



Behind Closed Doors: BMW's hidden supercharged WR 750

This supercharged vintage WR 750 replica hides behind closed doors at BMW.

The BMW Museum is the first port of call for any petrolhead visiting Munich. But there's an even more extraordinary collection of machinery just down the road, at the BMW Group Classic headquarters.

Set inside the original Bayerische Motoren Werke factory, BMW Group Classic houses offices, archives, conference rooms and a café. But it's also home to a small



BIKE EXIF REPORT

DIE IKONE: BMW WR 750

PHOTOGRAPHED BY MARC HOLSTEIN AT BMW GROUP CLASSIC

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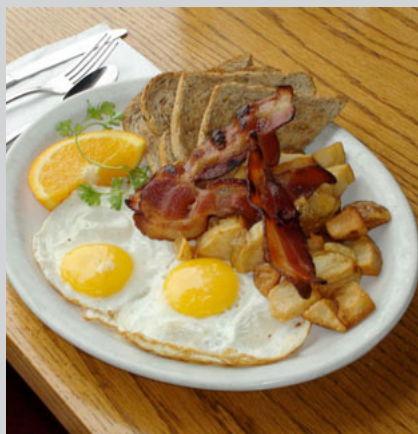
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Next Breakfast/Brunch

Sunday, April 8



WHERE:

Spitfire Grill
9681 Willingdon Road
North Saanich, BC

WHEN:

9:30 am at the restaurant



WR stands for Werksrennmotorräder

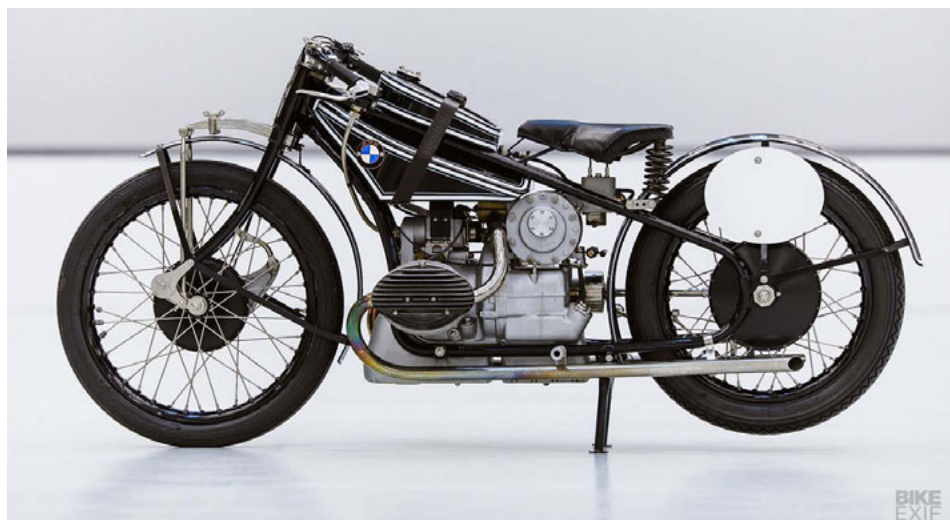
gathering of rare and vintage BMW motorcycles and cars, and a couple of laboratory-level workshops.

This supercharged vintage WR 750 replica hides behind closed doors at BMW.

Access to this remarkable hoard is by special appointment only—but on this day we had one such appointment. And it was during a behind-the-scenes tour that I stumbled upon this vintage beauty.

To be honest, at first I had no idea what I was looking at. So our guide graciously explained the history of the supercharged 1929 BMW WR 750 Kompressor. Then he threw in a plot twist: this isn't a restored WR 750, but a complete nuts and bolts replica.

It's been executed so well, even an expert would find it virtually impossible to tell it apart from the



real deal.

The WR stands for Werksrennmotorräder (works race bike), which is exactly what the WR 750 was. It was a technological tour-de-force, built to take on speed records and racing championships. They got the former right; Ernst Jakob Henne set a land speed record of 134.68 mph on a WR 750

in 1929.

The WR 750 had a 750 cc four stroke flat twin with overhead valves, a supercharger wedged between the seat and gearbox, and a single carb. It had no rear suspension, and a leading link front fork with twin leaf spring assemblies. Groundbreaking stuff, back then.

The thing is, an original WR 750 is impossible to come by. Which is why collector, racer and master fabricator Jürgen Schwarzmann decided to build one from scratch.

So he joined forces with friends Alfons Zwick and Erich Frey, and the trio eventually ended up creating a small series of WR 750 replicas (the exact number of which is a closely guarded secret).

Their first challenge was finding a blueprint to work from. Only two of Ernst Henne's original record-breaking machines still exist: one





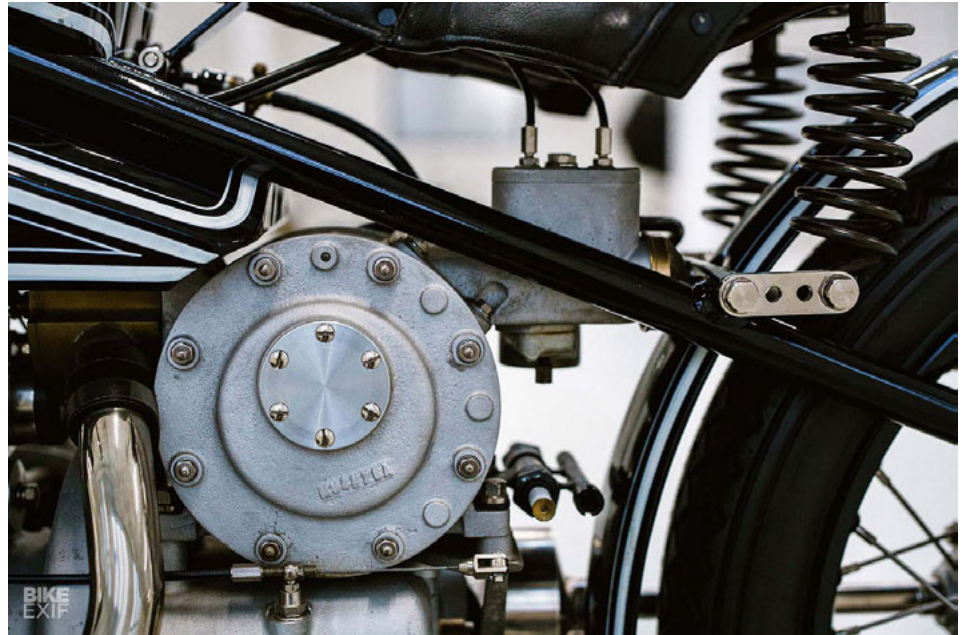
Only existing bikes land speed racers

belongs to BMW, and the other is in the Deutsches Museum.

Both existing bikes are land speed racers, modified for straight-line glory. So they are distinctly different from the road racers that Schwarzmann wanted to replicate.

Bits and pieces from the pre-war race bikes do pop up on the radar from time to time. But they're rarely for sale, and are a far cry from a complete bike. And documentation is sparse too, even in the BMW Group Classic's extensive archives.

So the trio's first task was a virtual puzzle build, documenting everything they could about the WR 750 before they even picked up a spanner. Their primary goal was to recreate the bike as accurately as possible, and to make it fully functional.



Once the build itself was underway, each man had a specific portfolio. Frey is an experienced engine designer; he would measure and sketch up parts from what was available, and machine the motor

and gearbox's casings and internals. Schwarzmann would handle the chassis, and Zwick would tackle pattern making, molds, cast parts, and the final drive assembly.

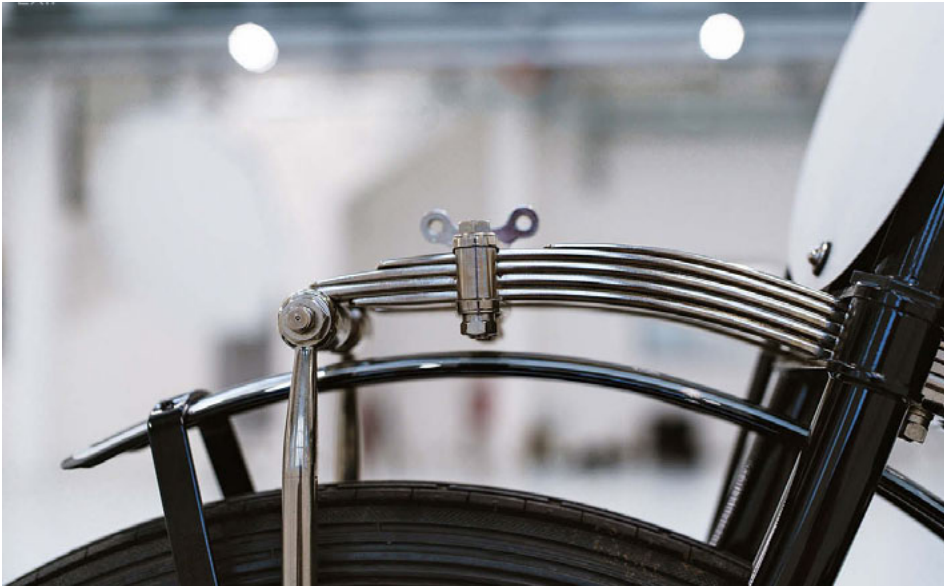
Recreating the chassis was never actually part of the plan. The guys had intended to simply replicate the WR 750 motor, then wedge it into a different pre-war BMW frame. But then documentation surfaced indicating the chassis was unique to this bike, and so—for the sake of authenticity—they went all in.

And they really did go deep. Fred Jakobs, the head of the BMW Group Classic archive, gives some insight: "My personal highlight is the perfection in every detail. So you could exchange every part of the replica with an original part, and it fits and it works."





Limited series of bikes have been built



“There was no compromise. For example, they made their own screws, because in the 1920s they used special screw threads that were normally used in BMW aircraft engine production. This was not necessary, but for me it’s a sign that they strived for one hundred percent perfection.”

Every last detail has been replicated. The unique sump curves forward to trace the fender’s lines. The linked braking system has adjustable bias.

The leather tank strap, the BMW roundels, and even the font used for the numbers stamped into the casings are all straight out of 1929.

BMW themselves supported the project, because, as Jakobs puts it, “We knew about the professional skills of the people involved. And also we knew about their integrity.”

“So there was no doubt that they

had no commercial interest and made the bikes only for themselves, and two pieces for the BMW collection.”

It took six years before the guys were able to fire up their first engine, and a total of ten years

before their work was done, and a limited series had been built—some mit Kompressor, and some ohne Kompressor.

Schwarzmann himself completed several laps on a Kompressor version at the Nürburgring, taking it easy to preserve the motor.

Fast forward to this year, when our good friend Marc Holstein snuck into BMW Group Classic and wheeled the WR 750 Kompressor into one of the halls, ready to document this truly special motorcycle.

Images by Marc Holstein | BMW Group Classic | Facebook | BMW Welt (Museum) Instagram

Source: Resurrection: The BMW WR 750 Kompressor, by Dr. Scott Williams, Classic BMW Motorräder, Volume 39, Number 2.





Minutes of the Annual General Meeting for 2017

BMW RVI 2017 AGM was held at SVI Rangers, Luxton Road on October 14, 2017

Attendance: 12 Members & 2 Visitors

The Chairman welcomed those present and opened the meeting.

Finance:

Peter presented the club statements. He explained that our income had come down and would come down further as motorcycle sales at Island BMW no longer automatically provided a club membership.

Chris proposed a motion to adopt the statements, seconded by Brian.

Carried unanimously with thanks to Peter.

Events:

The annual BBQ at Randy's was a great event and a vote of thanks was passed to Gail and Randy.

Bob tabled the list of proposed rides and events for 2018. He stressed the importance of RSVP as many venues prepare themselves accordingly.

There was a call for suggested

venues for the February Pot Luck dinner.

The up-island weekend ride requires someone to volunteer as organiser.

Scott mentioned that annual toy run to Port Alberni was a worthwhile cause to support.

General:

The possibility of the club purchasing a GS 911 device to read error codes and provide diagnostics for newer BMW motorcycles (not airheads!) was discussed. It would seem that an internet connection is required to properly utilise the device.

Chris offered to make enquiries to see if Rob Chapple's GS911 was available for the club to purchase.

The club is looking for someone to take over the role of webmaster.

The chair thanked Bob, Peter, Roy and Michael for the contributions to successfully running the club.

The meeting closed with a vote of thanks and adjourned for pizza.

FOR SALE



Belt Buckles, \$25 EACH.

I will bring them to the next breakfast so everyone can inspect them. Call me if you want them sooner.

Call Chris Jones, 250-592-4311



Filters and Washers for R1200 (pre 2013)

Both filters and all the washers (check the price at Island BMW - these are expensive!) for \$40.

Call Chris Jones, 250-592-4311



Club 2018 Event Schedule

Date	Event	Location
Sunday, April 8, 2018	Monthly Gathering	Spitfire Grill
Thursday, April 19, 2018	Island BMW Season Start Event	Bay Street Armoury
Saturday, April 21, 2018	Cow Bay Run	Cow Café in Cow Bay
TBD May 2018	Annual BCCOM MLA Ride	Victoria
Saturday, May 5, 2018	Monthly Gathering	Olympic View Golf Course
Saturday, May 5, 2018	BMW Demo Day	Island BMW
Sunday, May 20, 2018	Monthly Ride	Rampant Lion/Maple Bay
May 24 - 28, 2018	49er Rally	Mariposa, California
Sunday, May 27, 2018	Vancouver Island Ride to Live	The Local - 1205 Wharf Street
Sunday, May 27, 2018	Vancouver Ride to Live	Trev Deeley Vancouver
Sunday, June 3, 2018	Monthly Gathering	Shady Rest Pub, Qualicum Beach
June 16 - 17, 2018	Up Island Event	TBD - Volunteer Needed
June 19 - July 1, 2018	Chief Joseph Rally	John Day, Oregon
Saturday, July 7, 2018	Monthly Gathering	Saltspring Island
Sunday, July 22, 2018	Ride to Brunch	BW Prestige Oceanfront, Sooke
July 12 - 15, 2018	BMWMOA National Rally	Des Moines, Iowa
July 19 - 22, 2018	Cascade County Rendezvous	Republic, Washington
July 19 - 21, 2018	BMW RA National Rally	Wellsboro, Pennsylvania
Friday, July 27, 2018	BMW Demo Day	Island BMW
Saturday, August 4, 2018	Monthly Gathering	Pioneer House, Duncan
TBD August 2018	Victoria Classic Motorcycle Show	Western Speedway
August 9 - 12, 2018	43rd Stanley Stomp Rally	Grandjean, Idaho
TBD August 2018	Hotsprings Rally	Nakusp, BC
Saturday, August 25, 2018	Club BBQ	Chez Randy

A Membership Dues Reminder to All..

If you haven't already paid your 2018 BMW RVI membership dues please complete a membership renewal form and forward it with your payment to Peter Juergensen. Alternatively you can hand it to Peter at the next breakfast meeting.

Please click [HERE](#) to download a copy of the Membership form from our website.