

BMW CAFÉ RACERS

Leaving the war behind, BMW motorcycle production returned in 1948. So did the sporting involvement, entering specially prepped R51/3s for the International Six Day Trial (ISDT) in 1951-52. The more-

tuned BMW R68 was born out of the touring R67/2 model in 1952. The R68 was the first postwar-period sports BMW.



The R68 was advertised as an exclusive sports machine in its day.
(Courtesy Brendan Bogue)



Cantilever swingarm.

BMW R1000CR

Designer and owner: Wilfried Ficken

Engine	Basis, R100, four-stroke two-cylinder boxer engine. Air-cooled, Krauser 4-valve cylinder heads. Increased output to 71bhp with 7300rpm. Camshaft (bore x stroke) 94mm x 70.6mm. Capacity 980cc. Two Dell'Orto round slide carburettors, with 38mm diameter.
Start	Silent Hektik electronic ignition system, with electric start
Transmission	Four-speed gearbox, shaft drive, type BMW 75/5
Fork	Front fork bridge and Paioli fork of Bimota Mantra, MR handlebars
Brakes	Ducati 998 double-disc brake
Tank	BMW R90S tank, 24-litre
Chassis	Steel tube double-loop frame, ex-BMW R60/6. Cantilever swingarm, basis type /5, dividible for wheel changes. Wilbers mono-shock strut, push pull cable-operated drum brake
Wheels/tyres	Light alloy spoked wire wheels. Bridgestone BT 45, front 3.50x17 120/70H17, rear 3.50x18 140/70V18
Weight	162kg

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Ural motorcycles have the BMW R71 as their spiritual ancestor. The bikes, from Irbit, in the Ural Mountain region, are becoming better known outside of their home country these days, although predominantly in rugged sidecar guise.

This doesn't prevent them from also being customised in fine fashion.

This chapter flows from concept, to real world, to outrageous Urals. Luca Bar, www.bar-design.net, is an industrial designer from Italy, and a member of the Motorcycle Design Association (MDA). His Ural concept is presented below and right.



The Clubman in white livery.



Blogger Denis Yohin designed the following concept café Ural.

The humped
café seat and
the colour
scheme work
well on this
Ural concept
bike.



**YURI SHIF CUSTOM (YSC),
WWW.YURISHIFCUSTOM.COM, MINSK, BELARUS**

Yuri presented the creation below – called The Machine – at the 2010 AMD World Championship of Custom Bike Building, and came 1st in

the Metric and 3rd in the Freestyle class. The Machine also won the Custom Builder award, at the Bad Salzuflen bike show 2010, Germany.

Even though it looks like a drag racer, rather than a café bike, which is the subject of this book, its uniqueness, and the fact that it has



Yuri Shif's wicked custom. (Courtesy AMD Championship, Horst Roesler)



The radiator is unobtrusive to the overall design.

The front of the bike, close up.

Like the company's straight-four power plants in the K1300 series, the Concept 6's engine is tilted forward 55 degrees for added balance and a low centre of gravity. The tilted engine also provides space for an aerodynamically-positioned intake manifold above.

The Concept bike's engine uses dry sump lubrication, keeping the crankcase low and flat. Without an oil sump, the engine can also be placed lower in the frame.

The six-cylinder engine produces its power in the same range as BMWs 1.3-litre, straight-four engines. The difference, therefore, is in the torque figures, which are right at the top of