

BMW R51/3

TOURING-SPORTS MODEL 500 c.c. 24 H.P.

The famous "Opposed Twin"-cylinder motorcycle which experts have acclaimed "A Sensation in Metal"

The running qualities of this responsive, versatile engine are in harmony with the sporty exterior of the machine. Our latest, technically perfected model has magneto ignition and a gear-driven cam shaft. Cylinder head covers which were previously of the divided type have been replaced by one-piece, finned covers which give the engine housing an attractive, wellgroomed appearance. Sporting riders will appreciate the ease with which the peak speed of 135 km/h. is attained, but with the same ease, one can drop down to 20 km/h in fourth gear. The well stepped four-speed gear with resilient driving shaft and foot shifting operates easily and reliably. A green light burns in the head lamp housing to indicate the neutral position.

The all-wheel sprung frame with the completely inclosed telescope type front and rear wheel suspension, — duty tested on roads the world over — combined with the comfortable, adjustable saddle, assure first rate riding qualities, — precisely that roadability of which countless BMW racing victories have given such startling examples. The wheels, with 3.5x19 tires, have hub spindle axles and are interchangeable. Thanks to the front wheel-stand and the hinged rear mud guard, changing of wheels entails no difficulties. A feeling of absolute safety is assured at all times by the re-inforced internal shoe brake with 200 m housing diameter.

*Unparalleled Acceleration — Unrivalled Roadability,
A Pleasure on the Highways*

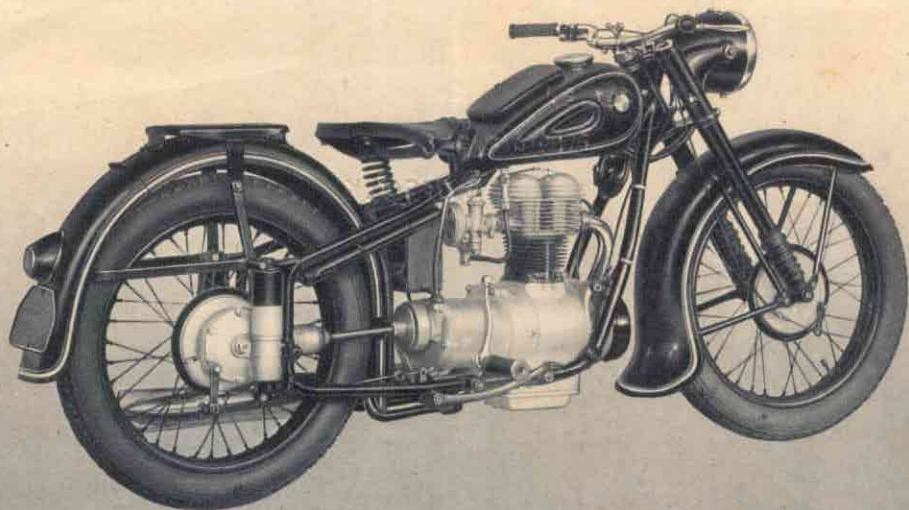
M A T U R E D I N O V E R 2 5 Y E A R S

The combination of the temperamental R 67 with the spacious "SPEZIAL" side-car represents a really ideal team in which the racing and touring qualities of BMW motorcycles are fully preserved. Their construction and attractive lines reveal the designer's desire to give both rider and side-car passenger a feeling of absolute safety. The new oscillating axle side-car was developed and produced with typical BMW thoroughness.

This speedy, all-wheel sprung vehicle for every friend and follower of enjoyable three wheel motorcycle riding, offers favorable fuel consumption and minimum upkeep expense with the advantages of adequate luggage space. Powerful four-piece connecting mechanism joins side-car to motorcycle. A torsion bar with swinging arm assures spring action for the square side-car chassis made of welded tubing. The spacious side-car is easy to enter, and is suspended on rubber cushions in front and elliptical springs in rear.

The Elegant and Sporting BMW Combination which Easily Travels at High Average Speeds

PROGRESSIVE ENGINEERING



BMW R25

TOURING MODEL 250 c.c. 12 H.P.

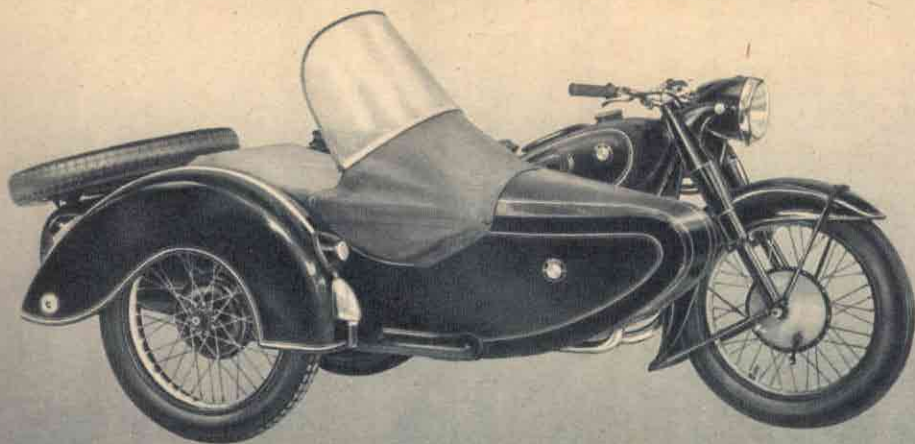
*The progressive single cylinder motorcycle,
a genuine **BMW** creation — swift and economic*

A single cylinder four-stroke engine with foot-shift 4-speed gearing, developed to highest perfection. Telescope-type front and rear wheel suspension and the service-proven propeller shaft drive are characteristics of this motorcycle, each individual part of which has been designed with utmost care. The output of the fully enclosed engine, the rigidity of the torsion-proof double-tube steel frame and the reinforced brakes are fully adequate to meet the increased demands resulting from side-car connection. In combination with the telescope-type all-wheel suspension, the centrally sprung rubber saddle gives the high degree of riding comfort which makes riding a true pleasure, even over long distances.

In the same manner as the more powerful BMW motorcycles, this machine also has propellershaft drive with elastic coupling and helical bevel gears running in an oil bath. A special feature for side-car riding is the interchangeability of the wheels which are equipped with 3,25x19 tires, hub spindle axles, and unbreakable spokes. Peak speed is between 95 and 100 km/h., and the rider who properly operates this machine develops an astonishing engine output and a pulling power which enables him to pass by many heavier machines on steep winding roads.

*Three spring elements assure "riding comfort" — no idle boast,
but proven reality*

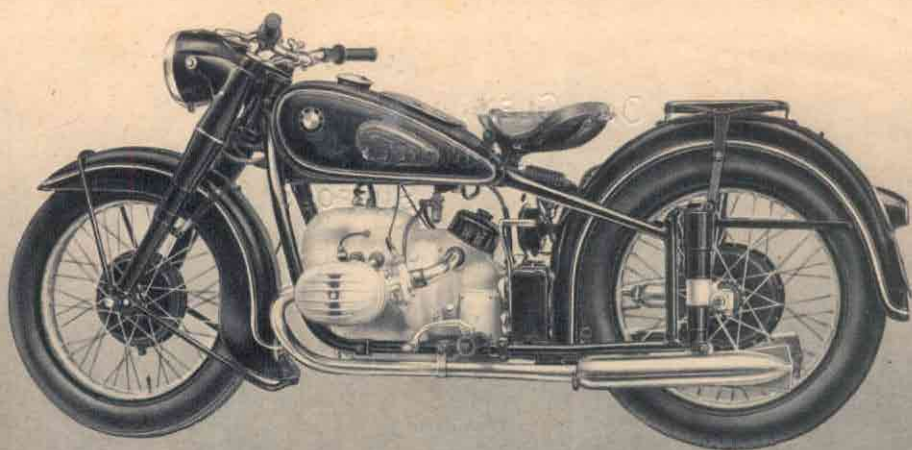
OF EXPERIENCE — PROVEN



BMW R67

WITH "SPEZIAL" OSCILLATING AXLE SIDE-CAR.

TOURING-SPORTS MODEL 600 c.c. 26 H.P.



BMW R67

TOURING-SPORTS MODEL 600 c.c. 26 H.P.

The hill-climbing, two-cylinder high-power motorcycle for the discriminating solo and side-car rider

There are probably not many motorcycles in the world which deserve the appellation "cast in one piece" more than the R 67, which with its elasticity and smooth run represents a peak product of motorcycle engineering. The powerful, two-cylinder motor combines excellent sporting qualities with the advantages of the typical touring class machine. The excellently stepped four-speed gearing is in harmony with the character of the engine and permits proper adaptation to all traffic conditions. Equipped with numerous technical improvements and with a sleek, compact construction embodying latest developments, the engine and the all-wheel sprung frame incorporate the experience gained with former models of identical piston displacement.

The conception of "driving comfort" has become a reality. You may drive this machine in your Sunday clothes thanks to the perfect oil seal of the intake engine block and gearing — one of the essential features of all BMW motorcycles. The comfortable saddle can be adjusted by a spring. Front mud guard deeply covers the sides of the wheel, giving maximum splash protection, the rear mud guard with tubing for tail light wiring can be raised on a hinge so that rear wheel can be removed easily.

More than an elegant two-wheeled vehicle, — a regular motorcycle rider's dream come true

ON ROADS THE WORLD OVER

Back rest and seat of high grade leather are in separate parts, a large celloid windscreen and a tight-fitting dust-proof cover protect the side-car passenger.

Luggage compartment can be locked with a key. All wheels are interchangeable and a spare wheel can be carried on the rear of the side-car. Removing spare wheel holder gives additional luggage space.

The deeply walled side-car mudguard is not only attractive, it also offers a thorough protection against splashing. It can be raised on a hinge to facilitate the removal of the wheel. Sitting in the side-car, one enjoys a feeling of comfort and safety and thanks to its roominess and the foot support, no fatigue is felt even during long distance travel. This practical, advantageous type of side-car body has been selected for our motorcycles because it has given excellent proof of its merits in the most grueling of endurance tests and international six-day competitions under conditions of all kinds.

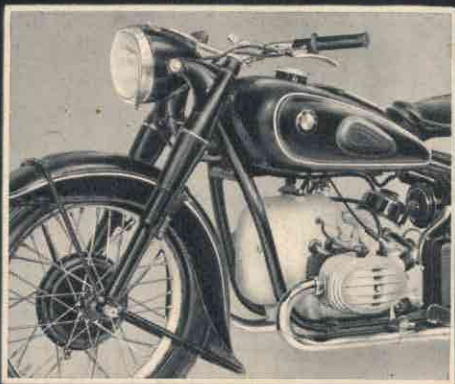
*Motorcycle and Side-car are one Harmonious Unit —
Perfected in Form and Line*

TRADITIONAL CRAFTSMANSHIP



RIDER'S VIEW SHOWS PRACTICAL ARRANGEMENT

The small sports-type handle bar with convenient operating levers reduces air resistance during speedy, non-fatiguing solo riding. The novel installation and attachment of the cables and conduits practically eliminates any possibility of damaging these parts. The tachometer is always in front of rider and plainly visible, neutral indicator is in the head-lamp housing, the fork lock is located in fork head between the handle bars. The well-shaped fuel tank with 17 litres capacity has a built-in tool box.



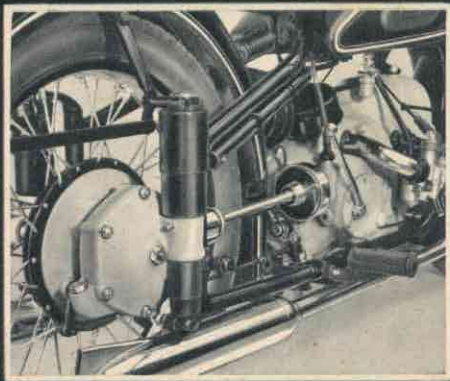
TELESCOPE-FORK WITH HYDRAULIC SHOCK ABSORBER

Engineering science constantly strives for perfection. The telescope-type front wheel fork, which BMW introduced into motorcycle construction over 15 years ago, is technically perfect and a decisive factor in regard to the excellent riding and steering qualities of BMW motorcycles. The exceptional lateral rigidity — distortion of the telescopetype fork is impossible — guarantees straight wheel guidance. This is responsible for the absolute front wheel balance, even in sharp curves, which racing fans always admire and every BMW rider confirms. Minimum maintenance required.



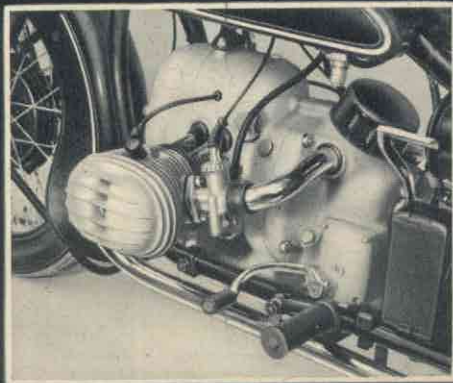
THE RESILIENT SADDLE SPELLS DRIVING COMFORT

The combination of rubber swinging saddle and all-wheel sprung frame assure riding free from fatigue. Spring tension of the comfortable saddle can be adjusted to suit the driver's weight. The front saddle bearing is equipped with a grease nipple. In combination with the rubber knee grips, the rider sits comfortably and securely. He is "well in the saddle".



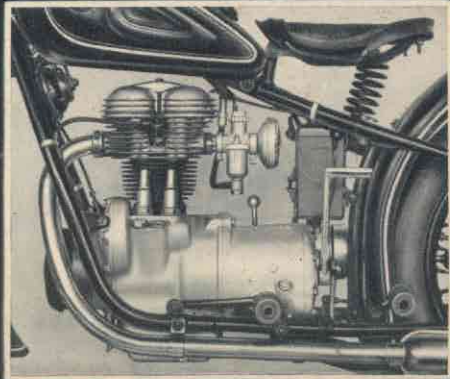
BMW HAS HAD PROPELLER SHAFT DRIVE FOR OVER 25 YEARS

Propeller shaft, universal joint and bevel gear drive of the rear wheel are the most important parts of this drive which has proven its value in millions of miles. The enclosed, noiseless helical gears run in an oil bath in the propeller shaft housing. With minimum maintenance requirements, the service life of this drive is very high. The propeller shaft drive which has stood up under the most severe testing in setting up world records and winning countless races is adapted to harmonize with the rear wheel suspension.



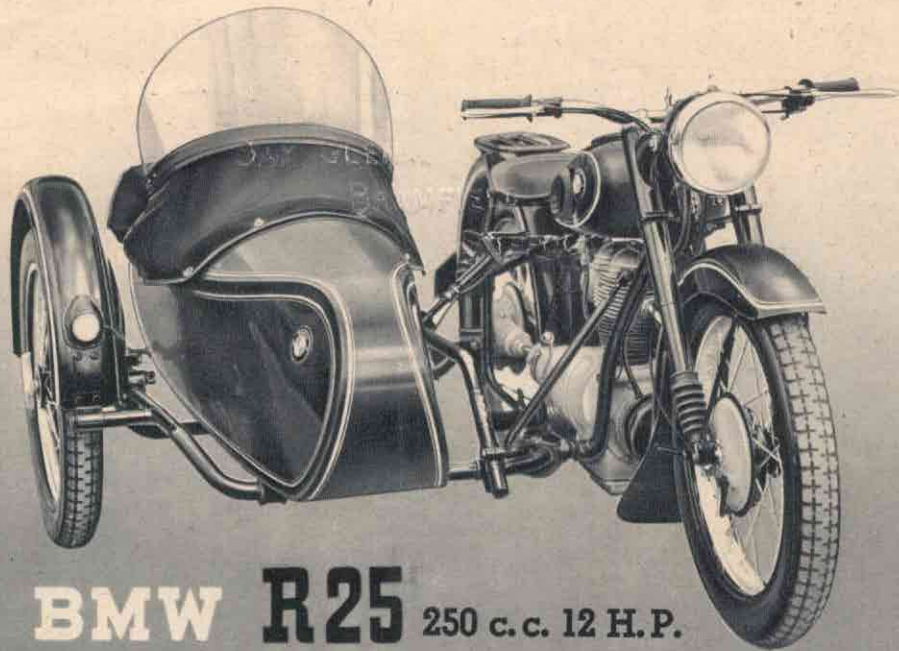
THE POWERFUL ENGINE GIVES WHAT ITS APPEARANCE PROMISES

The source of power for the BMW R 51/3 and R 67 motorcycles is the improved two cylinder four-stroke engine of the same basic design. The smooth, sleek form of the crankcase and the new longitudinally finned cylinder head cover are clearly evident. Valve control by a gear driven camshaft. An additional novel improvement is the transition to magneto ignition with automatic ignition timing. Carburetors are extremely well protected against infiltration of water.



THE SINGLE CYLINDER ENGINE WITH THE GOOD BMW QUALITIES

For long years of constructive development and high degree of excellent running properties, the R 25 engine is a full equal of its larger brothers. The multifinned light metal cylinder head with overhead V-shaped valves features favorable cooling air circulation. Valve operation and all control organs are in dust-proof housings. Power is transmitted through a single disc dry plate clutch to the four-speed gearbox featuring a remarkably easy gear change. Capacity, flexibility and smooth running properties have attained a peak of engineering science.



BMW R25 250 c.c. 12 H.P.

WITH "STANDARD" SIDE-CAR

*The speedy, full-capacity **BMW** Combination featuring
Power, Comfort and Economy*

Tests covering thousands of miles were made before we decided to build the single cylinder BMW with side-car in series production. In the past side-car driving was the exclusive privilege of motorcycles with large piston displacement, but the numerous "small" BMW combinations you see today driving through city streets or tearing along the highways loaded down with holiday luggage — they give full proof of the popularity of this machine.

The technical perfection, increased engine capacity and above all the improved, distortion-proof double steel tube frame with telescopic all-wheel spring action readily permit the connection of the light and very rugged side-car to the R 25. Change in gear, ratio, in contrast to the solo type, effects neither the response nor the endurance of the engine. The four-point side-car connection guarantees increased driving safety and stability and an oscillating axle ensures efficient side-car suspension. All wheels are equipped with hub spindle axles and are interchangeable. The "STANDARD" also features roominess, easy entrance, comfortable seating with a well cushioned seat and high back rest. Tightly fitting canvas cover keeps out dust, removable, celloid-windscreen protects the side-car passenger. The sheet steel side-car body has a black enamel finish and furnishes ample luggage space in and on the rear end.

*Travel comfortably and cheaply
with a **BMW** and "Standard" Side-car*



Worlds records and countless victories in international motorcycle races and trials are convincing evidence of the high stage of development attained by BMW motorcycles.

ALL-WHEEL SPRUNG AND RACE-TESTED



In the 1950 racing season, BMW won 26 races and 2 German motorcycle championships. In 1949 BMW won the world's fastest motorcycle race, at the Grenzlandring, at the previously unheard of record speed of 209 km.p.h. and a record lap of 216 km.p.h.

Every BMW motorcycle — the one you will be driving tomorrow, too — incorporates the practical evaluation of the technical improvements tried and tested in these grueling races and endurance tests. You too can be in front — drive a BMW!

BAYERISCHE MOTOREN WERKE AG. · MÜNCHEN