



# A Million Miles

By Paul Glaves #13338

  
"Mechanics Award"  
Awarded to:  
Paul Glaves  
"A One in a Million Miles  
Mechanic"  
Engle Motors, Inc  
8/30/11



**ONE MILLION MILES REQUIRE A LOT OF** maintenance; some routine and some not so much so. Voni accumulated one million miles on 15 different BMW motorcycles between May, 1977 and August, 2011. When I set aside the two bikes she rode on tours in southern Africa and New Zealand (8,500 miles), she owns or has owned 13 BMWs: four Airheads (186,000 miles), four K75s (180,000 miles), three R1100s (544,000 miles) and two F bikes (87,000 miles).

### The Motorcycles and Miles

1973 R60/5.....	10,717 miles
1978 R80/7.....	119,057 miles
1979 R65.....	41,005 miles
1983 R80ST .....	47,392 miles
1987 K75S.....	8,776 miles
1988 K75.....	57,869 miles
1988 K75C.....	43,819 miles
1991 K75S .....	68,994 miles **
1994 R1100RS.....	357,658 miles **
1994 R1100RSL .....	135,350 miles
1997 F650 .....	28,643 miles
2000 R1100S.....	50,612 miles
2007 F800S .....	52,348 miles **

Note: \*\* Still Being Ridden by Voni

perfect but they are pretty good. I have a couple of computer databases going back to 1984, in which I have recorded everything I have done to any of the motorcycles, excluding only some minor things like tail light bulbs and such items. Not counting a few items I undoubtedly forgot to write down, here is a tally:

- Minor services: 91
- Major services: 90
- Brake fluid changes: 61
- Batteries: 21
- Tires installed: 195
- Flat tires: 6
- Oil and filter changes: 192
- Brake pad sets (front or rear) 53

Rather than try to enumerate all of the other routine items, such as shock absorbers, headlight bulbs or air filters, I would rather discuss the few major things that had to be repaired or replaced. For many of the 13 motorcycles there is nothing remarkable to mention.

The R80/7 received a top end overhaul including rings and exhaust valves at 77,000 miles. This work included modification to "double plug" the heads. I also

With 358,000 miles, the R1100RS has received the most in significant repairs. It got new transmissions, under warranty, at 55,000 and 98,000 miles. By then BMW had sorted out the transmission issues. I also installed a new transmission at 283,000 miles. A driveshaft universal joint broke at 203,000 miles. The camshaft followers (lifters) were worn at 318,000 miles so I replaced the entire camshaft carrier assemblies with parts from a bike wrecked during a demo ride.

The most significant repair to the R1100RS was required when one of the then \$7.50 cam chain guides broke. To replace the cam chain guides required that the entire engine be removed from the motorcycle, be split to bare engine cases, and then be reassembled. When this happened, I called several dealerships asking questions and the typical response was, "We've never had to do that." Voni was the first person in the United States to break several different things.

The R1100RSL received a transmission rebuild at 172,000 miles. I replaced the hydraulic clutch slave cylinder on the R1100S at 53,000 miles.

The F800S has had two major repairs. The alternator stator failed at 54,000 miles. The belt drive axle tube became hammered, worn and deformed at 60,000 miles. This caused the wheel to wobble, which destroyed the rear wheel speed sensor. Readers should carefully note that this is the only "final drive" failure which occurred in Voni's one million miles.

Now on to her next million sMiles. ☺

Mike Jones and Norman Jones of Engle Motors in Kansas City surprised Paul with his Mechanic's Award.

# of Maintenance

She started slowly. In the first seven years, from 1977 until 1984, she rode her R60/5 exactly 10,717 miles. This was a good thing because in 1977 I knew exactly nothing about BMW motorcycles except what I could infer from having worked on cars and a couple of Yamaha motorcycles. When I bought her the R60/5 for Mother's Day she made me promise not to take it apart until winter. I didn't. But that fall I discovered it needed a few little things: steering head bearings, push rod tube seals, a rear crankshaft main seal, and welding to repair a cracked rear sub frame. In short order I had the engine block minus cylinders sitting in the main frame on a wood box in the garage. I also had lots of bags of parts and fasteners, and dozens of photographs. I then bought my first Haynes repair manual so I could get it back together. Thus began the million-mile maintenance.

My maintenance records are not

installed a Meonite cast iron brake rotor and Ferodo brake pads, since the early single disk bikes had BMW's original "anti-lock brakes." The R80/7 also received new transmission bearings and seals at 109,000 miles and new connecting rod big-end bearings at 118,000 miles.

The K75s were trouble free for the most part, although they received three new driveshafts, one final drive spline repair, and three cooling fans over the years. This is typical for classic K bikes.

