

BMW Motorcycle Club New Zealand

NEWSLETTER

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SEPTEMBER 2022



BMW Motorcycle Club
Aotearoa New Zealand



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feedback and stories
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Welcome to our New Members

We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area. Our monthly newsletter is an open forum for all members. If you fancy a story and/or photos published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then please email/phone the Editor no later than the 25th day of the month preceding publication. **We welcome all contributions.**

Welcome to:

Glen
Mark
Mike
Fred
Paul
Angela
Max
Ivan

LEYSTON
LYNDON
MACKIGGAN
MATENGA
SCHULTZ
TOWNSON
WARD
WEBB

AUCKLAND
AUCKLAND
NELSON
OTAGO
TAURANGA
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TE AWAMUTU
AUCKLAND

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 25th day of the month preceding publication. The Newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWMC. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors and/or will be credited when known, unless otherwise specified.

Cover picture: Queen Elizabeth II

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President's Podium

Chris Souness



BMW Motorcycle Club
Aotearoa New Zealand



September 2022

Every September ACC in conjunction with the Motorcycle Safety Awareness Council (MSAC) promotes Motorcycle Awareness Month (MAM). The promotion coincides with the start of the riding season to help remind all motorists that there will be an increasing number of motorcyclists out on the road as the warmer weather and longer days of summer arrive.

The sobering fact is that 50 motorcyclists every year needlessly lose their lives in accidents around the country, which is a very sobering statistic. This was visually demonstrated during the launch of Motorcycle Awareness Month 2022, by the placing of 50 helmets on the steps of parliament, which made a powerful statement to the media and those gathered for the event.

I was privileged to be one of a small group of riders invited to attend with our bikes to help support the initiative.

We all need to take personal responsibility to use all of our best endeavours to ensure that we remain safe whilst out riding, including wearing hi-viz or other bright colours to make us more visible on the road. It is vitally important that if we haven't been as active on our bikes over the winter, we undertake some basic checks to ensure that our bikes are roadworthy before we venture out and to continue to upskill through additional training through courses like those provided by ACC Ride Forever.

If you would like to learn more, please follow this link [Motorcycle Awareness Month](#)

The latest BMW GS Trophy has just been completed. It ran from the 4th to the 10th of September and was held in Albania. I followed the event on Facebook and was amazed at some of the riding skills on display. The South African teams made it a clean sweep with both their men's and women's teams topping the points table. If you are interested in having a look at some of the action pop over to Facebook and search BMW GS TROPHY 2022.

Now that we are heading towards the summer months, we are starting to see the club riding activity increase. Whether you are a new or existing member, I encourage you to take the opportunity to meet up with members and join your locally organised monthly club rides. You should be receiving emails from your local Area Representative informing you of the events happening in your area. If this is not the case, please look them up on our website and send them a quick email to confirm your contact details.

All the best and safe riding everyone.



BMW Motorcycle Club of Aotearoa New Zealand - Risk Management Plan

The BMW Motorcycle Club of Aotearoa New Zealand is an organisation whose members join together for rides to nominated venues and for other social occasions. The organiser nominates the destination and regrouping stages along the way, but otherwise has no influence upon the way that riders behave on the road. There is no element of organised competition in the rides.

Riding Code:

1. All Club members on Club rides shall do so as individuals responsible for their own safety and shall take into account the safety of others they encounter on the ride.
2. Club members are responsible for ensuring that their motorcycles are in a safe and legal condition, the minimum being to Warrant of Fitness standards.
3. Riders, Pillion and sidecar passengers where required, shall have as a minimum standard New Zealand Approved Motorcycle Helmets, and stout footwear, gloves and clothing that will be capable of protecting their body in the event of a mishap.
4. Club Members are to go to the aid of any others suffering a mishap.
5. Rider organisers shall nominate the destination for the ride

as well as any regrouping locations or other stops. The organiser is not responsible for the other riders' behaviour or safety.

6. Riders shall ride at a speed and in a way that is comfortable for them. Do not ride outside your personal comfort envelope.
7. If a rider is unfamiliar with the route, they shall arrange to follow another rider who does know the way and who travels at a comfortable pace.
8. Riders who decide to travel as a group shall adopt a staggered riding formation such that there is an accepted following distance to the rider immediately in front. A reasonable following distance is indicated by a time of two seconds between riders for dry conditions and longer for inclement conditions and on loose surfaces.
9. The Ride Organiser and or the Club are not responsible for the participants' safety, and all participants participate at their own risk. All participants are aware that they are travelling on open public roads and are responsible for their own safety and compliance with the Road Rules and Laws.



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Area Report: Waikato

By Chris Townson



August's Monthly Ride

Several members of the Waikato region made the most of the fine weekend on the 13th and 14th of August and headed out for a couple of rides.

On Saturday 13th August six members, Graeme & Sue Duncan, Martin Hamman, Chris & Angela Townson, and Trevor Martin, headed to Whakamaru for lunch. We met up at Hautapu and from there took the scenic route to have lunch at Russmans Café via Karapiro and following the west side of the Waikato River. The weather and riding conditions were perfect for a great day out with good company. We came home via Old Taupo Road, before branching off in various directions to head home.



On Sunday 14th four BMWMC members and several (potential) non-members went for a 'spirited' ride around the Coromandel Loop. Coming from various places around the Waikato, we met at 10 am at the L&P Café in Paeroa and then headed anti-clockwise around the loop. We stopped in Whitianga for lunch. We had a quick petrol stop in Coromandel township and then through to Thames, where we went our separate ways home. It was a perfect winter's day and no shortage of riders out making the most of the sunshine.



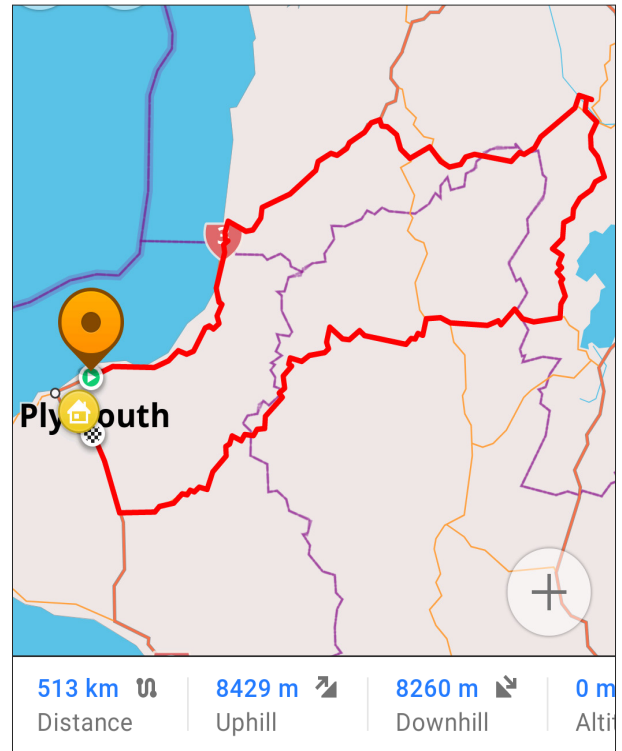
Chris Townson # 3983

Area Report: Taranaki Tales

by Scott Mills



Morning/Afternoon Tea and Lunch Loop - August



This month's ride was up to Mangakino via Pio Pio for morning tea, Whakamaru for lunch and Whangamomona for afternoon tea. Five of us braved the cold start to the day and headed off from Waitara. It was into the minuses coming through the valleys heading up to the Fat Pigeon for morning tea. It was a welcome stop as we waited for the freezing fog to lift. Even those with heated grips were suffering. A hot coffee and a cronut satiated our thirst and hunger and provided us with the much-needed fuel to continue our journey. The ride from Pio Pio through to Mangakino is beautiful. Such diverse scenery, from Native bush to open farmland through twisty roads. Long views across the plains towards Taupo and

wonderful views of the mountains in the distance. The lake at Mangakino was flat calm and we were able to watch a couple of brave souls water skiing and wakeboarding their way across the lake. After a short tour of the township, we headed off to Whakamaru to the Dam Café for lunch. More coffee and a toasted sandwich. The weather by this time had warmed considerably and the day turned out beautiful. We set off home from there via Taumaranui for fuel. The coffee made its presence felt just prior to Taumaranui so we stopped to take in the views from a rest area just prior to the fuel stop. There was a viewing tower there where we were able to get some nice photos. More twisty roads through to Whangamomona for afternoon tea. Safe to say that the group were starting to feel a bit tired by this point, so a break was needed and enjoyed. It was a great time to reflect upon the day's journey before we all set off home again. Thanks to those that came along, and I look forward to riding again in September down to Linton to meet up with



Cont...

Area Report: Taranaki Tales

by Scott Mills



Tibbsy and his group of intrepid souls.

Ride safe and remember that September is Motorcycle Awareness Month. Do what you can to promote safe riding and take advantage of the training offers available through ACC and Ride Forever.

Keep the shiny side up and make life a ride. **Scott Mills # 3542**



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Area Report: Rangitikei Roundup

By Murray Petherick



August - 14th August

Our monthly ride for August was scheduled for Sunday 14th and fortunately, a decent day arrived for us after adverse weather forced us to call off the previous two monthly rides.

Our usual pillions were deterred by the prospect of a cool start to the day so it was a 'rider only' day for the 8 bikes that gathered at the café in Ashhurst at the start of the 'ride proper'. The one change in machinery was the FJR that Robert had moved on to, having cut ties with his Africa Twin after it had succumbed to wear and tear, and added insult to that by throwing an electronics tantrum (which incidentally cooked Robert's TomTom GPS!).

From Ashhurst we headed over Saddle Hill and then to Dannevirke and Weber. Leg stretch at the Weber fire station where, a couple of years ago, several of us 'scanned in' with our Covid apps (just because we could) during a similar stop. From Weber it was off to Route 52, through Wimbledon and on to Porangahau for lunch at the Tavern. Route 52 is currently beset with numerous sections of road repair and re-construction and is probably the only designated highway where the use of adventure bikes should be strongly recommended. An interesting but useless piece of information is that the Wimbledon Tavern has (or had) the only circular pool table I have ever seen. I kid you not; I saw it there during a lunch stop



when Tibsy took some of us on a trip around the North Island a few years ago!

After lunch, with the weather continuing to improve and becoming pleasantly warm, we headed for Ormandville and the infamous Black Dog Tavern. For the benefit of the road bikes we elected to stay on the sealed roads so took the turn from Porangahau Road into Arlington Road to skirt Takapau and head for the Tavern. Unfortunately, the leader (who shall remain nameless), missed a trick at the Woburn Road intersection and headed down Ngahape Road. That took us on a lengthy detour via a series of sealed back roads (Ngahape Road, Tourere Road and Ormandville-Te Uri Road) which were good riding but added quite a few kilometers and a bit of time to the trip. Eventually reached Ormandville

but approached it from an unfamiliar direction and, not having a suitably detailed road map handy, had to ask directions from a 'local' to get to the Tavern. On dismounting at the Tavern Don marched purposefully towards me and I thought he might have some adverse words to say about the lengthy detour. However, as he approached he broke into a grin and simply said, emphatically, "That was a great ride!" Now and then leaders can get lucky, even when they take a wrong turn.

Following a quick thirst quencher at the Tavern we headed back via Dannevirke and Saddle Hill to Ashhurst, from where we took our respective routes home. I seem to recall that by the time he got home to Whanganui, Neville said he had done just on 500km for the day.

Thanks, Team, for a good day
Murray #2690



Area Report: Wellington

By Denis Hulston



4th August Ride

Denis, Peter N, Keith, Martyn met Don and Murray at Shannon for an impromptu ride on a very fine riding day. We rode the old Pukerua Bay seaside route from our meeting at BP Paremata. There's very little traffic on this route now, although still road works stabilizing slips along the highway from Pukerua Bay the result of heavy Wellington rainfall, and the road has since been closed with further slip damage.



Lunch stop at Hansens Café, Kimbolton

After a coffee break at Shannon we rode via Aokautere and Ashhurst through Valley Road to Colyton and on to Kimbolton. We stopped for lunch at Hansens Café where we enjoyed a warm fire, cosy décor and good food and coffee. We continued our ride north to turn west into Mangamako and Otara roads to descend across the Rangitikei river to Ohingaiti. This is great riding with some inspiring valley, mountain and river views. After a brief stretch on SH1 we turned left at Vinegar Hill to ride a back route to Sanson for refuelling. We followed Don and Murray on local roads through to Shannon and Levin. (Sanson, Penny, Waitohi, Banks, Main Drain, H56, Himitungi Block, Foxton Shannon roads) to Levin. Some of these roads were new to us. Thanks Don and Murray for the back route – very nice riding.



Rangitikei River Otara Road Ohingaiti

8th August - Club Meal And Get Together

We had the smallest of numbers for our monthly Monday get-together, this time at the Petone Working Men's Club. It was wet weather but there were only five of us. – Denis, Annie, Keith, Cheryl and Dave. Here's hoping for a better restaurant turnout next month.



Stormy Point re-group

Area Report: Wellington

By Denis Hulston



Don and Murray plan the back route home



Keith Thomson, Turakina Valley ride



14th August – Sealed Road Ride To Turakina Valley, Hunterville, Return Via Sealed Back Roads Halcombe, Rongotea, Glen Oroua, Shannon And Home

Five riders, Hasan Lynette, Emile, Keith and Denis met for a 9am departure from BP Mana for the coastal ride via Pukerua Bay and Paekakariki. This is a great start to a ride for a leisurely ride along the coast rather than through the Transmission Gully motorway route to join SH1 North of Paekakariki.

Riding was cool with low cloud holding the temperature down to 8 degrees until we broke into sunshine just in time for coffee at the Woolshed in Sanson where there was a table waiting for us, despite the many tables reserved for Sunday lunches. Hasan and Lynette had to return to Wellington for tri training, while Emile a first-time rider with us needed to get back to his newborn son.

Keith and Denis rode the planned route through the Turakina Valley road to Hunterville. On a clear day, you can see for miles ... we

had clear views of both Mt Ruapehu and Mt Taranaki on the ride to the Turakina turn-off at the old antique store. Off Highway 3, there are signs of recent stream flooding and cliff face slips, but we had a pleasing ride with a brief stop for views of Ruapehu before lunch in the sun at Hunterville.

On our ride back we looped through Rangatira road behind Hunterville for some stunning views of the Ruahines in snow, and then wound our way through Halcombe, Mt Biggs, Sanson and through backroads Waitohi, Rongotea, Glen Oroua, Rangiotu, Bainesse before joining the Foxton Shannon road to Shannon and home to Wellington, this time via Transmission Gully – all up a very

good 425km ride. I was very pleased to be able to find the roads that Don and Murry from Rangitikei introduced us to earlier in the month. I think we'll be seeing lots more of these great "back way home" roads when we're in the Rangitikei again.

Cont...



Turakina Valley ride – coffee stop at The Woolshed, Sanson. Hasan, Emile, Lynette

Area Report: Wellington

By Denis Hulston



21st August – Brunch Adzuki Bean Petone

Brunch was our bad weather relief after more heavy rain for Wellington. Stu, Chris, Michael, Martyn, Sue, Keith, Annie and Denis enjoyed the food, coffee and craic at the Adzuki Bean, a good chance to catch up, out of the weather - wind and showers.

31st August – Impromptu Ride For Lunch At Martinborough

Peter, Martyn, Keith, and Denis met for a fine-weather ride over Remutaka Hill to Martinborough for lunch at In the Neighbourhood. The weather was sunny and calm and we enjoyed an outside table in the sun – totally no wind. At the adjacent table was another group of riders taking advantage of a fine day for riding. We rode Longbush Road, Millars Rd, Ponatahi Rd to Carterton and then home. On the Rimutaka hill we met rain and wind this time. It was a good chance to test my newly fitted Battlax AX41 on the GS1250 which measured up really well on the hill, corners, and in the rain. The only downside is they're noisier than the road tyres I'd previously ridden. Looking forward to trying them in the dirt – soon!

This ride was a re-run of the

rides planned for Tuesday 23rd, where my new GS battery, still under warranty, failed. Bob C had to do the circuit on his own.

Well done Motomart Wellington, who rescued me and my bike replaced the battery and carried out the recall service while they were about it – free of charge. Great work team Motomart – appreciate your service.

Denis #3184





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Area Report: Top of the South/Te Tau Ihu

By Gretchen Holland



Tapawera Lunch Ride on - 14th August



Photo by Dale – Regrouping on the Dovedale Saddle

After weeks of rain and then one week of good frosts this particular Sunday was fine, dry and relatively warm and the 13 bikes that turned up at the meeting point were pretty pleased to be able to get out for a ride.

The one road rider was happy to head off to the lunch spot by himself and when we arrived he had met up with his son (who had come up the Motueka Valley to meet him) and Anja (who lives nearby and who had come in her truck with her new, gorgeous, well behaved pup Louie).

The twelve gravel riders went to Tapawera pub lunch spot via Wairoa Gorge and Pig Valley to Wakefield. Then up Pigeon Valley, through Dovedale and the non-maintained Sunday Creek Road and up the Motueka Valley to Tapawera. The pub has a nice selection of food and was busy as it's a popular biking stop.

Some of our group knew a few of the other guys from other groups so there was a lot of nattering going on.

After lunch there was the usual scattering of bikes in all directions but the remaining core of eight bikes decided to go back down the Valley to Thorpe and through Jacob's Ladder and Rosedale Road to the Upper Moutere Store for our ice cream debrief.

Riders today were – William, Dale, Hilary, Richard, Andy, Stewart, Trudi, Rick, Peter W, John, Tony, Trevor, Deanne, Gretchen, Anja & Louie.

Gretchen # 949



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MAKE LIFE A RIDE

Area Report: Canterbury

by Ralph Moore



Oxford trip...

We planned a midwinter weekend trip away down south to Waihao Forks Hotel. Not surprisingly, for this time of year, the weather turned out to be rather damp and cold for the weekend. So, we set off Friday morning riding in steady rain which had eased off by the time we reached Geraldine for lunch. Beyond Geraldine, we hit the back roads through beautiful undulating farmland with many limestone cliffs and outcrops. Our first stop was at an old limestone kiln built in the 1880s.



We arrived at Waihao Forks Hotel late afternoon to find Stephen Oatley already sitting at the bar chatting with the locals. It was excellent having Stephen join us for the weekend riding his very nice R100 GS. On Saturday morning we headed over Myers pass in drizzle and stopped at the Flying Pig Cafe in Duntroon for morning tea before pressing on over Danseys Pass. By the time we get on top of Dansey's we were in sleet and had lost one of our riders. So we backtracked as far as the lavender farm to find Steve Parr sitting on the side of the road worried about strange noises coming from his bike. By the time we sorted this out we decided it was getting too late in the day to press on to Naseby, so we carried on back through to revisit the Flying Pig and eventually back to the hotel at Waihao Forks for the evening. Come Sunday morning, we were all supposed to head home, but Stephen Oatley was talking of riding over Dansey's, so two of us decided we should join him, so we headed out over Dansey's in brilliant sunshine, and then onto McRaes for a quick stop, before hitting Golden Bar Road (this is gold mining country) out to Palmerston. Here we said goodbye to Stephen who was heading for Dunedin, and then the two of us headed north to Christchurch in very cold conditions, eventually arriving home after 9pm.



Ralph #3082

Cont...

Area Report: Canterbury

by Ralph Moore



More photos from the trip



Here's an idea...

by Ralph Moore



Recycling 101



Having recently renewed my club membership and received my new card I decided to recycle my old one, rather than trashing it. So, I cut off the bottom part that had my details and made myself a BMWMC badge to stick on my bike

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**BMW Motorcycle Club
Aotearoa New Zealand**



Spot the differences (x6)

Thanks to Dave Morris for sending it in



The future on BMW R

The engine

The new 1000 cc engines evolved from BMW's most extensive test program on roads and race tracks. An engine incorporating the experiences gained in long distance racing.

The singular torque characteristics of the new BMW 1000 cc engines are the basis for a superior riding experience. Many motorcycles have great



power ratings "on paper": the BMW R 100 RS shows its mettle where it counts – on the road.

The features

A newly styled sports-type solo seat (comfortable dual seat and passenger footrests optionally available). A matte-black rear fender and battery covers. Mag-Wheels are available as an option at extra cost. These styling features also add to the sporty flair of the BMW R 100 RS.

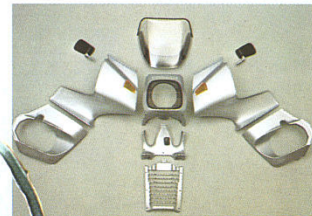
The frame-suspension unit

The unique roadability of BMW motorcycles comes from an extremely strong cradle frame and an optimal suspension system with superior springing and damping. It is so sensitive that

it reacts to little ripples of the road, and the long 8" travel is so well tuned that it eats up the potholes.

The rear drive

During its 50-year history, BMW has developed the shaft drive concept for large motorcycles to its ultimate perfection. Today, more and more competitors are coming to recognize this superior concept. Imitation is the highest form of flattery.



BMW Integral Cockpit Fairing: a step into the future

Aerodynamically perfect fairings attuned to the overall design are used in severe long distance racing tests. They are not only responsible for improved performance of the motorcycle but equally for the physical endurance of the rider. Since they

The R 100 RS features a sports-type handlebar with safety padding, a hydraulic steering damper, and dual horns.



ast - 1977

On two wheels: R100 RS

prevent the wind from buffeting on the handlebars, the arms and the body, they make better and safer riding at high speeds possible.

The advantages: Improved ability of the rider to react, improved endurance and thereby better riding performance. This is even important on regular roads and at comparatively low speeds. BMW is the first motorcycle

manufacturer to serially produce a completely matched cockpit fairing. It was planned as part and parcel of the overall design, developed after intensive aerodynamic research, styled and engineered to its last detail.

Wide ranging wind tunnel tests were used to develop the optimal shape. Systematic airflow and spoiler construction made it possible to in-

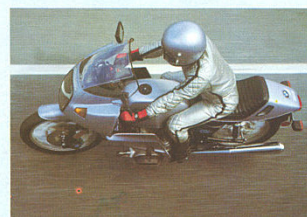
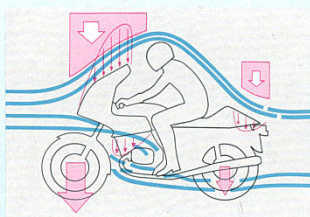
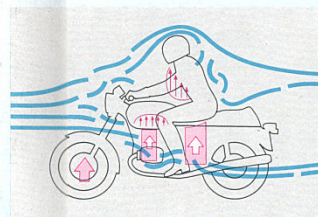


crease front wheel road holding. Thus stability and straight line roadability are superior.

The BMW Integral Cockpit Fairing adds new emphasis to the superior road performance of BMW motorcycles. Over and above that: safer, longer, and more relaxed travel adds to the fun of motorcycle riding. The controlled airflow reduces wind resis-

tance and, as an added benefit, eliminates cold drafts on the rider's back.

In extensive research on racing cars and BMW automobiles aerodynamic assists such as spoilers have been developed and utilized. With the BMW Integral Cockpit Fairing this advantage has now been incorporated in motorcycle design – a long step into the future.

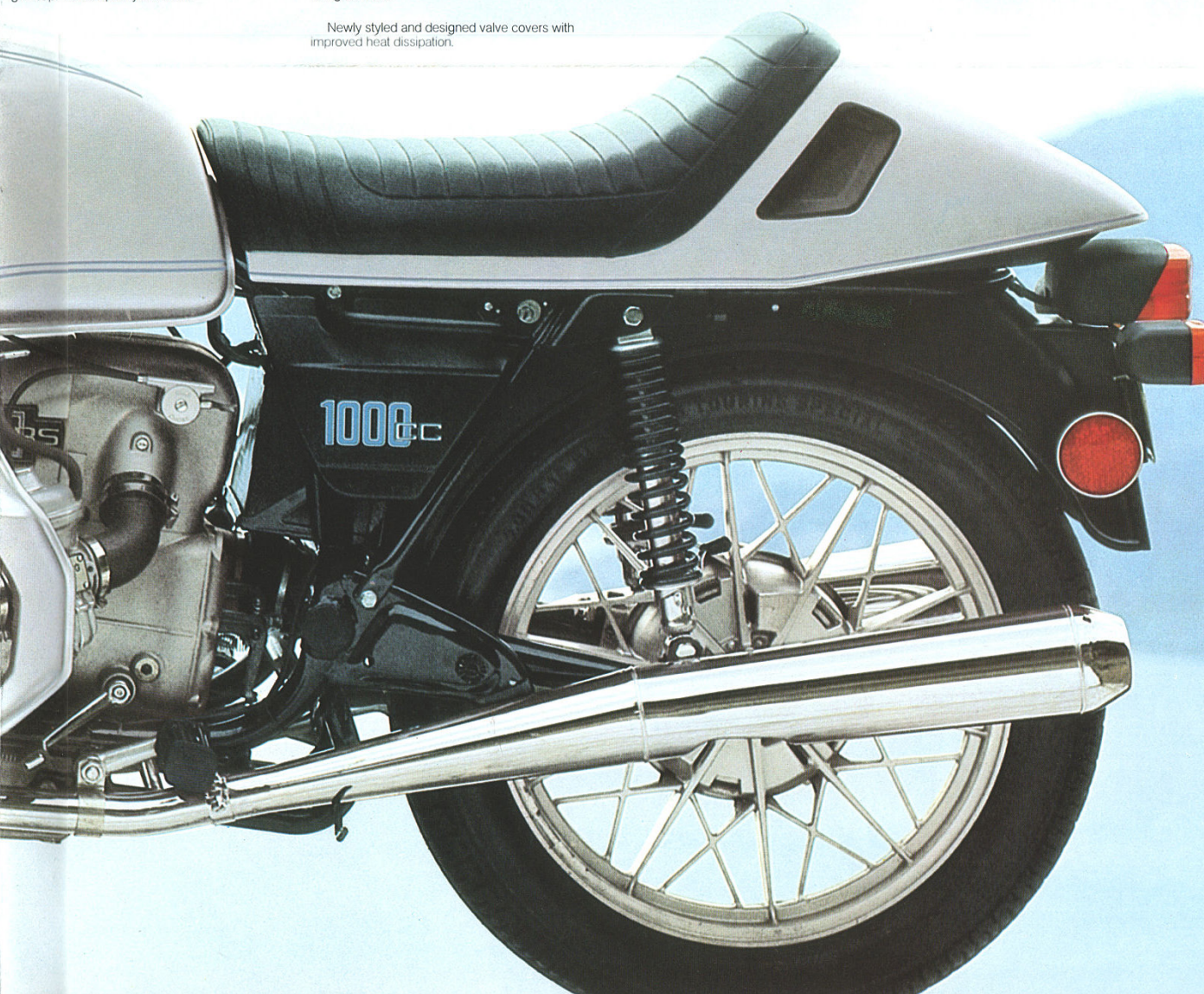


Crash-tested, impact proof, flush, lockable gas cap. Tank capacity 6.3 Gals.

Newly formed adjustable footrests add to the riding comfort.

Newly styled and designed valve covers with improved heat dissipation.

Below the ergonomically formed sports-type seat two sealed storage compartments can be found.



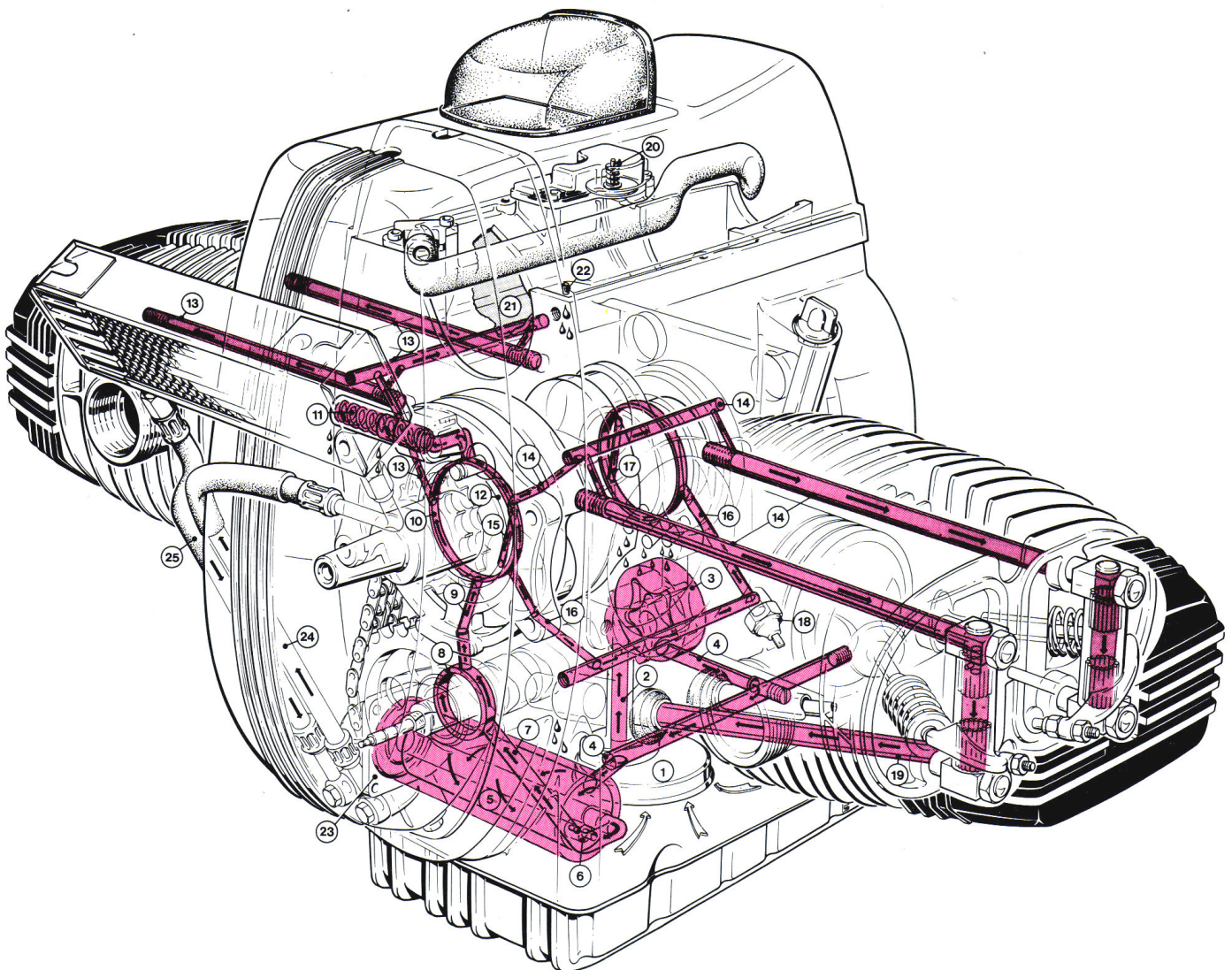
BMW Engine Lubrication: Key to Reliability

Vital to the legendary durability of the BMW motorcycle powerplant is its extraordinary lubrication system. Bearing surfaces are bathed in a continuously recirculating oil supply, which also helps to cool them. At 60 mph, today's BMW R100RT in top gear is turning about 3400 rpm. Its oil pump is delivering freshly filtered oil to the bearings at a rate of about 212 gallons per hour. Which means the entire oil supply of the engine is recirculated about six times every minute, once every ten seconds, or once every 880 ft. of highway travelled.

That's a lot of lubrication, especially when you consider the circuitous path oil must travel. The diagram at right outlines the basic system. Oil is drawn in from the

sump through a pick-up screen (1), pumped by the Eaton-type trochoidal oil pump (3) to the full-flow oil filter chamber (5), and then to the camshaft front bearing (8). In case the oil filter is clogged, a by-pass valve (6) guarantees that engine components will nevertheless get a continuous oil supply.

From the front camshaft bearing, the oil goes directly to an oil distribution gallery in the front mainbearing cap (10). Two sets of channels (13, 14) carry oil from this point to hollow cylindersecuring bolts and thus to the rocker arm pivots and valve stems. After lubricating the valve gear, this oil drains through the pushrod tubes to the cam followers, cam lobes, and then back to the crankcase and pump.



There are three other oil takeoffs at the front mainbearing cap. One applies oil pressure to a spring-loaded pressure relief valve (11) which limits oil pressure to a maximum of 74 psi at high rpm. Another feeds the oil-pressure pickup sensor (18) and then the rear mainbearing. The third is a drilled oil gallery (15) in the crankshaft itself which feeds the lower-end bearing of the left connecting rod. A similar gallery (17) from the rear main bearing feeds the right lower-end bearing.

The cylinder walls and wristpin (upper-end) bearings are lubricated generously by splash oil from the rotating crankshaft; the rear camshaft bearing is lubricated by seepage from the oil pump mounted at the rear of the camshaft. On those models equipped with an oil cooler, a thermostatically controlled pickup (23) in a special oil-filter cap bleeds off a certain amount of oil under pressure for circulation through the oil filter. The higher the temperature, the more oil gets routed through this heat radiator located directly in the airstream.

Oil that has been vaporized by the activity and heat of engine operation rises to a special condensation chamber and breather valve (20) at the top of the crankcase. Oil condensed here flows back through a drain (22) into the crankcase.

Although seemingly intricate, the BMW pressurized oil system is both positive and simple in comparison to most other systems. More important, it is precise. Each oil gallery is dimensionally engineered for the correct flow and pressure throughout the system. Galleries are precision drilled in castings, forgings and other components. If a rider were to replace the minimum-pressure warning sensor with an oil pressure gauge, he would find pressure measuring 14.5 to 29

psi at 800-1000 rpm (idle) and measuring 60-74 psi at 4000 rpm and up. Tolerances are set within wide margins because the BMW engine delivers so much life preserving oil.

Even the best lubrication system cannot function well if the proper lubricants are not used. Riders are especially warned against the prolonged use of oils that have seen much stop-start riding. Such oils accumulate water, acids, particulate matter and other wastes that can significantly reduce their bearing strength. Change oil frequently if stop-start, short-run riding is your predominant mode. And be sure to change if you're about to set out on a long, high-speed run.

After break-in, the same oil selection is recommended for all BMW motorcycle engines since 1949. Use only major-brand mineral-based four-cycle oil of no less than SE rating. If you know you will be travelling almost exclusively at high speeds in temperatures above 65oF, use SAE 40. For mixed general riding at temperatures above freezing (32oF), use SAE 20W50 multigrade. For riding when temperatures are likely to dip below freezing, use SAE 10W50 or SAE 10W40. For riding in extreme cold, use an SAE 10W30 multigrade.

With proper maintenance, including the right lubricants and oil-change frequency, your BMW engine will power for longer than most motorcycle engines and even conservatively tuned auto engines. Many engineering considerations go into that longevity, but a highly-advanced fully-filtered, pressurized lubrication system is one of the most important.



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