

Tour-Testing BMW R60/7

This middleweight lacks the performance of its larger cousins but it's a great handler and exceptionally durable

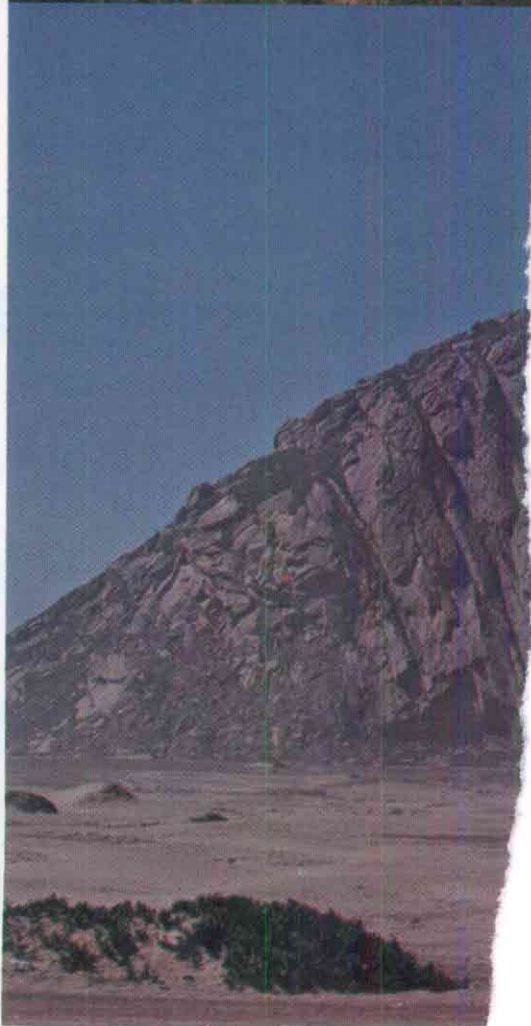
Alan Tratner

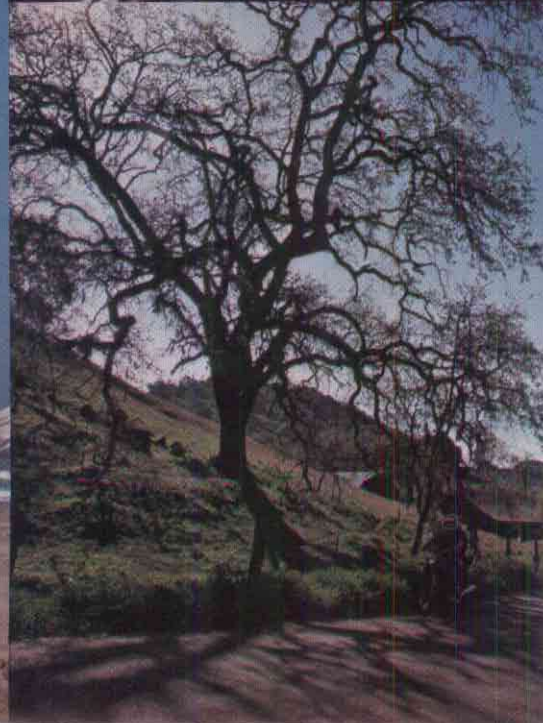
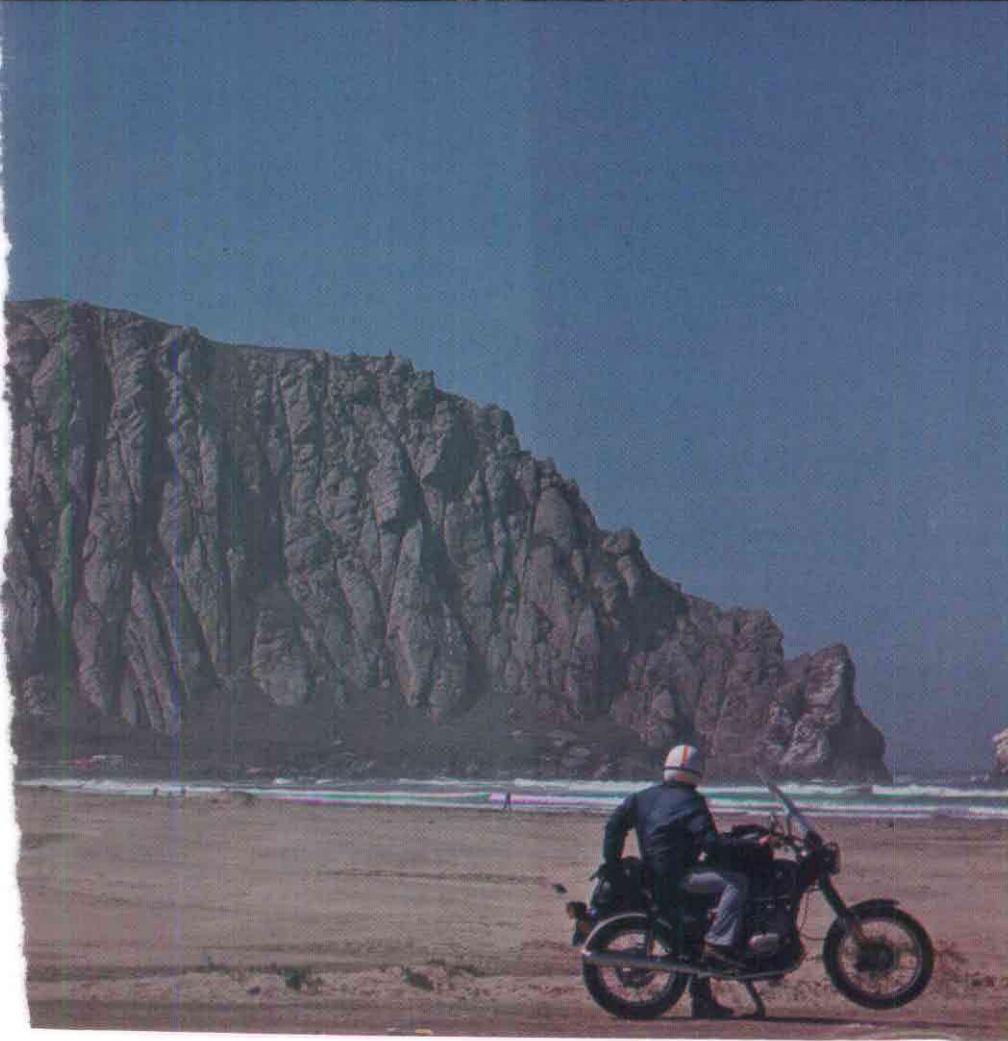
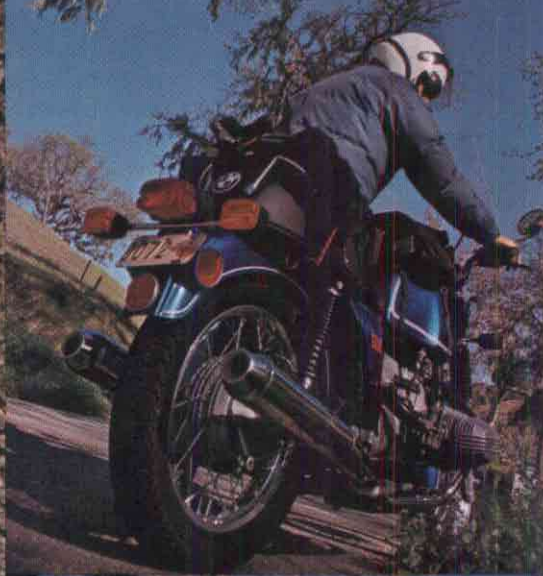
Maintaining a good reputation is always a challenge. BMW motorcycles are practically synonymous with touring — high quality touring. Being one of the venerable marks, using a simple design concept that has weathered the years and competition from hyperactive Japan, BMW still sits at or near the top of the heap. Probably no other presently available motorcycle other than Harley-Davidson is immersed in such history and arouses such dedicated owner loyalty. The latest BMWs, the pre-1977 900s and 1977 1000s are not only fabulous tourers, but have adrenalin-pumping torque and horsepower closely matching the hottest-production sports offerings of any manufacturer.

The big BMWs have captured the glory and buyers barely even notice the smallest version, the 600. That's a shame. The middleweight 600 shares almost all the very same features of its relatives. In fact, all BMW's are the same machines with only displacement and detail alterations. While truly not a rage of high performance, the 600 can hold its own and has endearing touring qualities that merit investigation. It's the lightest, most economical and one of the smoothest in the stable. *Rider* also recognized it as a link with the past, closest to the original BMW concept. This displacement range embodied in the older R69 model used to come equipped with factory provisions for sidecar use, and it was given that task on countless applications. To this day it's still a favorite for sidecar buffs. It's a known quantity, tried and proven. Very reliable, understressed, and popular for use as a police mount all over the world, where it is often equipped with full fairings, big fenders, saddlebags and loaded with radios and other equipment — in other words quite a workhorse, a trusted friend.

I knew this intimately for I owned and enjoyed a 1975 R60/6 for thousands of miles. We took delivery of the R60/7 from Butler & Smith, Compton, Calif. It was finished in a brilliant metallic blue and had 5000 miles on the clock. I noted the frame I.D. plate registered "May 1976" as the production date. After several hundred miles of re-familiarization in around-town commuting, we fitted up a National Cycle handlebar mounted windshield, Eclipse Tank Bag and Soft Luggage, and accompanied by Denis Rouse with his gallant candy-apple red R100S flying machine made our way from the riot that is known as Los Angeles northbound to Cambria, Calif., via enchanting coastal and inland paths.

At the outset, I must express my humble belief that there oughta be an inalienable right that gives every person at least one opportunity to experience motorcycle touring; it is the best and highest endeavor in motorcycling, and not only clears the sinuses, but also puts you back in touch with good ol' Mother Nature, the environment, our planet. It





places things in new perspective. It's adventure and mellowness all rolled up into one big chunk of fun. You meet all types of friendly folks, build your character and worldliness.

The R60/7 is a non-intrusive machine. The newly patterned magura levers and switches fit and work well. The speedo and tach instruments, brake, generator, neutral, oil and turn signal indicators all function politely. The new features common to the /7 line — square, ribbed foot peg covers, dual-rate rear shock/springs, extended-capacity fuel tank, redesigned seat and strengthened frame are included in the R60. BMW's excellent and hydraulic single disc brake finally found its way to the front wheel, replacing the drum of yore. The long stroke front fork is fitted with rubber accordion boots to preclude road nasties from sabotaging the internals. The basic engine changes made to handle the big oomph of the 1000s are inherited, making the 600 virtually bullet proof. With the best stock headlight (a quartz iodine, 180mm, 60/55-watt) in the industry, the renowned shaft final drive coupled to the low center of gravity, horizontally opposed twin motor, and a lower price tag, the sound-

see page 101

SPECIFICATIONS BMW R60/7

ENGINE

Displacement599cc
Type4-stroke, 2-cylinder,
 horizontally opposed,
 overhead valves
Horsepower46 @ 6600
Torque35.4 lb/ft @ 5000
Bore and stroke73.5mm x 70.6mm
Compression ratio9.2:1
CarburetionBing slide type
Transmission5-speed
StartingElectric
Fuel Capacity6.3 gallons, 8/10
 gallon reserve
 (premium grade)

Fuel Consumption50-60 mpg (avg.)
Tires3.25 S-19 front
 4.00 S-18 rear
SuspensionFront telescopic fork;
 rear swing arm with 3
 position preload shocks
BrakesFront single hydraulic
 disc; rear drum

DIMENSIONS

Overall length83.9"
Overall width29.4"
Overall height42.5"
Wheelbase57.7"
Weight (dry)430 lbs.
**Gross vehicle weight
 rating**881 lbs.
**Gross axle weight
 ratings**396 lbs. front
 619 lbs. rear

LIST PRICE: \$2995

Rider Accessories Test Perry-Scott Saddlebags



Near the end of our BMW R60/7 tour test we fitted a set of Perry-Scott Products "touring luggage" saddlebags for evaluation. Molded from high-density polyethylene, high-impact plastic and finished in a textured flat black, the Perry-Scott bags are lightweight yet rugged, and designed to keep their contents dry.

Using a simple but clever universal bracket mounting method, which incorporates a group of four differently bent brackets for each left and right side, they attach easily within one hour. The heavy steel and cadmium plated brackets are pre-drilled, as are the two flat-black painted mounting plates which bolt to the brackets prior to mounting on your motorcycle's rear shock bolt and frame end. By adjusting positions and juxtaposing the bracketry in various configurations, you can find a solid attachment grouping for just about any motorcycle — a nice economics and adaptability feature to consider. The fastening hardware (nuts and bolts) are plated and supplied in sufficient quantity to cover any conventional mounting setup. They're universal by design, and because of that, the brackets stick out fairly far from the motorcycle causing a minor aesthetic annoyance, but one that does not influence function. By sliding the saddlebag backs down into the matching slide mounts, you can then quickly fasten the components together. The actual bag lids are linked to the bag body by a small chain, insuring security from lid loss in event of latch failure, and allowing easy loading by freeing both hands.

The key lock, quick-release latches are not the strongest available, but are adequate. Duplicate keys are included. The lid fits a matching body lip to insure tight



and proper closure upon latching.

Weighing 20 lbs. (both bags), providing 1 cu. ft. of storage area each and having a hand grip strap on each lid, the Perry-Scott units present a very convenient carry-off approach. To complement the bags, Perry-Scott has a matching lockable travel case that weighs just 6.5 lbs. including the brackets that attach to your standard rack, and provides 1.6 cu. ft. of storage capacity. The trunk features strap loops on the lid for attaching light loads, and can carry two helmets. As with the saddlebags, cleaning up is simply a matter of mild detergent and warm water. All three mated pieces add up to a nicely balanced and efficient system. The saddlebags retail for \$109.95 (pair), and the traveler case (not shown) for \$42.95 — Alan Tratner. □

(Company Address: Perry-Scott Products, 3631 Interlake Avenue North, Seattle, Wash. 98103.)

When Reg talks fairings or accessories with a customer, he tries to cover the field, as he puts it, and offer some kind of choice. "We try to explain what does what and feel it out with the rider. So I'd say, ask yourself, is your friend an authority on the subject? If not, why listen to him? Go to someone who might know something about it."

Since we're fresh out of questions we decide to adjourn to the work room next door, where Reg has his latest pride and joy, a project BMW 1000 up on the work ramp. He ticks off the Morris wheels, rear disc, extra gauges, de-finned rear wheel housing that is now painted jet black and very neat . . . and then the careful black pinstripping that highlights the metallic grey custom paint on tank and fairing.

We notice the rocker boxes are off to provide access to the springs and rods and we spot the sending unit for the oil pressure gauge. We move around to the front to get the full effect of the paintwork, which does a very nice number around the fancy headlamp, adding accent without garishness. Somebody is obviously having some fun with this bike and we know who it is.

Reg is a man in his element. Whether it's racing the Butler & Smith superbikes, tinkering on his own project machine or helping a customer make his own bike a little better you can see Reg enjoys what he's doing.

Maybe the best part of it is that the RPM customers get the benefit of Reg's experience and his access to the factory works and research . . . as well as his desire to build a good business based on customer loyalty.

Now let's see, if we start with the fly-wheel and then. . . . □

BMW TEST from page 48

ness of this mount looks ever more appealing — especially for solo riders or enthusiasts on tighter budgets.

The 600 presents a ride quality — the ability to absorb really foul roads — that still is the best going. Even though late model Yamaha roadsters have equalled and exceeded the suspension compliance levels at slow to moderate speeds, no street bike yet matches its ability to swallow the big bumps. The R60/7 can run right up to its top speed, just over 100 mph, in supreme comfort. Handling-wise, I missed the unique three-position hydraulic steering damper which has been discontinued except for the R100RS, and the security it would impart in differing road/speed situations. And the rear shocks will pogo at high speeds when pressed into corners. As an interesting experiment, we replaced the stock shocks on Denis' R100S with the winner of the June issue shock evaluation, Arnaco's LTR, which immediately

TIMBERLINE



EUREKA TIMBERLINE TENTS, the most compact and lightweight of all our external frame tents. No stakes needed, you can set it up, then carry it to a new campsite. Rip-stop nylon throughout, complete with waterproof fly for no-condensation comfort, even in heavy rain. Unique double zipper doors and window let air in without bugs. Overhanging fly keeps rain out too. Either size will roll up and fit in same 24" x 6" dia. bag!

FREE TOURING CATALOG

	2-Man	4-Man
Length.....	7' 2"	8' 9"
Width.....	5' 3"	7' 2"
Height.....	42"	58"
Price.....	\$89.95	\$129.95

*Shipping Free

*Cal. Residents please add 6% tax.

Pay a visit to: **Great Outdoors #2**
8384 Topanga Cyn. Blvd.
Canoga Park, CA
(213) 887-6442

Great **OUTDOORS** Mail Order Desk
420-1 S. Fairview
Goleta, CA 93017
(805) 964-5313

Motion *the most complete fairing with all options included at the very low price of \$199.95*

TRENDS[®]

PO BOX 484 LAREDO TEXAS 78040

Available for 350/up
Honda
Yamaha
Suzuki
Kawasaki
MG 850T, 1000



• Available in black or white.

SAVE!

IF ORDERING COMPLETE SET TOTAL PRICE
\$349.95

MOTION TRENDS is the best constructed and best designed frame mounted fairing available anywhere. Safety as well as styling went into the development of this totally new fairing.

- Built in dash panel big enough for radio and gauges.
- Fiberglass Edge mold: unlike vinyl edge mold fiberglass will not deteriorate for life.
- Wiring Harness built in with quick disconnect plug.
- Locking Storage Compartments: Motion Trends is the only fairing with uniform, form fitting fiberglass storage covers with key locks, two compartments large enough to hold quarts of oil, gloves, etc.

- Made of strong hand laminated fiberglass (not plastic) this is the most costly but strongest method of construction.
- Gel coat for long lasting scratch and chip proof finish can be cleaned or polished using any type of solvent or cleaner.
- Clear plexiglass windshield: 3/16" thick. Meets all D.O.T. standards
- Turn Signals: built in to meet the new D.O.T. standard which calls for 120° visibility. This is the only fairing now offering this safety feature. Signal lights are also equipped with a double filament bulb harness which also allows for running lights as well as turn signals
- Nylon Windshield Screws: no rattles or cracks as in metal screws.
- Extra heavy duty welded steel constructed frame mount.
- Pre-installed Motorcycle Headlights: 50 watt high beam 40 low beam
- Coverage to below the knees.
- Side Mount Reflectors

TRAVEL TRUNK & SADDLE BAGS

- Both have universal mounting to adapt to all motorcycles.
- Travel trunk is large enough to accommodate two helmets.
- Saddle Bags are large enough for one helmet.

Travel Trunk
49.95
Saddle Bags
119.95

all three for **\$169.90**



Motion Trends
P.O. Box 484
Laredo, Texas 78040
(512) 724-8145

Contact your local dealer or write direct or call direct for additional information. Now available complete full dress color matched sets for all '77 models 550cc & up.

Tour America - The Born Free Way

Why Buy a BORN FREE Trailer?

- Take more camping gear without exceeding bike's rated carrying capacity
- Aerodynamic design means minimal effect on gas mileage
- Sturdy fiberglass body
- Only tow it when you need it



**Born
Free**

For further information, write or call: (616) 445-3232
R & W ASSOCIATES, INC. • P.O. Box 384, Cassopolis, MI 49031

R & W Associates, Circle 78 on Reader Service Card

Maxim Lock, Circle 57 on Reader Service Card



Maxim Lock Company
4314 N. Western Ave.
Chicago, IL 60618

THE FINEST ANTI-THEFT DEVICE AVAILABLE

Maximum75 Maximum Security Locking Cable
For the best protection, we offer a full 5/8", six-strand high carbon steel cable with a total of 234 wires and a strength of 260,000 lbs. per sq. in. — far more resistant to cutting than a solid link of the same diameter. To protect finishes, we coat the cable with 1/8" of vinyl, giving a total diameter of 3/4", and make it a full 7 feet long, so that you can secure it to immovable objects. And, our lock is as strong as the cable — 1-3/4" of high tensile cold steel with a concealed joint. It is finished in black chrome for durability. The joint between cable and component cannot be pulled apart. Finally, there is a virtually unpickable, 7-tumbler tubular key lock. An optional carrying case stores the cable neatly, and mounts easily to any motorcycle. At a low \$39.95 (carrying case \$9.95 additional — add \$3.00 for shipping) can you afford to be without Maxim protection? See your dealer, or if not stocked, send check or money order today.

Maximum75

ANTI-SKID AVAILABLE NOW!

For motorcycles equipped with Hydraulic Brakes "... probably the single most important break through in motorcycle braking safety in this decade." Alan Tratner, Rider, April '77 "... should be required ... no telling how many lives would be saved if it were." Tom Beesley, McWeekly, Aug. '76. Race tested and recommended by Gary Scott for shorter stopping distance, stability and maximum control ... Motorcyclist, Cycle World, Cycle Guide. They're all talking about SAFETY BRAKER M/C.



Available near you through these distributors:

SHELL RACING SPECIALTIES
3365 Century Boulevard
Lynwood, California 90262
(213) 563-1219

ABLETT TOURING OUTFITTERS
8527 Ablett Road
Santee, California 90271
(714) 448-3488

J&D DISTRIBUTING
2801 Fair Oaks Avenue
Redwood City, California 94061
(415) 364-5004

GEM PRODUCTS
496 E. St. Charles Road
Carol Stream, Illinois 60187
(312) 653-1800

FAHLSTROM RACING ENT
12179 Geneva Way
Apple Valley, Minnesota 55124
(612) 432-6282

M&M RACING, INC.
624 E. Market Street
Louisville, Kentucky 40202
(502) 584-2173

KEITH'S TOURING SPECIALTIES
41-23 Hampton Street, #3F
Elmhurst, New York 11373
(212) 478-8575

THE OUT RIDER
608 West 57th Street
New York, New York 10019
(212) 581-2250

**SAFETY
BRAKER —
M/C**

'78 Lake Meadow Dr.
Daly City, CA 94015
(415) 755-8761

\$36.95 each \$2 handling
F.O.B. San Francisco, CA.
Calif. residents add 6% sales
tax

Specify Model Motorcycle

and amazingly transformed the ride and handling stability to a level that was truly remarkable, proving that it is even possible to improve upon the leader.

This year's touring seat has a nice little "bucket" for locating one's derriere and although the material is far too slick, it is almost as good as some of the long-distance accessory seats. The wide, swept-back touring handlebars seem right on for six-footers, especially in their relationship to the seat and pegs. BMW's are really dialed in on the ergonomics of comfort. Bolted to the handlebars and headlight, the clear National Cycle windshield is so simple in design yet so effective, it's really quite surprising. Adjusted at the proper parallel fork angle, it affords good protection and excellent visibility. It is light, and I could not detect any adverse handling or steering inputs at normal touring speeds. Only in heavy frontal or side wind conditions at higher speeds would any steering forces be felt.

The behemoth 6.3 gallon tank with locking, leak-proof, fume-free cap, is now standard on the 600, and provides an outstanding range. The not quite broken in motor rang up over 50 mpg at a goodly cruising rate. My R60/6 was able to yield 60 mpg, two-up, after about 10,000 miles had rolled by. The R60 has to be one of the most economical full-size tourers available. The new Continental tires are much better than the previous Metzlers, and are mounted on BMW's strong straight-spoked alloy rims. Even though it squeals and whirs, the disc brake is a welcome improvement to putting the whoa on, especially running through the mountains with a large load.

In the splendid coastal valleys and mountains — wine country — we found the 600 capable of staying up with the fast but seemingly effortless pace of the R100S, but lots of revs and downshifts are required. Some detonation ("ping") was noticed while using regular fuel but it was greatly diminished by changing to premium. The vibration levels are very low at slow to moderate speeds and grow in intensity as a direct result of higher rpm (over 5000) but never to a grossly fatiguing level. The stock mirrors did vibrate far too much, which is annoying and unsafe. BMW should remedy this pronto. And the stock grips are unmercifully hard. Ditto for remedy. The 600 is quite stable and very easy to maneuver around the city. The transmission still "clunks" but less so than in previous years, and the clutch action is much smoother. The drive shaft system exhibits a noise at low speeds that seems to fade with faster motion.

The comprehensive rider's manual and technical data booklets accompany the extensive BMW tool kit tucked neatly beneath the ignition key locking flip seat. They won't see much emergency use, for the 600 is the real indestructo of motorcycles.

Reflection of Quality!



BMW - 2 INTO 1

If you really want to Reflect the Quality and Looks your Bike deserves, Do it with a new set of Alphabet Headers. The Leader in High Performance Exhaust Systems, with over 100 different styles for all popular makes of motorcycles, Honda, Harley, Suzuki, Kawasaki, only to name a few.

So send \$2.00 for Alphabet's New 1977 Headers Catalog Today! Specify Van or M/C (U.S. currency only)

Dealer Inquiries Invited

12572 Western Ave.
Garden Grove, Calif. 92641
(714) 897-3561



VISCON from page 49

In using Heavy Duty you need use only light to medium rubbing pressure, lest you go right through everything down to the bare metal. After the first few strokes you get the feel of it.

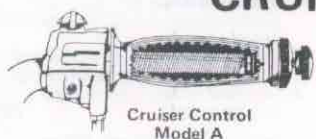
Next in line is a liquid called All Purpose which is designed for those folks whose habit is to give their vehicles' finish reasonable and regular care with an easy, one-step operation from time to time; those who don't let things get terribly out of shape, but who don't require the sparkling, long-enduring protection that comes from constant care with the more exotic and expensive stuff. All Purpose will put on a nice shine, and it does contain some wax which will protect for a while, but it's just what its name implies, a quick, easy one-shot application which will have to be repeated fairly frequently unless it's followed up by an application of one or both of the remaining compounds. All Purpose contains only non-abrasive chemical cleaners along with the base formula silicones, polymers and waxes. The cleaners are more gentle than those in Heavy Duty and the label advises that only minimal rubbing pressure is required.

The next one in line is called Final Touch, and is a liquid intended for use strictly on new and custom finishes or those which have been reconditioned by applications of the compounds described previously. It is not a cleaner by any means, but is a precise blend of silicones, polymers, waxes and preservatives designed to bring out the ultimate deep shine and gloss so dear to the hearts of the fanatics among us.

To test Final Touch I went back to the pickup and put it on the section that had gotten the Heavy Duty treatment. It goes on with practically no effort, spreads evenly and smoothly. You just let it dry to a white powder and wipe it off to reveal a beautiful gloss.

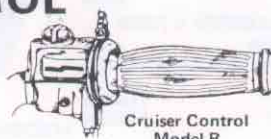
For those who aren't satisfied until they've squeezed the last degree of shine from the finish, and who want considerably greater endurance and protection, Viscon provides the means. It comes in a 14-ounce can and is called Viscon Blue. It's a paste wax, blended with the best ingredients of Final Touch, but is principally composed of fine Brazilian carnaubas. It feels comparatively light and is extremely easy to work with. I put some over the coat of Final Touch on the section of the pickup, and decided that

GIVE YOUR HAND A BREAK!!! CRUISER CONTROL



Cruiser Control Model A

\$19.95
PPD



Cruiser Control Model B

- Ride all day without fatigue setting into your throttle hand whether on the freeway or in heavy city traffic. Unlike some other units, you still have a nice easy throttle shut-off with complete safety.
- Installs in minutes - NO Special Tools - NO Special Skills Needed.
- Model A's mechanism is completely contained within the handlebar. Comes with step by step instructions and a set of gran turismo grips.
- Model B's single thumb control lever easily engages or disengages the Cruise Control. Comes with step by step instructions.
- Also New Stainless Steel Cruiser Bars.

MOE'S CYCLE SUPPLY

852 N. Carter Dr., Dept. R / Jonesboro, GA 30236 / 404/477-1253

(Specify make & year of bike & include address)

(Dealer inquiries invited)

THE BEST TOURING EQUIPMENT comes from

CUSTOM DRESSERS

900 & 1000 KAWASAKI

750 & GL1000 HONDA

850 & 1000T MOTO GUZZI

- NO LEAK SADDLEBAGS
- NEW DESIGN
- BAG RAILS
- NEW BUMPERS

Color Matched Bags & Boxes

6421 COX AVE. OKLA. CITY, OKLA. 73149

405-672-7564

