

SEAX

The newsletter of the Essex Crusaders, Centre 19, Virago Star Owners Club.

March 2010

Issue 171

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COPY DATE FOR APRIL SEAX is MONDAY 29th March.

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<http://www.essex-crusaders.org.uk>

VSOC website :

<http://www.vsoc.org.uk>

Rep's Rambling:

As from the 1st of March all impromptu rideouts will start 10-00 from Boreham services, the date we revert to summertime (ha, ha) departures, At the moment spring looks a long way off as temperatures are still struggling to reach 4 or 5 degrees, not what I call biking weather.

The rideout calender starts the 28th March, see ride out list.

Please remember to renew your VSOC membership by the 31st of March, if you have not already done so.

Membership starts from the 1ST APRIL. From the 1ST MAY there is an extra £5-00 joining fee. If you do not join by the 1ST JUNE, IT WILL DEEMED THAT YOU HAVE LEFT THE CLUB. If you wish to rejoin the VSOC after this date you will be joining as a new member with a new membership number and your membership years will start again at 0 years. To join as a new member you will have to own a qualifying bike.

TOUR T-SHIRTS for 2010 will be available soon. We have held the price at £11-00 for the last 4 years, but we will have to increase it to £12-00 this year.

John



Deputy Rep (North):

C19 North meeting 1st February

It was good to see several make the effort on a very cold Monday evening, not much going on at the moment although some of us have been partying up and down the country, John was in Southampton on the 30th Jan and I was in Walsall with C8.

The ride to Wootton Bassett on the 14th March (Mothers Day) was mentioned and all were reminded to register by 15th February , meeting times and places to be decided later.

Membership renewal will be due shortly and once again a reminder that the rules have now changed and if renewal is not done by the end of May you will be deemed not to be a member, should you then want to re-join, a full fee will be payable and your previous years of membership will be lost, the main issue is that should you not own a qualifying bike you will NOT be able to re-join the VSOC,

The International rally in Holland 11th to 13th June , if you intend going Harwich to Hook it would be advisable to book the ferry now as there appears to be a lot going and the ferry is getting full. For further details speak to your reps.

Jane (the Landlady) then produced several dishes of crunchie roast potatoes which were all eaten fairly quickly, thanks Jane !!.

I hope this weather improves soon and even as I write this it is snowing again, don't think it will lay, but you never know,

I booked the Belgium rally for the 14th May so if anyone is interested in coming I booked on line with P&O for £25.50 return, I can't remember when it was that cheap. There is a new purpose built site with all mod cons for this years rally.

John is also taking deposits for the day trip to Brugge which needs finalising soon so if you intend coming please get your deposit paid.

Take care

Peter

BMW History

It was the Treaty of Versailles that changed the face of BMW. Up until the end of World War 1, BMW was a manufacturer of aircraft engines. Its famous blue and white circular badge, which is said to represent aircraft propellers in motion, being a reminder of the company's past. The fact that the logo actually derives from the colours of the flag of Bavaria, and was used a good 12 years before BMW began to build aircraft engines, has done nothing to interfere with the popular myth.

When the German Air Force was disbanded and outlawed after the war, BMW had to turn its attentions elsewhere to put bread on the table. After briefly flirting with the manufacturer of agricultural machinery and even office furniture, they began building motorcycles. At that time, the chief designer was a man named Max Friz, who was responsible for the famous Boxer engines, the first of which was based on a British Douglas design.

In 1923, the R32 was born, which was to become the basis of future Boxer powered BMW's. This motorcycle used the shaft drive system which would feature in all BMW motorcycles up until 1994.

BMW motorcycles were to prove invaluable in North Africa during World War 2. Not having a chain that could clog with sand, they were so successful that Harley-Davidson were requested by the US military, to copy the machine, which they duly did and produced the Harley-Davidson



XA. With the German war machine insatiable for motorcycles, the company flourished during the war years, but as Germany's fortunes declined, so did BMW's. Its Munich factory was razed to the ground by bombing and after the war the Russians dismantled the Eisenach plant and re-assembled it in Irbit. Not only that, but the cream of their engineers were taken to Russia or the USA to work on jet engines research..

As the restriction on motorcycle production was eased, BMW had to go back to basics. None of the old plans had survived, so the engineers were forced to use pre-war motorcycles as a template for their new machines. The bike that came off the production line was the R24, which incidentally had no rear suspension. In 1949 over 9,000 R24's were built, a figure which rose to more than 17,000 by 1950. The R68, a sports motorcycle was introduced in 1952. This 594cc machine was to become something of a collector's piece, as less than 1,500 were produced.

The 1950's saw a downturn in motorcycle demand. This period saw a reduction in output from 30,000 units to less than 6,000 by 1957. By the late 50's the vast majority of BMW motorcycles were being exported to the USA, Butler and Smith Inc. having the sole distribution rights, but although American sales were strong, the company was struggling to survive. With the financial help of Herbert Quandt and the blossoming automobile division, BMW pulled through, and in 1959, cementing its American reputation, John Prenton rode a BMW R69 from New York to Los Angeles in 53 hours and 11 minutes, and in doing so, shaved over 22 hours off the existing record.

The R27, the last of the single cylinder models was introduced in 1967. Times were changing and the public demanded different machines, and so BMW's were built, not with Sidecars in mind, but sporty performance. In 1970 the company introduced an entirely re-vamped range of motorcycles; the R50/5, the R60/5 and the R75/5.

In 1974 the 500cc model was removed from the catalogue and replaced with a 900cc bike. In 1975 the R90S was introduced and soon earned the tag of the best 'Supersports' motorcycle of its day.

1977 saw the arrival of the first one litre engine motorcycles from BMW. This year also welcomed the first 'Full Fairing' to a BMW machine. In 1978 the R100T was thrown into the ring to compete with Honda's Goldwing.

1986 brought the world's first electrically adjusted windscreen on the K100LT, which at first seemed a little eccentric, but is now used on various BMW models and has in fact been copied by Honda, Yamaha and Kawasaki.

It was BMW who in 1988 introduced ABS to the motorcycle world when it became standard on all their K models, the R1100S acquiring it in 1993. It is now fitted to almost all the company's shaft driven bikes.

Despite the near demise of the company after World War 2, the company has risen to be unquestionably one of the finest motorcycle manufacturers in the world.



March, April Rideouts

MARCH, SUNDAY 14TH.

WOOTTON BASSETT, WILTSHIRE.

Due to the large number of bikes that have registered for this event, 10331 bikes, 14000 approx. riders and pillions the organisers have had to change times and meeting places, final details have still to be confirmed.

The ride will now start within the Hullavington Airfield near J17 M4 nr Buckley army barracks (A429) and all of the 10331 registered riders will pass through Wootton Bassett before dispersing. All registered riders will soon receive (by email) full instructions/documentation of the route, arrival / leaving times, a proof of registration and the method by which we are going to get this many riders through a small Wiltshire village safely and without causing total gridlock. The rideout will not be travelling on any motorways

The organisers have asked if you have not registered, not to attend, as it would make the running of the a event even harder.

When I have all the information about this event I will let you know about meeting times and places.

MARCH, SUNDAY 21ST.

WHITSTABLE EASTER EGG RUN

Depart Marks Tey 09-30 for Thurrock services (petrol station), depart Thurrock services 10-30 for Medway services M2, depart Medway services 12-30 for Whitstable, Gorrel Tank car park. The ride will leave Whitstable 02-00pm for a ride through the Kent countryside to Canterbury where the Easter eggs will be handed over to a special needs school.

Don't forget your EASTER EGGS.

APRIL, SUNDAY 4TH. IMPROMTU

Meet Boreham services for 10-00 departure.

APRIL, MONDAY 5TH

ACE CAFE, SOUTHEND SHAKEDOWN,

Meet Boreham services for 10-00 departure, we will ride straight to Southend to get parked hopefully near the pier and watch the bikes arrive.

Centre 19 meeting's dates:

March

North meeting.

8 pm Monday 1st March 2010.

The Anchor, Upper Street, Stratford St. Mary, CO7 6LW.
West of A12, North of Colchester

South meeting.

8 pm Monday 15th March 2010.

The Bell Inn, Main Road, Woodham Ferrers, CM3 8RF.

On the B1418 between Bicknacre and South Woodham.

April

North meeting.

8 pm Monday 12th April 2010. **[NOT 5th as this is Easter Monday]**

The Anchor, Upper Street, Stratford St. Mary, CO7 6LW.
West of A12, North of Colchester

South meeting.

8pm Monday 19th April 2010.

The Bell Inn, Main Road, Woodham Ferrers, CM3 8RF.

On the B1418 between Bicknacre and South Woodham.

Tail Ender



Will this exhaust fit my Virago?



Victory Vision Street