BMW Motorcycle Club
San Antonio
Riders Association

SAN ANTONIO BMW RIDERS

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New Year's Ride to Luckenbach 2022

Photo by John Dunn

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PREZ Notes

We've made a good start to the new year and I hope you'll come along as the club continues to grow and to enjoy motorcycling here in South Texas. Thanks to wonderfully mild weather on New Year's Day, we had an exceptional turnout of members in Luckenbach for our traditional group photograph. You can see by the smiles that it was a warm, sunny day, so no surprise that many of the group took advantage and rode to a variety of local watering holes to spend time jawing about their plans for the upcoming season.

The next Saturday we met at Alamo BMW and sketched plans for our Third Saturday Rides and our monthly social dinners for the first part of the year. Check the events calendar on the website, or look for details in the weekly updates as we go forward.

The big news, of course, is the Hill Country Hangout at the beginning of April. We've missed the last two years but now we're on track for another edition of the rally that has been such a success in the past. We will be at Kerrville-Schreiner Park again and we'll have the same facilities that helped make the rally so popular before: we'll have the campground to ourselves exclusively, the dining hall and the adjacent cabins are also reserved for our use. The club will sponsor dinner for all attendees on both Friday and Saturday, camping is included in the very modest rally registration fee, and there'll be local rides, a challenging poker run, a flea market for motorcycle goodies, and lots more.

You'll need to pre-register on-line for the rally this year, and when you visit the club's website to get that done, you'll see a link to check in with Mike Makowski, who, with Bill Edwards, will be organizing members who can contribute a few hours as volunteers for the many positions that will help the rally run smoothly and make it a pleasant and fun event for everyone who attends. Greeting arriving riders at the entrance, helping complete the sign-in forms up in the dining hall, supervising the sale of flea market items, pitching in on dinner preparation, and many other tasks are ways you can support the club's efforts. The Hill Country Hangout has been the club's well-regarded, signature event in the past. Now that we're able to host the rally again, we need all members to do what they can to ensure we provide a safe and enjoyable experience for everyone who shows up. Please register early and let Mike know what you can do to make that happen. It will only take a few hours of your time, but it will make all the difference to those who attend.

I'll look forward to seeing you soon, at dinner on the second Thursday of the month, or on the weekly Sunday ride whenever you can make it. And, if you know of an event that might be of interest to the members, or if you want to lead a ride for the club, please let us know so we all can benefit.

Gerard Lobosco

End of Year 2021 Financial Report

Mike Makowski reviewed the 2021 year-end balance sheet.
Cash on hand $2,281.40.
Total Assets/Retained Earnings are $2,401.40.
Kerrville rally pre-pay $2,500.
There are 65 paid members and 64 Complimentary or Honorary members.
In December another 8 joined. Total club membership 129.

Club Calendar

Sunday Ride -- Every Sunday there is an informal breakfast ride (weather permitting). The destination for the Sunday breakfast ride will be determined by participants, unless previously announced via email. The ride departs at 8:30 a.m. from the Starbuck's at 1604 and NW Military Hwy (Shavano Park). Direct any questions to the ride leader, Chuck Wetzel (cwetzel@att.net).

The 2021 Events Calendar -Date in bold is a club activity, dates not bolded are simply items of interest to members. NOTE – Everything is subject to change so remember to check the club calendar, HTTP://www.sabmwra.org/html/calendar.html, for the latest

February

February 10 - Club social dinner, El Chaparral, 15103 Bandera Rd., Helotes, from 7 p.m.

February 19 - Quarterly road side clean up on our section of FM 473. Because of construction on the road, we will gather at the west end of our section and work eastward as far as possible. Start at 10 a.m., ride to lunch afterwards.

March 19 - Third Saturday Ride, details pending.

April 1 - 3 - SABMWRA's very own Hill Country Hangout, Kerrville Schreiner Park in Kerrville. Two nights' camping, dinner on Friday and Saturday, poker run, local rides, and more. Check the club's website for registration and contact Mike Makowski or Bill Edwards to volunteer for the event.

April 1 - 3 - The Texas Fandango is in Fredericksburg again, just a short ride from our rally in Kerrville. Come for the rally and visit the bike show and vintage races at the fandango. See details directly to the right.

May 20 - 22 - MOA Getaway, Santa Fe, NM. Bill Edwards and Mike Makowski will lead a group out for the rally. Details on schedule and route will be announced.

New Club Logo

Most of you already know we have been working with BMWMOA to update our club logo to remain within MOA guidance. This is just in from Karin Halker, art director for BMWMOA.

Depending on the intended use, there are several formats available as Karin explains:

BMW has approved your new club logo format. I'm attaching several different formats for your usage.

There are two versions of your logo: white and transparent. This means a white background (which you may use on business cards and other print materials) and the transparent background (which you will use on dark colored backgrounds such as shirts and if you place your logo in the corner of pictures that have dark backgrounds. When you view the transparent logo file by itself you might think there are elements missing, but once you place it on a darker background you will see that the logo is there.

Continued on Page 9

The Texas Fandango

The Cherokee Chapter of the AMCA proudly presents The Texas Fandango. The Texas Fandango is a vintage swap meet, vintage bike show, and vintage races all rolled into one fun-packed weekend, April 1-3, 2022, The Fandango is located in the beautiful Texas Hill Country at the Gillespie County Fairground in historic Fredericksburg.

thetexasfandango.com

SABMWRA General Meeting 1/8/2022

Alamo BMW Motorcycles

Gene Huegin SABMWRA Secretary

The SABMWRA General Meeting took place January 8th, 2022 at the Alamo BMW conference room.

Gerard Lobosco called the meeting to order at 10AM. Thanked members and indicated topics to include; rally, rides, reports.

Treasurer's Report-

Mike Makowski reviewed the 2021 year-end balance sheet. Cash on hand $2,281.40. Total Assets/Retained Earnings are $2,401.40. The club has prepaid for the Kerrville rally $2,500. There are 65 paid members and 64 Complimentary or Honorary members. In December another 8 joined. Total 129. Dave Hoover indicated he would put this on our webpage and place in the newsletter.

New Officers-

Tom Wilmotte indicated full membership voted rather than just Christmas meeting attendees as had been past practice. Graham Littrell is the new vice president. Gene Huegin is the new secretary. John Dunn retires as VP. Tom Wilmotte retired as Secretary. Gerard thanked Tom and John for their excellent work.

Mike indicated we will drop non-paying members at the end of January. Invoices have been sent to Moto Hank and Steve Henson for ads. Neither has paid. Their ads will not be placed in the next magazine.

Hill Country Hangout Rally-

Mike is taking the lead on the rally. The club is on the hook for $3,500. We need 88 paid attendees to break even. If the cost goes up another $500, we need 100 attendees to break even. The rally provides a good opportunity for newer riders to learn camping. The club really needs to promote or we could see an erosion of our funds. We have ads in MOA magazine. Sipapu club is the model for running a successful rally. Bill Edwards commented AdvRider and other forums have been sent details. It's important members visit these sites to keep the topics at the top of the forums. We need fliers to drop at local motorcycle related shops. Bill and Mike listed important tasks that need staffing volunteers-setup, signage, traffic directions, registrations, 50/50 contest, poker run leader, license plate registered (Park requires), food, flea market, door prizes. Need to include Covid protocols. Will we have certificates for oldest, longest, etc.? Those wishing to volunteer should reach out to Bill or Mike. Marketplace hours announced. A Friday presentation was discussed but deemed unnecessary. It was suggested that we should have hand sanitizer available at convenient locations but not represent that we were enforcing protocols.

Do we need to limit number of attendees? To be finalized next meeting.

Ride Discussions-

Road side cleanup-Hwy 473 on the east side is under construction but ~1.5 miles still can be cleaned working from the west. Scheduled for February 19 and May 14th.

Santa Fe MOA Getaway is scheduled for May 22-23. The Drury Plaza Hotel is the lodging for the getaway. Bill to lead and suggested a night's stop in Lubbock.

March 3rd Saturday ride to Leakey.

April 16 Gerard will lead a ride. Details will follow.

June is national rally month so no ride.

Social dinners-2nd Thursdays of each month. February El Chaparral. Luciano's had good turnout so do it in January.

It would be helpful to develop a map of member's locations. It could provide a good overview of how the membership is distributed for planning events.

Tom Wilmotte spoke about ordering additional polo style shirts. Amanda Lee apparel company did them previously and would do them again. Tom recommended sending an inquiry to members to see level of interest. We will need to update the logo to be in compliance with our recently revised one.

The meeting was adjourned and a separate discussion on the upcoming Hill Country Hangout was planned after a short break.

BMW and TVS Expand Partnership

By Mike Botan, @Ride2ADV, Adventure Rider 12/22/2021,advrider.com

TVS and BMW have agreed to extend their product development agreement.

You may be aware of the partnership between BMW Motorrad (BMW) and TVS Motor Company. The two have been working together for nine years. It was in April 2013, that the two companies signed a long-term strategic partnership to manufacture sub-500 cc motorcycles for sale worldwide.

Under the agreement, the companies co-developed two BMW models and one TVS model. Each is based on a 310 cc platform. The jointly developed models include the BMW G 310 R, BMW 310 GS, and the TVS Apache RR 310.

Sales of the jointly developed machines have been good. And according to Autocar India, more than 100,000 machines have been produced for markets in the EU, USA, Japan, China, and India.

Partnership extended

With the partnership now extended, BMW and TVS will continue to collaborate on the development of future BMW products. Both companies already have a range of products and technologies that they hope will deliver significant business benefits.

Under the extended agreement, BMW and TVS will develop common platforms by mutually tapping into emerging technologies in future mobility. The companies will manufacture the bikes using a common platform for global sales. The first new product will likely arrive within 24 months. What that product will be is not clear.

BMW comments

BMW's CEO, Dr. Markus Schramm, is happy that the partnership is continuing:

"We are delighted to extend and expand our cooperation agreement to include long-term partnership and joint development of new platforms and technologies, including electric vehicles. Our strong synergies have led to the development of impressive offerings in the sub-500cc segment. Since the launch, BMW G 310 R and BMW G 310 GS single-cylinder models continue to enjoy unrivalled popularity with over 100,000 global customers. We look forward to the future of this cooperation."

TVS comments

Equally pleased about the agreement is Sudarshan Venu, the Joint Managing Director of TVS:

"The new world of future mobility encompasses a strong play through alternate solutions, including electric mobility. Expanding this successful partnership to EVs and other newer platforms will create opportunities to deliver advanced technology and aspirational products to global markets and bring valuable synergies to both companies."

It will be interesting to see what the two companies have in mind for new models. Are they planning a new electric motorcycle? Time will tell.

BMW Reveals Electric Scooter For The "Authorities"

By Mike Botan, @Ride2ADV, Adventure Rider 12/20/2021,advrider.com

MW Motorrad is not attending EICMA this year, but they are attending Milipol 2021, in Paris. The Milipol event bills itself as the "Leading Event For Homeland Security and Safety." And during the event, BMW will feature its new BMW CE 04 scooter equipped for use by governmental authorities. BMW says the two-wheeler provides "Future-oriented, sustainable, e-mobility for the city and urban areas."

While the CE 04 scooter was rolled out a few months ago, the authorities version design targets governmental authorities. BMW says that this version of the scooter:

"…plays a particularly important role, since the dynamic, environmentally friendly electric scooter not only offers a concept tailored to special authorities requirements by offering flexible options and a high level of operational expertise in urban and metropolitan areas."

"The new CE 04 is also a forward-looking component of the sustainability strategy anchored in the BMW Group, in which riding pleasure goes far beyond simply getting from A to B. Over the past years and decades, significant standards have already been set in the BMW vehicle eco balance – starting with the resources used, through energy consumption, to the share of recycled components."

The police version of the machine has a maximum output of 41 hp that provides a top speed of 60 mph. With that top speed, BMW says that the CE 04 police scooter is capable of fast riding in the city and motorways. The scooter offers a claimed range of approximately 81 miles

Like the series motorcycles, the police patrol vehicle will be made at the BMW Motorrad plant in Berlin.

Apart from production, BMW Motorrad also claims to be the only manufacturer that develops authorities components and carries out the homologation of the vehicles and authorities equipment itself. The company says it has delivered more than 160,000 official motorcycles to institutions in over 150 countries since 1970.

Why would city police forces in Europe opt for something smaller than a typical police motorcycle?

Why would city police forces in Europe opt for something smaller than a typical police motorcycle?

When it comes to two-wheeled police vehicles, there are not that many advantages to larger size, as some European cities have started to discover, even though traditionally police motorcycles have indeed tended

BMW Reveals Electric Scooter For The "Authorities"

to be larger to carry more equipment. That tradition has started being challenged in recent years, with some municipalities in Europe opting for something between smaller scooters (for parking enforcement) and touring motorcycles (the kind that operate on high speed motorways).

The increased focus on midsize bikes for city patrol duties, including traffic enforcement, resulted from a gradual realization that such bikes did not have to be all that large or complex to ride, especially given the fact that police riders also have to focus on peripheral electronics like the radio and siren systems.

Electric scooters offer users twist-and-go ease of use, which becomes an asset given all the other equipment that police riders have to pay attention to.

A smaller footprint gives the CE 04 advantages in urban areas, including pedestrian zones, in areas where police motorcycle use would be too disruptive in terms of noise and emissions for patrol duties. The CE 04 is also small enough to be used among bicycle lanes and normal traffic lanes alike, without forcing other riders off the road. It's also quiet enough to be used in parks and other large pedestrian areas that are currently patrolled by police on bicycles.

With a heavier focus on decreasing emissions in European capitals, police agencies are increasingly looking at electric vehicles of all types for city use, making the CE 04 one of the latest contenders in this category. By the end of the decade, some industry observers expect that police fleets in large European cities will be mostly using electric vehicles, given the increased ZEV requirements being adopted by European municipalities. Since police vehicles tend to patrol geographically limited areas, and all spend their off-hours in fleet garages, switching to EVs is expected to be easier for police agencies since EVs can recharge at their bases in between shifts.

"The BMW Motorrad range of optional accessories and optional equipment ex works, specially tailored to the needs of authorities and institutions, benefits from decades of experience and development in this field," the company adds. "Whether for the police, customs, technical aid organizations, fire brigade, military, escorts, or as support for heavy goods transports—BMW Motorrad is always able to offer tailor-made authorities vehicles."

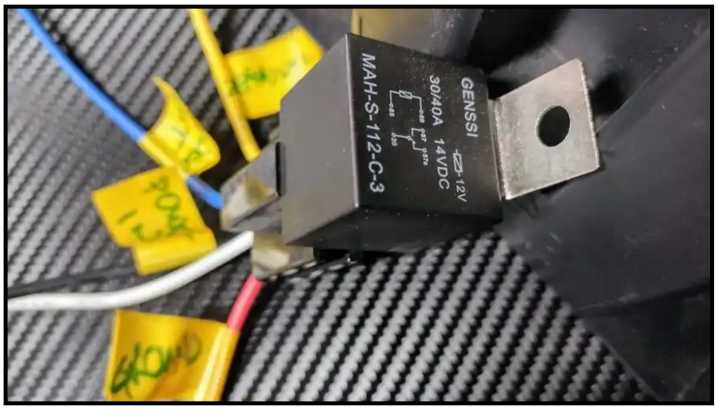
The CE 04 isn't the first two-wheeled electric vehicle produced by BMW, but it could be the first to break into the mainstream. And this goes for private buyers and municipal agencies alike.

Now, this is an Airhead. Twin Turbo. I wonder if it is ridable.

Photo from Boxermetal.com

Motorcycle Electrics: Why Use Relays?

By Kate Murphy/@moto Muffin,



Whether you'd like to power a GPS, add some extra lights, or upgrade your horn, most electrical aftermarket add-ons need a relay. We've covered motorcycle batteries already, so the next step from there is learning to wire in your own peripherals like these.

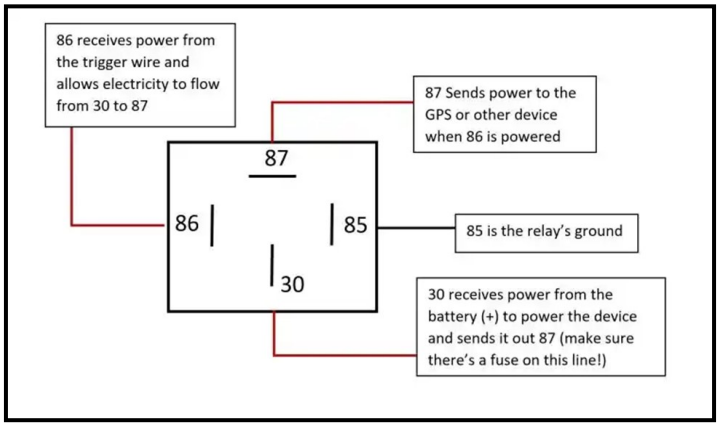
Not For CAN bus

Please note: This wiring advice does not apply to motorcycles with a CAN bus system. CAN bus is less of a wiring harness and more of a smart network filled with microcontrollers. If you try to add a relay and power it by tapping into your expensive motorcycle's CAN bus wiring harness you may trigger an expensive failure. In order to properly tap into a motorcycle's CAN bus power, you will need to purchase a CAN bus-specific device. That's a separate article. Stay tuned!

What is a Relay?

A relay is an electromagnetic switch. The switch inside a relay activates and provides power when the internal trigger receives power. When you want to add a device to your motorcycle, but you only want it powered on while the motorcycle itself is on, a relay will provide that functionality.

The relay also protects your bike's wiring system. For high-draw aftermarket add-ons like lights and loud horns, a relay means you will not melt the wiring at your horn or headlight switch by sending too much power through it. When you want a device powered without a switch, but on when the bike is on, and off when the bike is off, a relay will shine.
The relay itself has four (sometimes five) poles, and each one is labeled.



The poles on an automotive relay and what they do. Credit: Kate Murphy

Note that you will sometimes see relay wiring diagrams like the above, but with the 87 and 30 poles swapped. That's OK! Electricity runs in a circle, and it is not directional. A live wire is a live wire, so powering your device with the 30 pole, and receiving power from the positive battery terminal with the 87 pole is A-OK. Just remember that the line from your battery must have a fuse in it, the closer to the battery the better, so that if the bike's charging system gets overenthusiastic, the fuse will pop instead of setting the bike on fire.

What is a Relay Harness?

Relays are often sold with harnesses, and a harness is a plug for the relay with lengths of wire corresponding to the poles. Those wires make it easy to connect to your bike's electrical system. When I am wiring anything, I use light-colored electrical tape and write on it with a Sharpie, to label each of these wires:

- 87: POWER TO DEVICE
- 86: TRIGGER WIRE POWER
- 85: GROUND

30: POWER FROM BATTERY +
The other three poles are straightforward, so we'll focus on the trigger wire, number 86, whose power

Motorcycle Electrics: Why Use Relays?

activates the relay switch.

Since we're using a relay to provide "keyed" power, that is, power only when the bike is on, we'll need to find a wire that carries 12 volts only when the bike is on. If you know your bike's wiring system at all, the taillight wire is an excellent trigger wire to tap into.

Finding a Trigger Wire

If you do not know your bike's wiring, I recommend finding a plug under the seat of your bike, unplugging it, and using a multimeter stuck into the holes to test them for current. Turn the bike on and off while testing for current and you will find one that is on when the bike is on, and off when it's off. Use the wire that corresponds to the hole in the plug as your trigger. Motorcycle brand- and model-specific forums can be a great help here. Someone else has tapped into the same bike you ride for power.

Tapping a Wire

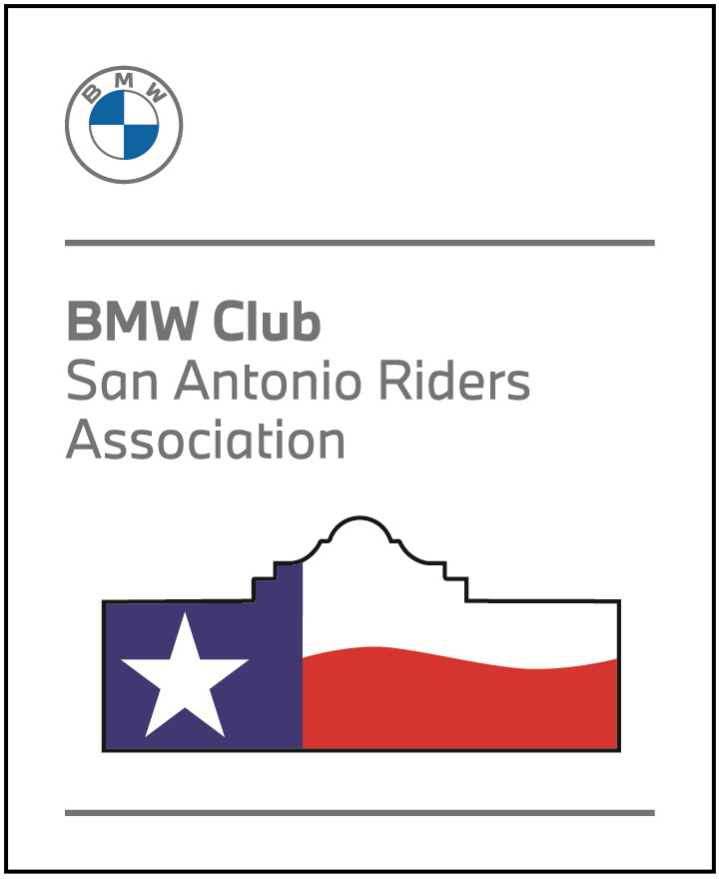
I will recommend against "vampire clips" in this application (or any, honestly); they have a distressing tendency to clip wires clean in half instead of only accessing the metal. I like "Posi-taps." Even though they are relatively expensive at about $1 per piece, they are quite foolproof. They're especially easy for beginners who don't want to cut into their motorcycle's wiring harness.

New Club Logo

Its just that many of the elements on the transparent version are in white and will not show up until placed on the darker background.

Here are instructions on the different formats and what they are used for:

.ai and .eps.– These formats are the highest resolution and can be scaled as large as you want without losing resolution. The .ai format is what an embroiderer or screen printer will want when producing shirts or other printed items.



.jpg. – This format you will use for all high res printed material such as brochures and business cards.

.png – This format you will use for website and email signature files. Png files are low res purposes only.

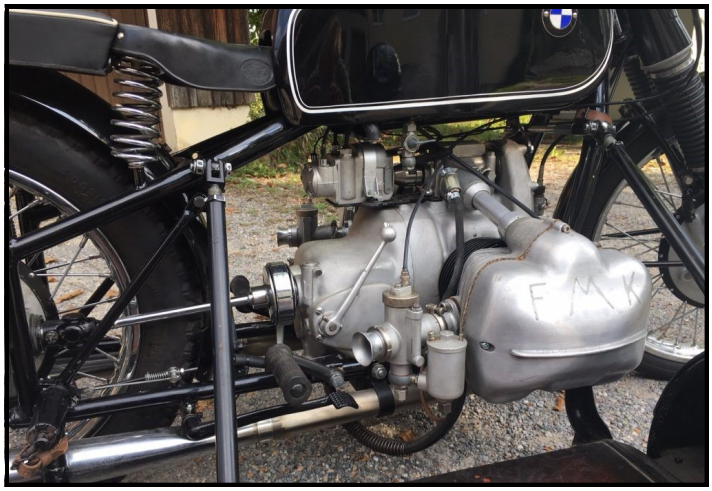
Thank you and feel free to call me if you have any further questions about your logo.

Karin

The Mighty MFK: The Giant's Fist

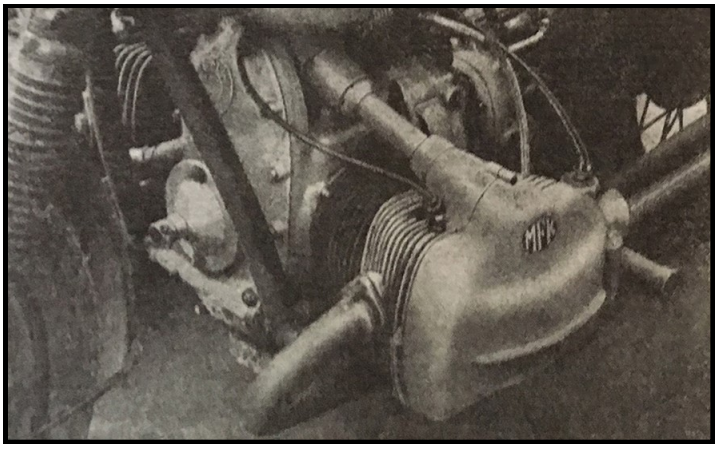
By Paul D'Orleans, In Motorcycles Magazine, October 19, 2018

In the dark days immediately following WW2, Germany and Italy were banned from participating in international motorsport on two or four wheels. The reasons were complicated: the victorious nations couldn't stomach the thought of losing a race to competitors from a country they'd been at war with for 6 years, and immediately before the war, German and Italian factories built the fastest and most sophisticated car and motorcycles in the world. Since development of civilian vehicle designs was illegal or strongly frowned upon in several Allied countries during the war (to focus ingenuity on winning), motorsports resumed in 1946/7 as it had left off in 1939/40, with the very same machines, although supercharging was banned by the FIM for the motorcycle Grand Prix circuit, so quite a few prewar designs had to be altered for natural aspiration.



While the BMW parentage is clear, what's new is the amazing Giant's Fist – the OHC cylinder head of the home-made MFK special [Hockenheim Motosports Archive]Banned from international competition didn't mean racing stopped in German and Italy, and national-level racing resumed by 1946. Freed from the FIM rules against supercharging, the same RS255 BMWs and NSU blown twins appeared on the tracks postwar, much to the fascination of the American troops occupying both countries, especially in Germany. American motorcycle fans had never seen and seldom heard about these sophisticated machines, and soldiers were gob smacked by what they witnessed, especially if they were racers themselves on Class C machinery: rigid-framed Harley-Davidson and Indian side valve v-twins of 750cc.

The MFK flat twin being hauled around the track; note the slim profile of the cylinder heads [Hockenheim Motosports Archive] Of course, except for riders with factory connections, most would-be German or Italian racers had nothing so exotic to race! Modifying prewar or military machinery was the only viable path, and such machinery filled the grids in the years when German and Italian industries were also forbidden to build machines larger than mopeds. In Germany, the BMW R75M was a common foundation for racing, with its 750cc OHV motor placed in a civilian R51 or R66 fully sprung, lightweight chassis, and tuned up with bigger valves and carburetors, and hotter camshafts.



The Mighty MFK: The Giant's Fist

The tidy, if massively built MFK modification to a BMW R75M motor [Hockenheim Motosports Archive] Some home tuners took the R75M much further than mere tuning, and the most impressive example of a home-made racer with world-class performance is the little-known MFK racer, a collaboration of Franz Mohr, Kurt Friz, and Hans Kleinhenz-Schweinfurt. It's an awesome machine, that still exists in as-raced condition in Germany, a testament to hard work and ingenuity by ordinary motorcyclists with no engineering training to speak of.

Franz Mohr was interviewed in a German magazine in 1949 about his fantastic creation:

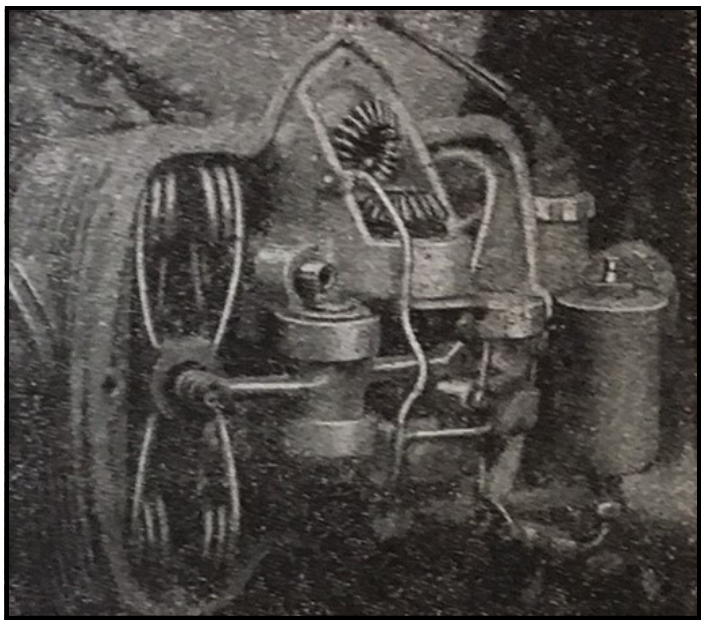
"After the end of the racing season in 1947, during which I drove a refurbished BMW R75M engine in its original Wehrmacht frame, I came up with the idea to convert this engine into a overhead camshaft motor. Thanks to the energetic support of the well-known racing driver Kurt Fuglein, the financial basis for such a project was established.

MFK after being transferred to a BMW R66 chassis [Hockenheim Motosports Archive] In December 1947 I began, as a professional motor mechanic, on a primitive drawing board, the sketching and designing of our MFK motor. The basis was the old BMW R75M engine, whose crankcase and crankshaft were carried over to our project. The central idea was to use everything that could be used somehow, in order

to keep the costs – which started out huge anyway – as low as possible. The camshaft of the R75 engine was not used; instead, a camshaft with adjustable cams was placed in each cylinder head, driven by bevel gears, a drive shaft and corresponding pieces. At the same time a gear oil pump was coupled with cylinder head, for each individual cam to lubricate the cylinder head via a pressurized system with fresh oil. The motor oil was cooled by an oil radiator, in a continuous system with the crankshaft, bearings, cylinders, cam drive shafts and cylinder heads.

New parts included two new crankshaft drive housings, screwed to the former magneto shaft; two camshafts connected to the crankshaft by two shafts; four special gray cast iron cylinders with four large square -threaded cylinder head bolts; 4 cylinder heads and

The Mighty MFK: The Giant's Fist



valve covers, for which first models were made; 8 rocker arms; the associated axles, bearing housings, valves, and camshafts. The cams, made by hand, had to be ground one degree at a time, since no cam grinder was available for us; 8 output housing for the conical shafts and their bearings, lock nuts, protective tubes with rubber rings for oil seals.

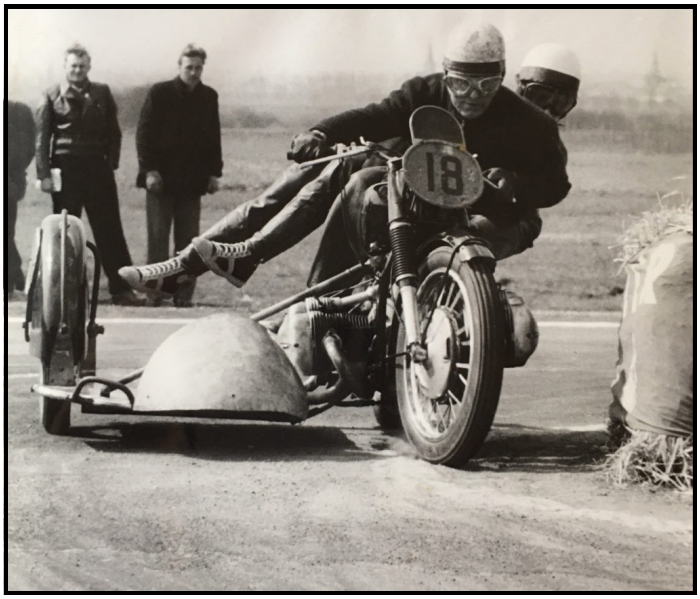
Changing tires during a race [Hockenheim Motosports Archive] My friend and lubrication master Kurt Fritz and 5-6 companions helped me in their leisure time with all these and other great things; they even sacrificed their vacation for up to 120 hours a week. Of Sundays and holidays, there were no more for months, and after-work was a flexible concept. My poor wife became merely a maid, but bravely held through, to support the big goal. Often I worked up to 100 hours continuously with only 3-4 hours of sleep. I owe this endurance and energy to certain envious people who foretold a full fiasco: they did not trust such a job to a simple engine mechanic, especially not in such a short time, without help or support from any designer or engineer for solving problems. According to their view, even factories worked for years on such a redesign.

The MFK as it appears today [Hockenheim Motosports Archive]

The MFK as it appears today [Hockenheim Motosports Archive] All this I knew and all this spurred me all the more. The 'apple cart' overturned after my wife and I had already sacrificed so many pieces of clothing and furnishings to live, and only just live. In between, I rode off with my old racer and earned money off a race, partly with, partly without success – but we had some money again and continued to work. Who can imagine what it means to do such work without training, without a technical cylinder

The Mighty MFK: The Giant's Fist

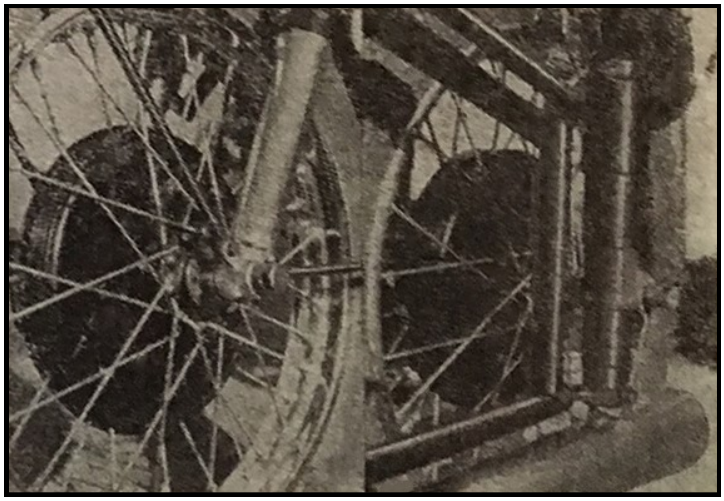
head design for a bevel drive OHC (with partial views and cuts), so the mold maker can build the casting molds without a single question? That the heads were cast, and handed off to others with only my blueprints, to be drilled and processed accordingly? Not only the cylinder head: hundreds of parts were needed for this redesign, and everything had to be calculated beforehand. I agree, engineers had done it before – but I had no such experience. So I sacrificed night after night, studied in technical books and moved toward my goal.



In action! Love the trainers on the feet of the sidecar passenger – clearly the rider (Mohr?) and passenger and dedicated! [Hockenheim Motosports Archive]

What this also means, is that the materials used for various parts of the motor – the gears, the shafts, the camshaft, the rockers, etc., had to be processed and hardened as well, in the ways that each required, which were all different: this cost me 'several' gray hairs.

But one day it was finally time. Perhaps the readers will be able to gauge what this was for us – that inner joy – all the effort, all the hate was forgotten, and we listened to the engine with devotion. A few days later, on July 4, 1948, was the Garmisch race. With the new engine, I drove the fastest practice time, but then had to replace the bike and race my old loyal R75, as our camshaft shapes had to be changed. Within eight days we had made new camshafts, and in Karlsruhe I easily won the first prize. Another eight days later, we drove in Reutlingen, setting the fastest lap of all sidecar classes with 83.6kmh, but could then hold only second place due to clutch problems. Again, we had to make a new clutch, because the high engine output of our OHC motor resulted in failure.



Period photos of the special racing wheels built by FMK, and the very standard BMW roadster chassis, without added friction damping for the rear plungers as on the factory BMW racers [Hockenheim Motosports Archive]

Period photos of the special racing wheels built by FMK, and the very standard BMW roadster chassis, without added friction damping for the rear plungers as on the factory BMW racers [Hockenheim Motosports Archive] I had to renounce further races for a time, because our MIFF motor exposed other chassis difficulties, and we converted to an R66 plunger rear frame. Result: change the frame, turn a new rear hub, make new set of final drive gears, turn a new shaft, change the tailpipes – in other words: an unspeakable amount of new work had to be done. Those who have not done such work themselves cannot gauge what is involved in not 'throwing the gun into the grain'.

For the first time, I returned to the Grenzland track

The Mighty MFK: The Giant's Fist

and achieved the fastest practice time. By an most unfortunate event, I retired in the second lap of the race: the undisciplined behavior of the spectators, who compared the route to a wastebasket, was to blame. A large bag, without being noticed by me, caught on my left cylinder, blocking its cooling: the piston melted, and molten aluminum stuck on the crankshaft. By the way, Eberlein (a factory BMW racer) fared just as well, – his motor ate a scrap of paper and tore off his cylinder.

Now a short summary of the entire working hours:

Design hours: 580

Planning, making tools: 250

Pattern-making hours: 1000

Machining hours: 2500

Assembly hours: 950

Testing and fettling: 500″

[If you've ever considered building your own motor, or wondered at the expense of custom machine work, the above hours are sobering!- ed.]

New Year's Ride to Luckenbach 2020

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Club dues are $15 single,
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Editor Notes

2022 already. Up until just recently, you would think Fall had not quite ended. The ride out to Luckenbach on January 1st, was down right gorgeous. Not too cold, not too warm - just right. The weather was probably why we had as many riders as we did. The ride to Luckenbach was of course a club tradition to take a picture in front of the Luckenbach Post Office. The picture taken by John Dunn graces the front page of this newsletter.

We had a general member's meeting on January 8th, where we discussed calendar events, and most importantly the club rally coming up this April 1-3, Meeting notes can be found on page 4. Details of the rally can be found on the SABMWRA web page, sabmwra.org. We also installed new club officers: Graham Littrell will take over Vice President duties from John Dunn, and Gene Huegin will take over Secretary duties from Tom Wilmotte.

Thanks to John and Tom for supporting the club over the past couple of years.

Our next big event is the club rally, The Hill Country Hangout, at Scheiner Park in Kerrville. We didn't get to met last year due to the COVID chaos, but it is on this year, rain or shine. To make it a success, we need your attendance and participation. April 1-3, please put it on your calendar. Registration and details can be found on our webpage; SABMWRA.Org.

Folks, a plea from the editor; I hope the newsletter articles are of interest to the club as a whole, but most of the recent articles have not been stories from club members covering their trip highlights, what bikes they have bought or other stories that could be of interest to other club member. As always, I can use your stories and photos to make the newsletter a better club newsletter. 'Nough said.

Be safe, and get out and ride.

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