

FOR THE JOY OF RIDING

mOTORCYCLE

JOURNAL

Fall 1978



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Trying hard to keep up with enthusiasm . . .

There is something irrepressible about BMW owners; they take to motorcycling with such avid enthusiasm that the BMW factory in Munich and Butler & Smith here in the U.S. must scramble to keep up. The effort is rewarding because BMW owners are such extraordinarily loyal people. Here are just a few of the programs undertaken recently to provide what we hope is the best brand-back-up in the motorcycle industry.

BMW owners who recently purchased new machines may have noticed Butler & Smith's streamlined and modernized warranty program. When you take delivery you fill out a warranty registration card, along with the dealer, and he sends it to Butler & Smith. Shortly thereafter the owner receives a permanent warranty regis-

tration card in the mail. This card instantly identifies you and the bike at any BMW dealer throughout the world and greatly speeds up warranty claims and repairs.

To head-up the new warranty program, Butler & Smith has appointed Gene Shirley as full-time administrator. Unlike the owners of many other motorcycle brands, the BMW owner and his dealer don't have to channel a claim through a service department, sales department, parts department, advertising department and other groups with divided responsibilities.

Says Gene Shirley, "No owner wants to make warranty claims. But if he has to, we want to make the process as prompt and painless as possible." Since the program is just getting cranked up, he advises owners

there may be a few bugs. "If you don't get your warranty card within a few weeks, write to me and I'll get it straightened out," he says.

To back-up the warranty program and other departments (such as parts and service), Butler & Smith is also expanding its staff and facilities. At the Norwood NJ headquarters (shown on the back cover), new office space, warehouse space, and computer facilities are soon to be completed.

The bike on the back cover, incidentally, is fitted with a new travel trunk manufactured exclusively for BMW owners. It comes in matching colors, with pinstriping, to coordinate with any current and most previous models. Lockable and weather tight, the travel trunk is available through your dealer.

And if you wonder how much BMW owners concern themselves with travelling, see the two medallions pictured below. Butler & Smith has received so many requests for its "100,000-mile" awards that it has re-instituted the program. Only now there are two important changes. The first is that the awards will be made to owners who have accumulated the mileage whether on one *or more* BMW's. The second is that a 200,000-mile medallion has been added. The mileage must be certified by your BMW dealer.

Not available at your local dealer is the motorcycle pictured below (at least not in that form), "The Red Baron" is the creation of the man standing beside it, William L. Mitchell, former vice-president and styling chief of General Motors. We told you BMW owners are irrepressible!



Front Cover: Deer checks out Bob Simon's BMW on Hurricane Ridge in the Olympic National Forest, Washington State. Rear Cover: New travel trunk for BMW touring riders, plus enlarged Butler & Smith distribution center.

John P. Covington



John DiMeo and his son, Anthony, at St. John's Roman Catholic Church, Newark, NJ

Churchmen Choose BMW for Mobility in Their Service

Riders who think of motorcycling as recreation only may well be advised to think again. More than a few modern churchmen have discovered that the motorcycle can be an invaluable asset in their work. Many choose BMW, not because of its discrete manners, but because of its legendary reliability. A cleric on call 24 hours a day wants a bike that's equally responsible.

For many years Butler & Smith has been supplying BMW parts to a Catholic mission in a remote part of Haiti, near the village of Les Cayes. The mission maintains an aging fleet of 250cc single-cylinder R27's which carry the priests and brothers throughout this jungle and mountain region.

Parts and service advice have also been sent to another overseas mission, this one near Bihar, India. There, a Franciscan T.O.R. mission serves a large rural area, running schools, dispensaries and 20 outlying mission stations. Two BMW's, the newest "ten or twelve years old," serve some 65 priests and 125 nuns. The rolling countryside features unpaved roads with many bridgeless stream crossings. "The

BMW's can go anywhere," says Father Patrick Boland. "Gasoline is expensive and hard to get. Often we ride two-up, or even three-up."

Closer to home is St. John's Church in downtown Newark, NJ, the oldest Catholic church in that state. Its deacon is John DiMeo, who rides his BMW R60/5 to the church, on his rounds in church service, and to his business meetings as a computer consultant. "When I'm wearing my black leather jacket, I guess I don't look much like a practicing clergyman," he says. DiMeo, pictured above with his son Anthony, wears vestments inside the church, but "civilian" clothes outside.

His official role is complex. Not only does he assist in the Mass, marry couples, conduct funerals and baptize babies, he also does marital counseling, visits the blind and bed-ridden, and counsels on drug-alcohol rehabilitation.

Newark is a tough town, frequently torn with racial strife. In addition to prosperous businessmen, derelicts and the very poor are included among St. John's parishioners. "At first I was sometimes

called the 'hoodlum priest'," says DiMeo. "But with the motorcycle I can reach people whenever they need me. Traffic and congestion don't slow me down. In this town, riding the BMW commands a certain respect."

Not far away, another Churchman, Brother Robert Krenik, uses his R75/6 in a further aspect of church work. Brother Robert is a member of the Trinitarian Mission and currently helps administer a "house of studies" in Philadelphia. It is a residence for students attending nearby LaSalle College. Part of his work includes recruiting new members for the religious community. This he does by visiting young people and their families at their homes.

"The motorcycle helps to break the ice," says Brother Robert. "Young people like bikes. It helps them see church life as less formidable." He adds. "And I use it on my own vacations. My last trip was to Banff National Park in Canada."

It seems that even churchmen, for whom the BMW is practical necessity, can fully experience the joy of riding.

Night Riding— The Lure Is There And So Is The Danger

About the best advice that can be given on the subject of night motorcycle riding is don't. The hazards we all know: it's harder to see and be seen. Drivers and riders are more likely to be fatigued and under the influence of whatever. Yet the night has its charms. Traffic is light, the air is cool, and most of the people with urgent places to get to have already gotten there. Yes, there is a dangerous, silky peace over the highway at night. If that's when you feel compelled to ride, here are some tips on how to survive and maybe even—to enjoy.

First, no matter how be-spattered you are with reflectors, running lights, tail-lights, turn signals, headlights, fog lights, highway lights, day-glo helmets and silver riding suits, you must assume you are invisible. A bike just doesn't have the size, weight and wattage to compete with neon signs, traffic signals, illuminated billboards, 18-wheelers, hazard flashers and all the other stuff out there. A motorcycle at night just *won't register* on the consciousness of other highway users. How many times, even in broad daylight, has some moron pulled right in your path, *even when he was looking right at you*, simply because you weren't classified as a traffic entity?

And that night driver in a four-wheeler deserves special consideration because he's different from daytime drivers. Most likely he's driving because he *has* to. He's tired, he's irritable, he's pushing himself. A recent survey taken at night at a major expressway rest-stop showed that 50% of the drivers had been driving 10 hours or more, 82% had been alone at the wheel for 8 hours or more. Average driving "per stretch" was 3 hours. Every 5th driver had had nothing to eat in more than seven hours. And because this was a major cross-country artery, the sample probably didn't include weary second-shifters on the way home from work, and party-goers who may have excessively eased their pain.

Vision is the most critical element of night riding. For your first three hours in the dark, your vision remains relatively constant. But thereafter it deteriorates rapidly. Riders begin to see glimmers, some have hallucinations, perception of road obstacles diminishes. Although the eye muscles themselves do not fatigue significantly, nerve and brain functions do. To remain at its best for the longest time, the eye must remain busy (exercise actually rests the eye). But this is harder at night because the eye tends to drift into constant focus at the far end of the headlight beam.

Riders also tend to overestimate their night vision. At dusk, vision drops as much as 25% and speeds should be adjusted to reflect this. To stay alert and keep your eyes at their best, keep them moving. Shift from the road ahead to your rearview mirrors, to your instruments, to roadside objects, and back again. Avoid monotony of any kind, particularly long rides at constant speeds on so-called "super-highways."

The light-gathering power of the eye is also a function of your general health, your age, your vitamin intake, and—if you're a woman—the status of your menstrual cycle. (Scientists recently discovered that women experience a sudden, marked improvement in night vision just before they ovulate.) To avoid night blindness, don't exhaust your vision by

staring into oncoming headlights; look to the right part of the lane you're in.

Remember also that it takes the eye a while to adjust to low-light conditions. Be especially careful during the first twenty minutes or so. And to preserve your low-light sensitivity, it's a good idea to put on a pair of dark glasses before going into a brightly lit diner or gas station.

The pause that refreshes can actually do that on a long night ride. One must, of course, attend to nature's call. In addition one should stretch, walk around, limber up, and perhaps refuel his body as well as his bike. The first three or four minutes of rest mean the most, so stops don't have to be long. But they should get the kinks out, leaving you relaxed and alert when you set off again.

Once underway, adjust your speed to





your headlights. Even the brilliance of BMW's current quartz-halogen units doesn't justify extremely high cruising speeds. Supposing your beam picks out a dark, lightless car stalled in your lane, the other lane obliterated by the blazing high beams of an oncoming semi? Will you really be able to pull it down from 80?

When blinded by oncoming lights, slow down or pull over and stop. Don't ever risk riding blind. Remember that an oncoming single light is more likely to be a one-eyed sedan than another bike (bike headlights tend to bobble a lot). Watch for headlight reflections on telephone wires, billboards and other surfaces to prepare yourself for the possibility of a face-full of highbeam.

When you stop, get in the habit of cleaning your lights, goggles, and wind-

screen. Bugs and road grime can quickly reduce the light transmission through these surfaces by 25% or more.

Dusk and dawn are particular problem times, not only because the available light is uncertain and rapidly changing, but also because they mark changes in the activities of animals and men. Nocturnal animals slink home to their nests and dens, while others begin stirring. Deer, raccoons, rabbits and their predators are likely to be on the move. You should devote more attention to the roadside during these times and keep your riding path more to the center.

And if, despite your preparation and riding techniques, you begin to feel sleepy during a long night ride, don't fight it. Despite the fact that they ride with their faces in the air-stream, too many riders fall asleep in the saddle and end up as

one-vehicle-accident statistics. A road-side nap is far better than trying to pump yourself up with still more coffee.

Many riders get strung-out on too much coffee and can't even relax though exhausted. And the rumor about amphetamines is true: speed kills. Long-haul truckers were among the first to discover that marvelous reprieve from fatigue that "speed" can deliver. They also learned that many of their number suffered in accidents when they tried to avoid sudden, looming vehicles which later proved never to have been there.

The lure of night riding is seductive, but so are many other aspects of motorcycling. The quiet highway of the night is deceptive. Use it if you will or if you must, but be prepared. And if you're prepared . . . then why not enjoy?

BMW Introduces the New Model R65/7 for 1979

The BMW factory in Munich has announced a new BMW, the R65/7, to be introduced in the U.S. in the spring of 1979. It has new styling and several design innovations, yet closely follows the BMW tradition of a flat-twin engine and shaft drive.

Shown above, the new R65/7 at 650cc will occupy the low end of the BMW spectrum in displacement and power, yet will serve a niche in high demand by many riders. The engine will have a shorter stroke than present 750 and 1000cc models, yet share many common components. Its present power output of 45 bhp (DIN) is somewhat higher under the SAE rating standard.

The new BMW has a shorter wheelbase than present models and appears leaner and more compact. It has a style all its own. Introduced recently in Europe, it has already won rave reviews from test riders who appreciate its low and light feel. The R65/7 will come with cast ("mag-type") wheels, a front disc brake, and a rear drum brake.

One of the most interesting technical features on the new model is

an additional shock-absorber in the drive train. Currently, all BMW's have a spring-and-cam type shock absorber in the transmission to cushion sudden loads from the clutch or rear wheel. Reduced shock greatly improves the durability of components and their consequent reliability. Transitions in riding mode are also made smoother and less abrupt, reducing rider fatigue.

The new shock absorber is located near the rear of the driveshaft, inside BMW's sealed, long-life swing-arm. Splines at the rear of the shaft take a splined cup, permitting fore-and-aft movement with rear-wheel vertical movement. A male cam on the bottom of the cup rides in an indent in a coupling piece. When a twisting shock is experienced by the driveshaft, the spring-loaded cam rides up the sloped indent.

The result is less stress on the transmission and on the ring-and-pinion drive gears. Thus the new R65/7 promises to be a relatively light and long-lived mount, well suited for both urban and long-distance riding. Keep your eye on your dealer's showroom for the U.S. introduction soon.

Care and Feeding of Tires for BMW Motorcycles

Most parts of a BMW don't require much care-and-feeding and tires are no exception. But the attention they *do* get is critical, for your life may depend on reliable tire performance. A tire failure at speed is an experience devoutly to avoid. A tire should remain unobtrusive, quietly doing its rather extraordinary job of putting engine, braking and cornering power to the road. Here are a few tips on how to keep it happy.

Day-to-day maintenance is minimal. Check your tires regularly for cuts, bulges, soft spots, tread separation, foreign objects imbedded in the tread, cupping, "edging," and other mechanical problems. Most cures are obvious and the majority involve tire replacement. Keep your tires clean and wash off mud, tar, oil, gas and other contaminants. Avoid the use of strong chemicals that might attack the tread rubber or casing fabric.

The only other matter of routine maintenance, setting the air pressure, is extremely important and sometimes quite controversial. What is the right pressure? Too much pressure means a hard ride, uneven wear, and less adhesion. Too little pressure means poor control, heat build-up, uneven wear, and the risk of rim damage and valve failure. The wise rider sets his tire pressure before every ride or at least once a week. He sets the pressure when the tire is cold, that is, at ambient temperature before it has been ridden.

And the pressure? Strictly speaking, there is no *right* pressure in the sense of a scientifically arrived at, *single* pressure that is the most perfect. Pressure will vary according to the load on the tire, according to the riding characteristics and "feel" that the rider prefers, and according to the wear pattern he's willing to live with.

A wrong pressure is one that falls below the minimum value set by the tire manufacturer for a given load (see his tire tables). A wrong pressure is also any pressure above the maximum imprinted on the side of





the tire. In between you take your choice and a good place to begin is the value recommended in your BMW owner's manual. The range of choices is usually relatively narrow. Say between 24 and 32 psi. Udo Gietl, Service Training Manager at Butler & Smith, has evolved a rather novel method for selecting a "right" pressure. He recommends a pressure which will increase exactly three pounds from cold when the bike is ridden five miles. In other words, you set the pressure cold, say, at 27 psi. You load the bike the way you're going to use it and you ride five miles the way you're going to ride. If after five miles the pressure is 30 psi, you're right on. If the hot pressure is 32 psi, your correct cold pressure should be 29 psi. If the hot pressure is 28 psi, the correct cold pressure should be 25 psi. This sounds like a lot of work, but professional racers use a very similar technique.

Your main item of non-scheduled tire maintenance may turn out to be fixing flats. They don't happen often with modern tires, but they do happen. Flats are caused by nails and bits of metal and glass, by tube and valve failures, even by broken tire casing fabric which manages to chafe its way through the tube. If a flat occurs while you're riding, it can usually be ridden to a standstill without harm to you or the bike. Just remember not to panic, bail out, or jam on your brakes. Old fashioned "blow-outs" almost never occur with modern tires, rims and tubes.

Flats can sometimes be fixed temporarily with pressurized flat-fix cans, but don't count on it. Usually you'll have to take off the wheel, lever off one side of the tire, take out the tube, find and remove the nail, put in a new tube or the patched old one, lever the tire back on, replace the wheel, and motor off to a dealer to get the job done right. Experienced long-haul riders never put a patched tube in indefinitely. May-be to get home, but then they always put in a fresh, new tube.

Mounting and dismounting a tire from the rim properly takes more than a little skill and generally should be left to a dealer who has the trick equipment and the experience. Especially now in these days of cast wheels and delicately situated disc brakes. The drill is to lever one side of the tire over the rim, remove the tube, then lever the other side over.

Great care must be taken not to damage the tire, rim, tube, spokes, and brake hardware. Watch a competent mechanic do it or study a step-by-step illustrated shop manual. It may be comforting to know that a skilled rider-mechanic can change a tire and tube on a BMW from start to finish in 4 1/2 minutes, including removing and replacing the wheel from the bike. For most riders, figure at least a half-hour.

There are two categories of BMW wheels and each has its own variation for getting the tire off. For spoked wheels with safety dimples opposite the valve, first push the valve into the dropwell, press the bead into the dropwell at the valve, and begin levering opposite the valve. For the latest and current BMW cast wheels with safety rims (hump shoulder), the trick is to get the tire over the hump and into the dropwell (to "break" the bead). Once in the dropwell, the bead is levered back up over the hump and over the outer rim, beginning at the valve.

You'll need a good set of tire irons, leather pads, soapy water or tire lubricant, talcum powder, an air compressor or a tire pump, a valve core tool, a pressure gauge, wooden blocks and boxes to protect disc assemblies, a new tube and rim tape (where applicable), and a bullet-proof set of knuckles to do the job right.

Once you've got the tire repaired or a new tire-and-tube mounted, the next job is to balance the wheel assembly. This is extremely important for anyone who wants smooth road behavior, good handling, and even tire wear. BMW's tapered wheel bearings, packed with grease and subject to a preload, won't turn freely enough to accurately balance the assembly. You'll need a balancing jig with clean, dry bearings. Use BMW wheel weights pressed over spoke nipples or clip-on weights for cast wheels. It is a precise job that takes patience but the difference in feel of the bike is remarkable. Always scrub-in a new set of tires by gradually increasing speeds and cornering angles. Or by riding through sharp sand and gravel. This removes the glaze and any lubricant films picked up from the tire mold.

Always put a fresh tube in a new tire. BMW recommends only natural rubber tubes for motorcycle use because natural rubber is highly resistant to tearing and therefore loses air slowly when punctured. Natural rubber has the disadvantage of being somewhat porous and will lose two or three pounds a week just from seepage.

The tire sizes recommended by BMW and that come as original equipment are the sizes to stick with. Many riders like the look of an oversize tire, but it offers little advantage and some disadvantages. An oversize tire may have a higher load rating, but it is heavier and will compromise handling. Unless a wider rim is also fitted, the oversize tire will feel unstable and will offer less contact area. An oversize tire also may not clear swingarms, fork brackets, fenders and other mechanical parts of the motorcycle and they can adversely change steering geometry. Late models BMW's have 3.25 x 19 ribbed front tires and 4.00 x 18 block-pattern rear tires.

When you're ready to buy replacement tires for your BMW, your best source is your BMW dealer. He'll have the officially tested and factory-endorsed brands (currently Continental and Metzeler). He'll back up the warranty and he'll have the know-how and equipment to properly mount the tire if you want him to do it. For the work they do, tires really don't require all that much attention. They are a key to safe riding, and *that* is enjoyable riding.





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