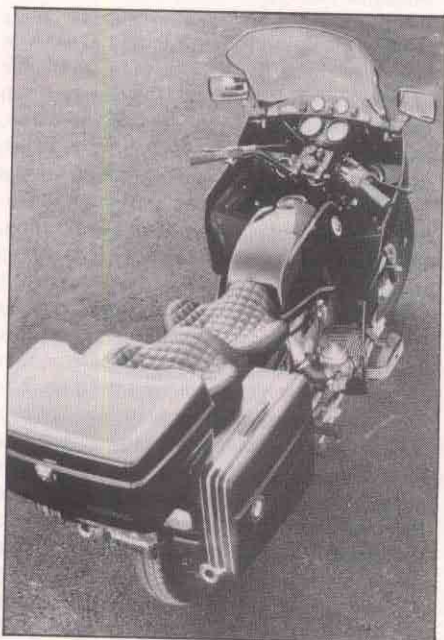


RIDING IMPRESSION:

San Jose BMW R100RT Tour Pac

A two-wheel billboard for luxu-touring.

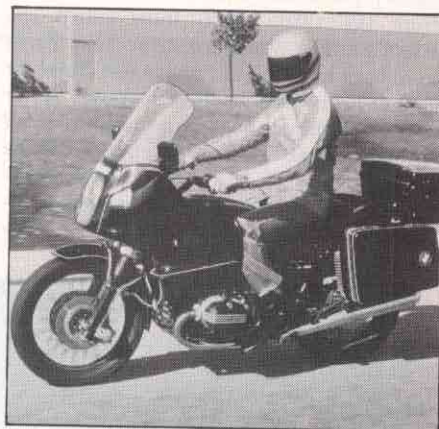
• A lot of riders regard touring as no big deal. To them, a tour is just the next logical step beyond an everyday ride. So, if your normal routine includes some fast canyon romps, they reason, you should be able to plan on the same for your grand tour. Nothing really changes except for the distances covered and the gear you pack.



San Jose BMW agrees. Touring is simply riding, and a good touring motorcycle should perform no less capably than any good motorcycle. Its ability to work hairpins and fast sweepers shouldn't be compromised—in fact, it should be enhanced, because a tourer has to deal with every kind of riding condition in the larger portions that an extended tour serves up.

To make that point, San Jose BMW assembled its Tour Pac, a motorcycle that's designed to handle day-to-day touring tasks without losing touch with its Sunday-morning soul. Almost every touring-oriented accessory and performance part San Jose stocks or makes is incorporated into the Tour Pac, which makes it a sort of rolling billboard for bits and services you can apply to any post-1973 BMW.

Riding that billboard proves San Jose's point, in part because the foundation is solid: The Tour Pac started out as a stock 1979 R100RT, a consummate tourer in its own right. To make it better reward the rider who wants to travel far and fast, San Jose applied a few choice licks gleaned from its Superbike racing efforts. A fork brace made of 3/4-inch steel tubing and an aluminum upper triple clamp that is stronger than the stock piece are added to the RT fork. Both parts were lifted straight off of San Jose's AMA Superbike. Besides no longer flexing, the rigidly aligned fork works far more smoothly, thanks to a no-bind matching of slider and fork tube.



SAN JOSE BMW TOUR PAC

MANUFACTURER: San Jose BMW
1886 West San Carlos Street
San Jose, California 91528

CATEGORY: touring

SUGGESTED RETAIL PRICE: \$10,245

ENGINE

Type four-stroke horizontally opposed twin
Valve arrangement pushrod-operated valves
Bore and stroke 94.0mm x 70.6mm
Displacement 972cc
Compression ratio 9.5:1
Carburetion two 40mm Bing constant-velocity
Air filter disposable paper element
Lubrication wet sump
Starting system electric only
Ignition battery / single points / single coil
Charging system 12-volt; alternator, voltage regulator, rectifier

DRIVETRAIN

Primary drive helical gears
Primary drive ratio 1.50:1
Clutch dry, single-plate
Driveshaft-to-rear-wheel-drive spiral-bevel gears, 2.91:1 ratio
Gear

| | Internal gear ratio | Overall gear ratio | MPH per 1000 RPM |
|-----|---------------------|--------------------|------------------|
| I | 2.93 | 12.79 | 5.9 |
| II | 1.91 | 8.34 | 9.1 |
| III | 1.38 | 6.02 | 12.5 |
| IV | 1.11 | 4.85 | 15.6 |
| V | 1.00 | 4.37 | 17.3 |

SUSPENSION/WHEEL TRAVEL, IN.

Front 36mm stanchion tube diameter / 6.5 in. (165.1mm)
Rear 5-way adjustable spring preload / 4.5 in. (114.3mm)

BRAKES

Front dual single-action hydraulic calipers, 10.2-in. (260mm) drilled discs
Rear single-action hydraulic caliper, 10.2-in. (260mm) drilled disc

TIRES

Front 3.25H19 Continental RB2
Rear 4.00H18 Continental K112

DIMENSIONS AND CAPACITIES

Weight 548 lbs. (249kg)
Gross vehicle weight rating 881 lbs. (400kg)
Wheelbase 58.3 in. (148.3cm)
Seat height 32.2 in. (818mm)
Handlebar width 27.6 in. (701mm)
Footpeg height 11.5 in. (292mm)
Ground clearance 6.5 in. (165mm), at engine crankcase
Steering head angle 28.0 degrees from vertical
Front wheel trail 3.5 in. (89mm)
Frame tubular mild steel, double front downtubes
Oil capacity 2.4 qt. (2.3 l)
Fuel tank steel, 5.8 gal. (22.0 l), including 1.2 gal. (4.6 l) reserve
Instrumentation speedometer, odometer, tripmeter resettable to zero, tachometer, quartz clock, voltmeter

PERFORMANCE

Fuel consumption 27 to 57 mph (11.5 to 24.2 km/h)
Range, maximum 156 to 330 miles (251 to 530km)
Range, reserve only 32 to 68 miles (51 to 109km)
Top speed (calculated) 119 mph (191 kph)

Next, the Tour Pac uses a pair of four-inch anti-bottoming springs to replace the rubber bumper in each RT fork tube. With the springs in place, even the weight of the RT's full fairing won't bottom the fork when you're deep into a turn. And straight-line stopping is far more controllable, since the Tour Pac doesn't drop to its knees in heavy braking.

With the fork in order, SJ-BMW began to work its way to the rear of the RT. To cut down on frame flex and vibration, a motor mount was added to join the rear of the engine to the frame. Then, the swingarm was strengthened by welding on triangulated sections of 3/4-inch steel tubing. Finally, Koni shocks with stiffer damping rates than the RT shocks were matched with RT springs and bolted in place. The result is an RT that corners hard without flex or wallow, a touring bike that you can push through sweepers for mile after mile without complaint.

Long hours in the saddle of a tautly suspended motorcycle should be memorable, but they shouldn't conjure up recollections of numb-butt, shatterspine or other related moto-miseries. Recognizing this, SJ-BMW turned to creature comforts. A Meyer Day Long Custom Saddle comfortably supports the weight of any long-haul Tour Pac rider, which is fortunate, since the SAC Bar-Backs will force him to sit bolt upright. At least the RT's adjustable wind-screen can be brought into play, tilting up to keep even tall-in-the-saddle-types out of the windstream. With the Tour Pac's throne properly set, you can pass hour after hour in abject contentment, the tach nudging four grand and the world rolling by at a relaxed 65 mph. There's no built-in reason to stop cruising, either, because in addition to the two detachable BMW Motobags, a Luftmeister Boot Box has been added. Between the three cases is enough empty space to pack more than you'll need for a two-week tour.

Unlike the San Jose Sport Pac R100S we tested (May 1980 issue), the Tour Pac's engine is bone-stock. The only change SJ-BMW made to bolster engine performance was to drill the exhaust baffles. That sounds like a counterproductive case of heightening the exhaust drone for your trip down the Superslab, but it's not. Below four grand, the only result of the drilling is a slightly deeper rumble rolling out of the exhaust. Once you whack open the throttle, though, be prepared for a banshee moan that arrives straight from Daytona 1976, where a pair of Butler & Smith BMWs swept the Superbike race. Once you dial the Tour Pac into sport mode, its sedate surfaces peel back to show the raw edges of a performance bike in heat.

For some, a \$10,000 Tour Pac will make perfect sense. Even the \$869 Motosport Black paint job and the electrostatically painted wheels, handlebar and shock springs can be justified if you start from the proper mindset. But that's the real beauty of the Tour Pac; you don't have to buy the whole thing. The bike was never intended to be the final vision of The One True Tourer, only a two-wheel full-color catalog.

—Larry Works

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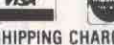
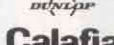
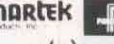
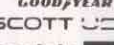
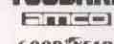
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