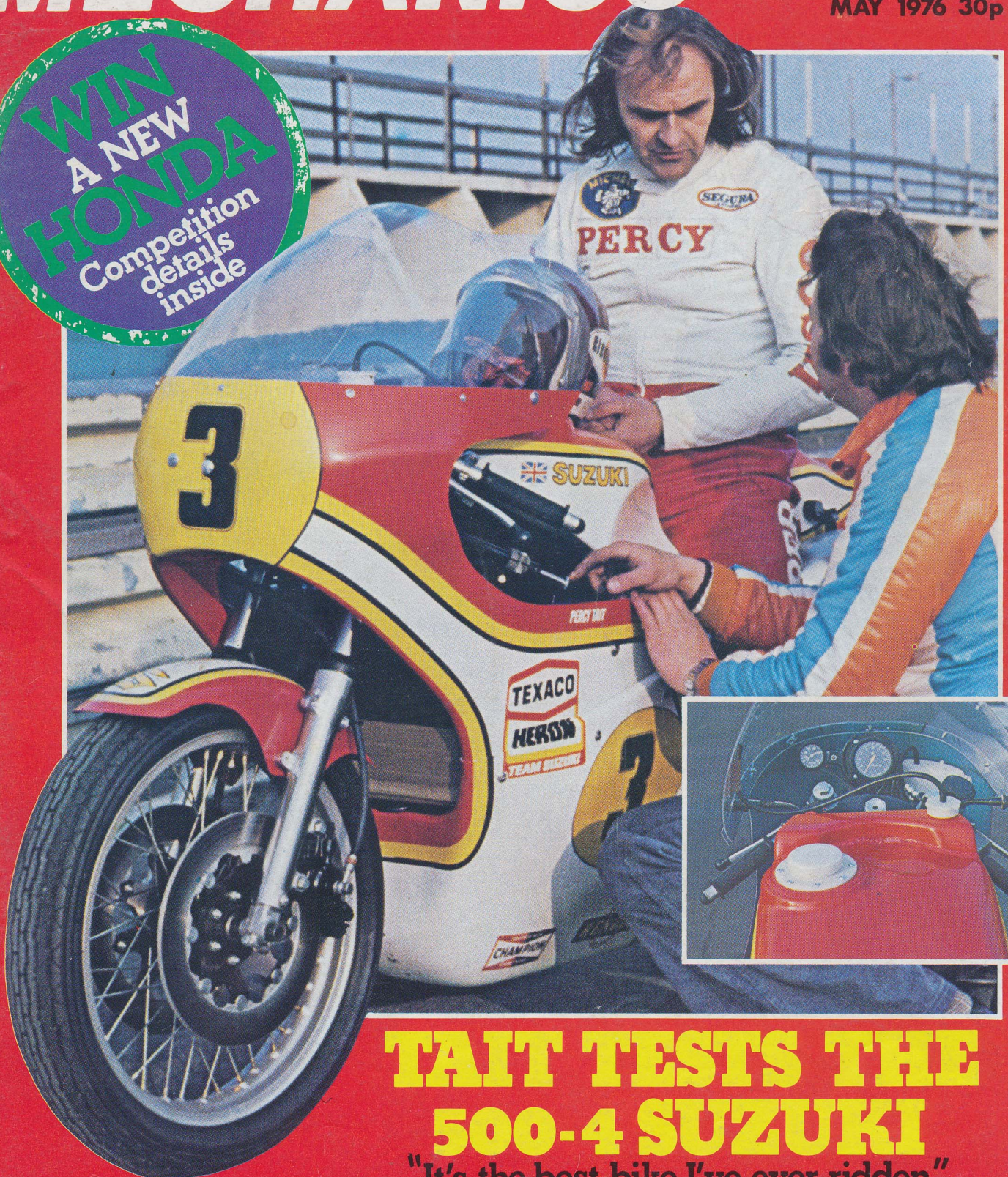


MOTOR CYCLE MECHANICS

Road Tests
KAWASAKI KH250 & BMW R60/6
DAYTONA '76
Alex George's inside story
HONDA 125 ENGINE REBUILD

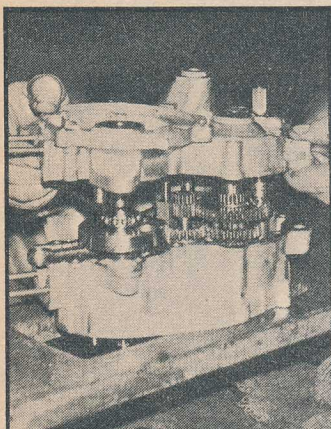
MAY 1976 30p

**WIN
A NEW
HONDA**
Competition
details
inside

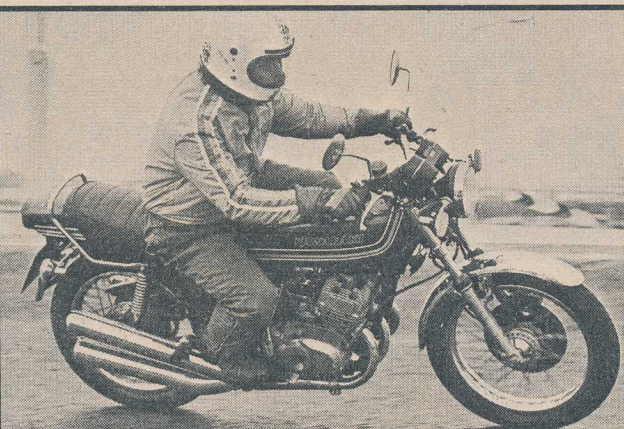


TAIT TESTS THE 500-4 SUZUKI

"It's the best bike I've ever ridden"



Puch engine rebuild. Page 74.



Kawasaki 250 test. Page 70.



Euro-Touring. Page 82.

4000-MILE BLOOP	Long term commuter test on a B120 Suzuki	17
TAIT TEST	Percy reckons the Suzuki 500 GP replica is "an armchair racer."	22
SIMPLE SERVICE	How to service the full range of Honda 125s	24
DUTCH FOCUS	New bikes at the Amsterdam Show	31
RIDE TO SURVIVE	Million-mile Dave Minton versus the rest of the world — safely.	32
SIXTEENER SPECIAL	Non-smoking Gitane; Burnley's Bantam boy; Riding test failures	38
C15 REBUILT	Low budget bike rebuild	45
TESTERS' CHOICE	How four professionals rate current motorcycles	50
FIELDHOUSE 125	John Hartley investigates enough bhp for a lightweight championship	53
DAYTONA DIARY	Colour pictures and a rider's report from Alex George	58
SUZUKI 250 TEST		64
BMW R60/6 TEST		67
KAWASAKI 250 TEST		70
ENGINE REBUILD	How to rebuild the Puch 50 engine	74
EURO-TOURING	Part two: camping, camping equipment and touring in the UK	82
TYRED AND TRUE	How to change a tyre and balance a wheel	90
LETTERS	9	TECH TERMS 41
TRICKS OF THE TRADE	55	SERVICE SCENE 95

EMAP National Publications Ltd., Editorial and Advertising office, Aqua House, London Road, Peterborough PE2 8AQ.
Telephone: 0733 63100

Editor: Colin Mayo

Deputy editor: John Robinson Features editor: Bob Goddard Designer: Katherine Leloup Photographer: Rod Sloane
Advertisement manager: Peter Crew

Northern Advertising office: 44 Station Road, Cheadle Hulme, Cheshire. Telephone: 061-486 0246

Circulation: Park House, Park Road, Peterborough PE1 2TS. Telephone: 0733 63100

Promotions: 21 Church Walk, Peterborough PE1 2TS. Telephone: 0733 63100

Annual Subscription rate: £5.20 (or the equivalent in local currency in the case of overseas subscriptions)

Remittances should be made payable to Motor Cycle Mechanics and should be sent to MCM Subscription

Department, Park House, 117 Park Road, Peterborough PE1 2TS

© 1976 EMAP National Publications Ltd

While every care is taken in compiling the contents of the magazine, the proprietors assume no responsibility for any effects arising therefrom.

ABC certified sale July-December 1975; 102,452

WIN A HONDA
LATEST CB125S
TOP TEN COMPETITION
DETAILS — PAGE 15

ULTIMATE MIDDLEWEIGHT

Once upon a time we called 350s middleweights. Then the big bikes started to get bigger and the little bikes got bigger and the bikes which now find themselves in the middle have got 500 or 600 cc engines. By this reckoning the R60/6 is a middleweight — perhaps the ultimate middleweight.

Compared to the 900 BMW the R60 is heavy but in oriental terms its 456lb ready-to-ride puts it fairly and squarely in the middleweight league. Its performance is comparable to the RD350 Yamaha, in fact the Yam would probably out-accelerate it. Price, the stumbling block of all German machines, puts it back in the big bike class. But if you really wanted to convince yourself, once you'd got over the shock of the initial outlay, you could think of the BM

ROAD
TEST

BMW
R60/6

months since we rode the last BM.

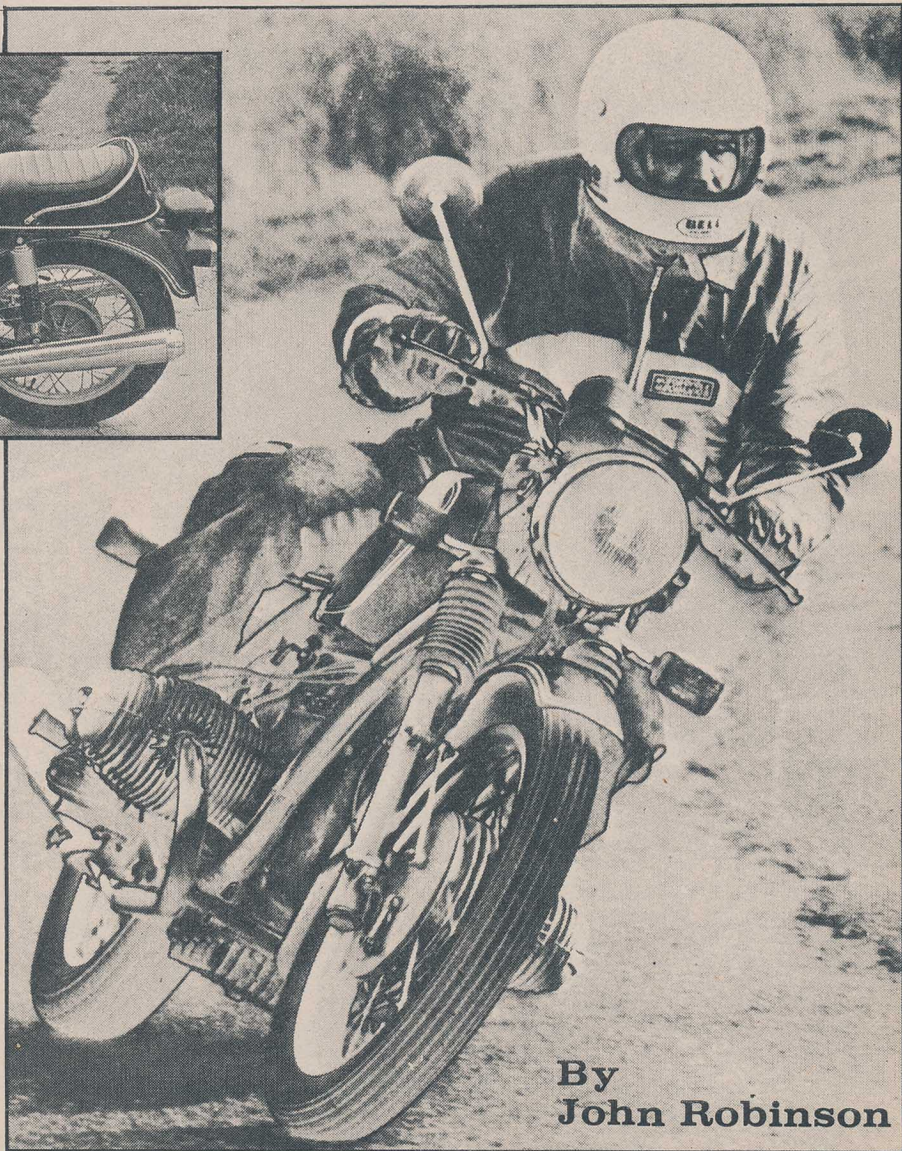
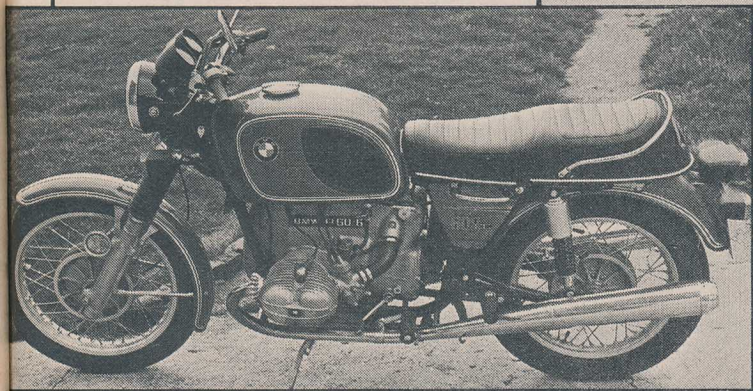
Despite bitterly cold weather the R60 fired up easily every time, unlike earlier models which usually struggled into life on one cylinder and spluttered away until the other finally chipped in. This improvement is probably due to the more powerful starter motor now fitted.

During the test the motor got lumpier at low speeds and caused some vibration at

about 3,000rpm as the carburetors got out of synch. As the motor picked up it smoothed out, running cleanly up through the top half of the tacho scale with nothing to be felt from the engine other than its relentless thrust.

The 600 is happy cruising at anything up to about 90mph, easily coping with all kinds of road conditions from motorways to country lanes and city traffic. It's this great adaptability which makes it such an appealing bike. The steering is light and precise enough to make the BM as easy to coax through traffic as a 250 in spite of its size.

Although the motor is less powerful than the R90 the ride and handling are as good so it is easier to use the motor to the full.



keeping its value while you were having the use of one of the nicest bikes around.

We rode the BMW in January, immediately after the modified /6 range had been announced. I deliberately didn't study the list of modifications to see if I could spot the differences unaided. I couldn't, with the exception that our demonstrator didn't weep oil under the cylinder blocks or around the push-rod housings.

The latest '76 modifications were mentioned last month in our test of the R90S and most of these apply to the R60 as well. The cylinder barrel is wider and its bolts have modified O-rings to prevent oil leaks. The valves are set at a different angle, with shorter rockers and alloy push-rods with new caps, which is said to allow better breathing. If it was done as an attempt to stop the valve adjusters slackening off and clattering, it hasn't worked. Not according to the left hand cylinder on our demo model, at any rate, which was ticking away quite happily after a few hundred miles.

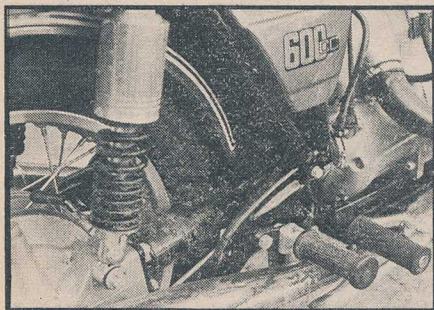
Most of the other mods are concerned with handling. The front fork damping has been changed, the swinging arm is stronger and carries matched dampers but while these changes probably do improve the machine the difference is too slight to be noticeable when compared back over the

By
John Robinson

Judging from our fuel consumption figures this is more of a certainty than a probability — on three consecutive tank-to-tank refuellings we got 43.6, 43.5 and 43.5 mpg. This included a spell at the test track, but was still lower than we'd expected and only slightly better than the figures we got for the R90S under equally tough conditions.

When the R60 is used on the open road there is enough all-round performance to make it a very quick motorcycle. Unless hundred-plus cruising and shattering acceleration is demanded, performance is more than adequate and not many machines, whatever their top speed, could keep up the same average speeds with the same margin of safety.

The rest of the BMW range have disc brakes, and they've altered the cylinder sizes to make the single-discs more powerful, but the R60 still relies on the old twin leading shoe drum. Given enough lever pressure this would make the tyre squeal and be controllable enough not to risk locking the wheel but it still isn't as powerful or as effortless as the discs. On the test slopes the front brake wouldn't hold the machine stationary going up the 1 in 4 while the rear one wouldn't stop the machine rolling downhill. As I habitually shift into neutral when a machine stops rolling, this caused some problems going up the slope because the front brake



The rear swinging arm assembly has been strengthened and dampers are matched.

wouldn't hold the bike and sitting with the rear one jammed on didn't leave me with any feet to get it back into gear!

Handling on the road or the track was basically very good. It seemed that the harder the bike was pushed into a corner, the better it would respond. Cruising round more gently made the steering feel lighter and at about 40mph there was a slight yawing as if the handlebar wanted to start flapping around. This model had a pretty good gearshift but it still made the machine twitch on each gear change. It's possible that the 3.25 front tyre was a bit too narrow compared to the 4.00 fitted at the back, and emphasised these skittish tendencies.

While I found that the control layout fitted me and that the switches were easy to locate and use, Bob Goddard didn't get on with them at all. The rocking switches are good if they happen to fall within thumb-span but thumbs obviously vary. One valid criticism is that setting the switches in the lever mounts makes it impossible to adjust one without moving the other.

There was no argument about the lights, though. The QH headlamp is superb with an angled cut-off on dip beam which lets the rider see right along the nearside kerb without dazzling oncoming traffic.

Conclusion: the R60 is an ideal machine for anyone who likes using his bike for long rides and who needs something agile enough for heavy traffic, too. It will do everything asked of it, plus a little bit more. It is this little extra — superb comfort and handling, wide safety margins and the thought which has gone into the design —

which distinguishes the BMW. If you think these extras are worth the bike's comparatively high cost, then the BMW is your kind of bike.

For my money it's one of the nicest tours around and possibly the best middle-weight ever, with just one reservation — I haven't ridden the 500 Morini yet.

PERFORMANCE AND SPECIFICATION

TEST CONDITIONS

Dry, ambient temperature 51 deg F, 25 mph headwind

PERFORMANCE

maximum speed 98 mph
fuel consumption: hard riding 43 mpg
average over test 48 mpg

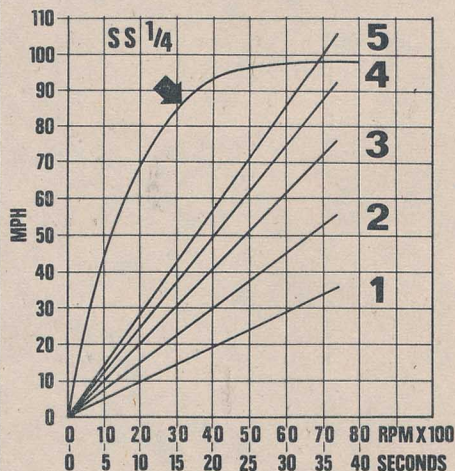
speeds in gears:	minimum	maximum
first	7	36
second	9	46
third	12	76
fourth	16	92
fifth	18	106

(computed)

standing start quarter mile: 15.9 at 86 mph

ENGINE

599 ccm horizontally opposed OHV twin, bore x stroke 73.5 x 70.6 mm, compression ratio 9.2:1, claimed output 40 hp



HOW IT COMPARES

Model	price	max speed mph	average mpg	ss 1/4 mile	dry wt lb
BMW R60/6	1399	98	48	15.9	441
HONDA CB 500T	759	103	50	14.8	425
DUCATI 860	1299	111	42	13.2	452
YAMAHA RD350	580	105	34	14.1	322
HONDA CB400F	699	103	49	15.2	397

DIN at 6400 rpm, wet sump lubrication, cb and coil ignition, two 26 mm Bing carburettors, 14V 280 W alternator and 12V 25 A-h battery.

TRANSMISSION

SINGLE plate clutch with diaphragm spring, Cardan shaft and Palloid pattern crown wheel and pinion final drive, 3.36:1 reduction (3.56:1 optional), gearbox ratios: 4.4, 2.86, 2.07, 1.67, 1.50.

CHASSIS

Front tyre, 3.25 x 19, rear tyre 4.00 x 18, telescopic fork front suspension, 8.2 inch travel, swing-arm rear suspension, 3-position dampers, 4.9 inch travel. Wheelbase 58 inch, overall length 85.8 inch, overall width 29.1 inch, seat height 31.9 inch, ground clearance 6.5 inch, dry weight 441 lb, test weight 456 lb, fuel tank 5 gallons, oil capacity 4 pints.

WARRANTY

12 months unlimited mileage, parts and labour.

PARTS PRICES inc VAT

	£
front mudguard	36.50
handlebar	9.45
speedo cable	3.56
exhaust system	114.80
pistons/rings	39.45
cb points	3.08
list price	1399.00