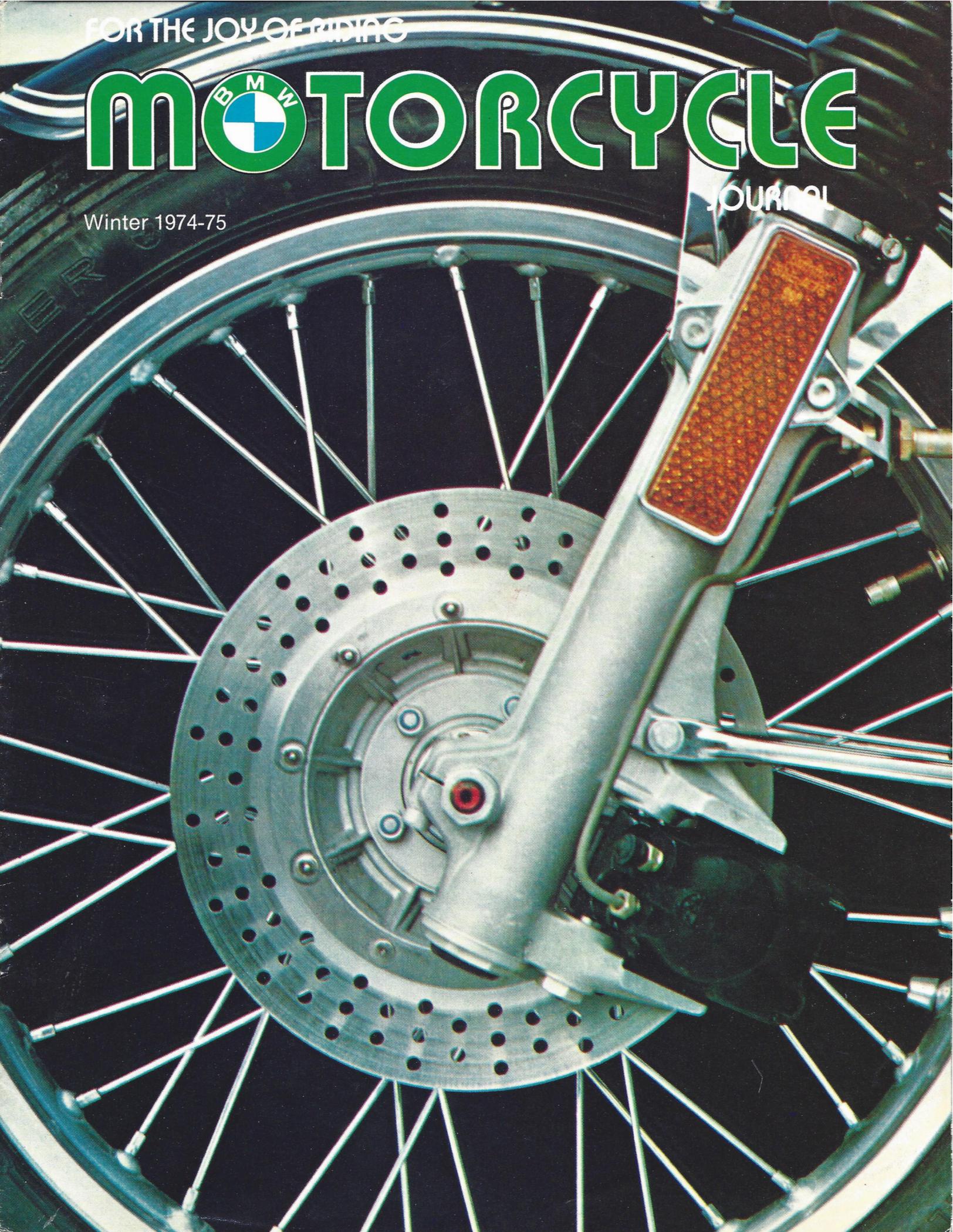


FOR THE JOY OF RIDING

mOTORCYCLE

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For The Joy of Riding

Rallying 'round the season—and the marque.

Call it the energy crisis, call it the economic recession—whatever it is, it's changing the way we use our motorcycles. America's expensive sporting toy is suddenly called to yeoman's duty. No longer just evening and weekend rides in fair weather. Even on a snappy autumn day, we don't think twice about leaving the V-8 in the garage and cranking over our flat-twin.

We take it to work, we run practical errands, we extend our riding season. And not surprisingly, most of us are enjoying the change!

BMW's have endured through eras of austerity as well as plenty and their basic design concept adapts well to either. BMW is one of the few motorcycles whose sporting character won't suffer from a few hours in the traces of hard duty.

But extending the use and riding season of your bike may take some new riding techniques, new equipment and new service procedures. This issue, besides introducing the 1975 models, is therefore devoted to helping you realize the year-'round potential of your BMW.

BMW owners have, incidentally, certain grounds for self congratulation. The trend in motorcycle sales has been moving strongly toward big street bikes, particularly in the prospect of possible hard times. Sales of lighter, recreational machines are off. BMW owners have been instrumental in setting and leading this trend.

In case you're worried about a kind of plow-horse image, it might be well to touch here upon some of BMW's latest racing experience. In AMA-sanctioned national production races this season, BMW R90S riders took 1st, 4th and 5th at Ontario and 1st and 2nd at Pocono Raceway. In Eastern U. S. racing under AAMRR sanction, BMWs

won the Open GP class at Laconia, Bridgehampton and Danville. The new No. 1 placeholder in the Open GP class is Kurt Liebmann, a Butler & Smith team rider. The BMW team, lead by Reg Pridmore, has been racking up steadily in Western racing. For my money, that's a very quick plow-horse!

Competition may improve the breed, but brand loyalty among owners works just as well. For reasons known mainly to themselves, BMW owners tend to flock together. In the old days—when there weren't so many BMWs on this side of the pond—owner elitism may have been born on a basis of rarity. Yet today's soaring demand for the big boxer twins seems to foster even more clubiness. BMW-owner's groups are springing up all over. Both the factory and Butler & Smith are proud of this distinction, which is

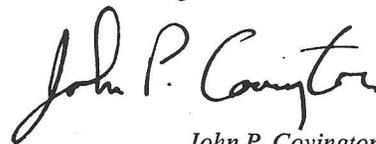
shared by very few marques in the entire motoring world.

This past summer saw two outstanding rallies in the Western States. One was the well-known "49-er Rally" sponsored by the BMW Club of Northern California. Some 336 people showed up for an outing, picnic and gymkhana.

Further north, the 1974 Grand National BMW Riders Rally was held in mid-July near Port Angeles, Washington, sponsored by the Washington State BMW Riders Club. The three-day event included tours of forests and beaches and a lush salmon dinner barbecued by the local Clallam Indians.

But the grand-daddy of these events happened at the opposite end of the continent in Table Rock State Park, South Carolina. Hosted by the BMW Owners of South Carolina, this was the BMW Motorcycle Owners of America 2nd National Rally. No fewer than 1120 people showed up on 780 BMWs, including 29 sidecar rigs. Riders from some 37 states arrived and stayed for the three official days—and more. The picture below shows just a few of those long-distance travelers and their fine Bavarian machines.

By now your holiday shopping will (hopefully) be over and you'll be staring ahead into the winter motorcycling lull. This issue aims at least partially at turning that lull into a little more joy of riding. If not, maybe you should reward yourself with some of the new BMW goodies available. In any case, we sincerely wish you a happy 1975 motorcycling year and look forward to seeing you wherever the big twins roll.



John P. Covington

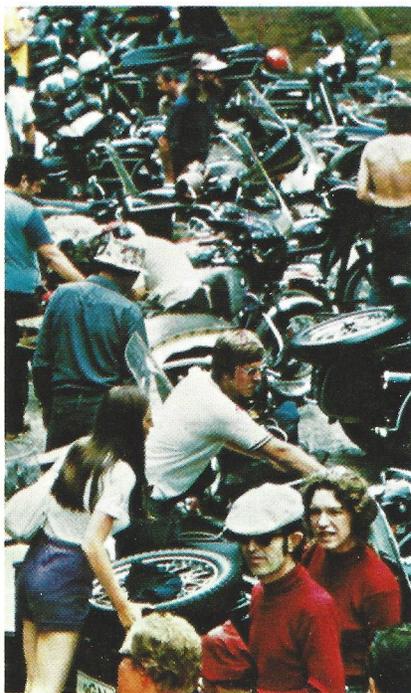


PHOTO: DANA L. SAWYER

*Front Cover: Stainless steel perforated disc, new on 1975 BMW models.
Back Cover: Exclusive equipment for BMWs extends riding season and range.*

Engineering and Styling Advances for 1975 BMWs

Although the BMW "boxer twin" design concept is over fifty years old, BMW's boxer twins never cease evolving. The factory is so intent on improving the breed that it puts no great weight on model-year changes. Most often design improvements are introduced to the line as soon as they're ready. Thus the new features on the 1975 models have less to do with 1975 than the fact that now they're ready.

A few of the changes are conspicuous, most notably the perforated brake discs that decorate our cover. Those of you who have followed the BMW racing program will instantly recognize their origin. The Swiss-cheese effect serves several purposes. For one, it lightens the disc, thus reducing the unsprung weight of the wheel assembly and improving handling.

Disc perforations also serve as air passages and create greater disc surface area for better heat dissipation. This means more consistent braking with less fade during really hard use. For wet-weather riding, vent holes offer the additional advantage of a squeeze space for unwanted moisture. Functioning like

the grooves and sipes in a tire, they improve the quality of wet-weather braking.

Other eye-catching changes for the 1975 BMWs include three new colors. The slash-6 models will be available, in addition to the previous colors of black, metallic blue and metallic silver, now in a new metallic green and a new metallic red. The R90S comes in the dramatic silver-smoke tones with which it was introduced, or now in the brilliant new "Daytona-orange" shown below.

More subtle than a color change is a redesign of the seats on all models. The new seats improve the lines of the machines as well as upgrade rider comfort. They work well for solo, two-up, or flat-on-the-tank riding. They are body-contoured to offer the rider not only comfort, but also close integration with his machine for fine control.

Redesigned instruments, levers and switches are also aimed at improving rider control. Handlebar switches are smoothly combined into compact units and arranged through "human engineering" considerations. Actuation of switches,

such as the directional signals, follows the natural movement of the thumb. Emergency functions, such as the engine kill-switch or headlight switch, are sharply set off in contrasting colors and are raised for easy location when the rider can't afford to look down.

Another safety consideration is new starter cut-off circuitry. The starter button in the righthand control group will not actuate the starter unless the gearbox is in neutral or unless the clutch lever is drawn (clutch disengaged). The clutch lever itself—and the brake lever—are now of the "dog-leg" pattern popular on competition machines. This provides greater leverage with less handgrip pressure and requires less finger reach.

A final and very important design touch on the new 1975 BMWs is a starter motor of 20% greater power. So powerful is the new motor that the traditional BMW kickstart lever has been omitted as excess weight. Although the lever can still be had as an option, owners will discover that even in very cold weather the 1975 BMWs starts readily—even eagerly!



The Fable of Krachov and his Motorcycle

Krachov was a wild fellow with a black beard and a terrible temper. He rode his motorcycle every day to work. He felt nothing but contempt for automobiles and for busses and trains. His remarks about them made polite people turn away. But his worst remarks were reserved for the motorcycle. These made even Krachov's friends, who were not polite people, turn away.

In the summer Krachov cursed the motorcycle because it did not protect him from the bugs and dirt. In the spring from the rain and in the fall from the cold. In winter his protests were loudest of all, but not so many people were outdoors to hear him. Krachov rode 32 miles each morning to the foundry at the other side of the city.

One day in the autumn when the leaves were very bright, Krachov did not go to his job at the foundry. Instead he rode to the mountains. The wind pulled at his beard and the cold felt good. "Ah," said Krachov, who was riding even faster than usual, "Now the motorcycle gives me what's due!" At that moment the rear tire went flat, almost throwing Krachov in the ditch.

Before he could begin his remonstrations, an automobile came down the mountain behind him, missed the corner, and crashed into the trees. Krachov hurried over and opened the door. Four children, a woman, a dog, and a fat man got out. "Krachov!" bellowed the man. "Enough that I have to suffer your bad temper all week: now you ruin my picnic!" It was the manager of the foundry.

Now Krachov, who had no fondness for automobiles, had even less for the manager of the foundry. He would have flown into an immediate rage had not, at that moment, the dog fastened its teeth into his ankle. Krachov, it seems, *did* have a fondness for mean dogs.

"Have your picnic!" said Krachov, pointing at the mountain. "I'll ride for help." He fixed his tire and roared off.

Krachov was not fired for missing work that day. Instead he was given a raise in pay. This presented little to be angry about, which made him angrier than ever. He continued to ride the motorcycle back and forth to work. His only consolation was knowing that at least the manager's dog had been shaggy.





Some Tips on Stretching Your Riding Season

Cold weather riding techniques succeed best when they observe the precept: head-off a chill before it gets you. Once cold, you'll stay cold. Army manuals would call a rider a "sitting-resting man," which means you aren't generating much heat through muscular exertion. You'll need a *lot* more insulation than the guy walking down the block or chopping wood.

Once you're on the road, stop often for coffee, a walk, a few calisthenics. Keep food in your belly and don't get too tired. Do isometric exercises behind your fairing. Stay healthy and clear headed.

Ice is the biggest enemy of the cold-weather rider, with wet leaves a close second. Either can drop you in a split second. When the puddles stop reflecting, slow down.

A winter day can go from well below freezing at dawn to the mid-60's in early afternoon. A year-round rider can use some storage

capacity on his bike to keep layers of clothing readily available. If a tank-top bag is too small, strap on a duffel or saddlebags. The new touring luggage shown on the back cover is made exclusively for BMW's and fits closely to the BMW profile. Each unit detaches quickly by the press of a button and can be used as hand luggage.



Supposing you made it through November and December, but January and February are just too much. Unless you take care, your bike will wear out as fast in the garage as on the road. With intelligent storage, however, your bike will emerge as fresh as ever.

For storage periods of two months or more, protect all enameled surfaces with two coats of a good wax (paste or liquid). Cover all metallic surfaces with something that

will keep air and moisture from them, such as cosmoline or vaseline. This includes aluminum-alloy surfaces. Rubber and some plastic surfaces should be given a protective coating of silicon-spray preservative, available at most auto-supply houses.

Motorcycle batteries will last out the winter happily if disconnected and given a slow 1-amp or 2-amp charge once a month. Low-amp chargers are available for less than \$10. Coat your battery terminals with a thin film of anticid grease or vaseline to prevent sulfation.

Engine internals should be protected by an oilchange immediately before storage (acids and condensation in the old oil will be eliminated). Cylinder wall surfaces and pistons will last longer if spark plugs are removed and a few squirts of heavy (SAE 40) oil given. Crank the machine over a few times and replace the plugs. Carburetors should be drained by closing petcocks and letting engine run to a stop. This will prevent the formation of sludge from fuel evaporation.



Staying warm, as you'll see on the opposite page, very much depends on how much wind gets at you. Windshields and fairings are a big help in reducing the effective wind speed. Often they curl the wind over your head and down your back, but there it comes in as turbulence rather than as a steady force to compress your clothing and reduce its insulating value.

Last issue we discussed how weather-protective equipment can affect the dynamic behavior of your bike. Get your stuff from a reputable outfit and test it carefully. The BMW factory offers an approved fairing on the R90S as standard equipment and Butler & Smith is now having an exclusive custom-designed fairing made in the U. S. for all Slash-6 models (shown on rear cover). Good equipment is available from these and other sources and one 40°, 100-mile ride will soon convince you of its value.



ILLUSTRATION: HANK GOLDMAN

*"It's not bad on the straights,
but those corners are somethin' else..."*

Maybe with Luck and Thermal Underwear

It's a bad sign when a man can't decide if taking a ride is a good idea. From inside the kitchen window the sun looked bright and the outside thermometer read a reasonable 40°. I stood there convincing myself that for my planned 18-mile trip a pile zip jacket, two pair of pants and a pair of wool gloves would probably do OK. The R-60 had a full size windshield for added protection.

A few miles toward my destination and I was shaking badly and the back of my neck hurt from crouching down into my jacket. I survived, but after that trip I began looking at those wind chill charts that keep popping up in magazines. Although they give limited information, it is not always easy to see the overall effect of increased wind speed, which in a rider's case is primarily created by the speed of his motorcycle. So I proceeded to

combine the various wind chill charts available, interpolating the curves to cover areas where there was no information. I plotted the results on the graph below.

This graph, which I call the Wind Chill Clothing Guide, tells me that at 60 mph the standstill temperature of 40° was causing my body to lose heat as though it were 7°. Maybe with thermal underwear I could withstand that temperature. At least with this guide I have something to go by.

The wind chill temperature is found by first finding the outside air temperature on the graph and following that curved line until it intersects the motorcycle wind speed. At this point read straight down. This number will be the wind chill temperature.

I constructed this clothing guide showing the extremes of temperature that riders might encounter

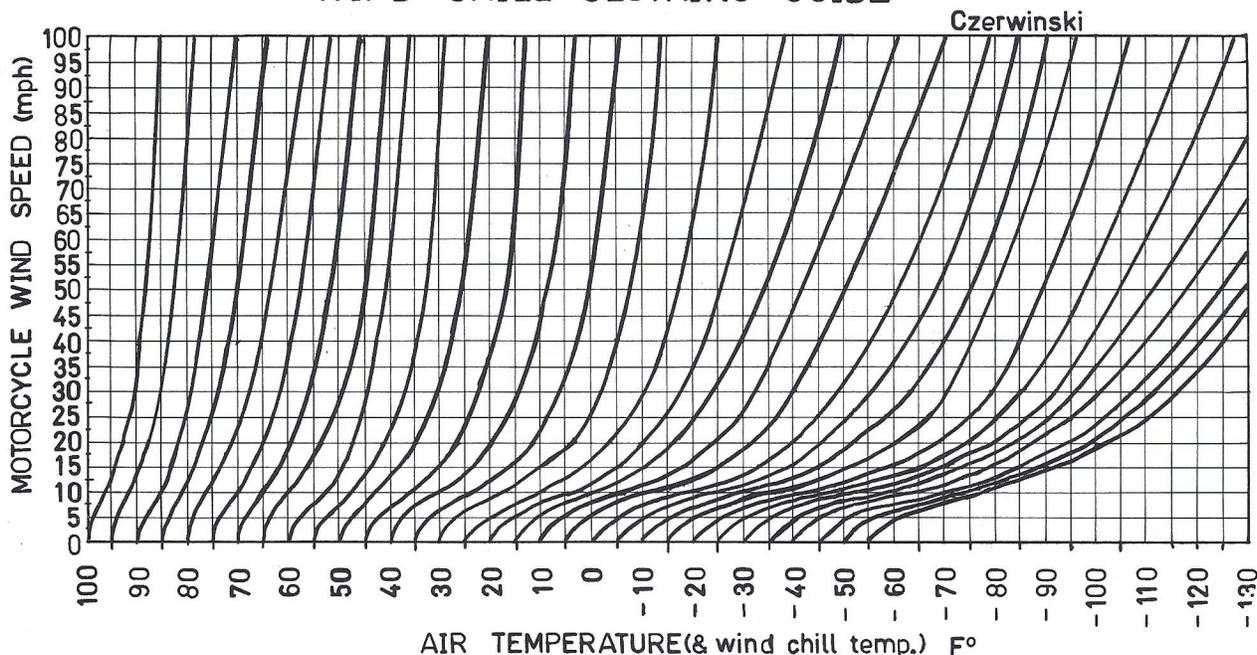
from Alaska to Florida.

Riders who wish to be even more accurate in wind chill interpretations should keep in mind that if it is a windy day you will have to add or subtract the wind speed from your motorcycle speed, depending on your direction. This could become a very interesting vector analysis problem. When in doubt, opt for the warmer choice.

Remember, too, that the insulating value of clothing depends first on its thickness (not on what it's made of) and second on its windproofness. At 98° in still air you don't need any clothing (zero thickness). At 0° you need maybe two inches and at -60° three inches. Find the thickness you need, keep it windproof and—with a little bit of luck—you'll stay warm.

Watson P. Czerwinski Jr.

WIND CHILL CLOTHING GUIDE



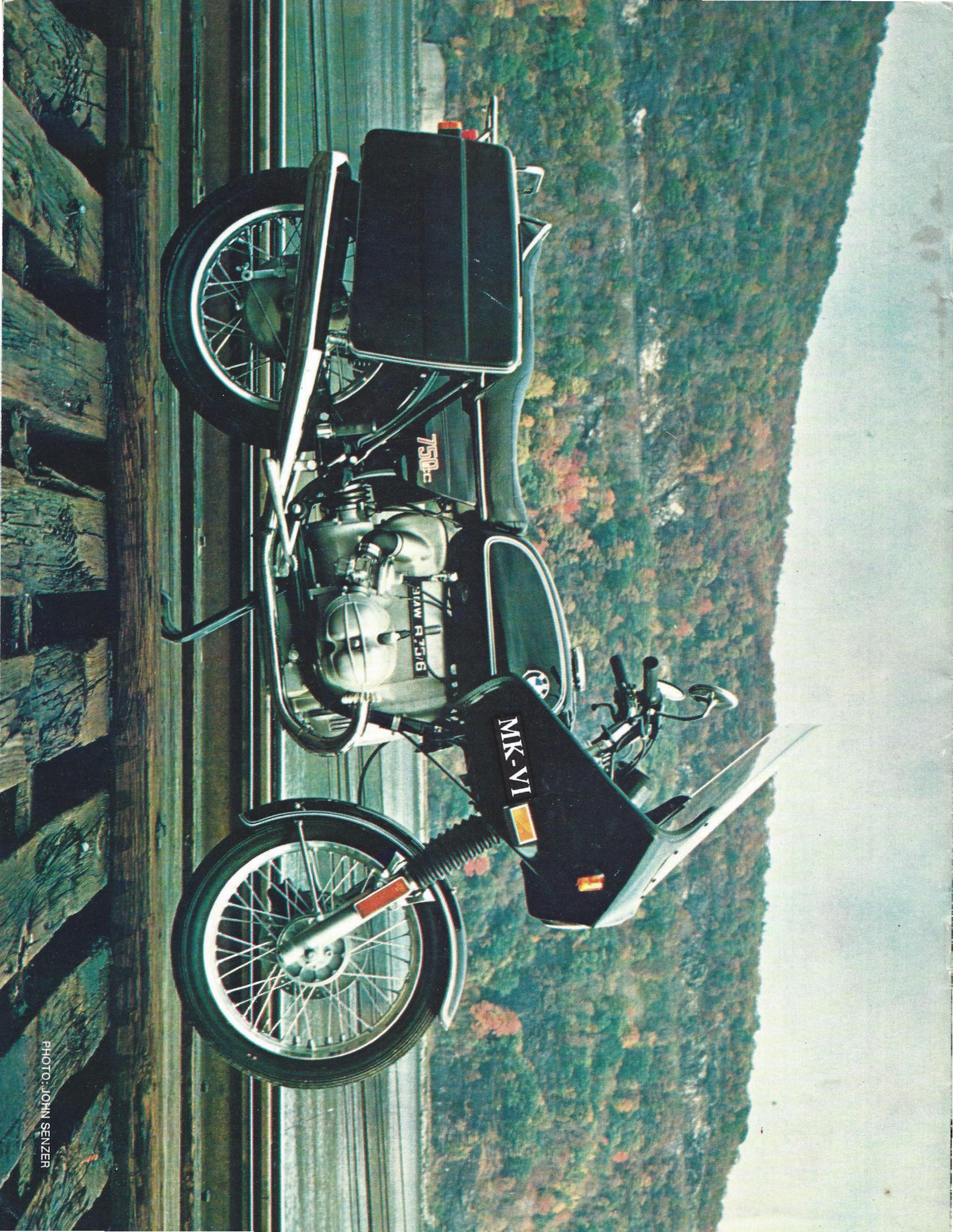


PHOTO: JOHN SENZER