



Bayerische Motoren Werke—BMW for short—are the manufacturers of CYCLE's Road Test bike for this month. The BMW marque is also pretty well known to thousands of motorsport fans for its remarkable sports and family cars and aircraft engines.

However, either on two or four wheels, the common characteristic is unexcelled craftsmanship and astonishing mechanical precision. Throughout the different phases of the test, the bike lived up to its very fine ancestral reputation.

The model furnished was an R-60, 600 cc, with opposed twin OHV engine and was just out of the crate—only 8 miles on the odometer—when delivered to the CYCLE staff by its Western distributor, Earl Flanders, of Pasadena, Calif.

After a short briefing on starting technique by Mr. Flanders, the R-60 always was a "first-kick starter," even during the chilly Pasadena December mornings!

The R-60 engine features high torque at low RPM and comparatively low compression ratio.

It is specifically designed for side-car work. Nevertheless, this machine can also be considered a tough and absolutely reliable "90-plus" solo



The two levers, operating one independent cam each, are easily seen in the picture above. The result: two leading shoes in the front brake and extraordinary braking efficiency.

mount. Both brakes have full width and finned drums. The front one is equipped with twin cam operated shoes, which accounts for a maximum of braking efficiency with a minimum of pressure applied on the lever.

The leverage arrangement of the rear brake also provides an almost effortless operation.

engine is velvet smooth when pulling at any speed. It shows an almost unnoticeable tendency to rock when being accelerated or decelerated. This is due to the inertia developed by the revolving masses inside the engine, such as crankshaft, flywheel, etc. If the accelerator is twisted suddenly, with the machine stationary, it may

BMW R60



CYCLE Publisher Clymer says BMW is one motorcycle that the rider dressed in normal clothing can feel comfortable on. BMW is silent and exceptionally clean. Ease of handling and perfect balance are BMW features.

All these details, plus a braking area of 28.2 sq. inches are the BMW's reply to the ever-increasing safety requirements of today's traffic conditions.

The binders are thoughtfully complemented with a race bred front and rear suspension. The front fork is of bottom link type and follows the Earles pattern, so successfully employed in the fabulous Italian 4-cylinder MV Agustas during recent European seasons.

The rear suspension may be instantly adjusted, via two handy little levers, to provide stiff or soft action which enables the machine to meet any load or road conditions.

Both fenders are deeply valanced to insure an adequate protection against splashing.

The tail section of the rear fender is hinged and can be raised to provide good access whenever the rear wheel has to be removed. The front fender brace is chromed. The oil-tight

be felt heeling over against the direction of engine rotation. On the contrary, when the throttle is suddenly shut off, an inertia reaction is caused in the other direction.

Of course, such reaction is so slight that it cannot be felt with the bike in motion.

The engine and the four-speed gear



The removable element of the air cleaner was easy to reach and caused no obstruction to the air flow entering the carburetors' funnels.



Clymer found cornering on BMW a real delight due to fine engineering design and excellent weight distribution.

box are of single unit construction and the smooth transmission of power is still further enhanced by the rubber-cushioned cardan shaft drive totally enclosed inside the right arm of the rear swinging suspension. At the end of the test a slight oil leak began to appear near the speedometer cable drive.

Although the catalogue states a 6.5:1 compression ratio, Mr. Flanders informed us that the models exported to the American market feature a somewhat higher figure of 7.2:1. Incidentally, the high torque at low RPM is not impaired at all by this circumstance. The two BING carburetors have a single air filter equipped with a strangler to help cold starts. The filter has a special element which should be changed every 7,500 miles.

The ignition advance control is automatic. There is a cap with integral dip stick on the left side of engine, to facilitate checking the crankcase oil level.

The generous dimensions of the mufflers in addition to their unobtrusive operation are clear evidence of the strictly enforced noise regulations prevailing in West Germany.

The unorthodox position and operation of the kickstarter lever takes a little time to get used to. However, once you become acquainted with its "kicking technique" it's for sure you'll never miss the conventionally located KS lever alongside the machine. The foot operated gearshift lever scored high for its effectiveness and neat location. There was no necessity to use the steering damper for the duration



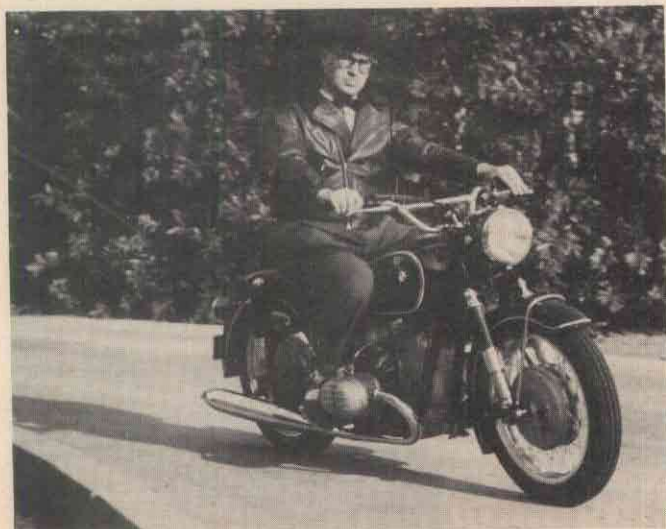
Asst. Editor Carol Anderson approved the easy-to-get-at tool kit and the remarkable quality of its components.

of the test. The tail light has been specially redesigned and enlarged by the Factory in order to comply with the local State laws as far as the lens size is concerned.

The cushioned rubber saddle can be adjusted to suit the rider's weight. A luxurious twin seat and passenger pegs are available at extra cost. However, it is our impression that a machine which features the outstanding crafts-



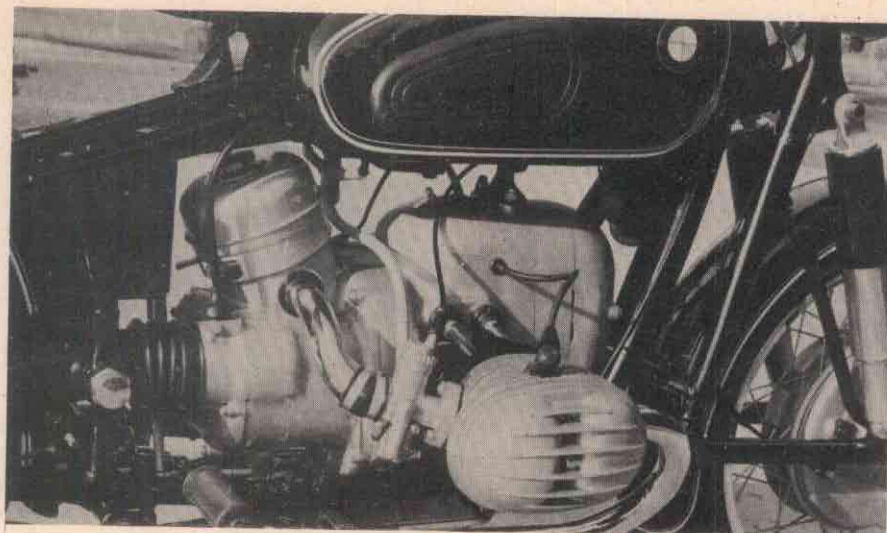
Valve lash checking was a practical proposition! No gas tank to remove nor tricky separate rocker covers to deal with.



Engine flexibility and superb road holding ability were some of the many fine points of the BMW pointed out by Technical Editor Castro during the test.



Hot Rod expert, Rick Faucher, showed great interest and approved the front end treatment of the BMW. The Earles fork and the two leading shoes' front brake immediately caught his connoisseur's eye.



The large air cleaner and generous dimensions of the front shocks and the finned rocker cover make a gratifying view for both expert and beginner in the above photo. The glossy finish and shapely lines of the gas tank and frame are features.

manship and engineering quality of the R-60, should also be furnished with a twin seat and passenger pegs as standard equipment. The side stand and partial trip recorder are also available at extra cost.

The gas tank tap has a reserve position which allows for some 18 miles of extra riding. An anti-theft device locks the steering head completely to the right hand position.

A good part of the road test was performed using the R-60 by day light and at dark, as a ride-to-work machine, and also some week-end trips were carried on. Night riding was simple and safe thanks to the perfect illumination furnished by the BMW lighting system and its 8 amp-hour battery.

Due to the engine's tightness, no maximum speed runs were attempted. However the behavior of the "be-em" under normal road or freeway riding didn't impress the tester as a slow mount by any means! Furthermore, great care had to be exerted to maintain the speed under legal limits. Acceleration, though not startling, was



Asst. Editor Carol Anderson and tester are amused at the unorthodox—but always effective—"kicking technique" required by the position of the KS lever.

more than adequate for all practical purposes and the power came in smoothly all the way up the four gear ranges. Steering and road holding ability were well above any stock machine on the market today and if any comparison is to be drawn, it might be necessary to mention some racing thoroughbreds. These features, coupled with wonderful fade proof brakes, turned dense traffic riding into sheer pleasure. A speed of 18.5 mph was perfectly feasible in top gear without any lugging.

The test bike was equipped with western type handlebars manufactured by Flanders Company and allowed a very comfortable riding position either in stop-and-go commuting or definitely long trips.

Above the head lamp there is a red warning light to indicate the charge delivered to the battery by the generator. Another similar green light, close to it, glows when the trans is in neutral. The light and ignition switch is also located above the head lamp and is very easy to operate while riding. On the left side of the handlebar there is a combined horn and dimmer switch. The tool compartment is built-in on the left side of the gas tank and the knee grip on that side is also the compartment's door. There is a Yale-type key for it.

The tool kit includes a goodly number of high quality tools. Also a complete set for fixing flats and a handy rag are included.

The owner's Handbook is printed in English, French and Spanish and its 166 pages feature substantial literature, useful pictures and elaborated diagrams.

A business-like air pump is solidly attached on the right side of the machine.



The Flanders-made Western style handlebars help to enhance even more the excellent craftsmanship and design of the R-60.

Finally, may we add that the R-60 is one of the most versatile and reliable motorcycles we ever tested. Its superb craftsmanship and mechanical features make it a most coveted possession for anyone who enjoys motorcycling at its very best and, at the same time, whose pride of ownership leads him to choose only the finest.



SPECIFICATIONS

ENGINE: 600 cc OVH opposed twin, four stroke, 7.2:1 compression ratio (only for models exported to US). 28 HP @ 5600 rpm. Twin 24 mm BING carburetors. Bore and stroke: 72 x 73 mm. Automatic spark control advance.

TRANSMISSION: four speed, foot operated. Single plate dry clutch. Gear ratios (only for models exported to US): 1st: 12.13; 2nd: 7.93; 3rd: 5.64 and 4th: 4.48. Final ratio of drive shaft: 3.18:1.

PERFORMANCE: Maximum speed: 90.1 mph.

Gas mileage: 56 mpg (overall average)

Braking distance from 30 mph: 20 ft.

CAPACITIES: Gas tank: 4.5 gal.

Engine crankcase: .52 gal.

Drive shaft housing: 200 cc

Gear Box: 1.6 pints

WEIGHT: 430 lbs.

TIRE SIZE: 3.50 x 18 (front & rear)

DIMENSIONS: Overall width: 28.4"

length: 83.6"

height: 38.6"

Saddle height: 28.5"

Wheel base: 55.7"

Ground clearance: 5.3"