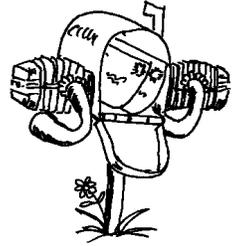


The Mail Boxer

BMW MOA #7

BMW RA #5



No matter what/where/how often/far/fast you ride, we welcome you to join us in motorcycling fellowship.

Madison BMW Club
P.O. Box 7511
Madison, WI 53707

www.madisonbmwclub.org

President: Steve Huber
(608) 242-1873
shuber@terra.com.net

Rally Chair: Bert Hefty
(608) 862-3671

VP: Tom Van Horn
(608) 238-5181

Secretary: JT Wagner
(608) 222-3758

Treasurer: John Ong
(608) 222-6489

Activities: Todd Herbst and
Betty Bruun
(608) 222-8177

Editors: Mary & Roger Klopp
(608) 877-0209
2036 Barber Dr.
Stoughton WI 53589
Send email to mklopp@itis.com

Meetings (usually) on first Sundays
of the month at 9AM

Next meeting:
9 AM February 4 at the
Maple Tree Restaurant,
McFarland, WI

The Prez Sez:

By Steve Huber

Yeah, I know the days are allegedly getting longer, but I don't believe it. Gray snow, gray sky, and black attitudes seem to rule the day. The one ray of hope is the maps that cover the dining room table. Therein lies my salvation; planning for next year's trip(s).

I like maps, even though many folks I've ridden with claim I never appear to use them for navigating, or pay attention to the maps even if I have one with me. There's just something about those squiggles going from here to there that piques my interest. The squiggly roads that have a dotted line indicating a "scenic byway" are even more interesting.

Those roads lead to places such as Kemmerer WY (birthplace of J.C. Penny Co.), Wisdom ID (I didn't find any there), Arco ID (first town electrified by nuclear power, and no, it wasn't via a reactor explosion), Dinosaur CO (wonder if any are still around), and the towns (?) of Brothers OR and Sisters OR (wonder if they're related). There are all sorts of places out there to visit!

Hey, my attitude is starting to improve already. Maybe, just maybe, I can get through this month with dreams of future roads and the shot that the annual cycle show provides.

On the club items front there's another entry in the Steve's Pet Projects List: a club informational pamphlet that we can leave at area shops or hand out (or mail) to interested folks. This essentially is an updated version of the old club info letter. If a club member is interested in volunteering to work on this please let me know at the February meeting (or fire off an e-mail).

Planning continues for the GR3. Rally Czar Bert is looking for volunteers to help with registration and dinner duties, so keep the rally weekend in mind. It's a great chance to sit around a campfire and BS with fellow club members.

As long as I mentioned planning future rides, if you have a ride in mind for a morning, day, or longer, let our (relatively) new Activities Directors know.

Since the R11RT is out of the garage for a 12K servicing, looks like I'll have to head back

Prez Sez continued:

to the maps for my virtual riding experience. See y'all at the February b'fast!

Prez Steve

VP's Report

By Tom Van Horn

Well, I'd say that the Quote of the Day from the January 7th b'fast was, "Pain is not a flavor". Roger K. brought several bottles of hot sauce, that some of us tried on our repasts. One was called 'Insanity Sauce', which was definitely truth in labeling.

Special Guests at the b'fast were Russ and Nancy Atkinson, founding and loong-time contributing members of the club.

Kudos to Todd and Betty and Roger, who rode - also of note is that Todd is a pending Oilhead 'RS owner.

As you read this, the club winter campout is recent history - I hope there's a report in here sometime. Also, as you read this, the Chicago Cycle Show is nigh - Feb 10 & 11. Bert may have some extra space in his van going down there; we always get a club group attending - we'll talk about it at the Feb 4th b'fast.

After that is Rob and Arlene's second Slip-Slide ride on the 24th. It was a grand time last

year, especially with the balmy weather. Let's make it a grand time this year, weather or not! Rob can provide some bikes - if you have some foodable thing to pass around, that would be welcome.

Also, welcome to new member Stuart Klopp (editor Rog's brother). As he lives in Colorado, I guess we won't lean on him to be at every meeting. But it occurred to me that he and member Olivia McDonald (Meredith's sister, also in CO) could maybe have chapter meetings.

See yawl February 4th! NOTE: IF YOU HAVEN'T RENEWED BY NOW, YOU LIKELY WON'T BE IN THE 2001 MEMBER DIRECTORY - DO IT TODAY!!

Secretary's Report

By J.T. Wagner

We had 40 people attending. Guests included, Steve Prouty, and Russ and Nancy Atkinson. The 50/50 drawing went to Dixie Johnson, and the next breakfast was won by Tom Van Horn. Nancy Atkinson and Todd Herbst won the tickets to the cycle show in Chicago.

Three people rode to the breakfast. Todd Herbst, Betty Bruun and Roger Klopp. Todd Herbst is also the new owner of a new-used R1100RS. Sue Rihn-Manke thanked the club for the donation to the March of Dimes. The charter renewals to MOA and RA have been sent.

Rally Meister Bert reports that registration forms and posters have been printed. The rally pins have been ordered.

Changes to the club constitution were also discussed and voted upon.

- Under Article III -section 1- Active members. It is no longer required that club members ride their BMW motorcycle on or to club rides or events.
- Section 5 - Termination of membership. The line "Membership may be terminated after failure to attend club functions for three months, except for any unusual circumstances and except for any lay-off during winter months" has been deleted.
- Section 6 - Resignation of members. This line has been shortened to read "Any member may resign by giving verbal or written notice to any member of the board of directors. Such membership surrenders any and all rights to the club and its property".
- Section 7 - Affiliate Membership is now Associate Membership.
- Under Article IV, Section 1 - Officers. The Secretary and Treasurer are now two separate positions.
- Article V, Section 1 - Elections. Date of the elections. This has been changed to read "The officers of the club shall be elected annually at the regular business meeting held in the 4th quarter of the calendar year".
- Article VI, Section 2 - Meetings - Annual Meeting.

Secretary's Report continued:

- It reads "An annual meeting shall be held during the 4th quarter of the calendar year. At this meeting officers shall be elected/installed and dues shall be paid. New members will be nominated as necessary".
- Article VII - Duties of the officers. The duties of the secretary and treasurer are now separate as well as their offices.
- Section 6 - Membership Director. There is no longer a Membership Director.
- Section 8 - Nominating Director. There is no longer a Nominating Director.
- Article X, Section 2 - Dues Fees and Club Funds. Visitors on Club Runs. This now reads "Owners and riders of motorcycles who are not members of the club may attend one run of the club without charge".

For a full copy of the club constitution, check the website or check with Steve Huber at the next breakfast on February 4.

Treasurer's Comments

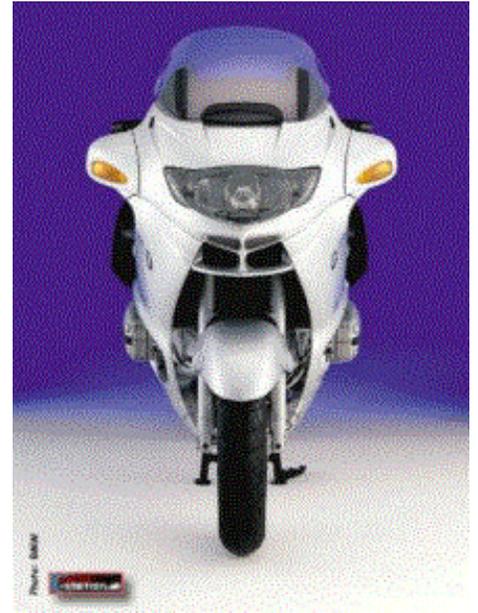
By John Ong

I read where China has the most motorcycles in the world and also manufactures the most motorcycles in the world. But the government is going to ban all motorcycles within a few years. Each month several cities will be added to the list to ban motorcycles. When the motorcycles are gone, the

people can go back to riding bicycles.

I also read where the U.S. is going to spend several million dollars to furnish helmets to motorbike drivers in Vietnam.

As of 01/08/01, we have \$4345.70 in the bank and \$25 in petty cash. We also have 66 total members, counting life and associates. This is about 2/3 of what we ended up with at the end of last year (2000).



The New 2002 1150cc BMW R1150RT

By Jeff Dean

News bulletin: On January 12, 2001, official BMW AG photographs of the much-anticipated new BMW R1150RT became available on a French web site. Some of these photos are reproduced above.

The fluid basic design of the R1100RT has been retained nicely in the R1150RT. The 1150cc engine brings horsepower up from 90 to 95, and it is coupled to a six-speed transmission, as is found on the R1150GS. Five-spoke wheels replace the original three-spoke cast wheels. The switches are as those used on the R1150GS. The clutch is hydraulic. The

New RT continued:

headlight design is new for BMW.

Check out the following websites for more views of the new RT:
http://www.passionbmw.com/Nouvelle_R1150RT.htm and
<http://jeff.dean.home.att.net/1150.htm>.

AIM/NCOM Motorcycle E-News Service: The Gunny's Sack

Submitted by Tom Van Horn

PATIENT MISSING FROM HOSPITAL FOUND AT PUB: A British motorcyclist who disappeared from the hospital where he was being treated for a broken spine, pelvis, arm and nose sparked a major alert until nurses discovered he was enjoying a pint at his favorite pub. His supposed friends wheeled Malcolm Storey out of Southampton General Hospital on his sick bed, put him in the back of a van and drove him to his favorite pub over the holiday.

Police were alerted when nurses realized their patient was missing but the search was called off when Mr. Storey's friends called the hospital to say they would bring him back. Now that's dedication to your daily pint. I guess broken bones have nothing to do with enjoying yer suds.

And from AUTOWEEK:

Cyber-millionaire Jaako Rystola of Helsinki discovered that Finnish traffic fines are based on

the offenders annual income - with no upper limit to the fine.

His offense - The equivalent of doing 40 in a 25 zone.

His fine - converted to U.S. dollars - \$71,400. Yes, seventy one thousand, four hundred.

...AND I WONDER WHAT THE POINTS ASSESSED WERE?

BMW R27 Frequently Asked Questions

By Jeff Dean

Owner of a 1964 BMW R27

BMW Used to Manufacture Shaft-Drive Thumpers!

So you think that Bayerische Motoren Werke (BMW) only makes shaft-drive twins, triples, and fours, and more recently an internationally produced chain-drive F650 single? If you do, you are wrong, combustion breath!

From the 250cc OHV R39 of 1925 through the R27 of 1967, BMW made shaft-driven thumpers ranging from 200cc (1931 R2) to 400cc (1932 R4) in almost as many permutations as its more famous opposed "boxer" twins. Most of the models, however, had bores and strokes both of 68mm, producing 247cc. Frame and suspension changes paralleled those of the twins

What was the last single-cylinder shaft-drive BMW motorcycle model made?

It was the relatively powerful and elegant R27, a 250cc OHV vertical single with the only rubber-mounted thumper engine BMW ever produced. The engine pumped out 18 horsepower, the highest ever for a shaft-drive BMW single. BMW manufactured 15,364 R27s over the production years of 1960 through 1966 (some of the 1966 R27s were sold as 1967 models).



BMW R27continued:

Compared to other manufacturers' thumpers, what were some of its unusual features?

BMW never did run with the crowd and always struck out on its own path. This is evident in its R27. Its enclosed shaft final drive is extremely rare for a thumper, of course. But it also had a triangulated Earles (named after English designer Ernest Earles) front fork; so the motorcycle had a front swingarm as well as a rear swingarm. When you squeezed the front brake lever hard not only did the front end *not dive*, it actually rose slightly. Thus, braking was a very steady activity, though the brakes were weak by today's standards.

The R27 engine's crankshaft was laid out fore-to-aft, not side-to-side; also a rare feature. This way, the crank and the final shaft were in line, and drive forces did not have to be run through a set of 90-degree gears. Also, the kick starter swung out sideways instead of parallel to the frame, so kick starting an R27 is a rather easy and danger-free affair.

What other BMW singles were manufactured after World War II?

In all, BMW produced six shaft-drive thumpers after the war, all with similar 250cc OHV engines. The first, in 1948, was a copy of the pre-war R23 and was designated the R24 (engine numbers 200 009 - 212 007). It was unique in that it had no rear suspension, the only postwar BMW so unequipped.

Thereafter, from 1950 to 1956, came bikes with rear plungers and front telescopic, all having exposed shaft drives and "bell-bottom" front fender skirts. These were the R25 (engine numbers 220 001 - 243 400), the R25/2 (engine numbers 245 001 - 283 650), and the R25/3 (engine numbers 284 001 - 331 705).

In 1956 BMW introduced a completely revamped thumper, the R26 (engine numbers 340 001 - 370 236), with improvements paralleling those introduced at the same time in the boxer twins. The R26 came with an enclosed drive shaft, rear swingarm, and front Earles forks. A new headlight nacelle came with a sliding black plastic over the ignition key, and the "bell-bottom" front fender was dropped along with the mechanics' hand shifter. The engine of the R26 was bolted directly to the frame, and the engine wailed away with 15 horsepower.

Based largely on the R26, the R27 added rubber mounts for the engine, which markedly reduced the R26's vigorous rider massages, and boosted horsepower by three to 18.

What are the specifications of the R27?

Here are the main ones:

- BMW R27 model engine serial-number range: 372 001 - 387 566
- Curb weight with fuel, oils, tools: 356 pounds (162 kg.)
- GVWR: 716 pounds (325 kg.)
- Fuel tank capacity: 4.0 US gallons (15 liters)
- Engine oil capacity: 2.6 US pints (1.25 liters)

- Engine oil type: SAE 40 (86), SAE 30 (32), SAE 10W30 (below 32)
- Transmission oil capacity: 1.3 US pints (650cc)
- Rear drive unit oil capacity: 125cc
- Transmission and rear-drive oil type: SAE 90 gear oil or SAE 40 engine oil (depending on the year of manufacture)
- Wheelbase: 54.3 inches
- Maximum brake horsepower: 18 HP at 7,400 RPM
- Bore and stroke: 68mm x 68mm
- Cylinder capacity: 247cc (15 cubic inches)
- Intake valve clearance, cold engine: .006 inches (0.15mm)
- Exhaust valve clearance, cold engine: .008 inches (0.20mm)
- Compression ratio: 8.2:1
- Predicted mileage: 60 miles per US gallon (DIN 70030)
- Battery: 6 volts, 9 Ah
- Headlamp: 6 volts, 35/35 watts

What is my R27 worth?

Without doubt, this is the most common question I receive from R27 owners. The marketplace for vintage and collectible BMW motorcycles always is in flux. Moreover, the value of a particular old BMW cannot possibly be estimated without examining it in person. Even then, there is no certainty as to what it might bring if it was put up for sale.

The Antique, Classic, & Special Interest Motorcycle Price Guide (1997 edition) lists R27s, regardless of year, as being worth from \$2,000 to \$5,300, depending entirely on condition. That latter is for an excellent R27 "close to a perfect original

BMW R27continued:

or a very well restored motorcycle." The former (lower) value is for an R27 that, "starts, runs, and rides OK but needs some work. ... *This is a complete motorcycle with most sheet metal and body parts being correct*, [emphasis mine] but only in fair condition."

In my experience, the most valuable vintage BMW motorcycles, including R27s, are those that have all original parts, are in excellent condition, but have not been "restored." No matter how pretty, a restored R27 is not worth as much as an excellent unrestored R27 and this is true of any vintage motorcycle, in my opinion. So-called "restorations" vary widely in their quality and accuracy. Although I have seen a few, it is uncommon to see a "restored" BMW motorcycle that cannot readily be identified as not being original.

I have also learned from experience that the least expensive way to acquire an excellent R27 or other vintage BMW is to spend enough money to buy the very best specimen you can in the first place. Bringing back a beater or a basket case is the most expensive way to go because of the enormous cost of original parts and labor.

If I want to buy an R27, how might I locate one?
R27s are rarely found through newspaper advertisements. Your best sources are local BMW club membership, the magazine of BMW Motorcycles Owners of America, *BMW Owners News*, the

magazine of the BMW Riders Association, *On the Level*, or the newsletter of Vintage BMW Motorcycle Owners, *Vintage BMW Bulletin*. The addresses for all these organizations may be found through the Internet BMW Riders web site <http://www.ibmwr.org/>. The IBMWR site also has a classified advertisements page that includes a listing of vintage BMW motorcycles for sale, which often include R27s, <http://www.concentric.net/~mdnolan/market/browse.shtml>.

Here is Allan Atherton's heroic saga of restoring a BMW R27.

- An incredible R27 Restoration Story!
<http://members.home.net/aatherton/index.html>.
- And here is an R26 story by David Braun
<http://www.deathstar.org/~flash/thumper.html>.

Where can I find parts and information for restoring an R27?

Here are five internet web sites of places that offers parts and restoration services for vintage BMW motorcycles, plus other links for more information:

- <http://www.bmwbike.com/cgi-bin/navi.cgi?eng> Mark Hugget BMW, Switzerland.
- <http://www.bluemooncycle.com/> Blue Moon Cycle, Georgia.
- <http://www.bmwboobs.com/index.htm> Bob's BMW, Maryland.
- <http://members.aol.com/VechBMW/index.html> Bench Mark Works, a.k.a. Craig Vechorik, Mississippi.
- <http://www.bmwmotorrad.com/> BMW Motorrad, Missouri.
- <http://www.greatanswers.com/vintagebmw/links.htm> Vintage

FEBRUARY EVENTS:

February 4 Sun: Club Breakfast at the Maple Tree Restaurant, McFarland, @ 9:00am.

February 9-11 Fri - Sun: International Cycle Show @ Donald E. Stephens Convention Center Exhibit Hall A. 5555 North River Road Rosemont IL 60018. Admission fee of \$9.00. For more information or directions call 800-331-5706 or visit website: www.motorcycleshows.com
Open Friday 2/10 4-10pm
Saturday 2/11 10am -9pm
Sunday 2/12 10am-5pm

February 24 Sat: Slip 'n Slide Ride @ noon, Rob Himmelmann's estate, W7304 Freedom Rd, Oxford WI. Come on up for a day of dirt-biking, and stay overnite inside or out. Rob has bikes to loan, for those of us who don't have a GS or other dual-sport/off road bike. Please bring snacks and beverages. Dogs and overnight guests are welcome.

Directions to Rob's:
I-39 North to the CTH D exit 104.
Left on CTH D about 1 mile, go just past the RR tracks.
Left on Freedom Rd, just after crossing the RR tracks.
About 1 mile on Freedom Rd, on the right is Rob's place.

BMW Motorcycle Owners. Lots of great links!

- <http://www.greatanswers.com/vintagebmw/bmwhist.htm> BMW motorcycle production including the R27.
- http://www2.tower.org/museum/bmw/bmw_1965_r27.html BMW Motorcycle Museum Online.

BMW R27 continued:

•<http://www.beemergarage.com/bulletin.html> John's Beemer Garage Vintage BMW service bulletins. Here is another neat R27 web page with lots on the R27.

Who should I contact for further information about the R27?

Send email to:

jeff.dean@worldnet.att.net.



Snow Daze

By Roger Klopp

When the record breaking snow began in early December, riding was out of the question for all but type T personalities. Drinking from my Triumph motorcycle "Winter Sucks" coffee mug, hanging around Madison Motorsports, and watching cycle races on Speedvision provided some consolation. Fantasies of the special edition R1100 G/S snow plow model (Feb. '99 newsletter) were creeping into my snowbound winter blues.

Then, just in time for the New Year's Day Ride, the snow stopped and the roads cleared up. Despite the near zero early morning temperature, a cabin feverish few from our club joined the 30-some other riders on a jaunt to the Whitehouse Bar and Grill. Dave Maly, Todd Herbst, Betty Bruun, Bob Rodgers and I represented the BMW faction. It felt great to ride again. The roads were mostly dry, so the greatest slipping hazards were in

my own driveway, on downtown shaded streets, and in the parking lot of the Whitehouse.

The following Sunday road conditions were again safe for riding to the club breakfast meeting. A windy overcast day in the high 20s, this seemed almost like springtime. After the meeting, Mary and I headed over to Madison Motorsports. Judy Parker was working alone because her husband Steve went to the first motorcycle ice races of the season at Lake Wisconsin. This sounded like fun, so I rode up there to check it out.

When I arrived around noon, the place was packed and parking was a problem. I mistakenly headed into the resort parking area, a snow-filled road lined with trucks and trailers. Being the only motorcycle without studded knobby tires, my 500-something pound RT was a

handful as it plowed and wandered down the road. An attempted turnaround resulted in getting stuck with the rear tire spinning. Fortunately some careful rocking got us loose and out of trouble.

After parking along the causeway (illegally, as it turned out), I followed a slushy footpath to the figure 8 racetrack plowed out of the snow-covered ice. The air was fragrant with the smell of exotic two-cycle racing oils. A colorful crowd milled around clad in a variety of warm snowmobile, deer hunting, and motorcycling clothing and boots. There was no seating, so you could stand as close to the action as you dared.

Adults and children, males and females, and two- and four-wheeled vehicles participated in the races. Four wheel ATVs

Snow Daze continued:

racing on studded tires were about as much fun to watch as beltline traffic. However, the unstudded ATVs were much more entertaining as they slid out on the corners with wild body English and cross-lock corrections to bring it back around. Occasionally one would leap the edge, imbedding itself in the snowbank. Jolly good show!

Suddenly Art Mischler announced himself by a tap on my shoulder. He was there with two of his sons who planned to race later. And whad'ya know, they were riding Japanese bikes not sold in their dad's shop. I decided to hang around long enough to see them race.

While the next motorcycle event was getting ready, I noticed the variety of machinery. There were many Kawasakis, some Hondas and Suzukis, and a few Husqvarna and Rotax machines. They had a purposeful Rollerball/dirt bike predator look about them, usually single cylinder machines rolling on tires bristling with studs. Both fenders extended downward as protection from any spikes flung from the tires.

As I observed my first ever motorcycle ice race, I couldn't believe my eyes. Who would have thought it was possible to wheelie on ice? As they tore around the track through a white haze of ice chips, I was further amazed at the extreme lean angles maintained through the turns. These bikes clearly get traction as good as any road

bike on the best tires under ideal conditions.

After several such events, it appeared that the two-stroke singles usually won. They accelerated so quickly on such a short track that the four-stroke thumpers just couldn't keep up. The shortness of the track also limited top speeds. This factor probably makes ice racing a fairly safe sport, unless maybe somebody gets run over by sharply studded tires. Ouch!

Some time after a most entertaining children's motorcycle race, the Mischler brothers' event came up. There were 4 or 5 riders competing against them. In the interest of maintaining good relations at my BMW dealership, I won't disclose the outcome publicly. The good news is that it looks like short track racing continues as a family tradition.

Every Sunday until March 4, ice conditions permitting, the Southern Wisconsin Ice Racing Association conducts motorcycle and ATV races all day. They are held at the Bay View Lodge on the south side of the Wisconsin River on Cty Hwys CS & V about 5 miles west of Interstate 90/94. Races start by 10 AM and may continue until dark.

If you decide to go, pay attention to 'No Parking' signs. I was told that county officers came later and ticketed vehicles parked along the roadway. Bring something to sit on if you plan to spend the whole day and dress appropriately for the weather. Sunglasses will help deal with the glare of sunlight reflecting off the snow. Hot

food and beverages are available while warming up in the lodge.

For more info, check out the Southern Wisconsin Ice Racing Association website: www.swira.homestead.com

Motorcycle Consumer News BMW Oilhead Owners' Survey

To commemorate the eighth anniversary of the BMW Type 259 air and oil cooled horizontally opposed twin cylinder engine, the January issue of MCN contained a two page questionnaire. The editors want to know what problems oilhead owners have been experiencing with this series of motorcycles. Overall customer satisfaction with the machines, their dealers, and service are also targeted.

MCN focused on specific areas such as engine surging based on input from editors and tech writers for BMWMOA and BMWRA. This survey will give BMW riders an opportunity to voice their complaints, if any, about their oilhead motorcycles. It is hoped that the responses will reveal problem areas and whether they were corrected over time.

Mail completed forms to arrive by 2/15/01 to:
MCN Boxer Survey
PO Box 6050
Mission Viejo, CA 92691
FAX 949-855-0654

Owners Survey

(13) Please check any of these items that have required repeated or extended service work.

- | | | |
|---|---|---|
| <input type="checkbox"/> Surging at low speeds | <input type="checkbox"/> Weak or failed rear shock | <input type="checkbox"/> Drive shaft U-joint failure |
| <input type="checkbox"/> Reluctant, stiff shifting action | <input type="checkbox"/> Clutch slippage or failure | <input type="checkbox"/> Cylinder head gasket leakage |
| <input type="checkbox"/> Engine vibration | <input type="checkbox"/> Trans. popping out of gear | <input type="checkbox"/> Starter motor failure |
| <input type="checkbox"/> Front tire cupping | <input type="checkbox"/> Pulling to right | |
| <input type="checkbox"/> Easily bent wheel rims | <input type="checkbox"/> Pulling to left | |

(14) Please check any of these items that have NOT been fixed, despite repeated attempts.

- | | | |
|---|---|---|
| <input type="checkbox"/> Surging at low speeds | <input type="checkbox"/> Weak or failed rear shock | <input type="checkbox"/> Drive shaft U-joint failure |
| <input type="checkbox"/> Reluctant, stiff shifting action | <input type="checkbox"/> Clutch slippage or failure | <input type="checkbox"/> Cylinder head gasket leakage |
| <input type="checkbox"/> Engine vibration | <input type="checkbox"/> Trans. popping out of gear | <input type="checkbox"/> Starter motor failure |
| <input type="checkbox"/> Front tire cupping | <input type="checkbox"/> Pulling to right | |
| <input type="checkbox"/> Easily bent wheel rims | <input type="checkbox"/> Pulling to left | |

(15) If there is a specific item that has given you repeated problems, that is not included in the lists above, please indicate what that item is: _____

(16) What do you consider the two most important aftermarket additions/changes made to your bike?

- | | | | | |
|--------------------------------------|-------------------------------------|---|------------------------------------|---------------------------------|
| <input type="checkbox"/> Seat | <input type="checkbox"/> Windshield | <input type="checkbox"/> Radar detector | <input type="checkbox"/> Handgrips | <input type="checkbox"/> Wheels |
| <input type="checkbox"/> Rear shock | <input type="checkbox"/> Luggage | <input type="checkbox"/> Throttle lock | <input type="checkbox"/> Tankbag | |
| <input type="checkbox"/> Front shock | <input type="checkbox"/> Horn | <input type="checkbox"/> Handlebars | <input type="checkbox"/> Muffler | |
| <input type="checkbox"/> Other _____ | | | | |

(17) What brand of tires do you prefer to use on your Boxer?

- | | | | |
|--------------------------------------|--------------------------------------|-----------------------------------|-----------------------------------|
| <input type="checkbox"/> Avon | <input type="checkbox"/> Cheng Shin | <input type="checkbox"/> Dunlop | <input type="checkbox"/> Michelin |
| <input type="checkbox"/> Bridgestone | <input type="checkbox"/> Continental | <input type="checkbox"/> Metzeler | <input type="checkbox"/> Pirelli |
| <input type="checkbox"/> Other _____ | | | |

(18) What most influenced your decision to buy this bike?

- | | | | |
|---|---|--------------------------------------|---|
| <input type="checkbox"/> Previous BMW ownership | <input type="checkbox"/> Brand reputation | <input type="checkbox"/> Style/looks | <input type="checkbox"/> Magazine reviews |
| | <input type="checkbox"/> Reliability | <input type="checkbox"/> Test ride | <input type="checkbox"/> Club affiliation |
| <input type="checkbox"/> Other _____ | | | |

(19) If you own other motorcycles, what brand are they?

- | | | | | |
|--------------------------------------|-----------------------------------|---------------------------------|----------------------------------|-------------------------------------|
| <input type="checkbox"/> BMW | <input type="checkbox"/> Harley | <input type="checkbox"/> Suzuki | <input type="checkbox"/> Ducati | <input type="checkbox"/> Buell |
| <input type="checkbox"/> Honda | <input type="checkbox"/> Kawasaki | <input type="checkbox"/> Yamaha | <input type="checkbox"/> Aprilia | <input type="checkbox"/> Moto Guzzi |
| <input type="checkbox"/> Other _____ | | | | |

(20) If you had the money to buy another motorcycle right now, what brand would it be?

- | | | | | |
|--------------------------------------|-----------------------------------|---------------------------------|----------------------------------|-------------------------------------|
| <input type="checkbox"/> BMW | <input type="checkbox"/> Harley | <input type="checkbox"/> Suzuki | <input type="checkbox"/> Ducati | <input type="checkbox"/> Buell |
| <input type="checkbox"/> Honda | <input type="checkbox"/> Kawasaki | <input type="checkbox"/> Yamaha | <input type="checkbox"/> Aprilia | <input type="checkbox"/> Moto Guzzi |
| <input type="checkbox"/> Other _____ | | | | |

(21) Is your Boxer set up...?

- | | | |
|-------------------------------------|--|---|
| <input type="checkbox"/> As a trike | <input type="checkbox"/> To pull a trailer | <input type="checkbox"/> With a sidecar |
|-------------------------------------|--|---|

(22) Based solely on your experiences with this bike, would you buy another BMW?

- Yes Uncertain No

(23) If you could send a message to BMW about your bike, in one sentence, what would it be?