



# BMW NEWS

Vol. 3, No. 4  
APRIL, 1973

Published by BMW MOTORCYCLE OWNERS OF AMERICA, INC.

## ★ ★ ★ SPECIAL NATIONAL RALLY ISSUE ★ ★ ★

### LET'S GO TO CALIFORNIA!

I have had the opportunity of visiting California several times, and I have ridden a motorcycle in California, but this will be the first time I have ever had a good excuse to ride to California.

For all of us interested in long-distance touring on BMW's, this is the golden opportunity to "put it all together" and test the body (or various tender parts thereof) and machine on a really long, interesting ride. The destination: The First National BMW Rally!

The members of the BMW Club of Northern California who are hosting the National Rally in conjunction with their own "49'er" Rally are already hard at work to make this the biggest and best BMW Rally ever. The Rally site is well chosen, near the fantastic sights of San Francisco, the redwoods, and even

"Bronson's Highway". The things to see and do on the way to and from the National Rally, especially for us Eastern types, are limited only by our individual imaginations.

We already have word from members who plan to attend from most of the states, so no matter which route you take you will probably meet other riders along the way.

Your early pre-registration is encouraged, so that the Northern California folks can get an indication of how many will be attending and can plan accordingly. See you there!

Vern Hansen #25  
President, BMWMOA

### FROM THE BMW CLUB OF NORTHERN CALIFORNIA



Ray Bunch #1008, President,  
BMW Club of No. California

On behalf of the membership of the BMW Club of Northern California, I extend our thanks to the Directors of BMWMOA for selecting our "49'er Rally-Tour" as the site of the first annual National BMWMOA Rally.

We invite all BMW Riders to attend and enjoy the fun. The Rally includes all the fun things of last year -- road tours, field events, camping, swimming, dinner, dancing, etc. -- plus new events. If any riders wish to arrive early for additional sightseeing, contact me and I will try to arrange accommodations with one of our club members. See you Memorial weekend....

Ray Bunch #1008  
President,  
BMW Club of Northern Cal.



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# BMW NEWS

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Contributions are welcome, and should be mailed to the EDITOR. They will be given fullest consideration, however BMW NEWS assumes no responsibility. Enclose stamped, self-addressed envelope if return is required. All contributions must be received no later than the 1st of the preceding month.

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# FROM the Editor's Saddle

I'm all worked up this month about the BMW NEWS, the first issue of the "New" NEWS, that you now hold in your hand. There are, first of all, so many "firsts" in this issue.

This is the first issue done by our new printer, Gateway Graphics of Chicago. I hope you, and I, like the quality of the work. If you don't, I'm in trouble.

This is the first issue sent by "bulk" mail. If you don't receive it until after the National Rally, we'll have to take it up with Uncle Sam.

This is the first-ever 16-page issue. We won't have them regularly, but we plan 12 pages as the standard size. We may do more, or less, from time to time, depending on the state of BMWMOA's finances and my capacity to endure pain.

This is the first issue mailed by a new addressing service, also in Chicago. If there are errors in your address that really bug you, please let me know.

Finally, it is the "Special National Rally Issue". Now, I know that many of you can't make it to California on your scooter this year. But, I also know that many of you could, if you really wanted to. So that's one purpose of the four-page special section, that starts on page 7 - to convince you "undecideds" to join all of us that are already determined to make this historic scene.

The other goal of the special California section is to help those who do go to make the most of the opportunity. We'll all be pressed for time, so what better way to enjoy your limited stay in California than to have a bunch of natives who are BMW enthusiasts tell you something about how to enjoy your visit?

I could only have done the special section with the help of some really great people who deserve mention here. In no particular order, they are: Chris Weld #1671, a San Francisco Police Officer (this would be a great guy to do the "San Francisco at night" bit with); Alice Price #489; Ray Bunch #1008, President of the host club (this is a man of exquisite taste, notice the references to wine-tasting and gambling on his favorite ride); Fran Gillson; Candy Vawter #579 (who has two articles in this issue); Don Prien #1633 (an 18 year old member, whose parents Al and Doris are also BMWMOA members); Charmayne Lowe #574; Margaret Schey #496 (she is "Roving Reporter" for the BMW Club of Southern Cal.), and Carol Plant #270, Ad Manager for the NEWS, who got all these good people to help out.

I look forward to meeting them all, and you too, at the First BMWMOA National Rally!

Frank Diederich  
Editor

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TO CANADA?



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# Letters to the Editor

Dear Sirs:

I am planning a trip to Central and South America in October, 1973. My trusty (?) steed is to be my 1970 R75. I have been wondering if your technical staff or circle of friends might be able to offer me some advice.

How can I best cope with the problem of running my bike on poor quality, low octane gasolines? Can you recommend any especially good gas line filter? What, if anything, should I do about carburetor jets at high altitudes? Do you know of any BMWMOA members who have made trips to the southern half of the new world to whom I could write and ask questions?

David Eddy #1376  
68 Egmont St. #4  
Brookline, Mass. 02146

Dear Frank:

I want to take this opportunity to sincerely thank you and endorse your decision to publish the letters on "wobble" in recent issues of BMW NEWS. The information is of vital importance to all BMW riders. While the answer is not clear, it is only by making this problem (which evidently does exist) one of popular acknowledgement that the BMW factory and/or the various fairing manufacturers will be forced to address themselves to solving it.

Once again -- congratulations! Hang in and continue to include letters pertaining to this problem -- especially its cure.

Jack Coleman MD #1781  
Traverse City, Mich.

Dear Mr. Diederich:

As a new member of BMWMOA, I would like to take advantage of the organization's information exchange facilities by first asking if you or any of the clan can tell me how to install air horns on my 1962 R50?

Then if this weren't enough to ask -- What about radios and tape players? Can they really be made to work, and if so, are they worth the effort?

Warren R. Donworth #1715  
238A E. 23rd St.  
Littlefield, Texas 79339

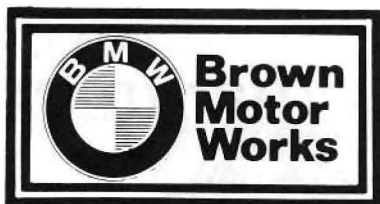
Editor:

Since the introduction of the new BMW colors, we have had many requests for color-coordinated Windjammers to match. At this time it is impractical from a production basis to honor these requests. We do have, on occasion, fairings with an imperfection in the gel-coat (the paint). These are perfect in all respects with that one exception, and would make ideal fairings to paint to match your BMW.

Riders interested are asked to check with their dealers or directly with us as to availability and price.

Loyal Truesdale  
Dir., Public Relations and Sales  
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(Mr. Truesdale's letter was written in December. We assume the above information is still current. If not, we hope Mr. Truesdale will bring us up to date.)



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## BULLETIN!

The Editor of the BMW NEWS has been informed by a number of sources that he believes to be reliable that at least two Canadian dealers have on display, and for sale, an improved, modified, or new model (understood to be a production machine) which incorporates, among other design changes, a rear swingarm which has been lengthened by about two inches.

The implications of this information to any member now in the process of buying a new machine in the U.S. should be obvious. The NEWS acknowledges its debt to the many enthusiasts in the U.S. and Canada, both BMWMOA members and non-members, for the origination and verification of this information.

# GET HACKED

by  
Art Jacobson #101

The first BMWMOA National Rally has been announced! The BMWMAO board of directors has chosen the BMW Club of Northern California's 49'er Rally as the site of our first national get-together. I hope that all you sidecar drivers are making plans to attend, because I am looking forward to meeting all of you. See you there.

Tim Shaffer, BMW News man in Europe, wrote with a tip picked up at this year's Elephant Meet: use of car tires on sidecar rigs. Tim writes:

"This was noted as having been done two ways, either re-spoking the BMW hub to a wider 40 hole rim (Harley or similar,) or bolting a complete car wheel to the de-spoked bike hub. A deep-dish wheel must be used such as that from the now extinct Lloyd or perhaps even from VW. (Later models.) Sizes seen were 135 x 15 radial, 5.00 x 15, as well as 5.50 x 15 regular case.

"Installation on the cycle requires removal of the rear housing from the drive shaft housing. The rear housing is then inserted in the hub, and wheel, tire, and housing re-fitted to the shaft housing as a unit. This requires a new gasket and oil refill for a tire change, a small price to pay for better traction and increased tire life. Usually only the cycle rear tire was oversize. Some, however, had both cycle wheels

converted, some all three.

"Also, a lot of French and Dutch /5 owners had hacks attached to their machines this year. Several came in groups with similar license plates, so one can assume that one of the group tried a /5-hack combination, liked it, and told his friends . . . ?" The oversize wheel conversion is for the older BMWs only.

James Rubens, member of the Chicago Region BMW Owners Association, took time to write:

"As you and others have indicated, there is little in the literature regarding sidecar operation, but there are two good articles that could be mentioned. One is in Motor Cycles and How To Manage Them and the other in Hints and Tips for Motor Cyclists Scooter and Moped Riders, Both books by the staff of The Motor Cycle. The reader should take into account that the articles were written with English sidecar set-up in mind.

"Two other books that might be of some interest to BMW sidecar people are 1000 Tricks Fur Schnelle BMW's and Akrobaten Auf Drei Radern, both currently available from Motor buch Verlag, Stuttgart Germany and both in German. The former is useful to any BMW owner and has a small but valuable section on sidecars; the latter is mostly post-WWII German sidecar racing."

Next month's edition of "Get Hacked!" is going to be devoted to some of the special pleasures and problems of touring by hack. If you have any hints for the first-time sidecar tourer pass them along and we'll share them out in the column. There is every bit as much excitement and fun in hack touring as in solo touring. It may even be nicer than two-up on a solo bike! But two wheels or three -- see you in California! (Until further notice, address mail for "Get Hacked" to Art Jacobson, c/o BMW News, 1944 Montrose Ave., Chicago, Illinois 60613.)

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# A REPORT ON "PATCHES" MOORE

by  
Candy Vawter  
BMW Club of Northern California

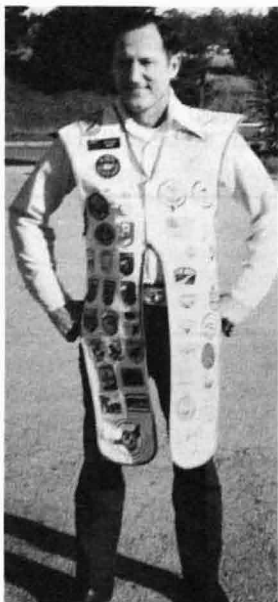
Hey, everybody--take special notice of John Moore when you see him at the National Rally!

In addition to his office of treasurer of BMWMOA, John is the secretary of the BMW Club of Northern California. That club, in order to show John their appreciation for a job extremely well done, presented him with a special award at their January meeting.

In his capacity as officer in these two BMW organizations, John travels extensively throughout the country attending as many BMW meetings and rallies as he can. In each state he visits, he purchases a jacket patch commemorative of that state. So, as you can well imagine, he has accumulated quite a few patches.

In order to accommodate all these patches, John was presented with a bright orange vest similar to those worn by the other No. Calif. BMW club members --with one major exception. John's vest has knee length tails--in the front! Carol Plant, treasurer of the BMW Club of No. Calif., sewed the vest and arranged the patches down the front and right on down to the tips of the tails. Carol had the help of John's wife Tootie, who "borrowed" the patches a few at a time from the wall where John had them pinned and smuggled them to Carol for placement on the vest.

After the presentation at the meeting (where John admitted being "speechless"), a motion was made, seconded and carried that John wear this vest, complete with nametag "Patches" Moore, to all BMW meetings henceforth; so like I said, take special note of John "Patches" Moore the next time you see him!



BMWMOA Treasurer John Moore, with "Patches" vest made by Carol Plant.



## NATIONAL RALLY !

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## MEET YOUR OFFICERS

BMWMOA takes pride in the fact that its officers and Directors are openly elected from the membership. We want everyone to know their officers and to know the work these officers are doing for the organization. This month we conclude the series of short biographies of elected officials with Chuck Smith #4, a BMWMOA Director.

*It is especially appropriate that this first issue of the "New" BMW NEWS carry the biography of the founder of the BMW NEWS. Chuck seems to have time for everything except talking about himself, which explains why his biography is the last to appear, and may explain why it was written by Larry Weseman, a member of the BMW Riders of Western New York. Our thanks to Larry.*

Chuck Smith, 39, was born and raised in the small Niagara County village of Lyndonville, N.Y. Motorcycles were introduced early in his life, starting as a passenger on his father's bike at the age of eight. He began riding solo at the age of nineteen on Harley-Davidson and BSA's. He also enjoyed some flat-track and TT racing on an old WR Harley. While serving in the US Army for two years he began touring the Southeast U.S.

Chuck's first BMW was a 1961 R69, indeed a very reliable machine. On it he covered most of the eastern U.S., and in 1969, with two friends, made the trip to Mexico. This 5800 mile trip, which included Monterrey, Mexico City, Acapulco, and Taxco, was begun with over 100,000 miles on the BM and completed without so much as a change of plugs.

With long-distance touring and camping his prime hobbies, Chuck has traveled to many road events as well as competition events. The love of competition

has never been lost although participation was given up many years ago. He currently rides a 1968 R69US equipped with full Avon Fairing and Craven panniers.

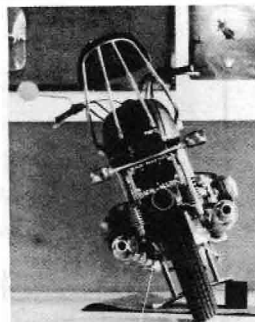
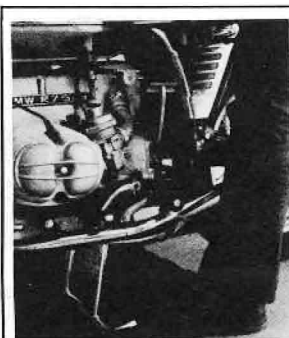
In promoting two-wheeled sport Chuck has accomplished much, starting with the founding of the BMW Riders Assoc. of Western New York and followed by



Chuck Smith, BMWMOA Director, and founder of the BMW NEWS.

the founding of the BMW NEWS and service as a BMWMAO Director, in addition to holding office in his local club.

He is a nineteen-year member of AMA, an eighteen-year member of the Canadian Motorcycle Assoc., and holds the BMW 100,000 kilometer medalion. He truly represents THE road-riding motorcyclist. A tool-maker and designer, Chuck Smith resides in Lockport, N.Y. with his wife Ethel and their three children.

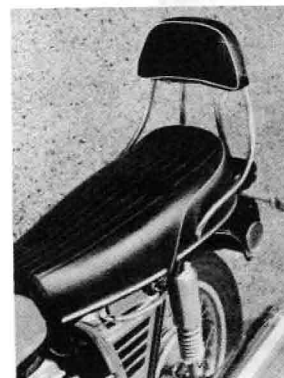


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# ★ ★ ★ SPECIAL CALIFORNIA-RALLY SECTION ★ ★ ★

This, the first sixteen page issue of the BMW NEWS, features the 1st National BMWMOA Rally. With the help of many of our good folks in California, we are able to bring you information on rides and things to see in California that only residents of that incredible state could give you. This California section has been prepared on these four center pages so that you can remove it for ready reference or to carry with you. We hope that all who attend the Rally will find it useful, and that those of you who cannot attend this year will keep it for the day you make your California ride!

## WHO'S WHO IN THE BMW CLUB OF NORTHERN CALIFORNIA, INC.

- Ray Bunch, President: Age 38, rides '69 R69S. Wife Peggy rides '67 R69S. Married 19 years. Foreman for Combustion Power Co.
- Bern Hyman, Vice-President: Age 43, rides '70 R75 with wife Sheila as passenger. Married 19 years, 3 sons. Construction Electrician. Amateur Actor. Ex-Marine (Korea). Hiking and Camping Enthusiast.
- John Moore, Secretary: Age 40, rides '72 R75. Wife Tootie rides '72 R60. Married 21 years. Daughter Sue. Son Mike. United Air Lines mechanic. Treasurer BMWMOA.
- Carol Plant, Treasurer: Rides '71 R75. In Saga Food Service Dept. at Syntex Labs. Advertising Manager BMWMOA.
- Tim Ramus, Tour Captain: Age 28. Rides '66 R69S - VW conversion with wife Jackie as passenger. Systems Lead in Illumination Industries. Nationally Certified Diving Instructor with National Association Underwater Instructors.
- Dell Sidam, Safety Director: Age 33. Lives in Morgan Hill near '49er Rally site. Rides '66 R69S with R75 engine, self installed. Press Break Operator. Transplant from New York State.
- Lars Bourne, Historian: Age 35. Rides '66 R60 with wife June as passenger. Married 11 years. Son Adrian. Daughter Erika. Advertising Artist for San Jose Mercury News. Member Executive Committee Newspaper Guild. Lars does all of the art work for the BMW Club of No. Cal.
- Herb Bouson, Sargeant-At-Arms: Age 41. Rides '71 R75. Computer Engineer at Ames Research Center. Transplant from Seattle, Washington.
- Sheila Hyman, '49er Rally Chairman: Travel Consultant. President California Association of Parks & Recreation Commissioners and Board Members. Member of Park & Recreation Commission of Pacifica, Calif. Member of San Mateo County Commission on Aging. Adviser to National Recreation & Park Association.

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## THE CALIFORNIA RIDE

by  
Ray Bunch #1008  
20353 Sea Gull Way  
Saratoga, Ca. 95070

The Golden Gate, A sip of California wine, a glimpse of the fabulous Pacific ocean, a sun warmed road through the Sierra Nevada, Lake Tahoe gambling, the majestic splendor of Yosemite -- these are the essential ingredients of the Best Bike Ride in California.

BMW people from all parts of the country may find that the '49er Rally-Tour whets their appetite for a closer view of the Golden State. For some a simple ride down "Bronson's Hiway" may suffice, but riders with a few extra days may want to take the "California Ride."

The "California Ride" isn't a guided tour and it's not really an unguided tour, it's -- well, it's sort of a collection of places that I like. There is no registration form, no entry fee, no tour leader, no group to follow (unless you form your own); just the joy of riding the way you want to ride. Here's how I like to do it:

Leave the '49er Rally site and head north to San Francisco for sightseeing (watch out for the cable car tracks), then over the Golden Gate bridge and into the Northern California wine country (watch out for the wine tasting rooms, they are more hazardous than the cable car tracks.) Next a short ride up the Pacific coast, then east through the Feather River canyon to ride the ridge of the Sierra Nevada south to Lake Tahoe. Southwest out of Lake Tahoe (assuming you haven't lost your bike at the casino crap tables) into the gold country of Mark Twain. Turn south through Angels Camp (watch out for low flying jumping frogs) and Sonora into Yosemite National Park. Leave Yosemite and head south toward Los Angeles or swing east across the Mojave desert.

Since the "California Ride" is a non-scheduled, fun sort of thing, it is very flexible. If you will have a few extra days before or after the '49er Rally and a desire to see some California scenery, write me and I will send a map marked with a route for your own "California Ride."

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# SPECIAL CALIFORNIA-RALLY SECTION

## CALIFORNIA, HERE WE COME!

by  
Carol Plant #270

The first thing you have to learn about California is how to pronounce some of the place names. Many are of Spanish and Mexican origin. Therefore, a J is given the sound we give the letter H in the word "here". Thus, the city of San Jose is pronounced San Hoe-zay and San Joaquin becomes San Wah-keen. But then there are the numerous Indian derivatives such as Yosemite. The natives say Yo-sem-itty, accent on the "sem." Now try a tongue-twister like Tuolumne or Mokelumne.

## MY CALIFORNIA FAVORITES

by  
Don Prien #1633

The following locations may be found on a map of California. They were picked especially for touring and all are located on or near inter- or intra-state highways. All are reached via beautiful scenic routes which are two lane. Use extra care on these mountain roads and have a pleasant and safe trip.

**Coloma:** Here is where gold was first discovered in California in 1849. It is on Route 49 between Placerville (formerly Hangtown) and Auburn. There is a museum, many old buildings dating back to the Gold Rush, Sutter's Saw Mill, a picnic grounds, and private camping facilities nearby. Highway 49 traverses the heart of the Mother Lode gold country and is well worth travelling over any section of it's route. One of the restored towns is Columbia, Gem of the Southern Mines.

**Lassen Volcanic National Park:** East of Redding. This is a very large forested area with a volcano, hot springs, mud pots, caves, lakes with huge trout which practically eat out of your hand, a park museum, etc. Check road conditions which may delay opening of the park. Incidentally, within the park is Uncle Runt's place where the BMW Club of Northern California hold their annual June meeting. You will be overwhelmingly welcomed at Uncle Runt's so be sure to stop.

**MacArthur-Burney Falls:** This is just about 40 miles north of Lassen Park. The falls are a sight to behold, spring fed, and gushing from the rocks. It is located on a lava plateau in the Pit River area and a marvelous bike ride into the State Park. It is fun to watch the birds dart behind the falls to feed on the insects. **Mount Shasta:** Another marvelous bike ride about 125 miles north of Lassen Park. This snow-capped extinct volcano rises abruptly from the valley floor over 14,000 feet high, providing summer and winter vacationing in the Shasta Lake Recreation Area. And don't miss the Lake Shasta Caverns.

**Redwood Empire:** Take 299 west out of Redding, enjoying the scenery all the way to the Pacific coast, then north to as far as you care to go, taking your pick of dozens of side trips. Or, when you reach the coast, turn south and meander through Grizzly Creek Redwood, Avenue of the Giants, Richardson Grove, and lots more. You'll find it all on a map.

**Fort Bragg:** When you get a crick in your neck from looking up at the tops of Redwoods, ride into this famous old lumbering and mill town on scenic highway number one, which follows the California coast from Eureka to the Mexican border.

## NORTHERN CALIFORNIA BY MOTORCYCLE

by  
Candy Vawter #579

Just north of the San Francisco Bay Area lies some fantastically beautiful and extremely interesting countryside and the best way to discover it for yourself is by motorcycle!

One thoroughly enjoyable ride is to start in the lumber town of Willits, located on Highway 101 in Mendocino County and go west on Highway 20 to Fort Bragg, right on the gorgeous Pacific Coast. In Fort Bragg you can visit the beaches or catch a ride on an old-time passenger train called the "Skunk" for a 5 hour scenic ride through the redwoods. Also located in Fort Bragg is the world's second largest operating redwood sawmill.

Just south of Fort Bragg on Highway 1 you'll find the Mendocino Coast Botanical Gardens. Here there are acres of beautiful flowering shrubs and plants with trails to follow that lead right to the ocean.

To continue south on Highway 1 provides an incomparably beautiful ride along the Pacific Coast with ocean views that just don't quit.

Another outstanding ride is along Highway 116 between Sebastopol, just off Highway 101, and Jenner, on the coast on Highway 1. Highway 116 follows the winding Russian River, a great resort area during the warm summer months. Along this ride is the Korbelt winery which will prove to be a very interesting tour, complete with a little wine tasting.

The counties of Napa and Sonoma contain a great many of the California wineries and nearly all of them are open to the public. The greatest concentration of wineries open to visitors is along Highway 29 north and south of St. Helena.

Right in this same area of rolling hills and winding roads is located the Jack London State Historic Park set in the hills above the tiny community of Glen Ellen. The ruins of "Wolf House," planned but never occupied by Jack London, may be visited in the park as well as a museum and the grave of that famous author. This park is a quiet place high in the hills overlooking the scenic Valley of the Moon.

Still in this same general area are two of California's 21 historical old missions founded during the late 1700's and early 1800's. In the town of Sonoma we have San Francisco Solano de Sonoma, founded July 4, 1883, the northernmost mission and last in the chain leading from San Diego. South of here in San Rafael, Marin County, is the San Rafael Archangel, the 20th mission, founded in 1817.

South of San Rafael to Mill Valley, and then west is Muir Woods, one of the most beautiful and accessible redwood groves. You can wander at your leisure along the well marked trails and gaze in awe at these magnificent trees, some hundreds of feet tall and thousands of years old.

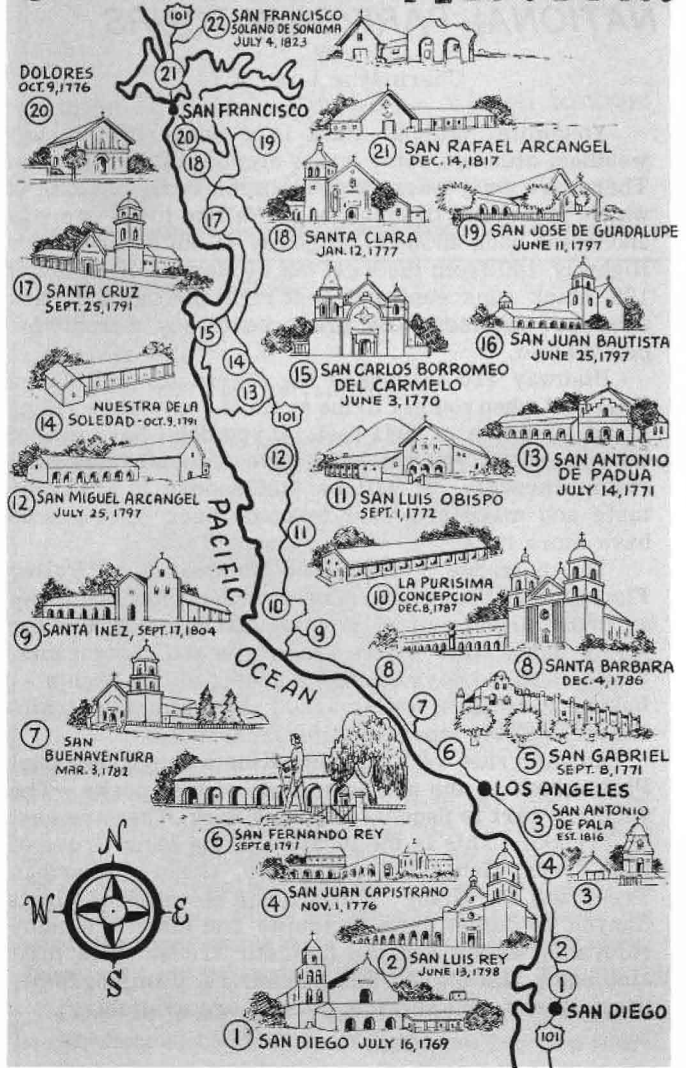
Muir Woods was named for naturalist and writer John Muir and is located in a canyon on the southwestern slope of Mount Tamalpais which reaches 2600 feet above the San Francisco Bay. An exciting ride to the top of Mount Tam will reward you with an absolutely unbeatable view in every direction.

This is just a taste of what the north central coastal region offers a visitor. There are rivers and lakes, the great Pacific Ocean, beaches, mountains, historical sites, parks, camping and recreational facilities galore. For a biker the possibilities are endless!



# SPECIAL CALIFORNIA-RALLY SECTION

## CALIFORNIA MISSIONS



The California Missions were built between 1769 and 1823. All have been restored wholly or in part. A side trip off Highway 101 to any of the Missions is a relaxing break and a special treat.

## DON'T CALL IT "FRISCO"

San Francisco. City of Cable Cars, Golden Gate Bridge, Oakland Bay Bridge, Fisherman's Wharf, Coit Tower, the Presidio, The Cliff House, Chinatown, Ghirardelli Square, Golden Gate Park, San Francisco Zoo, Cow Palace, and Herb Caen.

San Francisco restaurants are many and varied. There is every known cuisine available and you are only limited by your appetite. One can quite literally eat his way through San Francisco. There will be much information on this subject available at the '49er Rally.

## THERE'S STILL "GOLD IN THEM THAR HILLS"

by  
Alice Price #489

All you riders comin' out West to our 49er Rally and have the time, don't miss taking in our historical California Highway 49.

How long is it? Approximately 250 to 300 miles, starting at Mariposa area and ending in the Hallelujah Junction area.

What is it like? It's a "for real" highway made by the "for real" 49ers winding their way along the Sierra foothills in search of gold. The road is very much like it was in those days, except it is black topped.

Lots of "Old Diggins" are along the way to explore and creeks where you can pan for gold and get "some color" in almost each pan if your back can take the hard work. In the North Fork of the American River we found a "Glory Hole" where every pan brought us the "For Real" stuff.

Picturesque little towns dot all the way with descriptive names like: ROUGH AND READY, SMARTSVILLE, ANGELS CAMP, TUTTLETOWN, DAFFODIL HILL, RAWHIDE, TWAIN HARTE, FIDDLETOWN, and don't miss RELIEF HILL. Another don't miss is Coloma. Time your ride through there for meal time at the Nevada House with their ice cream parlor and dining room where food and atmosphere is served with old-time flavor. For those interested in antiques and such, they are everywhere with everything to suit your fancy. And there is Downieville, that has the dubious distinction of being the only camp in the Gold Country to have hanged a woman. She was a fiery Mexican girl named Juanita who plunged a knife into the breast of an annoying miner. The gallows are there for you to see.

Well, if you've got the time we've got the territory. So come on out. Lots of places to camp overnite and good motels and restaurants everywhere for your enjoyment. Ride Safe and we'll see ya' then.

## SAN FRANCISCO TIPS

by  
Chris Weld #1671

San Francisco, congested, beautiful and full of would-be thieves is inviting. If you're not riding your motor either park it where it's in your constant view or leave it in a commercial facility which is manned by an attendant. Most garages have area(s) adjacent to the attendant's booth just for us two (three?) wheelers. There are four (4) "Must-Do's" in San Francisco:

1. Ride a Cable Car (25¢ one-way).
2. See the City at night from atop Twin Peaks, (clear weather permitting).
3. Dine at Fisherman's Wharf, (two Cable Cars service the area).
4. Drive the well-marked 49 Mile Scenic Drive.

Maps of the 49 Mile Scenic Drive and other materials on the City are available free of charge, write the San Francisco Convention and Visitor's Bureau, Fox Plaza, San Francisco, Ca., 94102.

# ☆ ☆ ☆ SPECIAL CALIFORNIA-RALLY SECTION ☆ ☆ ☆

## IF YOU GET TO SAN DIEGO . . .

by  
Fran Gillson

Cabrillo National Monument and Lighthouse on Point Loma in San Diego is the most-visited National Monument in the U.S. This is where Balboa landed and California began. The Point affords a grand view of San Diego to the east and the Pacific to the west.

Balboa Park and the world-famous San Diego Zoo are a must for any visitor. San Diego Zoo Wild Animal Park, which opened this past spring, is 32 miles northeast of San Diego in the foothills near San Pasqual. This is the large animal park where animals roam free in an environment duplicating their African home. Another point of interest is the "Star of India" on the Embarkadero. This is the last of the three-masted, iron-clad merchantmen, restored and now a museum.

A visit across the border to Tijuana is like being set down in another world. It's just 17 miles from downtown San Diego. There are restaurants that serve very good food and drink. Two that have been visited by groups attending the San Diego BMW Club's Oktoberfest are Ceaser's and Reno's.

Do try to include San Diego on your California trip!

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San Jose, Calif. 95110

\*\*\*\* ALL ORDERS ARE POSTAGE PREPAID \*\*\*\*

## FIRST CLASS NATIONAL PARK BMW TOURS

by  
Charmayne Lowe #574

Yosemite National Park is a wonderland in any weather, although some roads may be closed in winter. There are four ways to get into the Park, any one of which is beyond description. We like to go one way and come back another. Highway 41 out of Fresno or Highway 140 from the west out of Merced or Highway 120 which runs east and west right through the Park are your choices. Be prepared to pay a small fee per vehicle.

Highway 120 traverses the Sierra through Tioga Pass and when you get to the summit you will be riding at an elevation of 9941 feet. If you don't have lots of time to spend you can still have a memorable time riding through. It will be just enough to whet your taste and make you want to come back when you do have more time.

The entrance to Yosemite National Park Valley Floor is well marked. There are cabins and camp grounds for over-night camping and campgrounds for just a day's stay. There are stores and restaurants. You can spend days or weeks seeing all the sights -- Lakes, waterfalls, well-marked and maintained trails to hike, and the most beautiful trees.

Another ride we like is into King's Canyon National Park which is the northern part of twin parks. The southern part is Sequoia National Park. They are east of Fresno. This is the location of the Muir Grove of Big Trees, General Grant Grove, General Sherman Tree, and the Giant Forest. The elevation of King's Canyon is higher than Yosemite and there are many enjoyable sights and the fantastic trees. You may also enjoy visiting the fish hatcheries. Camping facilities, stores, and service stations are available.

## SOME FAVORITE SOUTHERN CALIFORNIA RIDES

by  
Margaret Schey #496  
Roving Reporter, BMW Club of S. California

There are many, many great rides in southern California . . .

--up the coast highway to Long Beach to see the Queen Mary.

--to Redlands and up the mountain to Bartan Flats and into Big Bear City and past Big Bear Lake and down into San Bernadino.

--to Joshua Tree, Morengo Valley, and Yucca Valley and back through Cajan Pass.

--start in La Canada and take the Glendora Mountain road into Camp Baldy and down. A good short (about 2 hour) ride.

--the Santo Monica Mountains trip with a visit to Will Roger's home and out to Port Hueneme and inland to Ajai and Santa Paula.

Well, I guess I could go on forever. Come try some of our favorites!

# ON THE NATIONAL SCENE

## 1973 BMWMOA MILEAGE CONTEST

The Directors of BMWMOA decided at our annual meeting in Chicago to sponsor a mileage contest, open to all BMWMOA members. Here is the information.

The contest will be divided into two categories: Members of Chartered BMWMOA Clubs, and non-members of charter clubs, hereafter referred to as "Outriders". At the end of the contest period the Outrider and the Club Member with the most accumulated mileage will each receive a trophy for their efforts, plus national publicity in the BMW NEWS.

To enter, fill in the form below with your BMWMOA number, your odometer reading, check whether Club Member or Outrider, sign your name, and date it. If you belong to a chartered BMWMOA club, have your President sign your form to validate it. If you are an Outrider, the signatures of three other BMWMOA members are needed for validation. If you live in a remote area and cannot reach three BMWMOA members, see your BMW dealer and have him validate your entry.

All entries must be postmarked after May 1, 1973, and be received not later than May 15. The Contest period will be from May 1 to November 1, 1973. Should you change BMW motorcycles during the contest period, and still wish to be in contention, re-verification shall be needed as above.

The October issue of the BMW NEWS will contain another form to report your odometer reading as of November 1. Mail all entries to me. Good Luck, and Safe Riding to All!

Donald Smith #131  
1415 Mott Avenue  
Toledo, Ohio 43605

Dear Don:

This is to attest that I am BMWMOA member # \_\_\_\_\_ . My odometer reading prior to May 1, 1973 is \_\_\_\_\_ .

I am (check one): Club Member ( ) Outrider ( )

\_\_\_\_\_  
signature of member date

Verification:

signature	signature	signature
BMWMOA #	BMWMOA#	BMWMOA #
address	address	address
date	date	date

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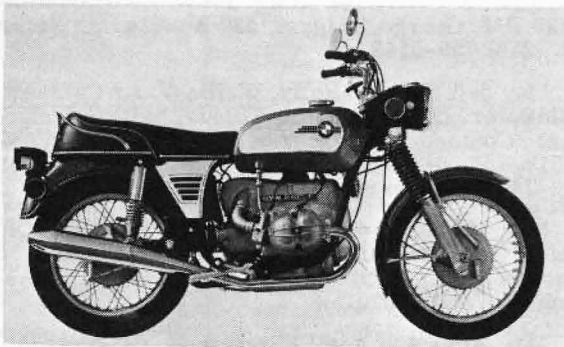
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Ron Clawson, Prop.

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# "MINI" RALLY

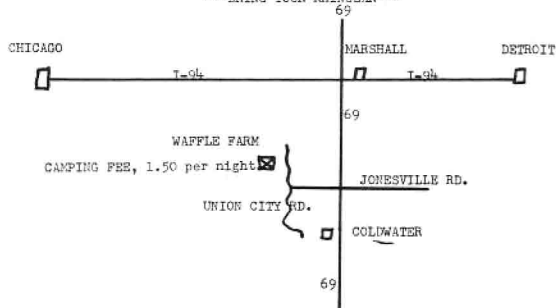
THE SECOND ANNUAL "MINI" RALLY WILL BE HELD THIS YEAR MAY 5TH&6TH AT THE WAFFLE FARM CAMP GROUND NEAR COLDWATER, MICH.

NO TROPHYS NO AWARDS  
NO BUTTONS NO PINS  
NO ENTRY FEE NO FAIRWEATHER RIDERS

\*\*\*BUT\*\*\*

IF YOU HAVE THE GUTS TO BRAVE THE WEATHER, YOU'LL MEET SOME VERY NICE BMW RIDERS. JUST AN INFORMAL GET TOGETHER IN EARLY SPRING TO MEET NEW FRIENDS AND RENEW OLD ONES. (KICK TIRES AND LIE) CAMP AT A VERY NICE PARK (INCLUDING PAVILION&STORE) OR STAY IN A MOTEL IN NEAR BY COLDWATER.

\*\*\*BRING YOUR RAINGEAR\*\*\*



FOR INFORMATION CONTACT: VERN HANSEN OF DETROIT 772-7407  
DON SMITH OF TOLEDO 698-3740  
CHET CONINE OF BATTLE CREEK 968-9615

# 1973 BMW Activities

Listed below are the club activities known to the Editor. Space limitations dictate that only dates, place, name of sponsoring club(s), and responsible club official can be listed. To list your club's activities, write to the BMW NEWS Editor and REQUEST LISTING. Publication assumes that the event is open to all BMWMOA members and that they will be welcomed, that changes of date or place will be reported to the NEWS, and that the individual named as contact is responsible for any relevant changes in announcements. If your club does not assume responsibility as outlined above, please DO NOT request listing herein.

April 8 -- Poker Run, BMW Sportsmen of Pa., 12:30 PM. George Unangst, 539 Knauss Rd., Nazareth, Pa. (215) 759-6142.

May 5-6. "Mini"-Rally, Waffle Farm Campground, Coldwater, Mich. Detroit, Toledo, Battle Creek clubs. Chet Conine, 38 Post Ave., Battle Creek, Mich., 49017, Phone 968-9615; Vern Hansen, Detroit, 772-7407; or Don Smith, Toledo, 698-3740.

May 18, 19, 20 -- 1st Annual BMW Dixiefest Rally, BMW Owners Club of Alabama and Vintage BMW Owners Ltd. John Harper, Rt. 3, Box 126 E-5, Anniston, Ala. 36201.

May 20 -- See April 8 listing.

May 26, 27, 28 -- 49'er BMW Rally-Tour, BMW Club of N. Cal., SITE OF FIRST NATIONAL BMWMOA RALLY; BMW Club of N. Cal., 836 Standish Rd., Pacifica, Ca. 94044.

June 2, 3, -- Rally, BMW Club of Toledo, Details later.

June 8, 9, 10 -- "Christmas in June" Rally, Indianapolis BMW Club. Kenny Jagger, 6340 Monitor Lane, Indianapolis, Ind.

June 16, 17 -- Laconia. Northeast BMW Club Rally. Details later.

June 24 -- See April 8 listing.

June 29, 30, July 1 -- Ozarks Hillbilly BMW Rally and Tour. Shadow Rock Park, Forsyth, Mo. Springfield BMW Road Riders. Lloyd Griffin, 810 W. Kearney, Springfield, Mo. (417) 756-2295.

July 13-15 -- Rally, Table Rock State Park. BMW Owners of South Carolina. Details later.

July 15 -- Poker Run, BMW Club of Battle Creek. Floyd Ratcliff, 963-6754, or Chet Conine, 38 Post Ave., Battle Creek, Mich. 49017

July 22 -- See April 8 listing.

Aug. 10, 11, 12 -- BMW Four Winds Rally, BMW Owners Assoc. (Pittsburgh) Jean Rihl, 8 Edgecliff Rd., Carnegie, Pa. 15106.

Sept. 14-16 -- 3rd Great Lakes Rally, Wisc. Dells, Wisc. Chicago Region BMW Owners, Wisc. BMW MC Club, and Madison BMW Club. Marty Luedtke, 2908 34th St., Kenosha, Wisc.

Sept. 23 -- See April 8 listing.

# CHRISTMAS IN JUNE

RALLY JUNE 8-9-10

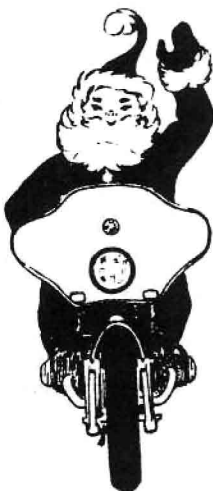
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# THE FLEA MARKET

Any member of BMWMOA in good standing is invited to use the facilities of this buy-sell department, for his personal, non-commercial advertisements. The names of members who are also dealers may appear, but the editor will make every effort to see that this service is not abused and that the advertiser's message is personal and non-commercial. There is no charge for an ad in this department, but no ads will be accepted without the member's BMWMOA number. Ads will run for three issues, not necessarily consecutive, unless a shorter run is requested, or the advertiser requests cancellation of the ad.

**FOR SALE:** 1969 R69S, w/custom saddle bags and Wixom upper and lower fairing, approx. 15,000 mi., new tires, turn sigs., new mufflers, exc. cond. Also Heinrich upper and lower fairing, HD solo seat to fit BMW, BMW alum. wheels. Floyd Edwards, #69, Box 6061, Terra Linda, Cal. 94903

**FOR SALE:** Kayser 750cc conv. kit for pre-1970 600cc models. 8.5:1 extra pistons and extra new liners. David Bobalki #1338, 105 Shelton St., Bridgeport, Conn. 06608. (203) 261-5354.

**WANTED:** For 1970 BMW, orig. model year short European stan. handle bars and compatible short cables. Fred T. Matica #1313, 6219 Stahelin, Detroit, Mich. 48228.

**WANTED:** Any pre-/5 model BMW with sidecar. Roland M. Slabon, 252 River Road, Andover, Mass. 01810.

**FOR SALE:** 1969 R 50 with Wixom Fairing, lea. saddle bags, extra Denfield solo saddle and pillion, new tires, 18,000 miles, as new, \$1250. R.M. Hewitt #1973, Rt. 2, box 1420, Bend, Oregon 97701. (503) 389-1392.

**FOR SALE:** 1962 R60, Bucobags w/lights, first oversize just completed (broken ring at 21,000 mi.), immaculate, \$1150. R.M. Hewitt #1973, address as above.

**WANTED:** Military BMW, preferably w/sidecar. R.M. Hewitt #1973, address as above.

**WANTED:** Avon Full Fairing for Earles Fork BMW, in fair, good or exc cond. State price, if located in Mich. or Ohio only William J Armbrrecht, # 395, 110 Burlingame, Detroit, Michigan Ph. (313) 868-0376.

**WANTED:** Messerschmitt (3 wheeler) KR-175, KR-200 or TG-500. All replies answered. Herb Torbin #513, 155 Woodhaven Dr., Pittsburgh, Pa. 15228.

**WANTED:** Info. on heat gauges for 1971 R/75. I have a full fairing and may have heat problems. Thomas Clark #1705, 130 Westmoreland St., Whitsboro, N.Y. 13492.

**WANTED:** BMW's own Repair Manual (Reparaturanleitung) and also Owner's Manual for R69 (not R69S, and not Clymer reprint). Philip Townsend #757, 994 14th St., Boulder, Colo. 80302.

**FOR SALE:** 1969 R60 US, black, Wixon fairing and bags, luggage rack, safety bars, 10,000 actual miles, just like a new one \$1395. Ray Randolph #1263, 1109 Midkiff, Midland, Tex., 79701. (915) 694-5634.

**FOR SALE:** BMW Standard (black) size tank. Like new, was repl. by 6-1/2 gal. tank in 1964, from R60. Asking \$65, will consider offers. Fred McFeeters, #705, Box 57, Salem, N.Y. 12865. (518) 854-3874.

**WANTED:** For 1968 R60 US, Black Avon Full Fairing in near new condition. Craif Trottier, Forest St., Plaistow, N.H. (603) 382-5033

**FOR SALE:** Serious collectors only! 1965 R27, immaculate unmarked completely original. Fac. mirror and luggage rack, custom sports shield, under 11,000 actual miles, 1 lady owner -- \$850. Contact: Jean Rihl, 8 Edgecliff Rd., Carnegie, Pa., 15106.

**FOR SALE:** 1970 R75/5 eng & trans., comp. as a unit, \$850. less carbs. 16,000 miles on cycle. Good chance for big cc power in older /2 frame. Ray Randolph #1263, 1109 Midkiff, Midland, Tex. (915) 694-5634.

**WANTED:** Rear wheel drive for '67 R 60 for sidecar Set bevel gear with pinion 26:6 or 27:7. Prefer to exchange for my sound 36,000 mile old 25:8 set, but will purchase under financial duress. Also need sidecar mounting sockets to fit frame and engine mount bolt lugs. N.S.O'Reilly, address below.

**FOR SALE:** Bought moderately large stock of fire and water damaged /5 and older model parts. Would like to sell some items such as /5 case, pre /5 case, '71 stock seat, /5 luggage racks, old Meier large seat, etc. Also have some vaguely sorted R25 etc. pieces. If you have the part number I may be able to find them. Please write your requirements. I'll state condition and price. N.S.O'Reilly, P.O. Box 7698, Dallas, Texas, 75209.

**WANTED:** Comp. headlight assy., 1 front shock, trip odometer speedo, for 1965 R50. Tom Winkle #1640, 127 W. VanBuren, Ottawa, Ill. 61350. (815) 433-2715.

ACHTUNG!!

ACHTUNG!!

## DIXIEFEST

1ST. ANNUAL BMW DIXIEFEST RALLY

May 18-19-20

SPONSORED JOINTLY BY THE BMW OWNERS CLUB OF ALABAMA AND VINTAGE BMW MOTORCYCLES OWNERS LTD

VINTAGE BMW'S ON DISPLAY	\$6.00 PER PERSON AT GATE
CYCLE JUDGING	INCLUDES: CAMPING
FIELD EVENTS	ALL EVENTS PLUS
TROPHIES	ONE SPECIAL WURST MEAL
SCENIC TOURS	ON SATURDAY NIGHT

**EXTRA ADDED ATTRACTION:** There will be a tour of the world's fastest race track, Alabama International Motor Speedway, Saturday morning, 11 A. M. This will include a trip around the highwall and down through the infield for the more daring riders on your own B.M.W.

**LOCATION:** TTT Campground in Lincoln, Alabama, 42 miles east of Birmingham on I-20. Campground provides ultramodern, clean convenience store, showers, and rest rooms, laundry room, swimming pool, and a large convention hall in case of inclement weather. Restaurants and motels close by. No reservation required.

**FOR FURTHER INFORMATION WRITE:**  
John Harper, Co-Chairman  
Rt. 3 Box 126-E5 Anniston, Alabama 36201

# ON THE NATIONAL SCENE

## SPECIAL NOTICES

### STATEMENT OF INCOME AND EXPENSE July 1, 1972 to January 1, 1973

Balance forward		434.23	
<b>INCOME</b>			
Membership Dues			
New Memberships	\$1,469.47		
Membership Renewals	853.50		
BMW News Subscriptions	1,976.50		
Club Charter Fees	180.00	\$4,479.47	
Advertisement			
Anonymous Booklet	\$ 100.00		
BMW News	123.00	\$ 223.00	
Sales & Receipts			
BMWOWA Jewelry	\$ 48.74		
Business Cards Personalized	14.00		
Patches & Stickers	62.48		
Misc. Income	.44	\$ 125.66	
Return of Funds			
From BMW News Account	\$ 182.00	\$ 182.00	
<b>TOTAL GROSS INCOME</b>			<b>\$5,444.36</b>

<b>DISBURSEMENTS</b>			
Printing BMW News	\$1,364.28		
Printing Anonymous Booklet	353.74		
BMWOWA Patches	161.80		
BMWOWA Stickers (2000)	207.28		
Officers Namebars	43.15		
Postage	496.17		
Misc. Printing	361.85		
Secretarial Expense	91.69		
Club-Co-ordination expense	93.08		
Exp. for BMW News	58.17		
BMWOWA Jewelry	33.19		
Telephone Expense (for decals)	7.25		
Board Meeting Room Deposit	25.00		
Refunds	15.50	\$3,312.15	
<b>TOTAL DISBURSED</b>			<b>\$3,312.15</b>
<b>EXCESS OF RECEIPTS OVER DISBURSEMENTS</b>			<b>\$2,132.21</b>

Respectfully Submitted  
John Moore, Treasurer

As a result of the recent annual election of the Chicago Region BMW Owners Association, official mail should now be addressed c/o Ray Stamer, President, 2011 McDaniel St., Evanston, Ill., 60201, or to Miguel Allerio, Secretary, 5135 S. University, Chicago, Ill. 60615, as applicable.

The Directors of BMWOWA take pleasure in announcing the appointment of Art Jacobson #101 as the seventh BMWOWA AMBASSADOR. This appointment recognizes Art's contribution to BMWOWA in generating interest in sidecar operation through his "Get Hacked" column in the NEWS, in spreading the good word about BMWOWA in his travels, and in supporting BMWOWA at the local level.

A limited number of back issues of the BMW NEWS are available, starting with February, 1972, with the exception of April, 1972. Price is \$0.50 per copy. Make your check payable to BMWOWA, and send your order to Charles Smith, 66 John Street, Lockport, N.Y. 14094.

When writing to the BMW NEWS, or to any BMWOWA official, please use your BMWOWA number. We want to know if you are a member, and if your name, classified ad, or contribution appears in the NEWS, we want our readers to know you are a member.

BMWOWA Treasurer JOHN MOORE reports 107 new membership applications processed during the month of February, with the last number processed being 1993.

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Each chartered club will be given, upon request, one free 1/4 page display ad in the BMW NEWS to promote their rally or other major event of the year. Camera-ready copy must be furnished by the club, and the club may choose the month in which the ad is to appear. Request and copy must reach the BMW NEWS Editor no later than the 1st of the month preceding the month the ad is to appear.

### LADIES' ANNOUNCEMENT

BMW NEWS Advertising Manager Carol Plant #270 has offered to assist the Editor in gathering and organizing the material needed to do a special section in a future issue of the NEWS featuring lady solo riders. This might work into a regular department. Any female members who ride their own BM's are invited to send a black-and-white photo of themselves, with their scooters, and a few lines of personal information to: Carol Plant, 2182 San Antonio Place, Santa Clara, CA., 95051. Do it now!

### USED BMW PARTS

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# Service Bulletin

by Bruno Canale BMW NEWS Technical Editor

## SPREADING THE WORD

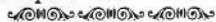
For old time motorcyclists the "club" of the past was often the local motorcycle shop. This was the place for conversation and information. If a fellow rider did not have the answer to a technical problem, the dealer could usually be depended upon to spare a few minutes of his time. He was, in a sense, a teacher. He helped keep your bike running and when he sold you a part he offered tips on installing it and often loaned you tools with which to do the job.

With a few exceptions today's high powered dealerships are more impersonal, and many motorcyclists are satisfying their social, technical and touring needs by organizing or joining a club. Often, it is a single make group like a BMW, Moto Guzzi, or Norton owner's club. From the technical point of view, a club that focuses on one brand is highly effective in providing its members solutions to problems they might have with their machinery, and the veteran rider often finds that he can exchange more information at a single club meeting than in a dozen visits to the dealer of old.

BMWMOA provides an even wider forum, and because it is owner-run and owner-supported, and is not dependent on advertising revenue for its existence, it can address itself to technical problems which might be embarrassing to the factory, the importer, the dealers and the slick magazines. Even some owners might object to frank discussion of possible shortcomings in their beloved machines but such discussions can only, in the long run, "improve the marque" and thereby lead to greater owner satisfaction with that marque.

But you don't have to be a BMW expert to solve a problem. In fact, Americans are notorious for coming up with improvements on foreign bikes which are quite often incorporated in next year's model. The Japanese are quick to listen to this free amateur engineering advice and have profited from it. The Germans, on the other hand, only reluctantly accept constructive criticism; feeling that once a design has been laid out by a Certified Engineer, any complaint from a layman (and a foreigner at that) could not have much validity.

If you have solved a BMW problem, whether it be in the machine itself or one of your own making, and would like to save your fellow enthusiasts the same trouble, write it up and send it both to your club newsletter and to the Technical Editor, BMW News. We will print as many of these tips as possible. Through this self help we can all get more riding in, and as one new club member observed: "The tips I picked up at the first meeting paid my dues for years to come." So, "Cast Thy Tips Upon The Waters . . ."



Ever hear of a BMW getting lead poisoning? I have a "71" R75/5 with 23,000 miles and I noticed a slight loss of performance and a roughness of the idle. A compression test revealed that I had 130 lbs. in one cylinder, and only 90 lbs. in the other. We found that lead deposits had built up on the back side of the valves to run all the way back up the valve guides, keeping them open.

Feeling that I was doing the best thing for my machine, I had been feeding it Sunoco 260. This fuel has a very high lead content, and was in fact not my best choice. Any standard premium gasoline should do just fine, but 260 is out. If anyone else might have felt the same as I, I would like to spare them the expense of correcting this problem. Don't poison your BMW.

Bob Morrison  
Upper Darby, Pa.

## FACTORY SERVICE BULLETINS

"Factory Service Bulletins" have been a sore point with many BMW owners. These notices are sent only to dealers and pertain to BMW maintenance. Many dealers keep this information to themselves, especially if it deals with a modification correcting a factory design or materials error. There is some merit to this secretiveness, for one can see that such information in the hands of a prospective buyer, trying to decide between brands, might well cost the dealer a sale. In other words, a certain number of sales might well go to the dealer who is best able to keep his brand's shortcomings a secret.

Even Honda dealers, who seem to be more liberal with factory service information, could hardly have been expected to advertise the fact that the first Honda Four's chains were coming loose and knocking 400 dollar holes in the engine cases. This serious problem, which occurred in literally hundreds of machines around the U.S., was only discussed by the magazines, and underplayed at that, after Honda "solved" the problem by riveting the chain together and enlarging the countershaft sprocket.

The /5 handling problem was somewhat similar but not as serious except to the occasional rider who went down and knocked a 400 dollar hole in his helmet. But it was openly discussed and a nationwide feedback from BMWMOA members provided good information that helped assure a wobble-free ride. We feel this free discussion has caused the factory to more quickly accept our complaints and to do something about them. We approve of BMW's policy of making improvements as solutions are found and we are confident that we shall see further improvements, especially in the handling department.

While not exactly a factory bulletin type communication, we feel that the new BMW Motorcycle Journal, available to BMW owners from Butler and Smith by sending in the serial number of their machine, is a step in the right direction. We hope to see some factory technical tips in it in the future.

For those of you who do not receive the Journal, we repeat here the new tire pressures recommended by the factory for improved handling on the /5 models. Incidentally, the data leading to these new tire pressures was obtained right here in the U.S. by factory riders who operated out of C&D BMW, Freeport, Illinois, where, according to Tom Anderson of C&D, they literally "wore out" two R75/5s.

RECOMMENDED TIRE PRESSURE FOR /5 BMWs		
Front: 3.25 x 19 tire	Solo 27 psi	Dual 30 psi
Rear: 4.00 x 19 tire	Solo 25 psi	Dual 30 psi

Supersedes prior recommendation in owner's manual or other technical literature.

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