

FOR THE JOY OF RIDING

# mOTORCYCLE

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# For the Joy of Riding

"The Nuerburgring is nothing compared to this . . ."

The skyline in the photo below may be familiar but the faces probably aren't. That's because those faces haven't ever gazed on such a landscape—they belong to German motorcycle dealers, some 50 strong, most visiting the U.S. for the first time. The occasion is an award to BMW dealers for top sales performance at their own shops in Germany. For years U.S. dealers have made VIP visits to the factory in Europe; this time we got our crack at playing host.

At first BMW management thought the visitors might like their prize to be tours of such showcase American cities as Los Angeles, San Francisco, and New York. But then they realized that a German dealer is not that much different from an American dealer: he likes to *ride*. So instead they offered a riding tour of the great Southwest American desert. And the Germans loved it.

In early October they boarded a plane in Frankfurt, arriving the next day at the airport in Tucson, Arizona. Waiting for them were 50 brand-new fully-prepped BMW R80/7's. Each dealer had brought his own riding gear and soon they had suited up, divided into groups of

ten, and set out on the open road.

And "open" is really the word for that part of the country. The Europeans were utterly amazed at the horizon-to-horizon wide-open spaces of the American landscape, the scarcity of houses, the lack of traffic. Their tour covered the desert, the mountains, even the Grand Canyon. Their American hosts were impressed with what vigorous, hard riders they were. They sped down literally hundreds of miles of unpaved back roads and loved every minute.

It was on one particularly torturous mountain road, laced with tight switchbacks, that the quote at the head of this article was overheard.

Riding days were scheduled for an 8:30 a.m. to 4:00 p.m. interval, but the enthusiastic dealers often took off on side excursions, rejoining the group as late as 10 p.m. In ten days they covered more than 1300 planned miles plus an uncountable number of unplanned miles. They boarded their return flight reluctantly and admitted that even after years of books and movies, they found the American Southwest far grander than anything they had dreamed of.

And speaking of R80's, the BMW

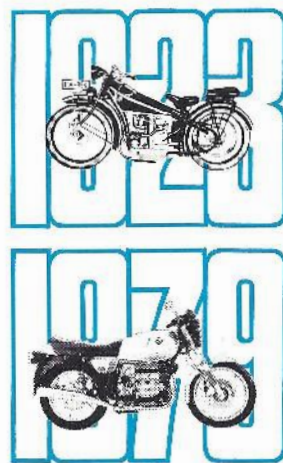
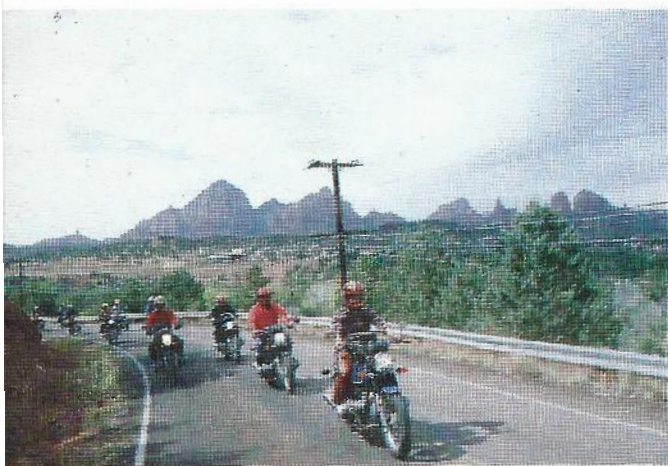
factory in Europe has joined with Butler & Smith in a special promotion to get more people to try BMW motorcycles. Dealers everywhere will be participating in this nationwide year-end program. The offer will be a brand new 1978 BMW R80/7, at 1978 prices, with two major BMW touring accessories thrown in free: a Luftmeister fairing and a set of BMW's exclusive touring luggage with mounts.

Whether you take an R80, one of the new 1979 models introduced in this issue, or your Old Faithful, you'll find a steadily increasing number of places and events to get to. The photo collage on the back cover of this issue shows scenes and people at the 1978 6th Annual BMWMOA National Rally, held in midsummer in Rutland, Vermont. More than 3500 people and 2500 bikes showed up at the four-day event. There were even 70 sidecar rigs (hopefully pre-69 BMW's with frames suitable for sidecar use). Unconfirmed reports indicate that Jack Shelly placed in the hot-dog-on-a-string-with-mustard event and that Bob Espen drove over 4000 miles from Palmer, Alaska, to attend.

People events and wide open spaces are both somewhat less accessible in the winter. But now is a splendid time to get your bike and your plans in order. Butler & Smith, the BMW factory, BMW dealers everywhere, and myself—all wish you the very best for 1979 and the happiest riding ever.

*John P. Cooney*

*Front Cover: 1979  
BMW R65/7 sets new  
standard for high-  
performance middleweight  
motorcycling. Rear  
Cover: BMWMOA Rallyists  
enjoy Vermont summer.*





# Three Major New Models Plus Major Design Advances Pace BMW for 1979

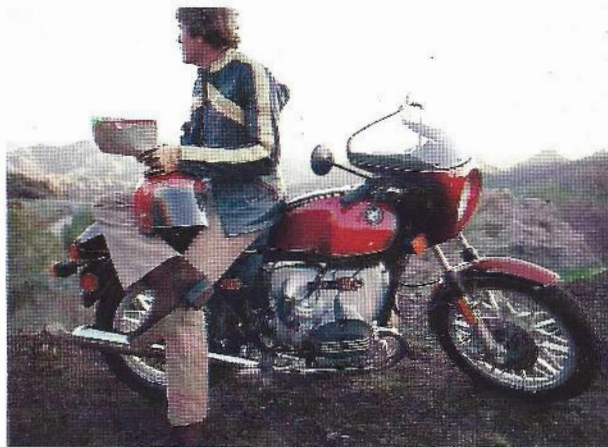
BMW has made a significant effort to tailor its products specially for the American rider in 1979. For the new season there are three new models, two of which are uniquely conceived for US-style long-distance touring. Two models, the R60/7 and the R100/7 have been discontinued. In their place there is the new flagship of the fleet, the BMW R100RT, a fully-equipped touring bike with many high-performance and luxury touches. At the "bottom" of the line (in displacement) is the all-new BMW R65, a smaller, narrower, high-performance middle-weight. In between are the two BMW's for sporting riders, the R100RS and the R100S, and a fine, economical choice for the all-around rider, the R80/7. The new R100T touring bike is the sixth of six exciting choices for 1979.

The 1979 line-up will be discussed individually below, but here we can point out certain features that apply to all or most models. For 1979, all 1000cc BMW's will feature the high-output (65 hp DIN) "S" engine with 40mm CV carbs. The 1000's and the 800 share the same frame, forks, rear suspension, and fuel tank. They also share several items that have been significantly modified and improved for 1979. Among them is a new driveshaft with an integral shock absorber, a transmission with improved gear engagement and stronger housing, an ignition advance unit that is more precise, a new cam chain with automatic hydraulic adjustment, and improved instruments and control switches.

The **BMW R65** is unmistakably a BMW but with many variations from the larger models to secure its place in the middleweight field. Test riders from all over are already raving about its truly extraordinary performance and handling. Its engine is a much-modified version of the larger ones with a shorter stroke and extended rpm range. It delivers 45 hp DIN at 7250 rpm and 90%

of peak torque over an incredible spread of 3000 rpm. For its size and output, this is a very flexible engine. The R65 has a smaller, lighter clutch; lighter front forks, a fixed-caliper front disc brake; an 18-inch front wheel; and a lower frame with a shorter wheelbase than the larger BMW's. This exciting 1979 BMW R65 comes in three colors: (1) silver-beige metallic with olive striping (front cover); (2) light red metallic with gold striping; and (3) charcoal metallic with red striping.

The **BMW R100RS** remains as the luxury high-performance bike for the all-weather sporting rider. It has a lower, tucked-in riding position than the new RT and less built-in luggage carrying capacity. It features the wind-tunnel-tested RS frame-mounted integral fairing, sport type handlebars, and a dual seat. Other features include a fairing-mounted quartz clock and voltmeter, a special steel locking cable that's concealed in the frame when not in use, and a new 12-volt electrical outlet for extra lights or accessories. For 1979 the R100RS will be available in a new two-tone iceberg blue (*continued overleaf*)



BMW R100S



BMW R100RS



BMW R100T



metallic (shown on preceding page), or in gold metallic.

The **BMW R100S** is the stripped-down high-performance bike with its unique "S" cockpit fairing that is handlebar-mounted. The "S" is a no-nonsense bike for the rider to whom the machine is more important than the luxury. But it also has a quartz clock, voltmeter, concealed locking cable and dual highway horns. Beneath the "S" locking seat are a glove compartment and a small parcel compartment. Like the RS, the "S" features a twin double-disc brake up front and a single-disc rear brake. For 1979 the BMW R100S is available in a brilliant red-smoke metallic color.

The **BMW R100T** is an all-new touring model for 1979 with the "S"-rated 1000cc engine and factory-fitted touring accessories. These include chromed engine-protection bars, chromed saddlebag mounts, a rear mud flap, and dual highway horns. This is a model for the rider who wants to cover a lot of ground. The "T" has a powerful double-disc brake up front and drum rear for heavy braking on the open road. It has a voltmeter, quartz clock, and 12-volt accessory outlet. And it comes in a brilliant new two-tone color combination of red and light-silver metallic.

The **BMW R80/7** with somewhat less displacement and power output than the 1000cc models is nevertheless an eager and tireless tourer. It has all the major engineering features of the larger bikes, yet is available at considerably less cost. Because of its more modest performance, it has a single disc front brake and a full-width drum rear brake. The 1979 BMW R80/7 is offered in red metallic color.

The **BMW R100RT** stands as the new top-of-the-line offering for 1979. It abounds in so many luxury touring features that only a hand-on visit to your dealer could cover them all. The RT comes with all-new cockpit-style, frame-mounted touring fairing that features a 3-way adjustable windshield, full instrumentation, right and lefthand adjustable air vents, and right and lefthand lockable storage compartments. The RT has a US-style touring handlebar and BMW's exclusive touring luggage (lightweight, weather-tight, lock-mounted, and quickly detachable) as standard equipment. The large, lockable dualseat has two storage compartments beneath. Steel locking cable, dual highway horns, an adjustable steering damper, 12-volt accessory outlet and many other details make this the world's foremost touring motorcycle. There is even an exclusive heel-and-toe shift lever for touring riders. The new model is available in red smoke metallic (shown), or in a new two-tone Phoenix Gold metallic color.







PHOTO: RUDY TESA

THE FABULOUS NEW BMW R100RT



# Engineering Design Improvements Raise 1979 BMW Motorcycles To a New Performance Standard

Despite the hoopla surrounding model-year introductions, BMW engineers proceed at quite an independent pace. When a design improvement has been developed and tested, it is incorporated into production models as soon as practicable. Thus there is usually some blurring of model-year distinctions: late '78's may have some '79 features. But the winner is the BMW owner, who knows that his machine is built to the most up-to-date standards possible. And owners of older models need not despair; the designs were almost always good to begin with. They simply get improved.

For 1979, several changes have been made to the hardy, durable, and powerful BMW engine series. An "O-ring" seal, set in a machined groove, has now been placed at the cylinder bases, eliminating the need for a liquid sealant at a time of assembly or repair. To reduce weight and speed oil return flow, funnel-shaped cutouts have now been made where the pushrods pass through the cylinder heads. Oil vapor from the crankcase, which was formerly routed to the righthand carburetor intake, is now routed to both carbs for truly balanced crankcase venti-

lation and fuel-mixture enrichment. All models now also have a single-row timing chain (which drives the camshaft) with a hydraulic damper-tensioner. This arrangement is mechanically simpler, quieter and more tolerant of engine-component flexing under high-performance stress. The timing cover has been redesigned with improved finning for better heat dissipation and a more stylized appearance.

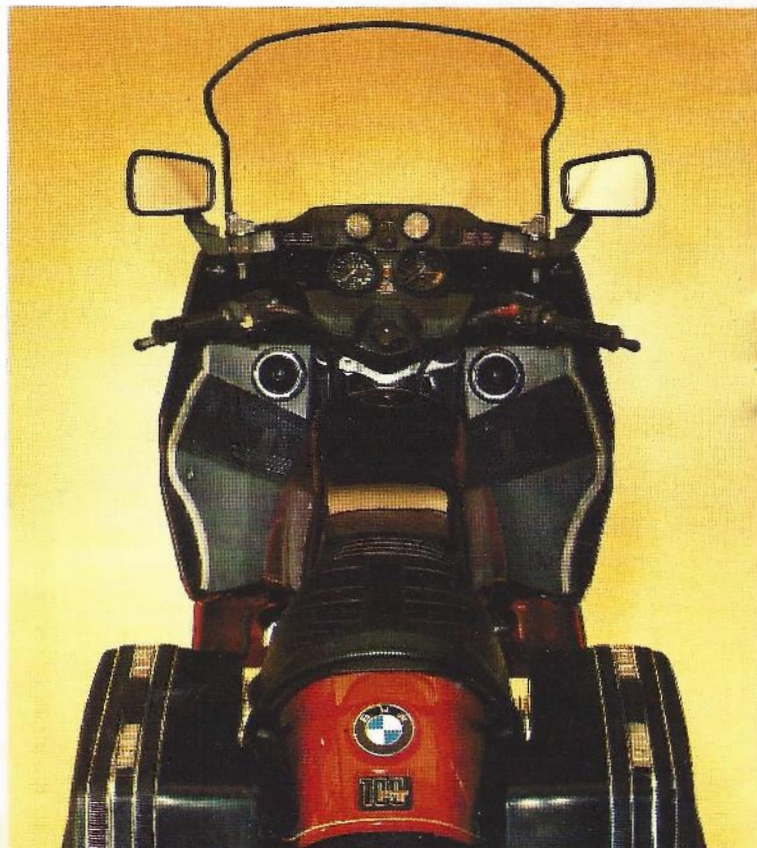
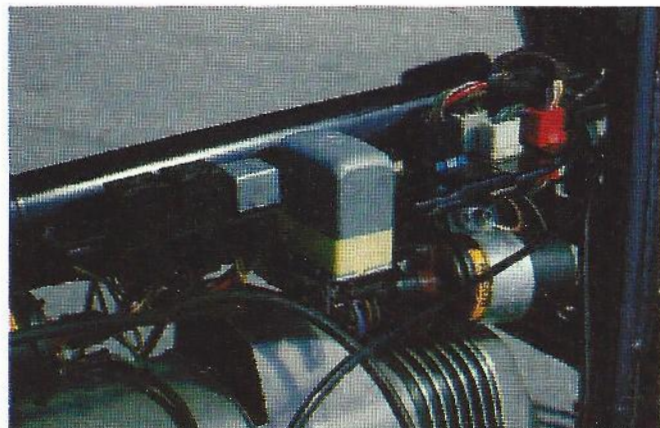
BMW motorcycle electrical systems have also been upgraded. The automatic ignition advance unit located at the front of the camshaft now has its own independent bearings. The coupling to the camshaft is through a sliding-groove arrangement that means a certain amount of camshaft flexing during high-rpm riding won't affect ignition timing. The new "distributor" unit can also be moved while the engine is running to get ignition timing spot-on.

Because of laws in many states and countries as well as for safety considerations, all BMW's now come with an automatic lights-on condition when the ignition is on. The lights go off in the "start" position to reduce battery drain. Another significant electric improve-

ment is the modularizing of component and circuit groups within the system, particularly on the R65. Most electrical groups can be identified by wiring color code and can be quickly detached for service with multi-pin connectors. On the R65 the electric circuit center has been moved from the headlight shell to a position on the main frame under the tank (see photo this page). The R65 also has new, larger (3.94 in. vs. 2.95 in.) instruments and a flashing alert when the tachometer passes red line.

Drive-train improvements include the new, more rigid transmission housing with added rib-reinforcement. Inside, the transmission dogs have been re-cut to a more sloping (or "ramp-effect") arrangement so that driving torque will send them solidly into engagement. Shifts overall are more positive and much smoother because of the new torsional (spring-and-cam) damper in the drive shaft. Drive-train component life should be significantly improved because of less shock from shifting, braking and acceleration.

The forks on the new R65, although they use the same design principle as those of larger models,







PHOTOS: SAL LOMBARDO

