Und täglich grüßt das Murmeltier ...

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If I could...
... I would construct me the brakes for my Porscherl by myself - instead of waiting for industry action to come one fine day!.
Consider what I did in the case of the 1974 TT Replica. I had these old pots from the 1997 BMW R90S. 30 years later, these beautiful and useful new friction rings for the superbikes appeared. Large diameter low-height friction rings. How could I "glue" it together?
Constructed and built the shown intermediate connection rings. The most sopisticated high-accuracy components I ever constructed and built in my little garage!. And the 1980's CP2696? Too good for throwing them away! I reconstructed them also. Heavily re-machined them for radial mount and fittng on a 320 mm disc!s_03.gif Image not found or type unknown
Really strong aluminium they used for these CP2696's!s_03.gif
Un-destroyable. A classical component still on sale!

We see - the options!.

And today?

It bothers me looking at these old-fashion constructed brakes in my Porscherl. Feel the desire to construct me my discs by myself, if I only had the friction rings of the right dimensions!
Front: diameter 410 mm with friction ring height 48 mm
The same ratio 48/410 as we see in the Replica (38/320)! This is the right dimension. And in the rear? 45/410 same diameter as in the front - no smaller diameter. But smaller friction ring height. High temperature pads Pagid RST1 or RST5e. If we had this - the job would be DONE!s_06.gif Image not found or type unknown

If I had these friction rings, would construct me my brakes by myself!s_06.gif Buy me some billet radicals and machine them accordingly!s_03.gif

There is only one key component missing - and this is

the friction rings of the right dimensions! If I had these friction rings, could construct the rest by myself!