Mercia Section! The new? Committee until October 2014 are – Arthur Brown , Chairman. John Humpherson, Section Secretary. John Humpherson is also elected as National Rep. Thank you John, for steering the ship over the last year. John will be stepping down at the next AGM so we will be looking for volunteers please. Social Sec – Colin Ainsworth, who? I hear some say, Ainsworth again others may say. The position of Social Sec is always up for re-election folks, there must be many out there that could do this. Our new Treasurer is Rachel Forder, welcome to the committee Rachel, I'm sure you'll be great at keeping the purse! I must say a massive thank you to Ian McNaughton, he's just stepped down but has been there working hard at keeping the Sections funds in the black, a great



job done Ian. On committee we have elected, Brian Cooper and Jane Scott. Ian McNaughton stays on as committee member. After the meeting we also press ganged Charlie Hall into joining us, welcome all. The number attending the AGM this time was 42, multiply that by the 16 Sections in the country and we'd have nearly 700 at the National? I think we can be reasonably pleased with that turn out for the Mercia Section? Thanks all for supporting it. Welcome to new member out for the first time Ian Skoyles, and a blast from the past, Ian Mountford, long time no see, due to illness, but looking in rude health now. The buffet at the AGM was again a splendid spread provided by Lorraine. We should have had some hot food but unfortunately a previous group of the WI (Women's Infantry?) blew the cooker up! Needless to say, the amount of food available was tasty and plentiful. The December meet at Repton will be Christmas Fayre and again a buffet, hot food may be on offer if the cooker is fixed?

So folks that leaves me to finish the year off, thanking everyone who's helped with events or indeed have been there to support them, and wishing everyone of you, a great Christmas and a prosperous and wealthy New Year. Why not start the next year's holiday & riding trip planning, over the turkey and tinsel, what a great way to work off the excesses?

Colin Ainsworth
07799 653789
mercia.social@bmwclub.net

Midland Section

Hello to one and all. I am Jim Beach the new Midland Social Secretary. I was voted in at the AGM on 13/10/2013. For those of you that like to put faces to names I have been part of two double acts over the last few years, riding 'tail end Charlie' for Steve Foreman on his ride outs and the 2nd part of the Midland BBQ Chef team with "Gorgeous George Gibson". I am to be seen riding a K1300 GT SE EE, if Teresa my better half is with me, or a bright yellow R1150 "With a habit of losing panniers", if on my own.

The AGM passed with no startling changes other than me ending up with the job of Mid Soc Sec.

21 people attended the meeting.

One of the first things to change is that Greetham is no longer on our calendar.

The reason for this is that the Community Centre has put the price up too high for the section to absorb. As a consequence of this we will be going to Barnsdale Gardens Tea Rooms from November (we should have had one visit by the time you read this).

The address is:

Barnsdale Gardens, The Avenue, Exton,

Oakham, Rutland L15 8AH.

Having said all that Sally and Grahams 'Pasty and Pud' lunch on 1st December is still going ahead at Greetham Community Centre. This will be a hot pasty and vegetables, dessert, tea coffee and mints. £6.00 per person. This is a pre booked only meal and the doors open at 12 o'clock. Should you wish to book please ring Sally or Graham on 01572 813639.

There is a Charity raffle for The Air Ambulance, so please give generously.

Steve Foreman is running his traditional New Years day ride out from Jack Hills Café on the A5 just north of Towcester, meet about 9:30, depart 10:15. This is to be to the Didcot Railway centre, about 90 mins and 55 miles, where the cafe will be open and the trains in steam. Ring Steve on 07770827574 if the weather looks particularly inclement.

Just to remind you that Bill Rodgers 'Post Christmas' meal at The Solo Club in Sleaford is on once again. This is on Saturday 18th January 2014. Full details and menu are available from Bill on 01526 834480 or email bill-rodgers@btconnect.commailto:bill-rodgers@btconnect.com

We are now starting the Events Diary for 2014 if anybody has any events or ride out they wish to put on please contact me.

If you attend any of the pub meets please could you let me know how it goes.

The pub meet at 'The Horseshoe', at Sywell every third Tuesday remains well attended for a meal and a chat.

I would like to take this opportunity to wish you all a Merry Christmas and Prosperous New Year.

Happy Riding,
Jimbo.

Jim Beach
07415-683120
midland.social@bmwclubuk.net

Northern Section

Hi to you all, hoping you're all tickity boo, hale & hearty and still standing.

As 2013 is drawing to an end, I'm sure some of you will be organising into your groups to celebrate that would be grateful if you could contact Mike Gibson so he can get them onto our website asap, on emmandemm@btopenwrld.com. Up here in the proper north of England (Ho Ho Ho we are leaving ours until the new year, Thursday the 9th of January at Stoneholme Golf Club. I hope that anyone wishing to attend could contact me (01228 594792) or John Bell (01228 535173) to give us an idea of numbers and can discuss menu options, thanks.

As I sit here at the computer desk on the 4th of November the sun is shining, the skies are blue, I'll be giving the bike its winter coat of a thorough spraying of the old WD40 to stop the winter salt

doing too much damage. I love me bike, though I've not been very kind to her this year!! Also decided to celebrate Movember, by giving Guy Martin a run for his money in the old sideburns department, might need a bigger helmet. Lol.

Our AGM seemed to go well, a big thanks to our organisers who helped make it run smoothly. The committee remains the same as last year but we no longer have a liaison officer. Our thanks to Alan Stretton for meeting and greeting members for the past 3 years. Our group of run masters have agreed to continue with their runs, great!! Unfortunately I have to report the Haslingden natter night has ceased for the present. The natter nights at Briars Hall Hotel, Burscough, are still going well on the first Friday each month.

Once I have completed this month's section news, I will be commencing to put together our Diary of Events for 2014, therefore I would be grateful if you can let me know of anything you have planned for next year that you can share with the club. I am hoping to continue our association with Southport Superbikes at our June meeting at St Michaels on Wyre.

I am also trying to expand our advertisers within the DoE with a view to making it pay for itself, or as close to as we can achieve, so I am hoping that some of you can advise me of any bike related businesses in our more populated towns and/ or cities. We are charging £50.00 for a ¼ page ad, £85.00 for a ½ page ad, and £150 for a full page, thanks. As for the art work we can do in house or they can use their own.

Don't forget this month's JACOBS JOIN on Sunday the 8th at 1.00pm at Rixton.

Think that's all for now so see you at Rixton. Keep well and keep on smiling.

Peter

Peter McCombie
northern.social@bmwclubuk.net

North East Section

Not long to go to Christmas now only a matter of weeks. The season is more or less over for 2013 so this should not be too long this month.

Wednesday 2nd October we went to the Travellers Rest where the evening was largely taken up with the Section AGM. Not a lot changed, in fact none of the Section officers stood down or anyone else elected in their place so the status quo is maintained. Afterwards we had a light buffet but as we catered for more than turned up there was plenty left over. Just a thought though, whilst our section continues to expand and we now are nudging the 200 mark (incl Associates) we never seem to get an increase in members attending the monthly meets.

Pressing on. Sunday the 13th saw 5 of us drive

though some very wet weather to get to the old Parkhead Station on top of the Durham moors above Stanhope, where we were actually very lucky to get in because the restaurant was booked and more or less full. I know why - the food is excellent and not overpriced. This, despite the very inclement weather!

On Saturday evening on the 19th, 38 of our section went to the Ravensworth Arms where we held our end of season buffet night. The room was full almost to standing, but we managed. It all went very well with a good selection of donated prizes for the raffle, the best photo competition and the quiz. Thanks Phil for being an excellent stand in quiz master. (Even though our team came last!) To cap it all, we managed to raise over £90 to go to the Great North Air Ambulance. Well done.

The meetings in the month concluded with the chatter night at the waggon. By all accounts it was well attended. As usual. We even signed up one new member. Welcome Bill.

Finally, as the year is coming to an end with no more organised rides until April 2014 this seems an opportune time before the diary goes off to the printers, to let you know that there will be a slight change to 'Where we meet'. Instead of a fixed point of Durham Services, the meeting point and time of the meeting will be decided by the ride leader and where it will start will be shown against that date. The contact number for the leader will be there as well, 'just in case'.

Until Next Month ride safe.

John King
07833 705652

Forum.admin@bmwclubuk.net

Oxford Section

Journal Take 3 I have managed to lose this twice already so here we go and it is getting shorter each time. Here is lans' report on our ride out to Bletchley Park.

Well we can't blame the weather man, the forecast was correct it was wet. Despite the forecast about 10 brave riders with two pillion set off for Bletchley Park. The drop off system worked brilliantly and even Aylesbury was negotiated without problem.

Unfortunately it was very wet and on arrival a few people decided to head straight home to dry out and they missed the museum visit. Inside the reception we met up with a few wise motorcyclists who had opted to travel by car.

First stop had to be the café for a hot drink before exploring the site. After warming up we started the visit. Some of us went on a guided tour in the grounds first. We walked round the buildings, the guide describing the history of the site from before the war until it was decommissioned. He had a great store of stories from the time and from more

recent visits by former workers on the site.

After the tour we looked at some of the exhibits. There was a museum that contained Enigma machines (not too impressive to look at) and a replica Bombe machine that was seriously impressive. Further information gave some idea about how the Bombe machines were used to crack codes. Also there was quite a lot of information on our spies and double agents – those guys were seriously brave.

In the huts there was information on the famous code breakers and in another hut the capture of machines and code books from two submarines.

All together a good day out and the entry cost covers visits for a year, so the areas that I missed will be covered during a return trip. That is assuming my ticket dries out – it rained on the way home as well.

A special mention for our secretary Wendy, who managed to ride with us all the way there just to tell us that she wasn't coming. That is serious dedication. (sorry but I had to leave that bit in).

The next event was the annual Skittle match between us and the Western section. The first game was close but we lost, the next one we had to put a game plan into action and we won one all this was the deciding game and we one we are the champions again and our chairman even won a prize although I shan't be saying what for (sorry Steve had to mention it)

We have added a new natter night on the first Tuesday of the month at Dashwood Arms Old oxford road Piddington Nr West Wycombe HP143BH

Jan 1st Lunch meet at Lock Stock and Barrel Nr Newbury Warf January 12th Bring and Buy at Uffington.

Wendy Ottaway
jwocott@btinternet.com

Scottish Section

It is hard to believe that I am sitting here writing the section news for the December Journal. 2013 has just flown by in a whirl of activity.

The Section AGM was short and smooth with just one change to the committee. Bill Gault stood down because of ill health. Bill is a stalwart of the Scottish Section and his help and input over many years has been much appreciated. We wish him a speedy return to full health and expect to see him at events next year. Billy Gregor was unanimously elected as a Committee member in Bill's place so we are keeping up with the "William" tradition. Marjorie reported that it had been an easy year which considering the amount of work Marjorie puts in is somewhat of an understatement. The Member of the Year Trophy was awarded to Eric Burnett. Eric is always there quietly helping and making people feel welcome and he conjures up superb barbecues,

standing cooking for over 40 is no mean feat. Our "down under member Bob" contributed to the AGM by email "I see that you want suggestions for events for next year, what about the Mundaring Weir Hotel, great setting, up in the hills east of Perth, good food, on Sundays they have a pig on a spit, pork bun (roll) and a beer \$5. a bush band, any other day the food is good and at weekends the car park full of bikes and plenty of good bike roads round the hills (try to stay off the roads after dark as Skippy and his mates can be very painful to meet). Go to www.mundaringweirhotel.com.au tongue in cheek of course, we live about eight miles from there, it's a great place, we go up on the outfit usually a Saturday, couple glasses of wine and fish and chips or whatever, good way to relax!"

2013 has been another very successful year with really good turnouts at all our weekends. The May Hotel weekend was, once again a huge success and our May weekend in 2014 at the Gretna Hall Hotel is already fast booking up. So if you plan to go don't wait BOOK NOW. Each year our events are attracting not only more Scottish section members but members from the rest of the UK and Ireland. We have received a lot of feedback saying how much folk have enjoyed themselves, how welcome they felt and how they plan to return.

The lunch meet at Inverurie is thriving thanks to Norman "new boots" and Co. The Moffat lunch meet is also very popular attracting good numbers most months. Thanks to Dave & Co for making folk feel welcome. Bankfoot Inn is not as popular and attracts lower numbers. The Ceres natter nite has been suspended over the winter. We have to thank Ron Gow for liaising with Douglas Park Motorrad, East Kilbride for the use of their well appointed Club room and volunteering to take on the responsibility for our new natter nite there on the second Monday of the month.



Please note there is no longer a lunch meet at the Spittal of Glenshee Hotel. With immediate effect we are meeting at the Log Cabin Hotel, Kirkmichael 1st Sunday of the month at 12 noon. Some of the "us oldies" will remember meeting there a few years ago until it closed down. The Log Cabin hotel has now re-opened and they are happy for us to meet there again. During the winter months November – March I have agreed to a soup and sandwich menu only and for staffing purposes over the winter months they would appreciate an idea on numbers so if you could let me know if you plan to be there on the Sunday by lunch time on the 1st Saturday of each month it would help. Thanks.

As this is the last Journal of 2013 a few thank "youse" need to be said.

Tom Campbell for his generosity in providing plates of very tasty rolls at any event he goes to. How he manages to transport them and his camping gear on his bike I don't know. Very inventive is our Tam.

Dave & Kim Foster for their mammoth struggle over last winter trying to clean the trailer and marquee after the fire extinguisher disaster.

Alan Myles for stepping in and towing the trailer to Moffat when Colin Ferguson double booked himself and of course Colin himself for getting the trailer to Ullapool, FA, Kelso and Resipole this year. Having the marquee as a central meeting place at our events is a real bonus particularly when the weather is against us.

And last but not least a thankyou to everyone who has contributed to the section news, turned up at lunch meets, natter nites, ride outs or events without your good humour, help, support and

encouragement none of these things would happen.

As always you can keep up to date with any changes and the latest news (if there is any) on the Scottish website.

Wishing you all a very happy Christmas.

Ride safe.

Judy
01592 874592
social@thebmwclubscottish.com

Southern Section

Gerri
01895 446896 (not after 20.00hrs please)
social.assistant@thebmwclubssouthern.com

Terry Hartshorn
01276 474694
social@thebmwclubssouthern.com

South East Section

As you know the AGM was held on the 2nd October and a couple of changes have taken place. Shaun Mulligan has stepped down as Section Secretary and Kelvin Duff has also stepped down as Section Social Secretary. Jackie Lippiett stood up for the Secretary post and I volunteered for the Social Secretary role. I have to say nobody can be more surprised than us to find ourselves in this position. However, I am very pleased and grateful to report that Elaine Bronger has remained in her role as Section Treasurer and John Hawker as Membership



Secretary. We held our first committee meeting on the 18th October. Our fellow committee members being Ian Campbell, Dave Deacon, Keith Morris, Ron Rugman and Lou & Rose Warner.

Jackie, Elaine, John, myself and the committee would like to take this opportunity to thank Shaun for his endeavours over the past three years and Kelvin and Paula for their time and hard work during the last twelve months.

I know Christmas is nearly upon us and it's a hectic time for most but may I remind you all of the NEW YEAR PARTY to be held on the 11th January at Pout Wood Golf Centre. I do need to know who will be attending as soon as possible. PLEASE contact me on 0208 301 1600.

October has been a very busy month for the section. Our first run being Kevin Goldfinch's Autumn Leaves on the 6th. Always a popular run and this year matched previous ones. 17 bikes met at Maidstone Services and Kevin took us through the roads and lanes of Kent (negotiated the odd road diversion which confused the sat nav's but local knowledge won the day). We stopped at Dymchurch for a pub lunch and as it was such a lovely day several ate "al fresco". We left Dymchurch and our ride continued to Beech Court Tea Room & Gardens for a refreshing cuppa.

Our second outing was the Midweek Run from Coopers Tunbridge Wells on the 9th with Ron Rugman at the helm. Once again we were blessed with good weather and a good turn out 11 bikes. Trying to avoid the A21 initially we took "B" roads around some lovely Kentish villages. After a short hop on the A21 we turned off at Robertsbridge and rode through sun dappled lanes to Herstmonceux,

Sussex. Finally, arriving in Bexhill and stopping for lunch at the Sovereign Light Café on the seafront. We then took the A22, A272 and on to the A275 to The Stable Café at Heaven Farm just south of Danehill, a final chat and of course a cup to tea and slice of cake.

George Barlow took us to Weymouth Beach Races on the 20th. 10 bikes turned up at "The Orchard Café" at West Grinstead at 8am for breakfast before leaving for Weymouth at 9am. The weather predicted for the day was not good but on the whole it was not too bad until we actually arrived. Where we were met with high winds and torrential rain. We had a Fish & Chip lunch and then made our way to the beach, by now the rain had stopped and we watched 3 races in bright sunshine and only a slight breeze. I can honestly say (from a woman's point of view) that I had absolutely no idea who was first or last it was so chaotic! Nevertheless a good day.

Last but not least was our lunchtime meet at Hawkhurst Fish Farm on the 27th. Considering the weather predictions it was quite well attended 9 bikes and Brian and Margaret Shears came by car. Luckily, the heavy rain fell whilst we had lunch. Under the circumstances it was decided to only have a short run, so for the second time this month we made our way to Heaven Farm.

Looking forward to seeing as many of you as possible at the New Year Party. It only remains for me to wish you all a very Merry Christmas and a very Happy New Year.

Debbie Morris

southeast.social@bmwclubuk.net



South West Section

The Section AGM was held at Whiddon Down Village Hall on the 6th of October. For those of you who missed this exciting event here is a rundown of the day. It was a lovely sunny day, perfect for a rideout with an entertaining venue to go to, you would have seen Dave Cooper's shiny new bike before it has had time to get dirty, Bryan Boothby's bike just before he cleans it and one or two more BM's standing in the car park waiting to be admired.

In the hall the home made cakes, teas and coffees were provided by Debbie, Sue and Sally. The donation pot on the kitchen counter collected £13.06 which will go into the Charity account.

The hot air was provided by your committee giving their reports on the past years activities with the usual comments about low attendance at events, difficulty of finding new venues, volunteers to run events and only a few bits of stuff for the web in other words the committee would like to see more involvement by the membership in Section activities in ALL areas.

Debbie told the meeting of how the committee has decided to join national in their membership drive of offering a years half price club membership to people buying a new or approved second hand BM bike from main dealers, by telling our local dealers, Ocean & CW's that the Section will pay the other half for the first 20 bikes sold starting beginning October. This is not as expensive as it sounds as the Section will get £4.50 capitation from National for each so it will only cost us £ 9 for each one, which is two more years capitation, if they stay! The Treasurer reported that sections funds had improved from last year

the sections accounts now hold £4,021.11 an increase of £300 from last year mainly due to a profit of £270 from the 2012 Hippo rally. The £10 farthest travelled at F 'n' C nights will stay and Don is going to set up some notes on event organizing including what equipment the section has for camping weekends.

The audience, sorry, members attending the meeting decided to award our annual £50 charity donation to the Motorcycle Action Group again and went on to elect the following committee.

Chairman: Phil Sampson tel.01726 61642

email: Philip.sampson@btinternet.com

Secretary:Debbie Sampson tel.01726 61642

email southwest.secretary@bmwclubuk.net

Treasurer: John Robinson tel.01395 597 725

email john.robbo12@btinternet.com

Social Sec: Don Rabson tel.01840 212 913

email southwest.social@bmwclubuk.net

Asst Social Sec: Bryan Boothby tel.01726 833 554

email bryfoy@gmail.com

Webmaster: Mark Corben tel.01626 335 621

email webmaster@thebwclubsw.org.uk

Committee Members:

Sally Robinson tel. 01395 597 725

email sal.robbo@btinternet.com

Robin Wale tel. 01726 862 788

email r.wale@btinternet.com

Dave Cooper tel. 01392 877 886

email dac.jec@gmail.com

And Most important the website has changed it's address You can now find it at www.thebmwclubsw.org.uk

The meeting itself seemed poorly attended, but the following Pub meets I attended the general opinion was that the Club is running very well, so its not apathy just reasonable happy the way the club is going and there is no reason to go and rock the boat. We did vote a new webmaster on board with Mark Corben and he has set up a new website with a new address as above. We also voted on Phil Sampson as the new Chairman.

We would like to thank the retiring webmaster John Robinson for the sterling work he has done over last few years. Also we would like to thank Dave Cooper, who retired as both chairman of the Southwest Section and Secretary of The BMW Club, if he doesn't know what to do with all this extra time on his hands I'm sure I can find a slot somewhere for a ride out two, and our best wishes go to Pete Fletcher on a full recovery from a serious shoulder problem. We wish the best of luck to Mark and Phil on their new roles on the club committee. Although low on attendees we were rich in contributions for next year's calendar of events, with a few new venues and plenty of camping weekends.

On the 13th of October we had a Sunday Cafe Meet at Lifton Farm Shop Café a very well run establishment doing a nice roast as well as a varied menu, 10 arrived at my booked table for 12, so no complaints there, we all enjoyed a good meal and banter.

On the 20th we had another visit to the Wetherspoons at the Union Rooms Plymouth, I was much rewarded by the large turn out as the last visit made me think it was time to try a new venue,



the centre of the city does makes it difficult for some to find and park, while for others it is easy with only a short bus ride. They also do a large range of good food at reasonable prices, plus there is shopping for the ladies who come along, after their meal.

Pub Meet at 'The Weary Traveler' 27th October 2013.

Firstly, can I thank Duncan for picking Sylv and I up and taking us to the pub. The radiotherapy I'm having is exhausting me, which in turn is exhausting Sylv looking after me, so it was nice for us not to be driving. Also thanks to those who braved the wind and showers to get there. This was the Sunday daylight hours before we had the big overnight storm which tried to destroy parts of the southwest, south, southeast, midlands and eastern England. During the meet Sally was commenting on the fact that she had 7 camper vans booked for the Hippo. We joked about members getting older and not wanting to camp. At that time I was looking out of the pub window and saw a camper van coming down the hill from the M5 jokingly, I said members were even coming to the pub meets in camper vans. We then realized that the camper van was members. It was Phil and Debbie who stopped off on their way home from a national meeting. We had a good lunch and set off home before the weather got worse. I think you'll be reading this early in 2014, so I'll take this opportunity to wish you all a 'Happy New Year', and I hope all our rallies and ride outs in 2014 will be on sunny, dry days. Take care and ride safe. Chris & Sylv

Whats coming up if this gets to you in time we have a new date and venue to try, the Lords Café, Princetown Dartmoor, on Sunday 24th of November, a 12.00 noon meet, ring Don Rolling on 01752 556 543 or me on 01840 212913, it might be in the middle of Dartmoor but we are promised a warm welcome. I do apologise for the confusion over the 24th venue.

The 1st of December sees Robin's Windyridge Café lunch time meet, the table is booked, but you would help Robin out if you could give him a ring on

07791 798 704, to tell him you are coming.

Sunday the 8th December, we have a Christmas Party at the Post Inn 12.00 noon, Whiddon Down, you have to book with Byran Boothby on 01726 833 554 in time and send him the money, the menu is on the website. I apologise if there has been some confusion with booking, however the venue has changed hands at the most awkward time.

The 15th there is a change of venue, it is now the The Jamiaca Inn, Bolventor, Bodmin., an old favourite revisited, 12.00 noon for this, ring Don 01840 212913 for more. The 29th we have a regular post Christmas meet at the Weary Traveller Cullompton at 12.00. Included are two more photo's from our recent Tavistock Rally.

And finally I would like to wish all our members a Merry Christmas and a Happy New Year.

Don Rabson
01840 212913

Southwest.social@bmwclubuk.net

Ulster Section

Norman Shearer
No_shear@hotmail.com

Western Section

Sadly our usual scribes Chris the wordsmith and Ali the emailer who do such an excellent job of producing the write ups for us has had a bit of an accident on her motorbike resulting in a dislocated shoulder thus is unable to rattle the keyboard so I'm afraid its up to me Denis to stand in for her and Chris on this occasion.

October was quite a busy month for us. We started off with a Lunch meet scheduled to be at the Coldharbour Mill Restaurant in Devon and two days before I learned that it had closed. After a mild panic attack I was able to re arrange the venue to the The Old Well Garden Centre, Uffculme, Devon. This change of venue is a good example of the importance of me having your email address on my system so that I can quickly contact you. If you don't get emails from me already send me an email and I will put you on my system. There were about fourteen of us turned up at the Old Well and what a good venue it turned out to be, the food was very good, the ambiance just right and the service from a very helpful staff was excellent. It will be in next years programme that's for sure.

The Three Shires Garden Centre in Newent hosted by George and June Lukins once again did us proud, we had a goodly number of members turn up and a good feed and natter was had by all.

Bob Dunn's ride out to "Somewhere in Wales" saw half a dozen riders turn out and the feedback I have had is that all went well and a good day out



was had by all except me who got the starting point wrong and missed all the fun.

Our monthly meeting at Devauden was well supported and lots of goodies for sale were up for grabs, I'm not sure if any holidays will be funded by the proceeds but we all had a good time and enjoyed the tea and bickies with our friends.

The Red Bull at Malmesbury saw the annual Skittles Match against our friends in the Oxford Section. Western Section started off really well and took a narrow lead in round one, by round two the effects of the Buffet began to make it difficult to bend and we slipped behind by a narrow margin and round three was a dis-ars-ter and we had to acknowledge we were beaten. Well done to Oxford Section, we look forward to a reversal of fortunes next year.

Denis Bradbeer
01454 775786
western.social@bmwclubuk.net

Yorkshire Section

Despite the recent sparsely attended AGM at Cracoe Village Hall, I'm pleased to be able to inform members that we have elected a new committee for your section. My name is Piers Kurrein and I've been elected as this year's Social Secretary. The new General Secretary, Chairman and NC Committee Representative is John Elvidge. Our new Treasurer is James Madge. All our contact details are to be found in the usual places within this Journal. Other committee members are; Stuart West, Alan George and Mike Dorking. We have now had our first committee meeting and have started planning how we hope to run things for the year to come. We are already in the early stages of planning a diary of events for 2014.

You'll see elsewhere in this Journal a small advertisement announcing that our regular Cracoe Village Hall meetings are to continue. This is great news as it's become a really popular gathering place. Please accept our apologies for the

confusion on this matter. There was some doubt about the viability of the venue, but new catering volunteers have come forward and the AGM voted in favour of the continuation. Please note that we are always looking for assistance in running this event. Anybody who can arrive early to help with setting up or stay late to help tidy up at the end would be most welcome. No need to do this every month, but a few helpers on an ad-hoc basis would be appreciated! A bit of help in the kitchen now and again would be nice too!

Going back to the question of events for next year, we need to get this set up before the end of November to meet the publishing deadline for the February Journal. Could anybody who would like to organise a run or event of any kind, please contact me without delay! If you need any advice on how to run events, also just get in touch. I'll be ringing around some of our regulars to see if they can run their usual or similar events too. It would be great if anybody out there could organise a foreign hotel event! Maybe that's a bit ambitious for the new committees first year; I don't know? There has been mention of a return to the 'famous' Chateau Le Mont Epinguet near Cherbourg. Regulars will know what a great venue this is but it would also be nice to maybe introduce some new members who haven't had the 'pleasure' before? If we are going to do this one, it really needs booking before Christmas to have any chance of getting in there. Please send feedback by return.

Here's hoping you'll all rush your ideas back to me! Keep biking and keep safe

Piers Kurrein
07866 622 196
yorkshire.social@bmwclubuk.net

Vintage Register

As 2013 draws to an end, next years calendar will contain the regular events which commence with the Classic Show at Stafford, Saturday 26th & Sunday 27th April 2014.

If any member would like to suggest other events or like to organise one please get in touch. Your assistance would be much appreciated.

With the assist of Greg Smith (retired) and Peter Ardron the Register website has been moved to the club server which has preserved the archive but we still need to understand the easiest way to update the site, so still very much "work in progress".

Whilst we might receive another Journal prior to Christmas I should like to take this opportunity to wish you a Happy Christmas and New Year and look forward to meeting you all next year.

John Winn
01604 631043
vintage@bmwclubuk.net



Yorkshire Section
**Peter Brindle's Thursday
Lunchtime Meets 2014**

6th March The Staveley Arms, North Stainley,
Ripon, HG4 3HT. 01423 770233
1654 11 040 W01 33 509

3rd April The Black Bull, High Street, Yarm.
TS15 9BH. 01642 791251
1654 30 546 W01 21 257

All Club members welcome

Contact: Peter. Phone: 01904 672883
Email: peterbrindle@hotmail.com



Mutual Aid



Mutual Aid Adverts are to enable BMW Club Members to buy or sell motorcycles or related items that they own. The service is free but subject to the rules below, and is not normally available to trade advertisers.

1. Note – adverts are **NOT** accepted over the phone – please send them by post or email to the **Mutual Aid Officer** whose name and address are on page 3. Please remember to include your full postal address.
2. All adverts should be readable, well punctuated and unambiguous. If writing, please use capital letters for clarity. If e-mailing, please only use a simple font such as Arial or Times New Roman. **NO ATTACHMENTS PLEASE!**
3. The maximum length is 65 words, excluding your phone numbers, name and email address. If you wish to use more than 65 words your option is to pay for the advert at 24p a word (including VAT) for the **WHOLE** advert. In that case, we would need payment with the advert when submitted. Note – one advert/month per Mutual Aid category. Adverts may be edited where deemed necessary by the Editor.
4. In your advert, please include your forename, phone number(s) and an email address if available.
5. You must include your name, full address, Section and membership number. These will not be published (unless requested) but we will check membership.
6. Mutual Aid Adverts are accepted for a one-month insertion only. Any subsequent submissions are the responsibility of the advertiser.
7. Please note the copy deadline in the Journal and understand which edition it applies to before querying why your advert doesn't seem to have appeared. Please submit your advert well before deadline date if at all possible. The BMW Club cannot be held responsible for the quality or availability of items or goods or for any arrangements for delivery or payment.
8. Adverts from non-members are accepted at a fixed cost of £16 (including V.A.T.) for up to 65 words plus your phone numbers, name and email address. For further information, please contact the Mutual Aid Officer.
9. Neither the Club nor the Mutual Aid Officer can advise advertisers regarding the value of goods offered for sale. Neither can the Club or the Mutual Aid Officer recommend suppliers of goods or services to members.

Business Advertisement (Disclosure) Order 1977

Any advertiser who places an advertisement concerning the sale of goods being sold in the course of business shall clearly indicate this fact. This applies whether the advertiser is acting on their own behalf or for another party. If you have reason to believe that you have been misled as to the status of any advertiser, please inform your local Trading Standards Department and the Editor immediately. The fine for breaches of this order is up to £1,000.

Note: Mutual Aid closing date is the 1st of each month

Motorcycles For Sale

"K" Series

K75S - June 1988 'E' - Currently on SORN. MoT to October 2014. 105,000 recorded miles. Some history. Touratech hooped pannier frames. Higher bars. Hand guards. Good runner. Level rear carrier for Givi plate plus original rack. Recently acquired R1100RT means no space! £600 o.v.n.o. John 01323 841498 or e-mail john.burton99@hotmail.co.uk (East Sussex).

K100LT - 1992 'J' - ABS model. 49,650 miles. Taxed and MoT until March 2014. Never crashed or dropped. No damage to paint work, not ex police bike. Recently renovated with new screen, discs, pads, stainless pins, every nut, bolt and washer stainless. Engine covers, Nivomat, low seat conversion, all standard parts with sale. All history for bike. Genuine reason for sale. Pictures available by e-mail. £1,750. Andy 07976 431350 or e-mail andretaylor@blueyonder.co.uk (Wolverhampton).

K1300GT SE - 2009 - Metallic beige. Full BMW

service history. Excellent condition and always garaged. ESA, ASC, ABS, Xenon headlight, heated seats and grips, computer and tyre pressure monitors. Electric screen, colour matched panniers and top box. 19,000 miles. 50 plus mpg. A very fast comfortable tourer. Six months MoT and Tax. £8,500. Can deliver. Dave 01788 817466 or e-mail rogercoal06@tiscali.co.uk (Warwickshire).

"R" Series

R45 - 1979 - Original condition. Ideal restoration project and is complete. Extras include headlamp fairing, crash bars and pannier frames. £695 o.v.n.o. John 01962 880156 or e-mail j.r.wilding@talktalk.net (Hampshire).

R52 - 1962 - With sidecar/float chassis as driven into my garage (dry and comfortable) in late 1970's. Mileage 89,841. It has a V5 and was used to ferry club machines to Brands Hatch and Annual Rally etc. Regrettably I am too old now to contemplate any restoration etc. and would like to pass the bike on to someone who can maintain the machine as an example of the sixties. Offers preferably over

£8,000. Lawford 01279 651064 (Hertfordshire).

R90/6 - 1975 - Good paintwork, Black/white lined. Dual front disc's, Stainless spokes, Twin plugged plus unleaded conversion head, electronic ignition, cockpit cowl, Surefoot side stand, classic Craven panniers. 80,000 miles. MoT currently on Sorn. One previous owner. Good classic tourer. £2,750. Ian 01647 252476 (Devon).

R100RT - 1979 - Red/black. 67,000 miles. Electronic ignition. Panniers and luggage rack. Comfort seat. Fork brace. Stainless exhausts. Garaged. Good condition. MoT until July 2014. £1,800 o.n.o. Peter 02083 862315 or 07710 014858 (London).

R1100S - 2004 - 17,000 miles. Mandarin and grey. Very good condition. Taxed until September 2014, MoT until April 2014. Heated grips, pannier frames, new tyres, starter motor, gel battery and brake pads. £3,500. Kevin 01924 369556 or e-mail kevin.worton@sky.com (West Yorkshire).

R1200GS - 2009 - Silver non ABS model. Taxed and Tested to April 2014. Heated grips, low seat, panniers, immobiliser, rear hugger and full service history. 22,000 miles. £7,250 o.n.o. Allan 01964 630825 or 07731 851033 (Yorkshire).

R1200RT 90TH ANNIVERSARY EDITION - 2013 '13' - Metallic black/gold. Registered 220 miles.

BMW Warranty. This bike is fully loaded including radio/satellite navigation, cruise control, heated seats. All panniers colour coded including top box, inner bags, tank bag - the list goes on!! £15,995 o.n.o. Stephen 07966 232762 (Luton).

Bits & Bobs

BMW NAVIGATOR IV (4) - Two years old complete with manual, box, case, lead and fitting bracket. Now surplus to requirement. £350 plus £10 postage. Plus BMW OE exhaust can for K1200S: Offers and buyer collects. Nigel 07764 600652 or e-mail n.moffatt111@btinternet.com (London).

BMW R100RS SINGLE SPORTS SEAT - In dark brown and in good condition. Now very rare. £345 o.v.n.o. John 01962 880156 or e-mail j.r.wilding@talktalk.net (Hampshire).

BMW RALLYE PRO 2 TROUSERS - Size EU 56 brand new and unused, light/dark grey, spare bits included, £175 plus P&P. RST Adventure jacket (sand). Size 2XL. Used only for two week trip abroad, very good condition, £125 plus P&P. Will post but collection preferred. Steve 01522 697721 or e-mail hairysteve@talktalk.net (Lincoln).

BMW SYSTEM 3 HELMET - Red, size 62/63, £50. Also Givi E193 top box adaptor plates for

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 enhance your enjoyment of your bike.

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

Or email to
peter@aurorastudio.co.uk
john.winn@ardington.org.uk

(1) R1200RT and (2) R1100/R1150RT, each £25. Postage where applicable. Ronnie 02870 343629 or 07809 014578 or e-mail hemphill.corr-isle@talktalk.net (Northern.Ireland).

COMFORT SEAT FOR R1150/1100 - With passenger seat. Both unmarked in excellent condition. £170 the pair plus postage. John 07826 397275 or e-mail for pictures to topbiker3599@yahoo.co.uk (Shrewsbury).

F650GS/GS DAKAR POST 2000 MODELS - Genuine BMW Repair (Workshop) Manual plus paper version of the electrical circuit diagrams. Both brand new and unused costing £43 and £15 respectively. Sell for £30. Also F650CS Repair (Workshop) Manual (non genuine), £5. All plus P&P. Martin 01695 422210 (Ormskirk).

FOR F BIKES 2006 ONWARDS - Wunderlich Vario brake and clutch levers (£75 the pair plus postage). These are in very nice condition and would cost £200 new. Photographs available if required. Richard 07771 916231 or e-mail r.j.frampton@lboro.ac.uk (Loughborough).

GARMIN QUEST BITS - My much loved Garmin Quest satnav has expired. So I have the motorcycle mount available. Looking for £10 plus postage. Also a cycle handlebar mount, £5 plus postage. Finally the mains charger, £5 plus postage. Ian 07718 050005 (Reading).

R100RS FAIRING - All fittings, in R90S colours, immaculate condition, £350 o.n.o. Ken 01932 888477 or 07877 374119 (Surrey).

SIDI ADVENTURE BOOTS - Gore Tex off-road boots. Will suit Adventure rider who wants ultimate style and protection. Size 47 (UK 12). Black and still boxed with all spare parts etc. Worn once on road trip only. As new. Cost £330. Sell for £175. Terry 07801 727321 or e-mail roi119@aol.com

(Lancashire).

SUREFOOT SIDE STAND - Bought for 1983 R100RT but never fitted. £50 plus postage at cost. David 01661 820755 (Tyneside).

Wanted

BMW CLUB MACHINE BADGE - Any condition, from pre-1980's. Please telephone or text. Nick 07904 505496 (Lancashire).

BMW - R65, R80 and R100 Basic, GS, RT and RS models, any condition, cash waiting, can collect. Ian 01694 723546 (Trader).

PRE 1969 BOXER - Ideally pre-war. For my private use - NOT a dealer! Anything considered in any condition from barn find to concours. An R66 would be my ideal but so long as it's old, a twin, and more or less complete, will get serious consideration. Will collect from anywhere. Peter 01673 844519 (Lincolnshire).

R100RS - 1978 Motorsport dual seat. White/blue. Original preferred. Dave 01633 896416 (Newport).

R850/1100R OR K75 - Low seat and high bars. Must be excellent condition. Cash waiting. Dave 01516 394336 or 07596 998445 (Wirral).

RUKKA LANCELOT JACKET - Size eur54 (UK44) with trousers size eur52 (36" waist), or either, in good condition at reasonable cost. John +353 8720 65080 (Ireland).

SIDECAR CHASSIS - Watsonian SV Mk IV if possible but absolutely anything considered. Colin 01619 282465 (Altrincham, Cheshire).

WANTED - A pair of 'Global pannier lids' to expand the capacity of my standard 2002 R1150RT panniers. John 07826 397275 or e-mail topbiker3599@yahoo.co.uk (Shropshire).



Roy Gardner Motorcycles
Independent BMW Specialist

FULL DIAGNOSTIC SERVICE MOTRONIC AND CANBUS SYSTEM

Parts and Accessories including Collection and Delivery
Touratech * Genuine BMW * Givi * Garmin Free Loan Bike
Service - Repair - MOT Hot and Cold Refreshments

Phone or fax now on 01772 603781

Unit 17 Out of hours: Open:
Twin Lake Industrial Park 07976 212903 Mon - Fri: 9 to 5
Bretherton Road roy@rgm-uk.com Sat: 9 to 1
Croston PR26 9RF



SCOTIA
WWW.SCOTIASIDECARS.COM
SIDECARS

t: 01333 429451 m: 07734 683429
e: info@scotiasidecars.com
w: scotiasidecars.com

Church Stretton Motorcycles 

BMW Motorcycles
our
speciality
for over 30 years

We service and repair all models from the F650, early airhead & oilhead boxers & K series to the present day twins, fours and sixes.

For more information contact Ian on 01694 723546, check online at www.churchstrettonmotorcycles.com or visit us at

Crossways(A49), Church Stretton Shropshire SY6 6PG

Looking for a used part for a Boxer or K series ?

For spares you can always rely on, take a look at

www.bmboxer.com

www.bmboxer.com



WARNING: OUR MECHANICS
WILL BREAK ANYTHING!

“We dismantle all models from 1969 onwards”

Don't say it can't be found until you have rung

01769574350

www.james-sherlock.co.uk

 **James Sherlock**
Independent supplier of BMW motorcycle parts



2013 S1000RR HP4 Carbon
£19,350

Small Business Adverts

Small Business adverts are available to any individual or business.
For rates and terms please contact Charles Knight (details on Page 3)

Accommodation & Touring

UK & R.o.I.

B&B IN THE BORDERS. A68 Jedburgh. Quality 4 Star accommodation. All rooms en suite/private facilities. Fabulous views over the town and only a 5 minute walk to the centre. Secure off road bike parking. Friendly hosts Chris & Amanda, Club Members. £29.50 - £45 pppn. Tel: 01835 862216 Email scottbeem@aol.com www.airenlea.co.uk

BED AND BREAKFAST MOFFAT SOUTHERN SCOTLAND. B & B, garage parking, wonderful biking area. One mile from M74 J15 on Edinburgh scenic route. Why not break your long journey here or spend a few days riding the local roads, enjoying the hills and bends. Club member. Chris 01683 220378 see www.buchanguesthouse.co.uk

GLENCOE – HIGHLANDS. Ghlasdrum B&B.All ensuite rooms, secure off road parking. Maureen 01855 811593 maureen@ken110.orangehome.co.uk

LAKE DISTRICT B&B IN BOWNESS-ON-WINDERMERE. Panoramic views of Bowness and lake. En-suite. Covered/lock-up parking. Leisure facilities. 015394 88658 Web: <http://www.abovethebay.co.uk>

LAKE DISTRICT. holiday bungalow – comfort for four plus garage. Ideal touring location & available April to November. Member owned. Tel: 01695 422210

NORTH WALES - CONWY VALLEY. Detached bungalow in Llanbedr y Cennin. Beautifully refurbished, two bedrooms, sleeps 4. Idyllic position, secure garage, private garden and parking. Conservatory, central heating, woodburner. Visit Wales 5 Star. Web: www.talltreesholidays.co.uk Tel: 01492 650764 E-mail: pete.barrar@virgin.net

ROYAL FOREST OF DEAN. Self-catering annex / double bed and sofa-bed / kitchen / shower room. Secure parking. Ideal for Brecon Beacons, Welsh Borders, Cotswolds and other superb biking country. Club members. 01594 837425 nick@foxfire.co.uk

SOUTH SHROPSHIRE. Clun Farm House B&B situated in stunning South Shropshire hills.Great biking roads in to Wales. Secure bike parking. www.clunfarmhouse.co.uk

clunfarmhouse.co.uk Tel: 01588 640432 (Club Member)

Europe

AUSTRIA. S/C fully equipped Chalet & Apartment (Sleeps 2-6). Superb touring roads & mountain passes. Excellent amenities. Secure parking. Close Italy/Slovenia Discounts for bikers - phone/mail for details. Liz Cannard. Tel/Fax 0043 4769 26415 www.alpine-dollshouse.com

B&B NORMANDY-FRANCE. 3 en-suite bedrooms, great roads, lovely region, perfect for weekend escape, 10% discount on B&B rates for club members, call 0033233640023 www.maisonlauriere.com

CENTRAL GERMANY B&B. All facilities for Bikers. Great stopover for east south, Great rides, more on www.vinecottage.de or contact bob@vinecottage.de

DORDOGNE – SELF CATERING AND B&B ACCOMMODATION WITH POOL AND SECURE GARAGE. 40 miles south of Limoges. From €25 Euro per night. Tours and Trail Riding. www.dordognemotorcycleholidays.com or phone Charles on +33 (0)553 501 239

FRANCE - LOIRE VALLEY. B & B plus ideal gite for two - north of Saumur. Tranquil location - Use of pool/hot tub. Evening meals available. Covered parking. Tel: (0033) 241821184. www.theloireaffair.co.uk

FRENCH PYRENEES. Self contained apartment in 200yr old farmhouse near Lourdes. Secure parking. Old Gascony, high mountains and Spain on your doorstep see www.flyride-pyrenees.com Tel: 0033(0)562354526

NORMANDY / BRITTANY BORDER- GOURMET BED & BREAKFAST.Close to Mont St- Michel large elegant 200 year old town house restored and renovated to a very high standard. Individually designed en-suite bedrooms, guests dining room, drawing room, lounge and conservatory for the comfort and hospitality of our guests. With landscaped walled garden and secure garage parking. Gourmet dinners are our speciality let us pamper you and tantalise your palate for a truly memorable dining experience. In the town of Saint-James just off the A84 auto route, twenty minutes

from Mont-St Michel and the beautiful coastline with scenic routes and great biking roads. Tel: 0033 (0)233-589025, Email: petit-illyria@wanadoo.fr Web Site: www.petit-illyria.eu.com

NORTH PORTUGAL- MINHO VALLEY. Penedes Nation Park and Galicia. Interested? We offer farmhouse self catering and luxury B&B both with pools. Come and sample the real Portugal see our Website. www.portugal-holidayvilla.co.uk. Tel Maggie on 00351-251648107 or Mobile 00351 911595902

PYRENEES MOTORCYCLE TOURS. Farmhouse B&B with mountain views, attractive village location, guided mountain tours, home cooked evening meals, undercover parking, bike wash, workshop facilities, clothes drying room. Tel: 0033 562 450811 www.pyreneesmotorcycletraveltours.com

SOMME B&B AND BATTLEFIELD TOURS. Our comfortable B&B in a secluded farmhouse just 100 miles from Calais offers beds for 8, plus secure, covered bike parking, trailer and workshop. Evening meals come highly recommended! NEW: fully equipped, self-catering apartment sleeps 6. Take a battlefield tour of Somme or Ypres with GS riding author and military historian www.orchardfarmsomme.com or Phone: 0033 (0)3 2286 5672

SOUTHERN BRITANNY. Close Redon 3 spacious, comfortable gites, set in 3 acres of tranquil grounds which may be rented separately or altogether for a larger group: Sleep 2 – 16. Secure garage parking for bikes. Contact: Anne & Dave Chapman Tel: 01732-456459 e-mail: anneanddave.chapman@virgin.net

Services

LYNBROOK INSURANCE. for Special Member's terms including Classic & Modern Motorcycle Insurance (all makes) Tel 0845 130 4662 or 01277 206285. Also Travel and Europe wide Breakdown/

Recovery Tel 0151 336 5881 (quote Lynbrook)

Servicing

ANDREW SEXTON. NORTH OXFORDSHIRE WARWICKSHIRE, GLOUCESTERSHIRE BORDER. BMW Quality service, repairs, restoration and special tuning work, on all models. Collection and delivery arranged. Tel 01608 730111

AVON - WILTSHIRE MOTORCYCLE TYRES. Visit Carson Tyres, in Melksham for great deals on Motorbike tyres, ride in ride out service and tyres fitted to loose wheels. Always at least 100 bike tyres in stock, Bridgestone main agents other makes stocked. Visit our web site www.rideinrideout.co.uk for prices or phone 01225 709 335 ask for David or Adrian our bike specialists.

B.E.M.W. For competitive prices on: Restorations, repairs & spares. Spares for vintage/classic BMW's from 1935. CJ750, copies of 1938 BMW R71, from £3,455. Some new 1957 models in stock, LH/RH sidecars plus OHV machines available. Machine tools for the small/home workshop, including Chester Multi Function lathe/mill/drill. Parts made to pattern or drawing. S.A.E. for specification and services or visit our website. 2 Forman Street, Derby DE1 1JQ. Phone/fax 01332 298523. Eves & w/ends 01332 824334, www.bemw.co.uk

BEDS, HERTS & BUCKS. - BMW motorcycle servicing and repairs - Motoscot Ltd (Steve Grover - Senior BMW Technician with over 35 years experience) Loan bike available. Stockists of Rukka, Schuberth & Daytona Tel: 01582 419812 email steve@motoscot.co.uk www.motoscot.co.uk

CENTRAL LONDON BMW SPECIALISTS. All models to date 2v, 4v, BMW Diagnostic equipment, ex dealer Tech, 30 years exp. Servicing, repairs, insurance work. Tyres, spares FROM stock. 5 star workshop - full facilities. BMW authorised supplier. Bikes bought/sold - see Biketrader web page. Jap & German 102 Druid St, London SE1 2HQ Tel: 0207 237 2299, www.japandgerman.co.uk

Sportouring
The finest products from around the world!
www.Sportouring.co.uk

HORNIG
Wunderlich
Largest UK retail stock of Wunderlich
NV Motorrad-Technik GmbH

All they key German brands in one shop!

Woody's Importation Ltd
Tel: 01443 742421
sales@sportouring.co.uk

Tel: 01443 742421
Superb products, fantastic quality, leading brands!
Enhance your motorcycling experience.

GARMIN

CRAY ENGINEERING. BMW Twins road & race performance specialist. Fully equipped workshop for servicing, repairs, rebuilds & engineering. Tuning packages to suit your requirements. New & used spares. Tyres fitted & balanced while you wait. (Callers by appointment only) Phone/Fax 01795 538282 Faversham, Kent

INDEPENDENT BMW SPECIALIST DORSET. Servicing and repair centre. Qualified technician with 20+yrs experience. Diagnostic testing and after service date resets. Studley's Motorcycles in Dorchester, Dorset. Tel: 07884 180968 www.studleysmotorcycles.co.uk

JIM HILL MOTORBIKE SERVICES. (formerly t/a Mobile Motorbike Services). We offer professional repairs and servicing for all BMW models at realistic prices. We now operate from Unit 2, Acton Street, Long Eaton, NG10 1FT. Collection service available. Contact Jim 07971 236087 www.ifixyourbike.com.

NORTH EAST. Independent BMW Specialist. Full service & repair for all models up to present day. Factory trained senior technician. Mobile service within 60 miles of Sunderland. Now breaking bikes. Call Mike Kendrick 0191 510 0265 or 07828 281003

PORTSMOUTH HAMPSHIRE. Roger Downey Motorcycles. Independent servicing, repair

and MOT work shop. 10% discount on MOT's for Members. Very close to Portsmouth Ferry port. Over 30 years experience. Tel 02392 825515 www.rdowneymotorcycles.co.uk Email: rdowneymotorcycles@gmail.com

SCOTLAND - NORTH AYRSHIRE. Mostly Bricks & Boxers. Independent BMW specialist. Professional motorcycle servicing and repairs at realistic rates. Agreed labour cost restorations. Phone Jim Downie 01294 558638 or 07580 649664 www.mostly-boxers-and-bricks.co.uk email. bricksnboxers@aol.com

THE BOXER MAN - THE INDEPENDENT BMW SPECIALIST. Full Service, Repair & Restoration facilities for R and K Series machines. Mobile service available within an 80 mile radius of LEICESTER. Call Phil on 0116 2668913 or 07860 588076, www.boxerman.co.uk (12/13)

THE WORKSHOP (YORK) NORTH YORKSHIRE. Independent BMW specialist based in York . Servicing, Repair & Restoration/Bespoke projects. Over ten years working with some of the best race teams in the British, AMA & the World Championships. Over 5 Years working with the Metropolitan Police. BMW passport. Diagnostic equipment. For more information please visit www.theworkshopyork.com or call Paul on 07881798445

Keihan Systems
have a range of Ypieces available

Models include the R100GS, 1150GS, 1200GS
and the recently re-profiled R100R

All manufactured to
a High Standard
in polished stainless steel
with a 10 year guarantee

KEIHAN SYSTEMS LTD
Unit 24, Pudgetts Lane, South Moons Moat,
Rodditch, Worcs. B98 0RB.
Tel: (01527) 518525 Fax: (01527) 518520
website: www.keihan.co.uk
email: info@keihan.co.uk

MOTORCYCLE

SPORT & LEISURE

FOR THE FUN OF RIDING

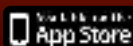
Motorcycle Sport & Leisure has more world scoops and exclusives than any other motorcycle magazine. It's got the latest news, test rides and in-depth interviews, while there are touring tales from every corner of the globe too, plus strong views from expert columnists.

3 ISSUES
FOR £3
DIRECT DEBIT ONLY



For great deals on subscriptions call 01507 529529 [Quote BMWMSL4] or visit www.classicmagazines.co.uk/bmwmsl4

Open to UK customers only. Offer valid until 31/12/2013



Established 1989



- Established 1989
- 14 day satisfaction guarantee
- Used parts carry a 6 month warranty
- 10,000 new part lines on the shelf
- 1,000s of BMWs broken
- UK's largest supplier of BMW parts
- 12,000 sq ft of pure BMW

VOTED no.1 MAIL ORDER SUPPLIER
BY THE READERS OF RIDE MAGAZINE
That's not just BMW but ALL mail order suppliers. Enough said!

- **NEW, SECONDHAND AND RECONDITIONED BMW PARTS** •
- **FAST MAIL ORDER** •
- **SALVAGE COLLECTED NATIONWIDE** •

We cover all BMW motorcycles from 1970 to the present day 1200GS etc. Remember-all our sales staff are riders themselves. Between them there is not much they don't know about your bike! We are quite happy to give you the benefit of this experience and to recommend the best manuals and guides for your needs. There is usually no need to pay somebody else to do your servicing, upgrades or repairs when we can give you a wealth of experience and the choice of new, secondhand and reconditioned parts. Many of our new parts offer a huge saving on dealer prices. We can provide you with service items, replacement parts, accessories and performance parts. We have the largest range of parts available anywhere in the UK - in fact we are not aware of anybody, anywhere in the world, who can offer our range and depth of stock. Planning a trip - ring us for advice on spares etc. to carry. Remember, we distribute world wide so we can deliver emergency parts to you anywhere. If you want it we've probably got it! If not and BMW make it we can get it for you. Try us!

UTAG datatag • Odyssey Batteries • Remus • Ohlins • Carbtune Tyres • Ultraseal • Keihan • Ilmburger • Rugged Roads • etc. etc.



Visit our new shopping basket site at
www.motorworks.co.uk



0845 458 0077

International: 00 44 1484 353600 Fax: 00 44 1484 353604

NOW IN STOCK! AlTRider products for the NEW 2013 R1200GS

A
ALTRIDER
venture on



LUGGAGE RACKS



CRASH BARS



BADLANDS PRO



£686



£899

Klim
TECHNICAL RIDING GEAR

OVERLAND



£394



£386

**LATITUDE
2013**



£583



£514

Visit us at our showroom or online at

www.adventurebikeshop.co.uk

to see the best selection of Adventure, Overland and Touring Bike accessories in England

Unit 19, Inca Business Park, Acton, Suffolk CO10 0BB

Tel: 01787 372901



*Merry Christmas
from all of us*

**THE ADVENTURE
BIKE SHOP**