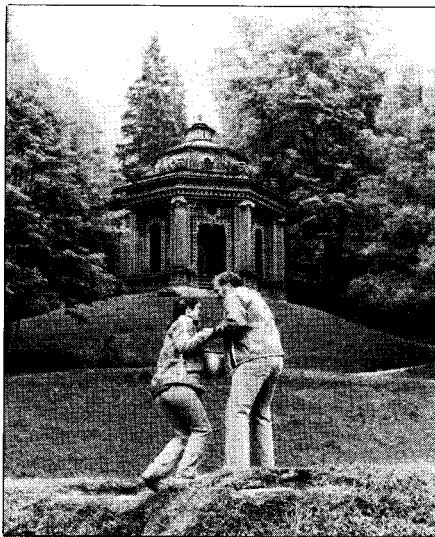




The beautiful Bavarian village of Oberammergau is the prototype south German burg: No litter allowed.

Oberammergau. Once again, the wurst, potatoes and unparalleled taste of lusty dark German beer are overwhelmingly good. Continuing south out of Oberammergau, the villages and small hamlets begin to get farther apart and the road begins to arch and wind and roll, often canopied by trees, occasionally beside shimmering lakes, sometimes dividing impossibly green meadows, and it is difficult to describe how great it feels to be sensing it all from the seat of a motorcycle. Our attention is occasionally diverted by a slow-moving horse-drawn farm wagon ambling down the middle of the road, or a typically aggressive European automobile driver passing at eye-blink speed on a curve, or a disturbingly unfamiliar road sign, but it hardly interrupts our fascination with what is

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The gazebo behind one of King Ludwig's lesser castles in Linderhof.



## The 1979 BMW R100RT

Evolution of the Ultimate Beemer Tourer. . . .

Denis Rouse

When we first rode the BMW R100RS when it was introduced a couple of years ago, the thought crossed our minds that it would be a cherry of a touring machine if equipped with a slightly larger, more protective fairing and windshield, plus a matching set of handlebars that would allow the rider a more comfortable upright riding position. Although European riders scoff at our big frame-mount fairing, fat saddlebags and scotboots, they don't cover the kind of long distance, straight-line touring that is part and parcel of the U.S. variety. Fast sport riding 40 miles or so over the Susten Pass in Switzerland is one thing; but negotiating 400 miles of arrow-straight highway between Los Angeles and Phoenix hunched over like a copulating beetle is quite another.

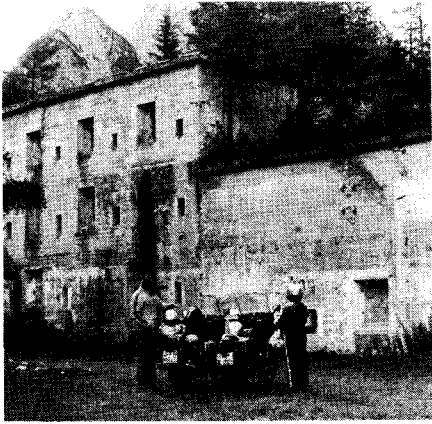
BMW in Berlin is getting the message, and the new R100RT is the answer. The superb, wind tunnel-sculptured RS fairing has been slightly modified into a more protective version on the RT with the added convenience of a windshield that fingertip adjusts for height to allow for maximum individual rider comfort and varying weather and speed conditions. Handlebars are perfectly suited to the fairing, configured on the short and narrow sporty side, but yet still offering very comfortable, long-distance riding position.

The chocolate brown beauty also

boasts special vents to increase air circulation behind the fairing on hot days, and new locking glove compartments. We rode our RT through many days of rain during our European tour, and stayed quite dry thanks to the remarkable efficiency of the fairing. Since it is booted around the forks and designed to literally hug the BMW cylinders, the effect is one of very protective lowers which hardly allow your boots to get wet. And speaking of boots, a further submission to the touring market is indicated by the

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**This bullet-riddled old military fort just out of Cortina in Italy, on the road to Dobbiaco, was the scene of some of the bitterest World War I fighting between Austrian and Italian mountain troops.**



**The youngest member of the Family Jordan treats us to a lovely Austrian ballad during our stay in Fusch.**

ago.

The final mountain pass of our tour is the 11,800-foot Grossglockner, a relatively short but nonetheless spectacular alpine crossing. At the toll booth at the south end of the pass a lady warns us that "it is snowing a little at the top, and it is very cold." Masters of understatement, these Austrians. It turns out it is indeed snowing, with a little freezing rain and very dense fog thrown in to make it interesting, and it is

very cold at the summit of the Grossglockner. Beach warns us about ice at the head of a couple of tunnels, and sure enough I do a little whoopdeedo on one occasion, not serious enough to go down.

All of our lodging on the tour has been fantastic, but our accommodation in Fusch — a pension (private home) owned by the wonderful Jordan family — is the best yet. Each room in the fabulous flower-adorned three-story

house of handcrafted wood is furnished with the antiques of old Austria. And the house is in a mountain valley setting that would make Julie Andrews blush. The warmth and comfort of the place is only heightened by the sincere charm of our hosts, who in the evening entertain us with a remarkable degree of musical and singing talent.

**Twentieth, Twenty-first and Twenty-second Days  
Fusch, Austria to  
Munich, Germany  
203 Km = 128 Miles**

Our last few days in Munich are an appropriate finale to what has decidedly been a memorable experience, because it's Oktoberfest time in Bavaria! The festival has been going strong for more than a century — consecutively with the exception of the war years — and people come from all over Europe, a million of them a day, to put the world's troubles aside, and drink outrageous quantities of the universe's best beer. It's a time to laugh and talk and sing with good friends, eat marvelous food, and simply relax in the heady, exciting sights, sounds and tastes of it all. We enjoy what we agree are some of the highlight days of our lives, and toast to the time we will have them again. □

*(For complete information about Beach Tours, write Bob and Elizabeth Beach, 2763 West River Parkway, Grand Island, New York, New York 14072, (716) 773-4960.)*

**BMW REPORT from page 37**

addition of a heel-toe shifter on the RT . . . a little item that's going to save thousands of dollars worth of boot leather.

Although the 1979 BMW line apparently no longer has displacement indications on the engine cases, there can be no mistaking that the R100RT is fitted with the quiet, powerful 1000cc powerplant that has raised the BMW crest in performance circles the last few years. Our machine ran turbine smooth through 2,000 miles of mountain roads in the Alps with a powerful, flawless brand of precision that convinced us the RT may be the best BeeEm yet. Practically all of the shift clunk of earlier models is gone. It's faster, handles lighter and more nimbly than ever, and the new fairing/handlebar system affords a wonderful feeling of protection and control. As a machine that combines a tremendous degree of handling ability, together with decidedly pure riding comfort as well, the BMW is about to enter an even finer dimension of excellence. We just rode all the proof we need. □

# Is Nothing Sacred!

## Chrome S&W's?

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**Chrome S & W shocks and springs. For bikes that handle as good as they look.**

The finest show quality, hard, shiny American chrome is now available on some S & W Standard, Freon gas, and Mark II Air Adjustable models. Our springs not only get the same quality chrome treatment, they're also buffed to the same show quality lustre.

Chrome S&W shocks and springs are available for most popular road bikes. Springs and shocks are sold separately, so you can buy chrome shocks with either chrome or black springs. If looks are as important to you as performance, see your dealer now to see if he can put together a set of Chrome S & W's for your bike.



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