

THE B.M.W. SOCIETY OF GREAT BRITAIN*

Exclusive Club for B.M.W. riders.

Headquarters & Offices:
WOOD COURT
COBHAM
SURREY

(Corner of Sevenhills Road & Portsmouth Road)
(A3)

Telephone: Cobham 3224.
Cables: Wood Court, Cobham, Surrey.

President & Organiser (pro tem): Dr. Reginald Roberts, D.Sc., Ph.D.

*NON-POLITICAL

NEWSLETTER No. 1.

September, 1951.

X Dear B.M.W. Friend:

Owner-riders of the exclusive, the world's most exclusive touring and sporting motorcycle are invited to participate in the establishment of the B.M.W. Society of Great Britain. There is no such club at present, to the best of our knowledge, and there is certainly a great need for a recognised meeting place and central office of relations for the many B.M.W. enthusiasts in Britain who possess a machine and vow they will possess no other until another is made as good. Of all motorcyclists, perhaps the B.M.W. owner is the most fanatic, and once two or three get together there is no parting them from the interesting conversation and yarn-swapping that goes on. Even though there has been no proper club for them, B.M.W. riders have long waved to each other upon the open road, and been first to stop and advise and help in rare times of trouble.

Why is the B.M.W. machine so loved by its lucky owner? It is difficult to say. One or two perhaps treat it like a demi-god but the majority perhaps have fallen for the intangible qualities of pluperfect steering at low as well as high speeds, the most expensive-sounding silence of the engine, the friendly chuckle of husky yet quiet exhaust. Perhaps it is sex-appeal? I know some who love their B.M.W. before their girl-friend; does this account for the fact that so few B.M.s. carry a pillion passenger? In any case there is no doubt, at least to us, that the B.M. is the most aristocratic of all motorcycles, the most thrilling to ride, and most robust. Some say it is a pity that it is German machine, and that it is far too expensive to buy; but these are those who have never enjoyed a ride on one. Second-hand models of pre-war vintage are almost as expensive to procure as ordinary new machines. However, there is some satisfaction perhaps in possessing what is probably the world's most expensive motorcycle. Car-owners will probably better understand our addiction to the B.M., especially those who have driven a Rolls-Royce. Just as this wonderful car has a feel, an air, and a behaviour incomparable with other cars (and the price!), so has the B.M. Just as the Rolls-Royce is not the world's fastest motorcar, nor is the B.M. the fastest motorcycle. But look what else it has!

Most B.M. owners I know seem to have had most other makes and naturally gravitated upwards to the B.M. in their natural search for ultimate perfection - and found it to a large extent.

True we cannot exceed 100 m.p.h. like riders of other machines can, even so how extremely rare it is for others to pass us on the road, or beat us from a standstill to the 80s. and 90s. Then also we get long distances in the day extremely fast and with utmost comfort, not being forced to stop for cooling off while sipping tea! And how distasteful is the mechanical noise and ear-slitting exhaust of ordinary machines to us as we pass them!

Certainly there is the opportunity for all British B.M.W. owners to get together in a common fraternity, a brotherhood in which the only initiation into membership required is the possession of the necessary B.M. - be it pre-war or post-war doesn't matter, for the pre-war model is still the same if older thoroughbred of the open road.

You are invited to help found the Club by completing the form enclosed with this Newsletter, with your name, address, type letter and number of your B.M.W., and promising to attend the First General Meeting of the Society at Wood Court, Cobham, as soon as it can possibly be arranged.

Such a club should add immeasurably to the pleasure of riding your B.M. and in meeting other B.M. riders who may be experts at various kinds of tuning, and may have heaps of advice to offer you in order that you may get the best out of your machine.

It is primarily a rider's club... we are not interested in its origin of manufacture, nor interested in its sales - apart from getting to know the riders. However, we hope that B.M.W. distributors and agents all over the country, and who will receive a copy of this first Newsletter will co-operate by sending us a few addresses of people to whom they have sold machines so that we may contact them. The existence of the Society is bound to help sales of B.M.Ws. in this country, by fostering greater interest

Several matters will have to be considered at the General Meeting. For instance, whether to have a sporting section as well as the primary touring section, and whether to include a section for B.M.W. sports car owners.

In the meantime, if you are riding a B.M.W. machine and care to call at Headquarters one Sunday afternoon between 2.0 and 6.0 p.m. we shall be pleased to have a chat with you. If we are not here, then we shall not be far away - probably at some Road Cafe on the A.3. within 5-miles or so - such as "The Three Frogs" one mile south of Ripley, "The Winning Post" at Esher, or the Snack Bar on the Portsmouth Road at Ripley. If you see B.Ms. outside, just drop in - we'll be pleased to see you.

Needless to say, the primary aim of the Society is entirely fraternal through the B.M.W. machine, and this extends abroad as well as in this country, for the B.M. has a great and well-deserved popularity in pretty well every country in Europe. Such a Society, getting together with overseas riders, can get a great deal of pleasure out of foreign touring - and the saving of considerable time and expense in foreign lands. Such a fraternity will add its quota to the ideal of world peace and brotherhood of nations - which seems beyond the politicians at the moment. So let the Society be above all discrimination in race, colour, politics and creed.

Yours fraternally

Reginald Roberts
President (pro tem).

B. M. W. NEWS ITEMS

Riders in London will have noticed the fairly large number of overseas tourists on B.M.s. One little late model 250 was loaded with pillion passenger and considerable baggage. An amazing little bike.

In Surrey we recently met two Frenchmen on a B.M. who were touring Europe, and making a lightning visit to London. One of our chaps accompanied them through London, and later down to Dover for re-embarkation, and remarked upon their amazing control of a very much loaded. They certainly could ride.

Letter from Charles A. Lock of M.L.G., the B.M.W. servicing specialists, 8, Goldhawk Mews, W. 12.

"Dear Friends: Please send me all the particulars of the B.M.W. Society of Great Britain. Congratulations on starting it. Please let me know if I can be of help.

My claim to membership is genuine enthusiasm for the finest motorcycle in the world and ownership of an R66 for thirteen years.

I take the liberty of enclosing a business card, not for altruistic reasons but because my partner and I are always willing to help members of the most exclusive cult or perhaps I should say glad sufferers of the most fascinating disease in the world.

I enclose an S.A.E. for myself and one for my partner. Please send the details to us both.

Good luck to you, you have really started something now. May I have the pleasure of meeting you soon. Yours very fraternally, Charles A. Lock."

Details are being sent to you, Mr. Lock, and we trust that you will help us in what perhaps is the best way at the moment, and that is to get the names and addresses of the B.M.W. owners who visit your workshop and send to us so that we may send them particulars of the Society. They will not be bothered and badgered if they are not interested.

Notices on the Societies printed letter-headings are being sent to B.M. distributors and agents to fix to their shop windows. Readers of the B.M.W. Newsletter will help us immensely if they will be good enough to send us names and addresses of any motorcycle showrooms in which they see B.M.s. for sale, whether they be new or used models. We'll do the rest. Thank you.

At the time of preparing this Newsletter the following addresses of B.M. riders have been received. If you reside near them, why not contact them and make yourself known.

C. T. Parker, 8, Cedar Grove, Ealing, W.5. Owns an R-23.

E. Gorham, 187, Maidenhead Road, Windsor, Berks.

J. Pierce, Pinehurst Malding, Thursley Road, Elstead, Surrey.

E. J. Emery, Ranelagh, Fairhaven Avenue, West Mersea, Essex. R-66.

L. W. Avery, 40, Waltham Road, Boscombe, Hants. R-51 and Steib.

F. Hardstaff, 27, Holroyd Crescent, Baldock, Herts.

Other names and addresses will be published in this monthly Newsletter from time to time for the same purpose.

And don't forget Headquarters; we have an R-51 and an R-67.

EDIMBURGH: A. T. ROY, 16, Willowbrae Road, Edinburgh 8. 1939 R-51.

At Headquarters, which is only 17-miles from London between London and Guildford, on the A.3, we have an excellent place for Headquarters, including a garage-workshop and Club Room. It could be made the best Headquarters of any Club in this country. 20-acres of Woodland surround the property - and you are welcome to the rhododendrons, rabbits, jays and blackberries, in season.

One overseas B.M. rider, Mr. Stabler, a Swiss rider at present in London, is most enthusiastic over forming our Society. He runs an R51/2 with some pretty interesting accessories of continental origin. Mr. Stabler has offered to spend a week of his summer holidays next year in conducting any British B.M.s. around the most interesting and economical parts of Switzerland, and also conduct them over the German border to the B.M.W. works at Munich. As Mr. Basler speaks excellent English as well as German, the advantages are obvious, and we hope to make up quite a landing party!

It is Mr. Basler's idea, that our Society arranges that riders who are expert in certain kinds of tuning should help other riders with their machines, as is usual on the continent.

Mr. Basler is working at Trinity Motors, North Side, Wandsworth Common, and will welcome any B.M. enthusiast who may be passing there during the week - including working hours.

At the First General Meeting, which we want to hold as soon as we have had sufficient response from B.M. riders, we shall have to decide whether the Society is to be entirely a Social and Touring Club, or include also a sports section for those who are prepared to risk their costly machines in trials and scrambles. We also have to decide whether or not to remain an individual club, exclusive on all counts, or obtain affiliation with one of the larger Unions. Or whether to make it a Union in itself, with branch B.M. clubs in any districts where B.M.s. are ridden.

Spares will be a question raised. It is hoped that by the formation of the Society, representative of British riders and B.M.W. opinion, that we will be able to get a ready ear to our requirements from the Trade in Britain and perhaps from Munich. Also, we should have a voice in telling Munich what we British riders want in future design of these machines.

Some of us are lucky enough to have friends in Germany who are able to get the odd spare and accessory direct and send to us.

There is a rumour around that there is an attempt to get a new trade agreement fixed up between Britain and Germany which may well result in a reduction of duty which it is said may cause the price of the R51/3 and R-67 to be reduced by about £50. This is good news indeed, and will encourage the sales of new models - especially owners of ordinary machines who would prefer the B.M. but cannot afford one at the present price. In any case, the blow is softer when we pay up if we consider that we are helping the Government no end by paying a pretty stiff purchase tax and import duty upon our machine! And all of the older B.M. riders say that the reliability of the B.M., and its near indestructibility means a saving in cash over a period of years.

On the London-Guildford A.3. B.Ms. have been collecting in great strength on recent Sundays. Outside the "Winning Post" Snack Bar at Esher once recent Sunday, almost a dozen B.Ms. of all types pulled up during the afternoon, attracted by the B.Ms. already parked outside. The same has happened also at the "Three Frogs" below Ripley. Going out for a quick "cuppa" for some riders has meant a whole afternoon and evening spent in B.M. chat, and discussion of experiences.

One old but rebuilt R-5 has been making an appearance. Built like a bridge, yet still amazingly modern looking with its telescopic and shaft drive, it had a tick-over like a car. This model hails from Putney.

On the A.3 it is the usual practice of B.M. riders to wave to each other in passing, a fraternal salute which we hope is repeated in other parts of the country.

Interest in the B.M. is not confined to motorcyclists. Stopping to dust off his machine just outside of Brighton one Saturday afternoon, the writer had the experience of two M.Gs. a Jaguar XK-120, and two other sports jobs stop and ask if any assistance was required, and ending up in a short inspection of the B.M. and an interesting chat about its famous merits.

Parking his R-67 outside of a Brighton cafe, alongside an expensive ordinary machine, the writer was amused to overhear a large crowd of laymen discussing and comparing the appearance and highly speculative performance of the two machines. The argument became almost heated.

Whenever you see a B.M. parked, do drop in upon the owner and make yourself known. Tell him about the Society and Club, and give him our address.

Our overseas B.M. friends tell us some very interesting things about the method of manufacture at the B.M.W. works which probably disclose a secret or two about the performance and reliability of the B.M. For instance, the modern practice is to cast cylinder blocks and bore them the same day or thereabouts; but not at B.M.W. Cylinder blocks are left lying to rust in the yard, in all weathers for a couple of years. Thus the metal is allowed to work before it is bored and placed in the machine, and not left to work while the machine is being ridden. It is also said that up to 200 hours are spent in hand-finishing a B.M.W. motorcycle engine before it goes into the frame. The gearbox is already run in before fitting. No wonder there is something about the B.M.W. which ordinary makes cannot equal.

The Road Test in one of the motorcycling journals earlier this year mentioned that the controls of the new B.M. were inclined to be heavy, and one or two other incidentals criticised. It shows how quickly the makers responded to the criticisms, for the last deliveries of new models have delightfully sweet controls - and almost every minor criticism the journals found possible to make have been adequately met. We believe our continental friends

who have visited the Munich works when they tell us of the intense pride the ordinary B.M.W. workmen takes in the product. Every overseas friend agrees that the B.M. is built up to an ideal and not down to a price, and that nothing is considered too good to include in the design of the B.M.W. engine.

Hints for owners of '51 jobs. From experience in handling:

The makers advise warming up the engine before taking the machine upon the road. O.K.... but don't let your engine idle at too fast a speed if you wish to avoid "strawing" your exhaust pipes. This has happened to two new models, discolouration of pipes having occurred whilst on the stand in the garage. The reason was, of course, no airflow to cool the pipes.

Fuel cock and slide: The ring is a high tension spring, and should not be screwed down so tight that the fuel cock is hard to turn. On one model action was stiff enough to cause the handle to break off. The cock was drilled and fitted up with a temporary handle, pending the arrival of a new fuel cock from Germany, it being unobtainable from A.F.N. at Isleworth.

A.F.N. at Isleworth is not far from Headquarters - just across the river. So if you ever have to go to A.F.N. for spares, why not drop in at H.Q. and make yourself known?

Tyre pressures. Tests on a new model reveal that it is important to the road-holding and steering qualities to maintain the tyre pressures at 20-lbs each (unless increasing them for extra passenger weight). Variation of a pound or two under or over the mark has made considerable difference to the pleasure of riding. It is found that it is wise to check and maintain tyre pressures more than once a week.

All owners who have purchased B.M. machines recently and found the instruction books to be in German, are advised that a new delivery of Instruction books in English for the R-51 and R-67 have been received by A.F.N. If you have not got the English version, you are advised to ask for a free Copy from A.F.N.

Don't overfill your transmission to a point above the bottom thread of the plug hole. One on R-51, an oil leak from the elastic coupling to the shaft drive has been traced to this error in filling.

The excellent finish of the new B.M. has been found to respond best to "Tumbler" polish and haze remover, after expensive experiments with other proprietary brands. We pass the tip on for what it is worth to you.

The speed claims in the instruction books are very conservative. Only 84 m.p.h. is claimed by the makers for the B.M.W. R-51/3. Yet this model owned by a rider in Surrey has been timed by an accompanying Vincent's tachometer to well over 90!

Major Hall of Hall of Balham Ltd., 197-199, High Street, Tooting, London, S. W. 17., writes to inform us that B.M.W. pillion seats, footrests and propstands should be in from Germany any time now.

LIGHT GRIP ON THROTTLE MAKES PETROL TANK HOLD MORE. Want maximum economy performance out of your B.M.W.? Experts say there's no big secret to penny-wise motorcycling.

The main thing to remember is - keep a light hand on the twist-grip.

You don't get economic mileage with jet-plane take-off from traffic lights. Experts recommend the light hand on the throttle when going away from stop and shifting gears, as a means of saving almost half the petrol otherwise required.

Go easy on the throttle, too, when the morning is cold and the motor is'nt properly warmed up.

There's more to motorcycle economy than petrol mileage. The average rider can double the normal number of trouble-free miles with preventive maintenance, or taking care of troubles before they occur.

These are experts' recommendations:

Fill your petrol tank often - air in the tank mixes with the gas and leaves moisture which is hard on the motor.

Never overload your engine. Come down in gear shift as necessary, avoid surging your throttle and let the motor act as a brake in stops.

Criss-cross your tyres every 5000 or so miles. Keep the tyre pressures at the exact level - no more, no less.

Keep to the right oil weight. In the American Grand Canyon economy run this year it was proved that the wrong oil weight can cause the loss of as much as seven-tenths of a mile per gallon.

Keep your air filter clean. Change your exhaust pipes and silencer every 30,000 miles.

Make sure all battery connections are tight and corrosion-free and that your brakes are checked weekly.

Watch brake, cable, final drive and transmission lubrication and have a complete check-up every week.

Put all these together, and you can get the kind of trouble-free and inexpensive mileage which is a pronounced feature of the B.M.W.

C. B. Osborne of 30, Military Road, Chatham, Kent, owns a 750 R.17 combination. His brothers also ride B.M.Ws., one owning an R.17 and the other an R.51. Surely here is the nucleus of a B.M.W. Club in Chatham? We hope all Chatham and Gillingham, Strood and Rochester (Kent) riders will get together. E. Armitage of 26, Sth. Knighton Road, Leicester has owned a B.M.W. for 4-months. Any other B.M.s in Leicester?

We want articles for this Newsletter; articles of general interest to B.M.W. riders, concerning touring, maintenance, accessories, experiences etc.. We will welcome your letters for publication from time to time.

The B.M.W. factory in Munich has been asked to keep our Newsletter supplied with B.M.W. racing news, news about future modifications in design, and all other items likely to be of interest to riders in Britain.

The Society has written to the distributors and agents advertising B.M.Ws. in the motorcycling journals, asking for a few names and addresses of people to whom they have sold machines. We hope to contact these riders. A notice concerning the formation of the Society has also been sent to them, with the request that it be suitably displayed in their showrooms. We hope that traders will co-operate with the Club in this manner, so that we can have a good send-off with maximum membership. We don't want it to be just another club with an average of about 30 members. We want all the several hundreds of B.M.W. riders in Britain to join the Society and later organise local club centres.

The annual subscription to the Society will have to be decided at the First Annual General Meeting. In the meantime the President (pro tem) is shouldering the preliminary organising expenses, so there is no need to worry members about subscriptions -- yet! However, the cost of producing this Monthly Newsletter will have to be borne by recipients. The cost at the moment works out about 6d per copy. It will be a better sixpenny-worth from month to month as we receive interesting articles for publication. Secure you regular copy of this Monthly Newsletter by sending your subscription to it right away. At present it is not proposed that membership shall carry our obligation to send you Newsletters, but that it should be kept separate and apart from membership. We hope that riders of other makes will subscribe to the Newsletter, for there are many, very many who would like a B.M.W. but cannot afford one at present. These are as much our friends as riders who are lucky enough to own a B.M.

Don't forget, in order to secure regular copies of the B.M.W. Monthly Newsletter, send your subscription for it now. Use the form at the back of this Newsletter.

The writer takes a very dim view of the owner of a brand spanking new ----- who, parking his machine along side the writer's, proceeded to demonstrate to his pillion rider exactly how the controls of the B.M. worked! As this was accompanied by striding the machine, pressing the starter and waggling the hand shift lever, and generally pawing over the glossy polish, the writer had to go over to him and remonstrate. "Anyone would think it was made of gold!" protested the offender. To the B.M. owner, it is! We wonder what the bloke's argument would have been had the boot been on the other foot, and the ----- belonging to him had been messed about with in a similar manner? This unpleasant incident occurred on Bognor Sea Front at 4.30 p.m. on Friday September 14th. It spoilt the writer's half-day out. However, it seems that one has to pay the penalty for owning a unique machine.

"Gunk" is the best thing we have found for cleaning off the motor. Just brush it on and then rinse it off with water. It restores the original surface, however much muck and dirt has accumulated in bad weather. "Gunk" is sold at most motorcycle agents. A pint tin at 2s 6d lasts a very long time. But you can buy it in bulk, 1-gallon cans for 10s at places like Claude Rye's of Fulham.

B.M. riders also swear by "Filtrate" running-in compound for their machines, and not only for running in but thereafter too. It is said to keep all the internal working surfaces perfect.

In calling upon London B.M.W. agents it is found that there is a reticence on their part in disclosing names and addresses of new and used B.M.W. machines which they have sold, despite the fact that such information is held in strict confidence by the Society's Headquarters. The only explanation we can think of is that the agents fear that it will disclose some poor sales of the B.M.W. machines. So what? The B.M.W. motorcycle is the most expensive on the British Market, and only the few connoisseurs with sufficient cash can invest in one during the first few months of its post-war introduction. Those who possess the new models are arousing considerable interest over them wherever they go. And surely there are already many owners of ordinary makes who have made up their minds to buy one for next season? The existence of the B.M.W. Society, though its concern is for riders primarily, can only help foster agents sales of these machines, therefore we shall remember best the agents who help us to get going.

One B.M. rider we know raised an eyebrow when offered a B.M.W. windscreen for his machine. It was so huge that it seemed to have the dimensions of a sail rather than a screen. We wish that the B.M.W. works could see the owner-built perspex screen possessed by Swiss rider, Mr. Basler. Even the hand-shields are in excellently moulded perspex on chromiomed brackets. This is quite the prettiest wind-shield, and the most protective that we have ever seen on any make. What about it, Mr. Basler. Why not send a photograph and dimensioned drawing over to B.M.W. in Munich so that we can all enjoy possessing a screen like yours?

Don't forget we are trying to make Sunday afternoons an open date for B.M.W. riders to meet at Wood Court Hotel. We hope that every Sunday, even in winter, will see a few turn up to swap yarns and get to know others. There is a largish garage to mess around in, wet or dry, and knowing the peculiarly high code of honour existing among B.M. riders the writer has no fear of his tools being pinched! If you want a classy afternoon tea as a treat for the lady on your pillion, then you can arrange it in the Hotel which by the way is owned by the Hon. Pres and his wife. So your welcome there is assured. Alternatively, there's the "Three Frogs"

In the hotel there is a cloakroom with H. & C. etc. if you want to lay off your protective wear for a while and have a clean up. Use paraffin first and keep the towels clean chaps!

One B.M. rider we know has the B.M.W. emblem on the rear of his beret in the typical and traditional B.M. style. One or two have the emblem painted on the rear mudguard. Others have the full gen including model letter and number, with B.M.W.'s full name and address on the back mudguard. "Kaylec" gold transfers, $\frac{1}{2}$ -inch size are found ideal for the purpose, 1s 3d per sheet from any model shop or most stationers. But don't forget a couple of coats of plain varnish over the top of them, otherwise they'll wash off in the first rain encountered.

For the Society, we're thinking of a metal emblem in B.M.W. colours for attaching similarly to R.A.C. and A.A. types. This will have B.M.W. appearing on the top sector of the roundel as the standard emblem, with Society of Great Britain added to the lower sector. Alternatively, transfers could be designed similarly for the back mudguard like some of the foreign clubs use. We hope that the B.M.W. works will be able to arrange the supply if we can't get them done over here.

The new B.M.Ws. are being supplied with the carburettors set for continental fuel which is of higher octane value than that available in this country. If you own a new machine you would do well to do what was advised to one of us by A.F.N. the Concessionaires, and raise the needles one notch. This has been affected on two machines which we know of, and the motor running has improved considerably. The setting is certainly too weak on the setting given in the maker's instruction book for the R-51/3 and R-67.

Don't forget to turn your petrol cock off every night. If you don't, next morning you may find your machine a lot less easy to start than usual, owing to gumminess of the fuel in the carburettors. You may even have to descend to a run-and-push start!

If you wear shoes for your riding, make sure that they have rubber and not leather soles. Otherwise you will find lumps worn out of your rubber footrests, and scratches on the members of the frame above and below your starter pedal.

Reading one or two of the Road Test reports which have appeared in British journals concerning the new type B.M.W. R-51/2 and R-51/3, we are struck by the fact that so few of the minor criticisms found possible by testers exist on our machines. For instance, the controls are sweet and above average, except that the clutch on an R-51/3 of a first batch imported was not quite so light in action as later machine numbers. We have yet to have "swilling of the contents" of the petrol tank at high speeds due to "absence of baffles". The gear shifting is found a lot easier and quicker than reported. Is there any question of bias against a foreign machine, however good? We don't know. It may be that the makers have improved later delivered models by taking these criticisms to heart, but our tanks still don't have any baffles and they certainly seem unnecessary.

Let us have your views, whatever they are, concerning the B.M.W. you possess. Let us know its faults as well as qualities. We want to pass on the news to all subscribers by way of this Newsletter. Let us know how you get the best out of your machine, any difficulties you have found in overhauling. Whether you have found British parts working satisfactorily in your motor, or whether, like a rider we know, replacement pistons of British manufacture, have proved unsuitable enough to cause a seize-up. All riders want to know these things. Let us know cases of good service you have had from B.M.W. repairers; let us know of any bad service, too. Let us be your Voice in all these matters. Help us to improve all things B.M.W. in Britain.

Your response to our invitation for you to join the Society will decide the date of the 1st Annual General Meeting at which all policy can be decided. If the response is good and we get a fairly large number of enrolments we hope to have the Meeting before the end of September. Swiss rider, Mr. Basler, hopes that it will be so in order that he may attend and meet members before his return home to Switzerland in early October. So let's hear from you very soon, indicating whether or not you can attend a Meeting on a Sunday or Saturday afternoon.

APPLICATION FOR MEMBERSHIP
THE B.M.W. SOCIETY OF GREAT BRITAIN

To: The Hon. President,
B.M.W.G.B.
Wood Court,
Sevenhills Rd.,
COBHAM,
Surrey.

Date: _____ 19__

Dear Sir:

* I wish to apply for membership of the B.M.W. Society, and will/will not be able to attend the 1st Annual General Meeting of the Society when it can be arranged at Cobham.

I understand that subscriptions to the Society are not yet arranged but that I will be advised after the 1st Annual General Meeting what the subscription will be.

I give the following details concerning myself and my B.M.W. machine for your records:

FULL CHRISTIAN NAMES AND SURNAME: _____
(Block capitals please)

Mr., Mrs. or Miss: _____ Year and model of B.M.W. _____

Total mileage now covered by the B.M.W. motorcycle you own _____

Engine capacity _____ If sidecar fitted, type and make _____

Do you use your machine for going to and from work? _____

Do you use your machine for pleasure only? _____

Have you toured abroad with it? _____ If so, where? _____

Do you contemplate touring abroad next summer? _____

Are you interested in the B.M.W. Society having a sports section? _____

Are you interested in it having a section for B.M.W. cars? _____

Are you interested in a social side for the Society? _____

Are you interested in getting together with other B.M.W. riders in your own home town? _____ If so, would you help form a club? _____

What is the name and address of the B.M.W. agent in your town? _____

I enclose 3s 9d for the first six issues/7s 6d for the first twelve issues of the B.M.W. Monthly Newsletter as it appears.

* Saturday/Sunday afternoon
will suit me best for
attending the meeting.

Yours truly,

(Signed) _____

PLEASE STRIKE OUT ALL WORDS NOT REQUIRED