

## MAX FRIZ

tems, must have seemed to come right out of Buck Rogers.

Electrical lighting and speedometers were options, even as late as 1925. I'm fortunate this machine has the factory lighting and speedometer options. Even though it has electric lights, there is no such thing as a high beam or a brake light. The keyed switch mounted in the back of the headlight bucket is not the ignition switch, but rather the on/off switch for the lighting.

The R32 was built in more trusting times (no fork lock and no ignition switch). There is only a kill button on the right side of the handlebar. Since it is magneto ignition, all it takes to start the machine is a bit of luck in setting the controls and a good kick.

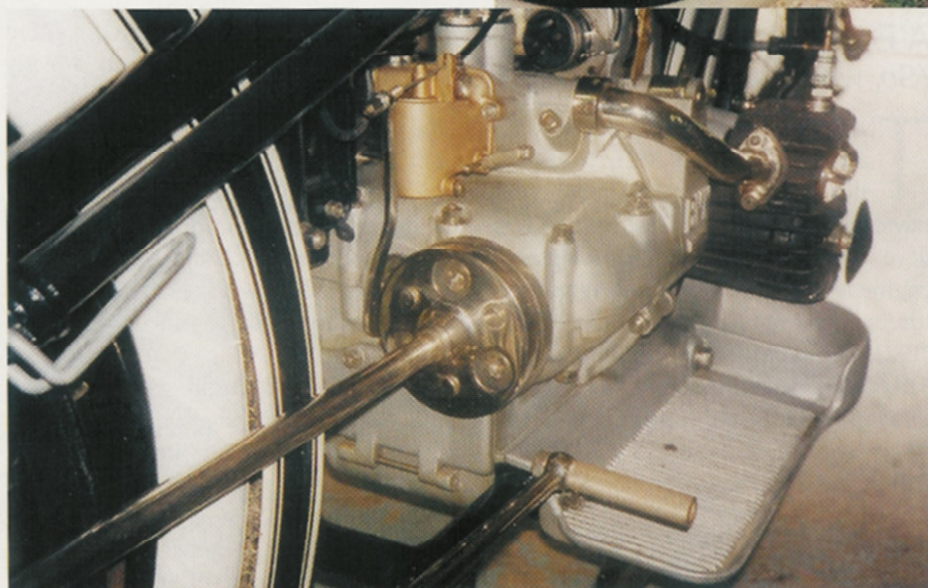
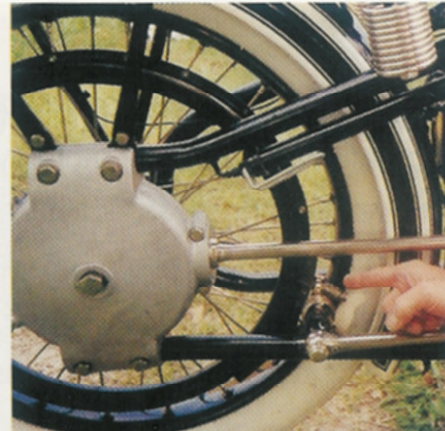
The R32 was designed before needle-slide type carbs were invented. As with many early motorcycles, the R32 does not have a twist-grip throttle. The single carburetor is a rather primitive affair controlled by *two* levers on the top, right of the handlebar. The upper lever controls the carb/fuel slide, while the lower lever controls the carb/air slide. This

*Right: The drum has a large external groove, in which a round leather belt runs, to drive a small gearbox mounted on the front fork.*

*Below: Fold out the kick start lever and kick vigorously. If you are lucky, you may get a brief response from the engine.*

*Right: There is a second, smaller brake rim directly bolted to the spokes on the right side of the rear wheel, with a single V-shaped brake shoe.*

*Below: The mechanical design of the drive train is pure Max Friz. It is definitely an airhead BMW!*



means that you must manually set the carb/fuel/air ratio for optimum running or even idling. The carb features a lever on the side of the float chamber, which allows you to change the orifice diameter that feeds the main fuel jet. The lever has two positions: a rich setting (I suppose for cold starting) and a lean setting. The carb has a tickler button on the float chamber to further enrich the mixture for starting.

There is a third lever on the top, left of the handlebar. This lever controls the spark advance. You must remember to retard the spark to start or to idle and you must advance the spark to accelerate (such as the acceleration is).

### The Thrill of the Ride!

In preparation to ride, don your boots, jodhpurs, goggles, jacket, scarf and a leather helmet (after all, you must look the part). Turn on the petcock and wait for the float chamber of the carb to fill with gas. If the engine is cold, depress the tickler button and wait until fuel dribbles out of the carb. Rotate the handlebar spark advance lever clockwise, to the retard position, and then bring

