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MAX FRIZ

tail light is about the size of a cigarette lighter.

I must mention what a cheap thrill curves can be. You cannot dump speed easily or quickly because you have to remove your right hand from the handlebar to adjust the carb/fuel lever. Going too fast into a curve on rippled pavement, and removing one hand to close the carb/fuel lever, will put your heart in your mouth. You must anticipate curves and slow your speed well before you hit the curve. The same preparation holds true for stopping.



The single carburetor is rather primitive, controlled by two levers on the top, right of the handlebar. There is a third lever on the top, left of the handlebar.

As for brakes, the R32 has true ABS (Almost Braking System) and will scare you silly if you must stop fast. To make matters even more difficult for a modern motorcyclist, the rear brake is not activated by your right toe, but rather by your right heel. This hokey-pokey brake lever position means that you: pick up your heel, keep your toe on the running board, slide your right foot back, find the brake pedal with your heel, apply pressure to the pedal with your heel, and stop before you crash.

Considering the technology of the era in which it was made and the fact that the R32 is now 77 years old, it is truly a wonderful machine: rare, beautiful form, satisfactory function and moving art deco on wheels. I give two thumbs up for this grandfather of all BMW motorcycles. Max Friz and BMW, you make me proud.

Craig Vechorik is Technical Editor for the Vintage BMW Motorcycle Owners, Ltd. and has served as BMW MOA Ambassador for 12 years. You can reach him at his pre-1970 BMW restoration business, Bench Mark Works, (662) 465-6444.