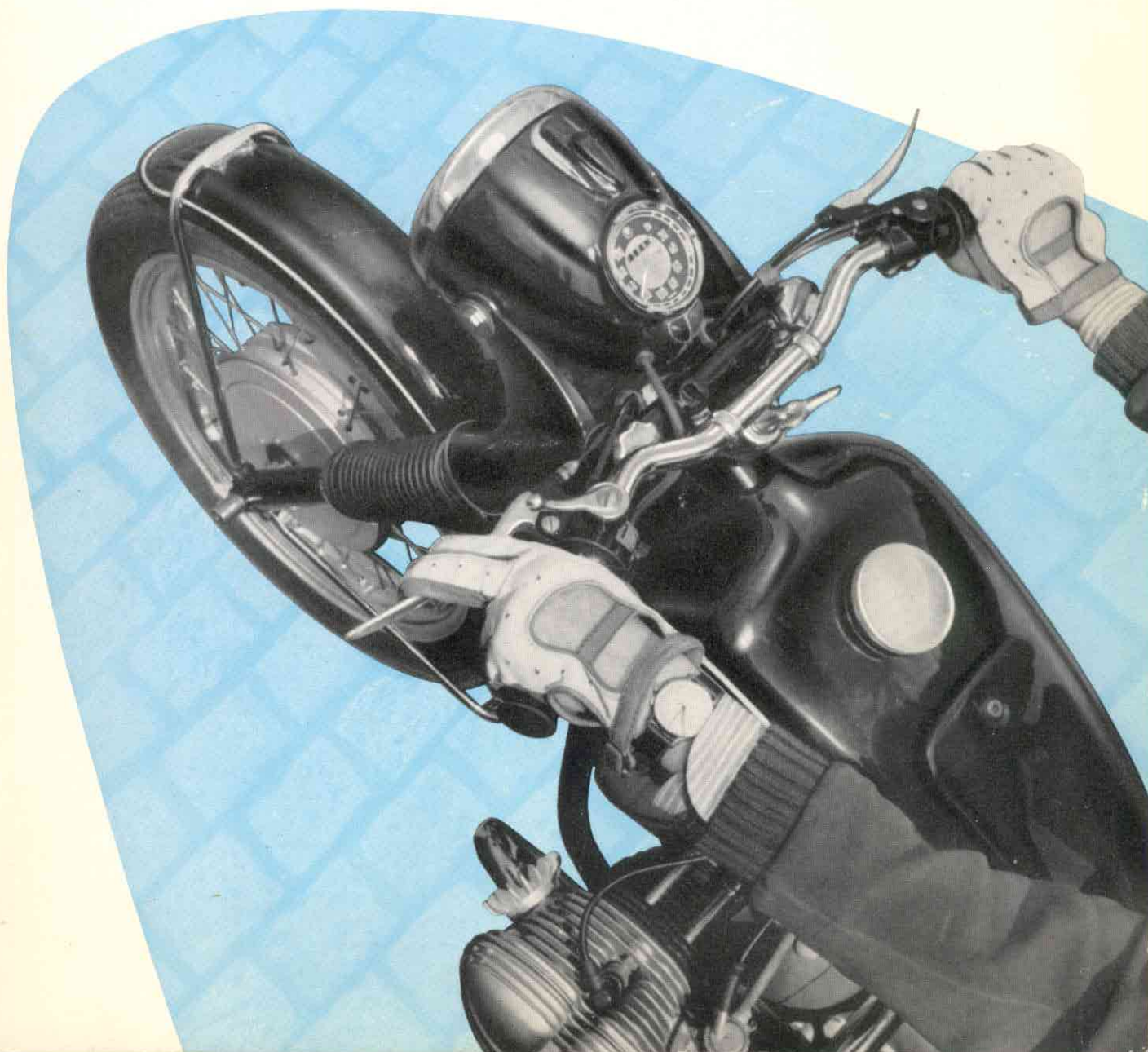




MOTORCYCLES



since 3 decades



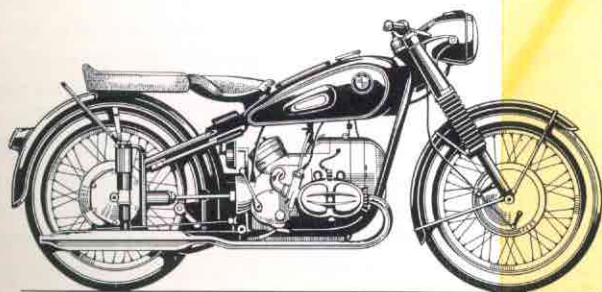
- *Riding capacities*
- *Reliability*
- *Performance*
- *Silence*
- *Riding comfort*
- *Consumption*

*have been giving a proof
of their value.*

MUNICH

with its mountainous surroundings is simply ideal for the construction and tests of motorcycles and has been their birth place from the very beginning.

It started with a motorcycle of 8,5 HP whose modern design was admired at that time just as much as the motorcycles which are leaving the assembly line in our days. Starting from the basic construction of that time, which already comprised the opposed type twin cylinder engine and drive shaft, by far more than two hundred and fifty thousand well proven single and twin cylinder motorcycle models have been manufactured up to this day, and are representing the very essence of most thorough studies according to an experience which dates back several decades. BMW motorcycles have carried their reputation into all countries of the world; they are ranging in a class of their own.

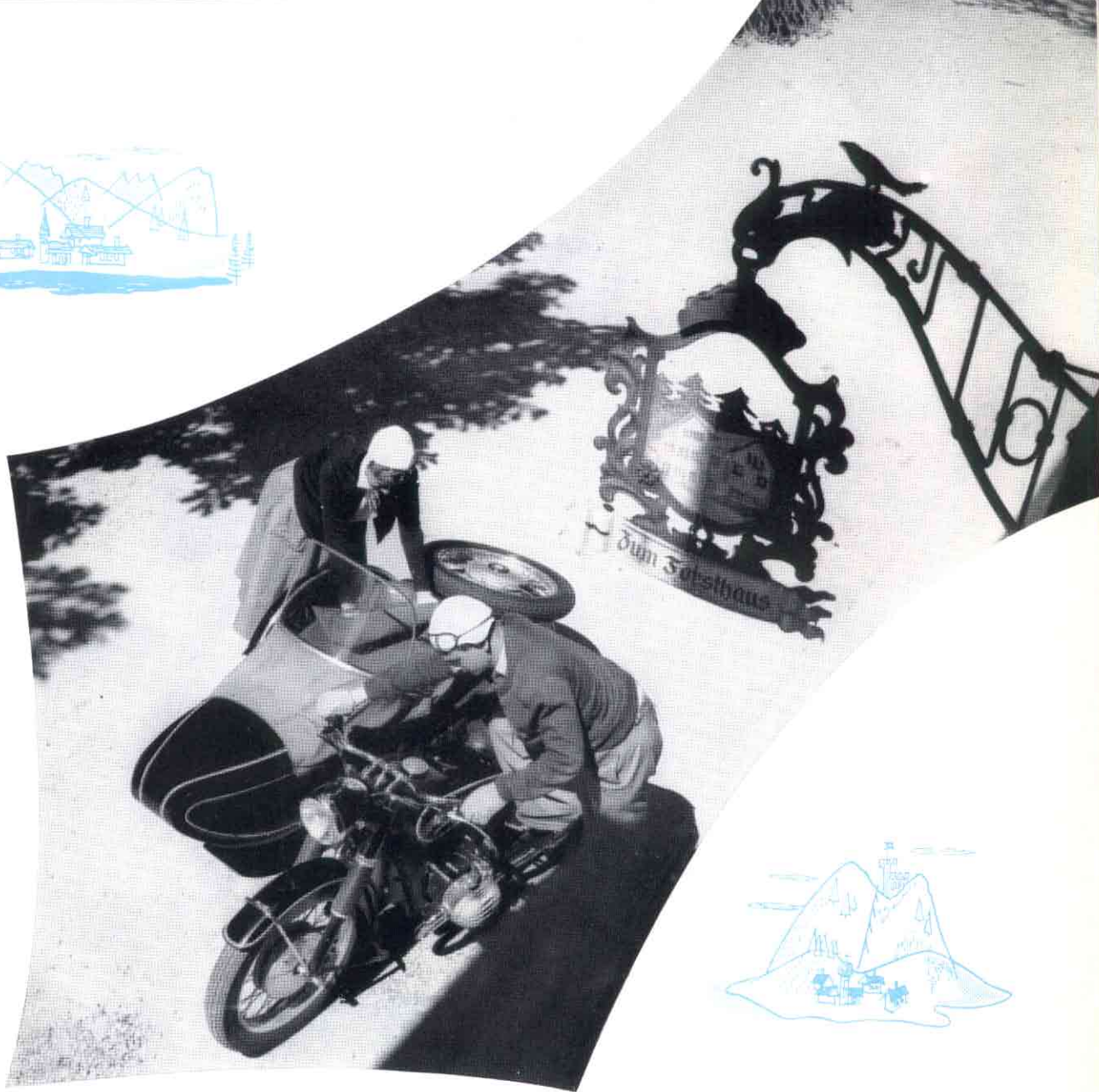




For many reasons motorcycles have become one of the most popular kinds of vehicles in our days. Whether it be for daily use, to fulfil business tasks, or for the weekend, for relaxation and recreation, for big trips or for sports activities, the latest BMW models are equipped with well proven technical innovations and perfections which meet with the highest requirements. By undertaking most modern progressive studies, BMW has concentrated its abilities mainly and intentionally upon attaining a quietness in engine performance unknown up to now and especially upon creating the motorcycle which has the advantage of offering extreme quietness without suffering consequently from a loss of power.

Due to their extreme quietness, the new BMW motorcycles are, still more than before, causing general attention among other means of circulation; they are appreciated and arouse the interest of all sports fans. By maintaining their sports character, one can ride them almost noiselessly, either in a flashy style or with considerate deliberateness. This new BMW feature will essentially increase the number of its friends. It is also a proof of your good taste if your choice will be fixed on BMW, among a great number of makes. No matter whether, by having realized a desire cherished for long, this is your first motorcycle or whether you have already had several years of practice: You will be sitting good and even better in the saddle of a BMW – either if you choose the “small” single cylinder which is extremely strong in performance, or one of the twin cylinder models.

You will consider it as an advantage, too, that BMW has not made any concessions to stylish changes but has always remained faithful to the principle – and this for the benefit of the buyers – of not introducing short-lasting new designs which must considerably reduce the value of types having been made till then. This is one of the reasons why the value of BMW motorcycles can be maintained even after a high mile-



age covered. You are certain to receive the highest possible equivalent for your money. Ask for the judgment of BMW riders – all of them will confirm you this and you will know the reason why there are so many BMW enthusiasts. Starting from an experience of several decades in a production which is based upon the highest possible precision by a fundament of specialized workers having been connected with BMW for years, from the worldwide practice, such as it can only be realized by BMW's selling motorcycles in almost all countries of the world and the experience gathered from hardest international road races, record trials

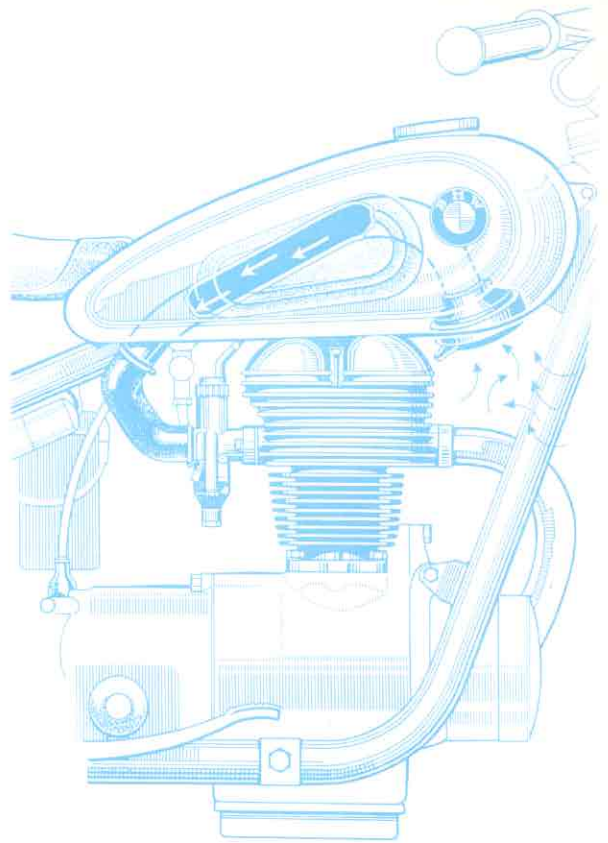
and classic endurance trials, the highest possible degree of technical perfection was attained. The numerous refinements which you will find upon all BMW motorcycles have all been united in order to realize the word of "riding enjoyment". BMW single and twin cylinder motorcycles present that maturity of design which defines the value: typical riding capacities, proverbial reliability, high performance, agreeable noiselessness, incomparable riding comfort and low consumption figures. They offer all possible amenities in handling and in riding use and require a minimum of care.



BMW
R 25/3

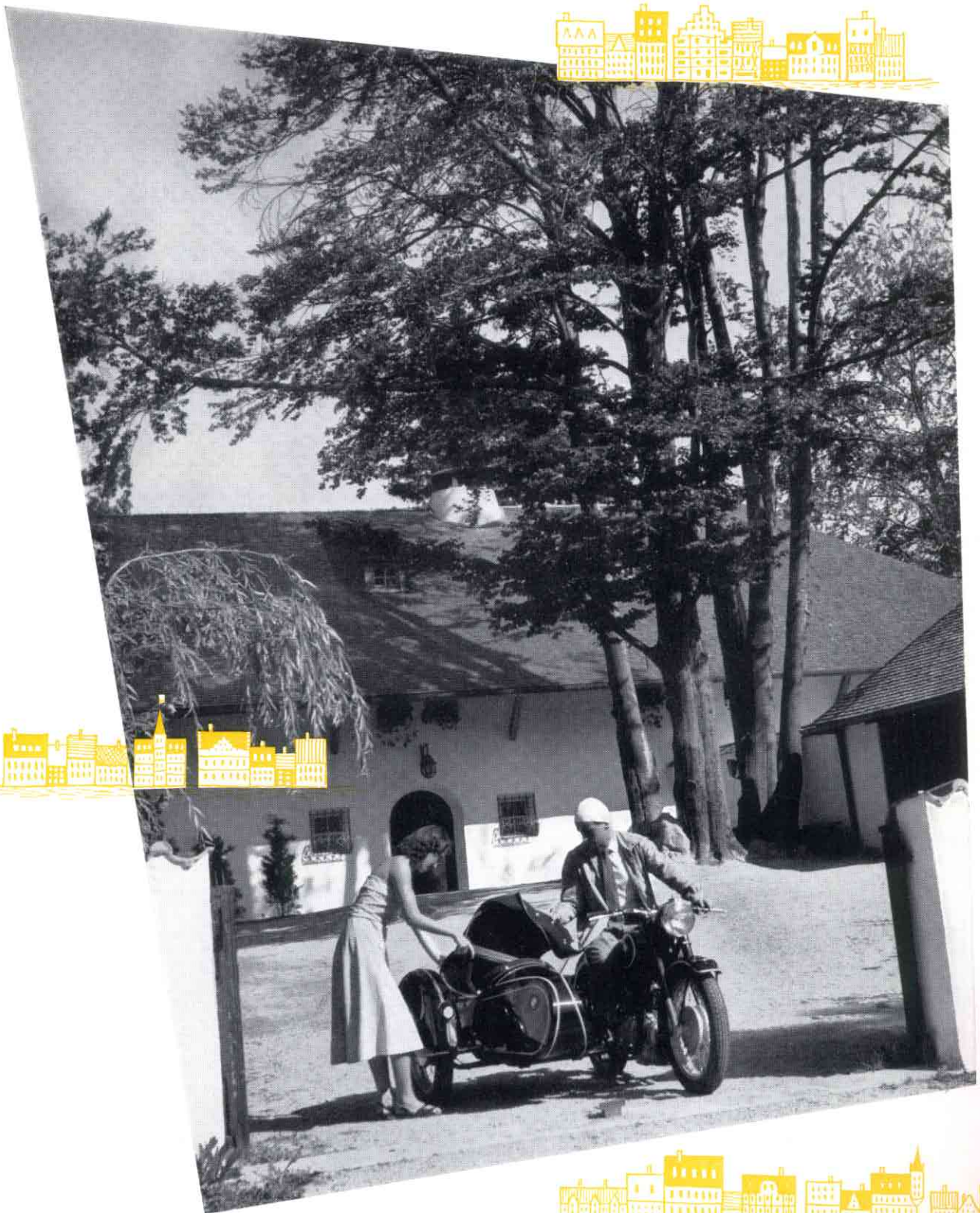
TOURING MODEL · 250 c.c. · 13 HP

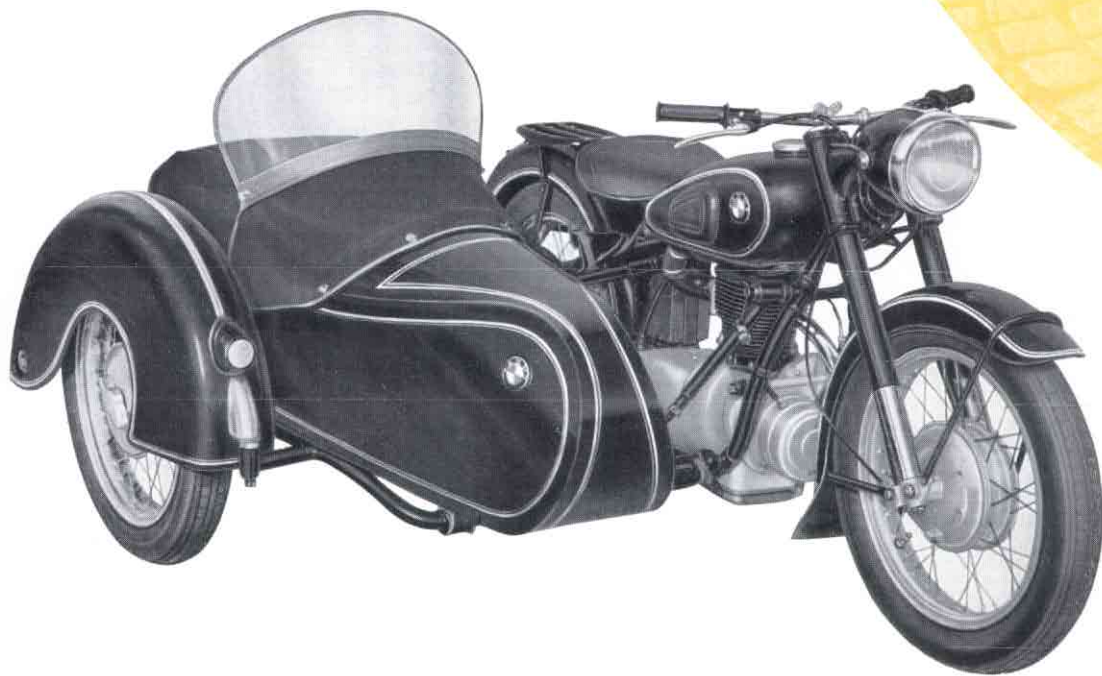
The BMW R 25/3 represents a considerable progress in the development of the single cylinder models and is the equal of its great prototype in its total finish and riding capacities. The rubber-suspended engine has now a performance of 13 HP, with an improved cylinder head and wider cooling rib surfaces as well as a carburettor with a larger passage. In order to increase the elasticity of the engine, the aspiration system was lead towards the front side of the fuel tank, on which the air filter has been given a favorable place in front of the cylinder head. In this way a cool, pure and regularly flowing duct of air is guaranteed. The top speed with an increased accelerating power manoeuvrability is 119 km/h. (74 miles). The enlarged noise absorber provides for a considerable reduction of noise. The clutch has been refined. The four speed gear box in unit construction has a gearshift pedal, rubber-cushioned drive shaft and shock absorption. The reliable universal joint shaft drive with spiral bevel gears requires no maintenance and is reduced to a minimum of noise.



The frame consists of a distortion-proof double steel tubular frame of all-welded design and is reinforced by gussets and provided with ball-and-socket joints for sidecar connection. An amenity is the plug socket for a suspension lamp and the sidecar illumination. The large and comfortable rubber floating type saddle has a new silent-block cushioning which requires no maintenance. The newly designed telescope front fork has an extended springing system and an especially effective hydraulic shock absorption with large-dimensioned rubber abutments. The thief-proof steering lock fitted to the side of the steering head does no longer have to be drawn off; the comfortable and small handle bar with steering damper is rubber cushioned and provided with non-slip controls. The tank has been redesigned with a lateral tool-box that can be locked. A very practical luggage carrier can be supplied and fitted, if desired; the special fuel tap permits a regular gas feed of the carburettor. The 18" wheels with highly polished light metal rims and straight spokes are equipped with large and extremely efficient light metal full hub brakes. Front and rear wheel with knock-out hub spindles are interchangeable. The telescope rear suspension has been adapted to the extended front fork springing system. The efficient headlamp has a better arrangement of electric neutral indicator and of charge control lamp. The horn is fitted below the headlamp and the tail lamp is provided with a stop light.





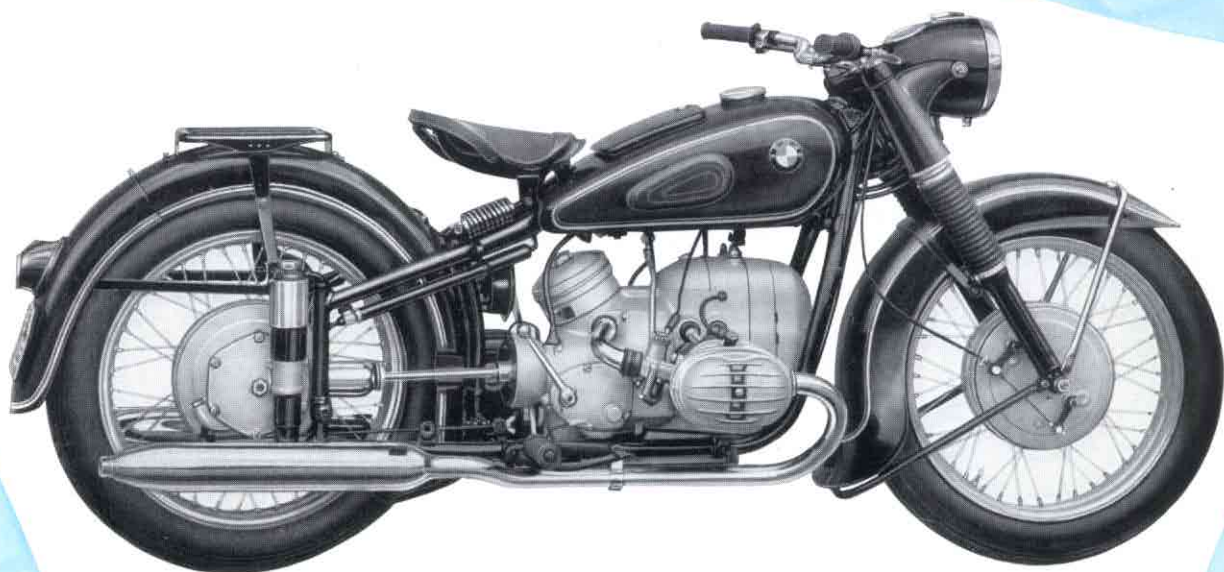


TOURING MODEL · 250 c.c. · 13 HP

with sidecar BMW "Standard"

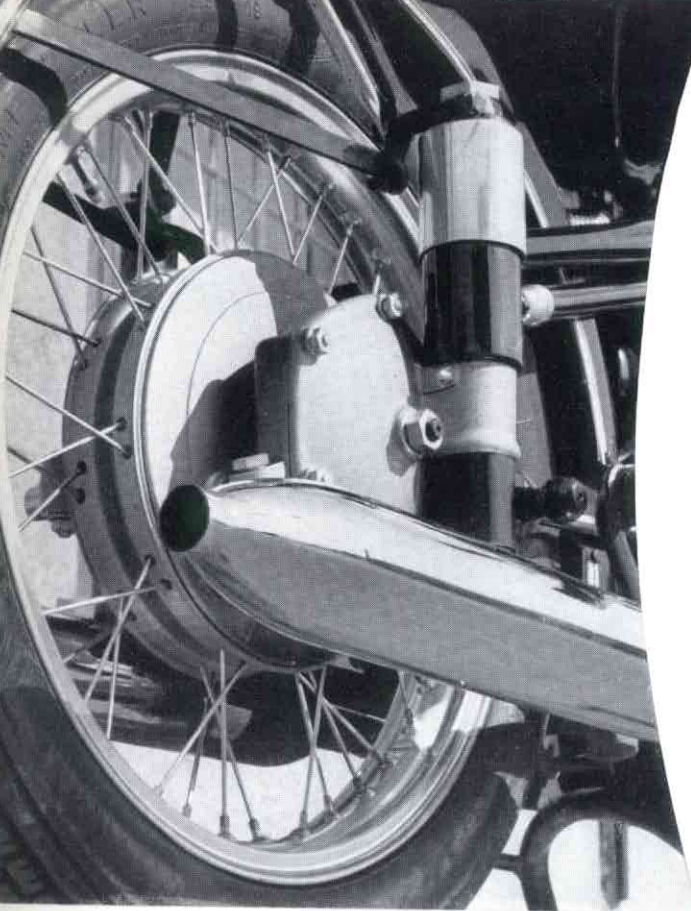
An economic and handy combination for three persons. Sidecar oscillating axle and body with soft rubber suspension. Four-point ball-and-socket sidecar connection. Black enamel sidecar body with white adorning stripes. High back cushion with appropriate upholstery; "Cellon" plastic windscreen, impregnated apron, rear luggage compartment with lock and device for fixing of luggage. Measures and weight of combination: overall width 61" = 1530 mm, overall length 90" = 2280 mm, total weight 220 kg (485 lbs). Sidecar alone: overall width 40" = 983 mm, overall length 71" = 1809 mm, weight 70 kg (154 lbs), admissible charge 95 kg (210 lbs).

BMW
R 25/3



BMW
R 51/3

TOURING SPORTS MODEL · 500 c.c. · 24 HP



The well-proven telescope rear suspension absorbs every unevenness of the street and makes riding a true pleasure. The new and rather noise-absorbing exhaust system reduces development of noise of the engine which is running very smoothly, to the lowest possible technical limit, without involving a loss of power — this is a benefit to the nerves of all participants in traffic. Very decent: noiseless and elegant riding. All single and twin cylinder BMW motorcycles are now equipped with extremely efficient light metal full hub brakes which can resist highest thermal strains.

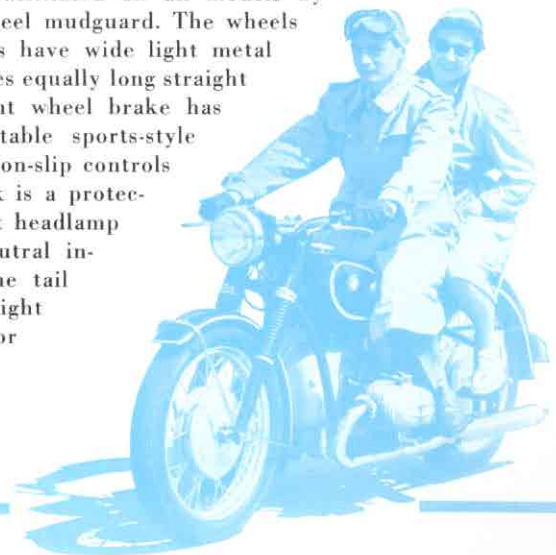
If you want to ride elastically and without jerks in high speeds as well as in direct speed at 15 mph and if you put a great value into performance, riding comfort, equipment, road-holding and stability in bends, you will find all these features in every BMW motorcycle. Developed up to the highest possible standard, their stylish appearance — engine and gear-box in unit construction — and their perfect frame are representing one harmonious mechanical complex.

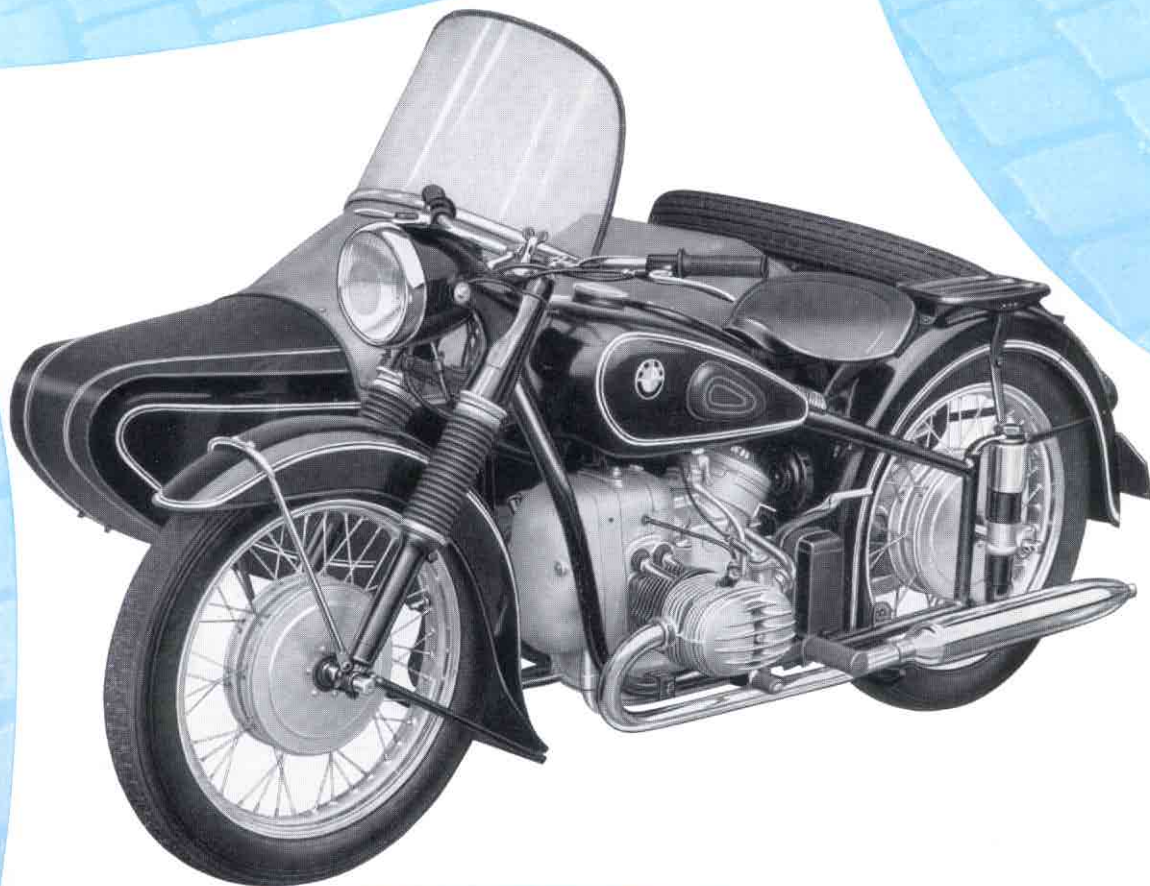


Appreciated top quality products are the 500 and 600 c.c. BMW twin cylinder motorcycles R 51/3, R 67/2 and the R 68, the fastest German serial motorcycle. As best combination of highest sports performance, greatest riding comfort and as a result of unsurpassed precision handicraft work they are eye-catching wherever they appear, whether it be in the streets of all foreign countries, in sports competitions or at international shows. In their basic constructional design, also the new twin cylinder BMW motorcycle models are similar to each other with respect to their engines and frames. All three models —the R 51/3 and R 68 have been designed mainly for solo riding, the R 67/2 for sidecar use— are powered by an opposed type four stroke engine with inclined valves and completely enclosed distribution parts. The cylinder heads are continuously finned. Two downdraft carburetors with compensation chamber and fresh-air duct from a common air filter with starter slide provide for an equal filling. By their new large exhaust system and owing to a reduction of the aspiration and transmission noise, all BMW twin cylinder motorcycles are running still more quietly than before. Power transmission is realized by a smooth-acting single-disc friction clutch. The four-speed gear box in unit construction with suitable gear ratios is shock-absorbed. The foot-operated gearshift mechanism which is incorporated in the gear case and protected from dust allows easy, quick-action shifting. The universal-joint shaft drive and spiral bevel gears require no maintenance and are completely dust- and splash-proof.

The frame having been designed with the experience obtained in many races, consists of closed, distortion-proof double-steel tubes with ball-and-socket joints for sidecar connection. The fully enclosed telescopic front wheel suspension with an essentially improved hydraulic double-acting shock absorber offers in connection with the telescopic rear wheel suspension excellent road holding conditions, safe riding, and ideal suspension. The well-styled fuel tank with fitted-in tool box holds 17 litres (3,75 Imp. gall. or 4,50 U.S. gall.). The especially designed fuel tap allows an equal duct to both carburetors.

The greatest possible comfort is offered by the full-floating saddle which is adjustable for spring tension and height. Front and rear wheel with knock-out hub spindles are interchangeable. Wheel changing is facilitated on all models by front-wheel stand and hinged rear-wheel mudguard. The wheels with highly polished light metal rims have wide light metal full-action hub brakes and on both sides equally long straight spokes. The well-proven Duplex front wheel brake has been maintained. The small, adjustable sports-style handlebar with steering damper and non-slip controls is rubber-cushioned. The steering lock is a protection against theft. The highly efficient headlamp has an improved arrangement of neutral indicator and charge control lamp. The tail light has been provided with a stop light and the frame with a plug socket for inspection lamp or sidecar lamps.





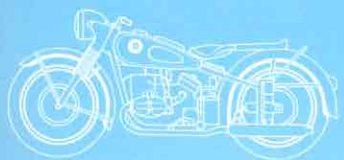
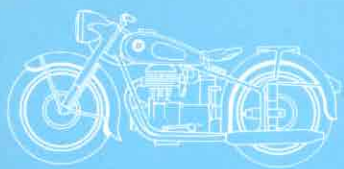
TOURING SPORTS MODEL • 600 c.c. • 28 HP
with BMW oscillating axle sidecar "Spezial"

sidecar-oscillating axle and sidecar body with soft rubber suspension, additional telescope shock absorber can be fitted, sidecar wheel with hydraulic brake, black enamelled sidecar body with white adorning stripes, back cushion and seat divided, Cellon plastic windscreen, impregnated apron, rear luggage compartment with lock, spare wheel and tyre, with holding clip and thiefproof lock. Measures and weight of combination: Overall width 1625 mm (64"), overall length 2390 mm (94"), total weight 320 kg = 705 lbs ready for use. Sidecar alone: overall width 1010 mm (40"), overall length 2110 mm (83"), weight 120 kg (265 lbs), admissible charge 125 kg (276 lbs).

BMW
R 67/2



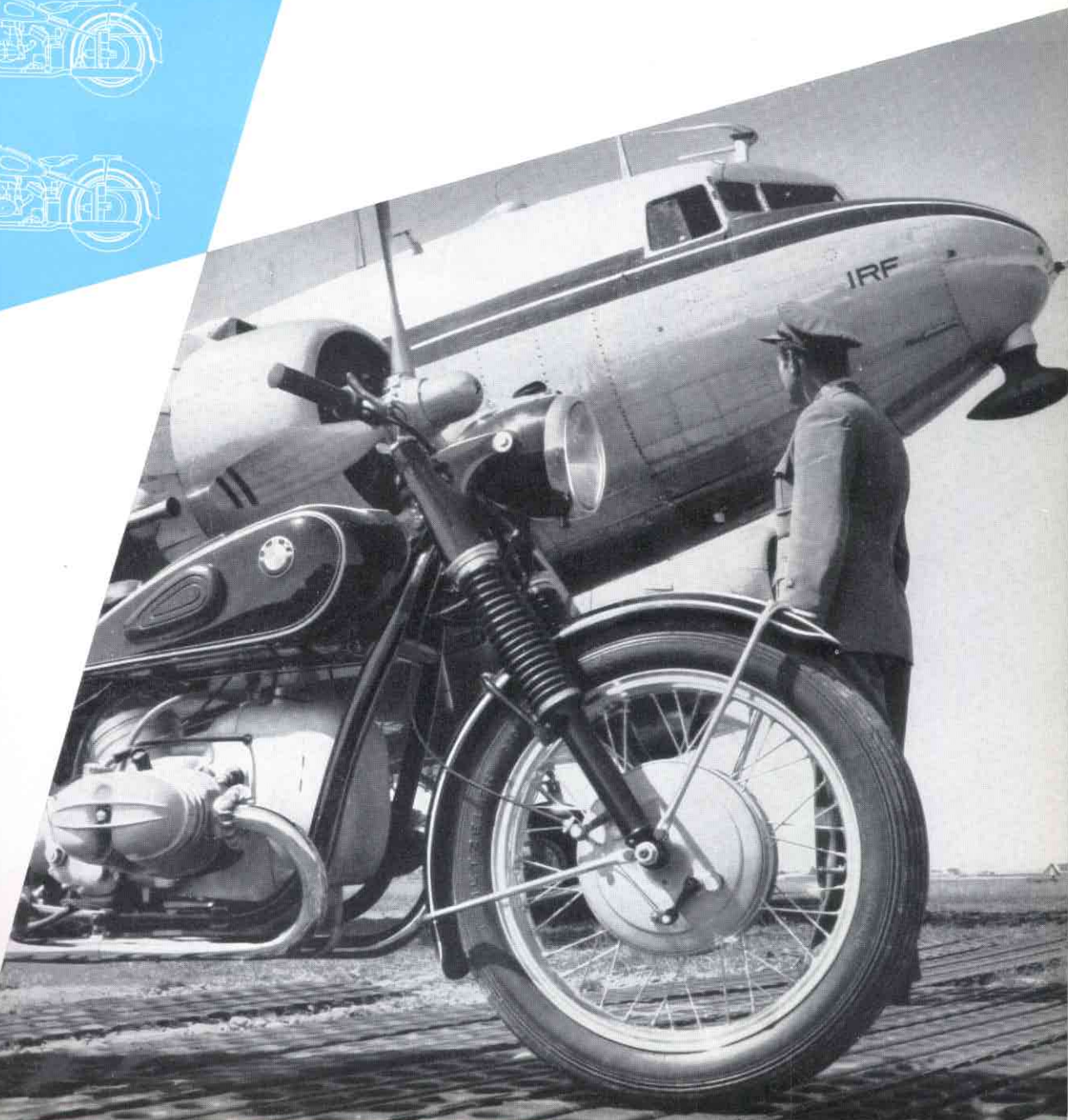
The BMW R 68 with its 600 c. c. engine of 35 HP and a controlled speed of 160 km/h (100 miles per hour) has been designed exclusively for the sporting motorcyclist who desires an absolute top speed.



The engine is surprisingly elastic and has high-efficiency cylinder heads, a special design of cylinders and pistons and a reinforced crankshaft housing.

Camshaft valve, pushrods and rocker arms as well as downdraft carburetors are also of special design.

The automatic high performance magneto can be adjusted additionally by a hand-lever.



SPECIFICATIONS

Brake horsepower	13	24
Number of cylinders	1	2 (opposed type)
Cylinder capacity	245 c.c.	490 c.c.
Bore and stroke	68 x 68 mm	68 x 68 mm
R.p.m.	5800	5800
Compression ratio	7 : 1	6.3 : 1
Lighting system	6 V/60 W	6 V/60 W
Carburettor	Bing 1/24/41	Bing 1/22/61/62
Gear ratios		
Top	1.54 : 1	1.3 : 1
3rd	2.04 : 1	1.7 : 1
2nd	3.0 : 1	2.28 : 1
1st	6.1 : 1	4.0 : 1
Ratio transmission/rear wheel		
Solo	4.16 : 1 (Number of teeth 6/25)	3.89 : 1 (Number of teeth 9/35)
Side car	4.8 : 1 (Number of teeth 5/24)	4.57 : 1 (Number of teeth 7/32)
Capacity of petrol tank	3.2 U.S. gall. = 2.66 Imp. gall.	4.5 U.S. gall. = 3.75 Imp. gall.
with reserve fuel supply of	2.6 Imp. pints = 3 U.S. pints	2.6 Imp. pints = 3 U.S. pints
Fuel consumption		
m.p. Imp. gallon, Solo	97	63
m.p. U.S. gallon, Solo	81	52
Oil consumption m.p. Imp. gallon	4000	4000
Maximum speed		
Solo, rider crouched low	74 m.p.h.	84 m.p.h.
Solo, sitting position	67 m.p.h.	78 m.p.h.
with side car and passenger	55 m.p.h.	59 m.p.h.
Weight ready for operation	330 lbs. (150 kg)	418 lbs. (190 kg)
Permissible total weight Solo	705 lbs. (320 kg)	782 lbs. (355 kg)
with side car	992 lbs. (450 kg)	1320 lbs. (600 kg)
Tires	3.25 x 18	3.50 x 19
Overall width Solo	30"	31"
Overall length	81 1/4"	84 1/2"
Height of saddle	28 3/4"	28 1/2"

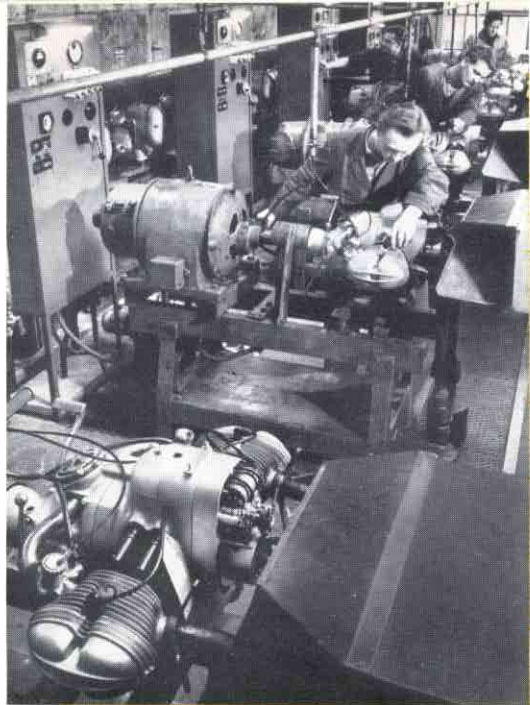
R 25/3

R 51/3

R 67/2

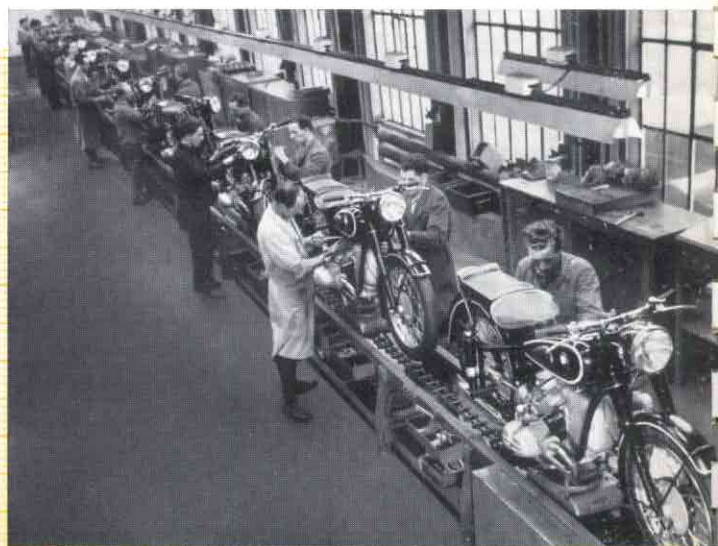
R 68

Brake horsepower	28	35
Number of cylinders	2 (opposed type)	2 (opposed type)
Cylinder capacity	590 c.c.	590 c.c.
Bore and stroke	72 x 73 mm	72 x 73 mm
R.p.m.	5600	7000
Compression ratio	6.5 : 1	8.0 : 1
Lighting system	6 V/60 W	6 V/60 W
Carburetors	Bing 1/24/25/26	Bing 1/26/9/10
Gear ratios		
Top	1.3 : 1	1.3 : 1
3rd	1.7 : 1	1.7 : 1
2nd	2.28 : 1	2.28 : 1
1st	4.0 : 1	4.0 : 1
Ratio transmission/rear wheel		
Solo	3.56 : 1 (Number of teeth 9/32)	3.89 : 1 (Number of teeth 9/35)
Side car	4.38 : 1 (Number of teeth 8/35)	4.57 : 1 (Number of teeth 7/32)
Capacity of petrol tank	4.5 U.S. gall. = 3.75 Imp. gall.	4.5 U.S. gall. = 3.75 Imp. gall.
with reserve fuel supply of	2.6 Imp. pints = 3 U.S. pints	2.6 Imp. pints = 3 U.S. pints
Fuel consumption		
m.p. Imp. gallon, Solo	62	62
m.p. U.S. gallon, Solo	51	51
Oil consumption m.p. Imp. gallon	4000	4000
Maximum speed		
Solo, rider crouched low	90 m.p.h.	100 m.p.h.
Solo, sitting position	84 m.p.h.	93 m.p.h.
with side car and passenger	68 m.p.h.	73 m.p.h.
Weight ready for operation	423 lbs. (192 kg)	425 lbs. (193 kg)
Permissible total weight, Solo	782 lbs. (355 kg)	782 lbs. (355 kg)
with side car	1323 lbs. (600 kg)	1323 lbs. (600 kg)
Tires	3.50 x 19	3.50 x 19
Overall width, Solo	31"	28½"
Overall length	84½"	84½"
Height of saddle	28½"	29"

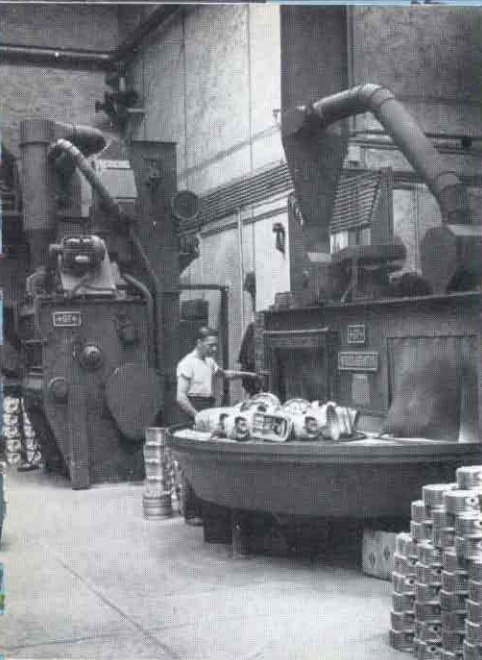


*Every single and twin cylinder engine
is examined most thoroughly for its proper functioning*

The modern assembly line



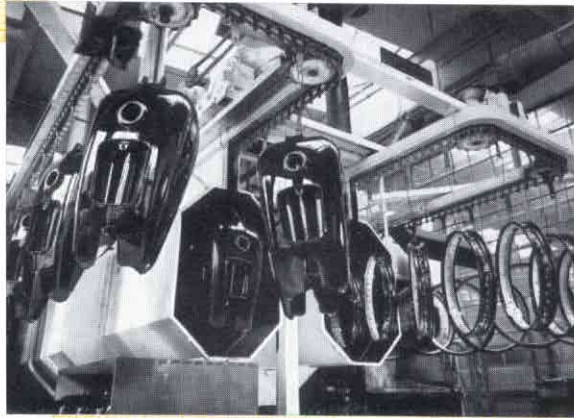
All parts undergo manifold controls



*In the specially designed jet device
castings obtain their refined surface*



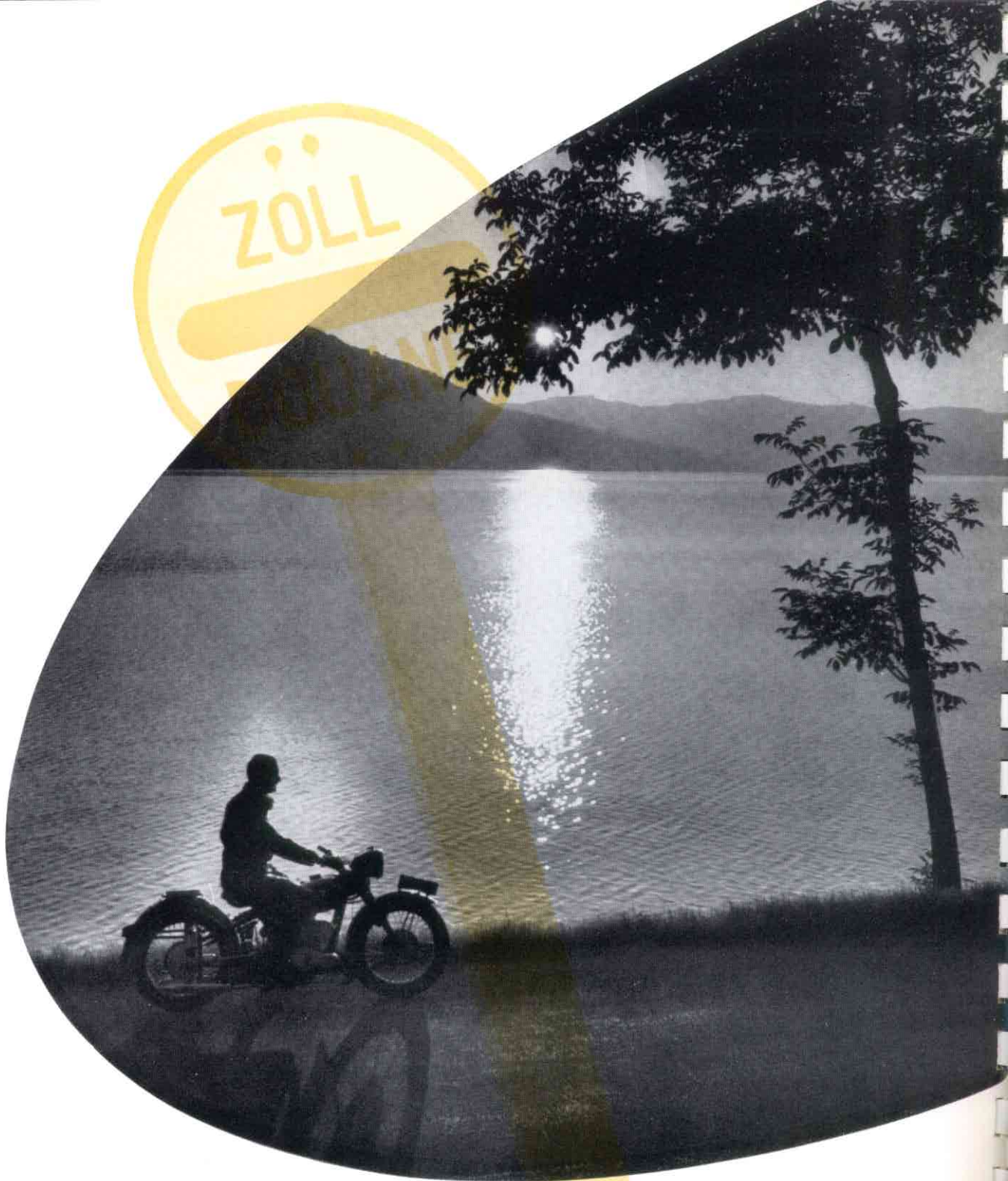
*special boring machine for finishing
cylinder heads*



*Covered with shining enamel lacquer,
fuel tanks and rims
are leaving the drying oven.*

Running-in and reception control – the last stages of production.





BMW — *a symbol for quality all over the world*



An expedition in Central Africa



A sensation for old and young in Morocco



Through impracticable areas in the Australian bush



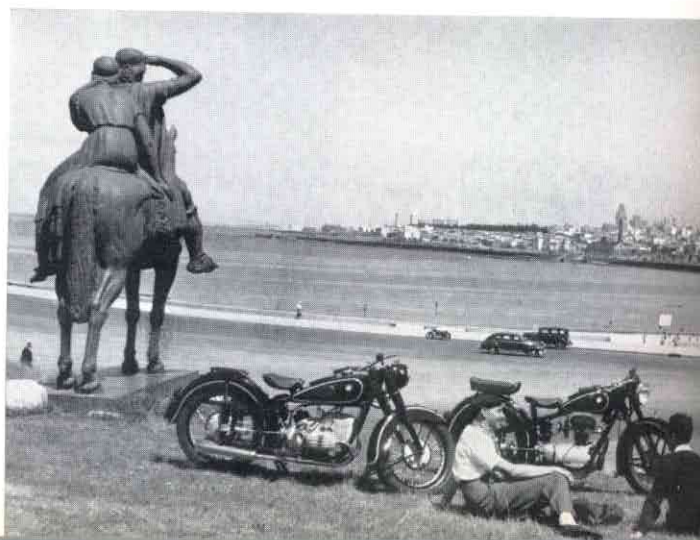
In the jungle of Belgian Congo



Siesta near Montevideo

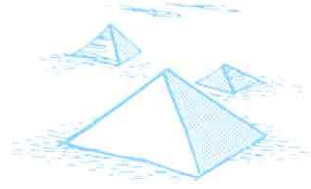


In an endurance trial in Sweden





In front of a venerable mosque in Istanbul



At a village well deep in the Orient



*In front of the gigantic buildings
of the Vatican*



2

GERMAN MOTORCYCLE ROAD CHAMPIONSHIPS 1953

ON **BMW**



Solo class 500 c. c.: *Georg Meier*

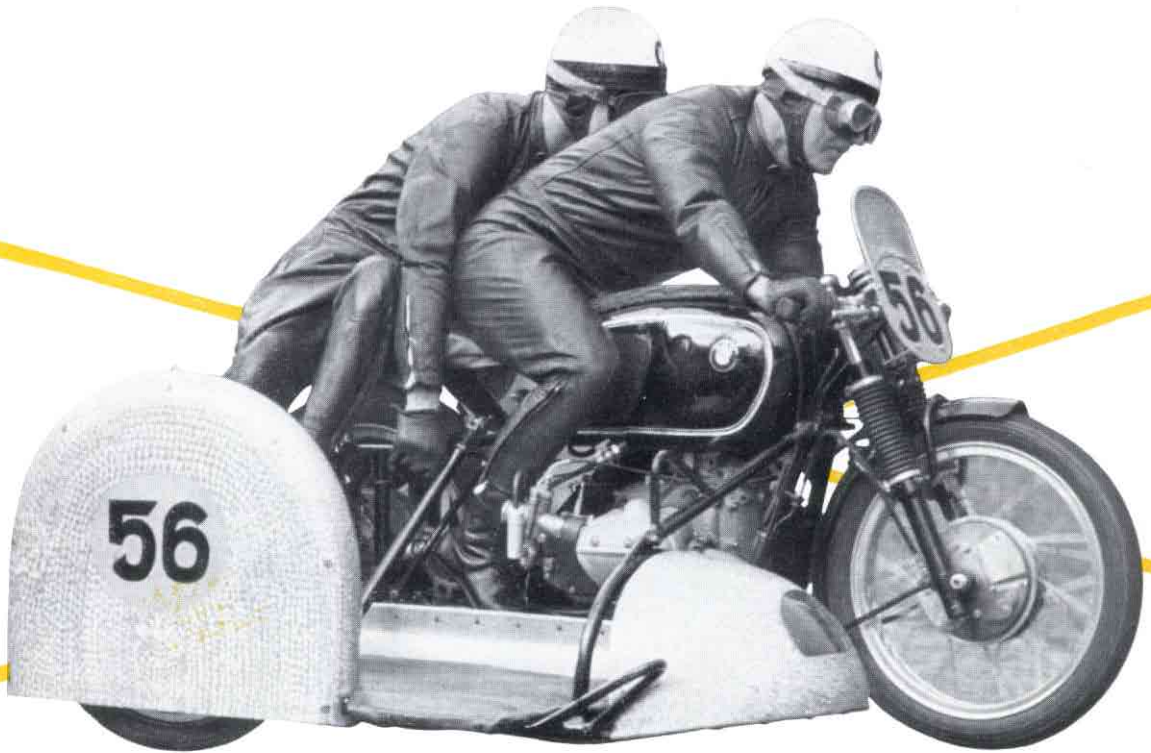
All championship events of the 500 c. c. class made in 1953 were won with superiority on BMW machines. The well-proven racers of the BMW team were riding on almost all circuits, cheered at by hundreds and thousands of spectators, establishing new lap- and distance records.



*Walter Zeller
starting for the English Tourist Trophy 1953*

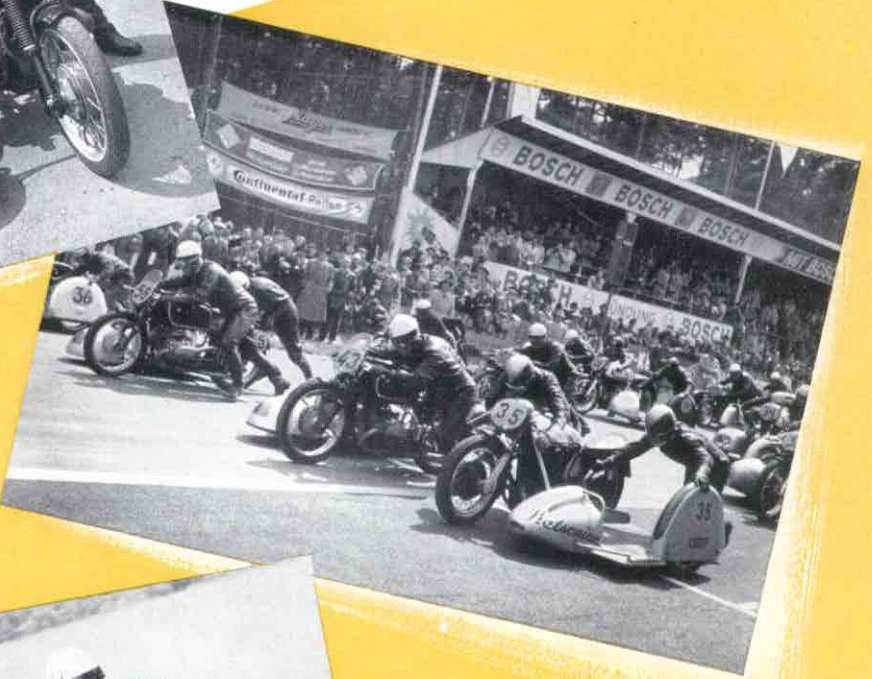
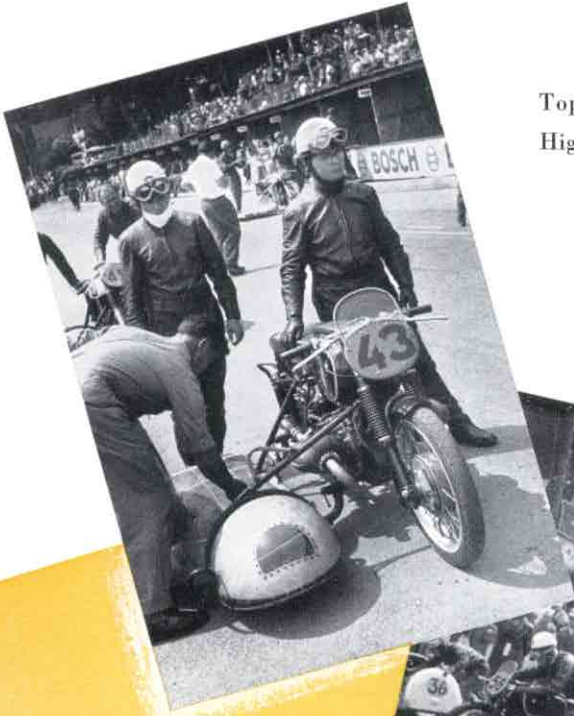


... and side car class 500 c.c.



Wiggerl Kraus with co-rider Bernhard Huser

Top performances in sports events —
Highest quality of the serial production



The successful BMW combination Noll/Cron



**From the great number
of successes in races and
endurance trials 1953**

BMW has always adopted a positive attitude towards sports competitions, these being a standard of value for the progress in motorcycle design. The precious influence of experience obtained during races and endurance trials and having been incorporated in the serial production, is appreciated by BMW and considered to be a most profitable fact. On principle essential improvements of design are at first closely examined in racing or in most severe endurance trials. All technical achievements have been incorporated most harmoniously in every BMW motorcycle manufactured — also in the one which you will be riding enthusiastically in some time to come — and this to your own profit. The numerous requirements of competitions have gradually created the suppositions for making the BMW motorcycle for daily use and under all riding conditions still more safe, more reliable and more powerful. To sit on a BMW in order to cover large distances in a most efficient way and in short time, or to slide along prudently and almost silently, are the most beautiful experiences of the motorcyclist. But it also means to ride a motorcycle of world-wide reputation, having been successful for decades in innumerable competitions.

International Eifel Races

Solo 500

FIRST

fastest lap

Sidecar 500

FIRST

New distance and lap record

International Feldberg Races

Solo 500

FIRST

New distance and lap record

Sidecar 500

FIRST

New distance and lap record

International Solitude Races

Solo 500

FIRST

fastest lap

German Grand Prix Schottenring

Solo 500

FIRST

fastest lap

International Avus Races

Solo 500

FIRST

New distance and lap record

Sidecar 500

FIRST

New distance and lap record

International Eilenriede Races

Solo 500

FIRST

New distance and lap record

Sidecar 500

FIRST

New distance and lap record

International Austrian Alpine Trial

Sidecar class

**GOLD MEDAL
AWARD**

Solo class

**SILVER MEDAL
AWARD**

**“EDELWEISS”-
WINNER**

fastest motorcycle of alpine trial

International 6 Days' trial

7

GOLD MEDALS

Fastest motorcycle in the speed test

In the classic endurance trials of Germany
and in other countries BMW motorcycles of the serial production
are again and again giving proof
of their superiority.

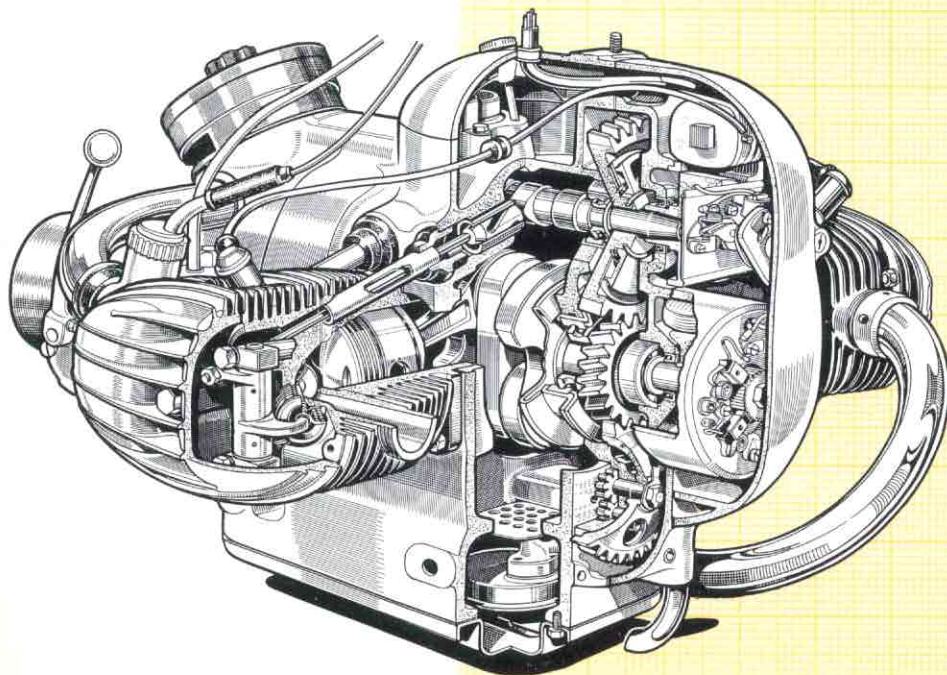
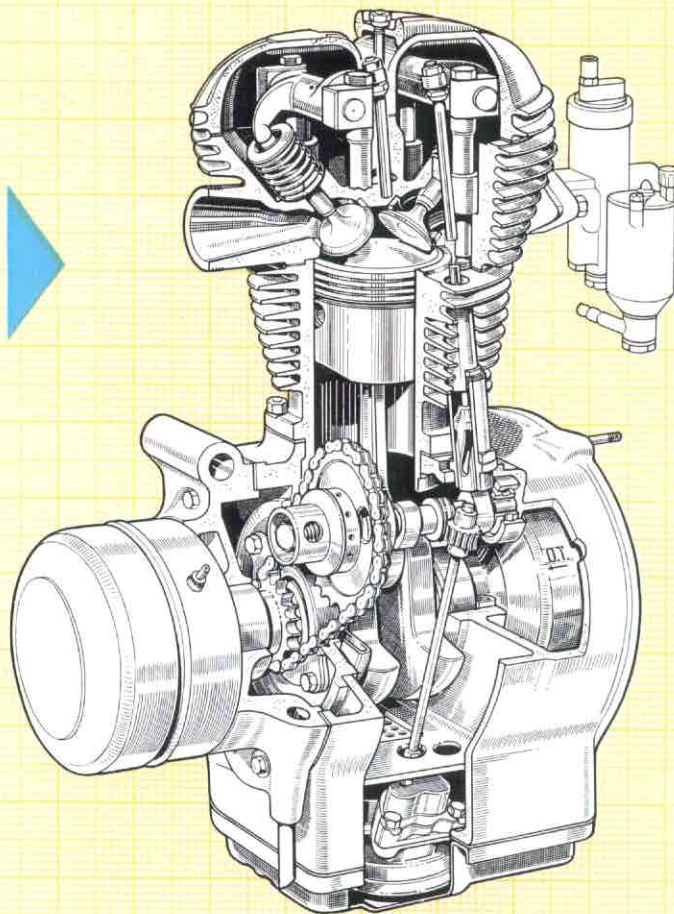


Six Days' trials and most difficult cross-country competitions
are breaking tests, making highest demands
to design and material.

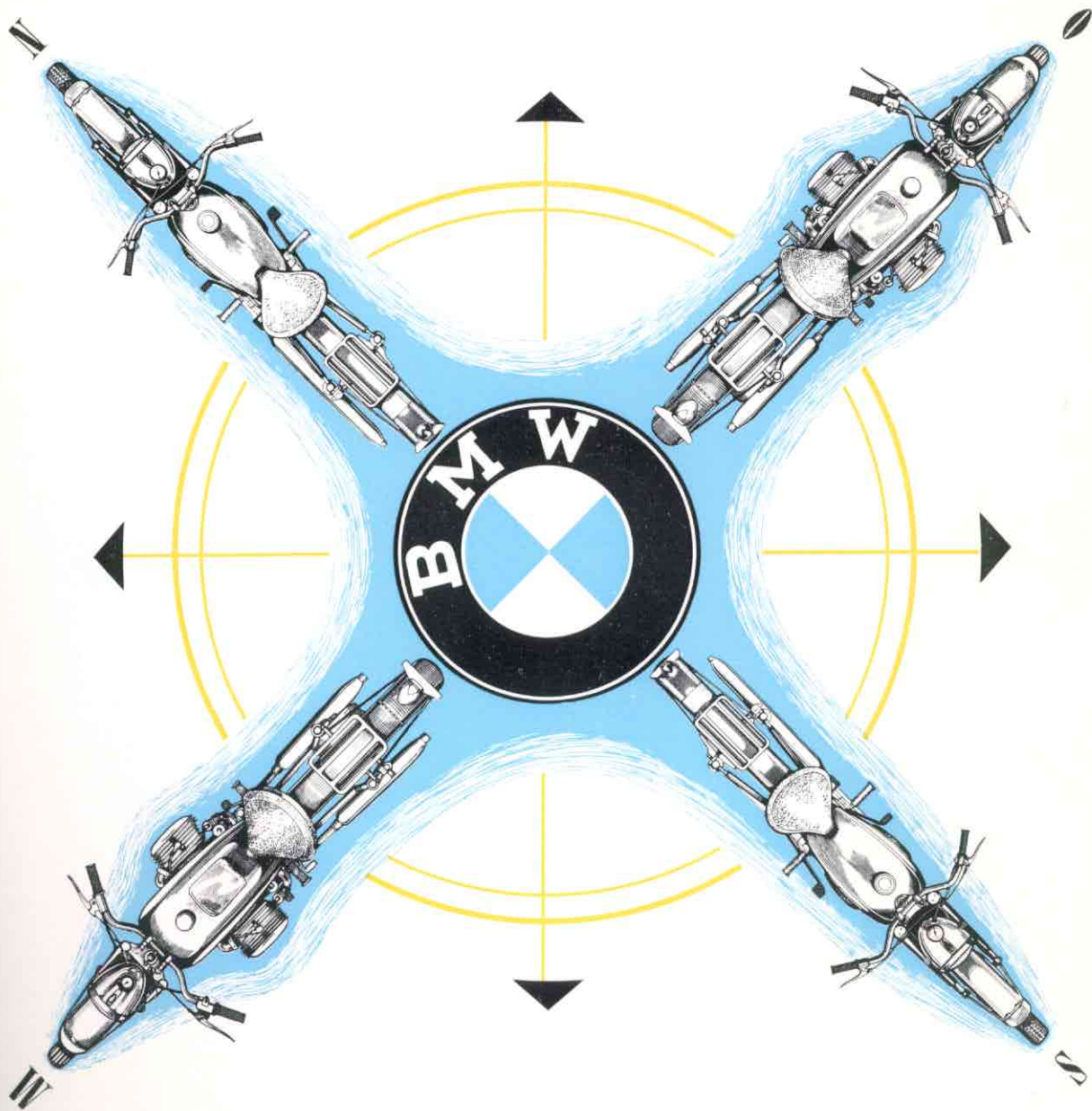
Innumerable peak performances
and gold medal awards obtained by the factory team
and by private riders are giving the motorcycles
a certificate of maturity for special quality.



The crosscut shows the technically interesting interior of the new BMW R 25/3 single cylinder engine housing. Its features are: a 13 HP performance, extreme riding quietness, utmost elasticity surprising capacities for mountain riding.

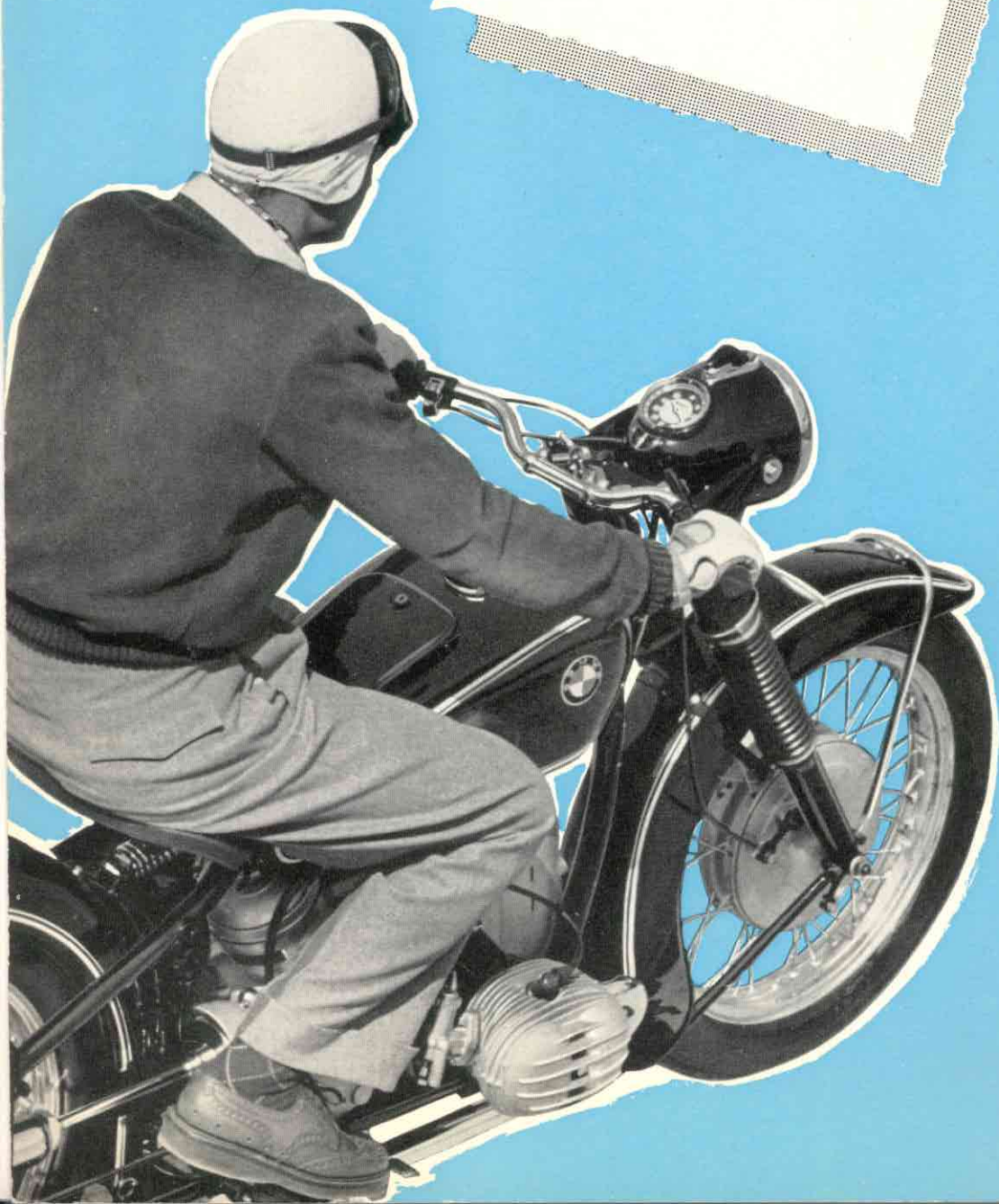


With the same basic design the unit construction of engine and gear box on the BMW 500 and 600 c.c. motorcycle models is a most powerful source of energy. The greatest possible reduction of aspiration, transmission and exhaust noise offers a quietness of functioning hitherto unknown.



In Germany as well as abroad a widespread system of BMW service stations with expert personnel trained in the factory, as well as spare parts- and workshop installations under continual control are at your entire disposition.

Please see this agent for information:



BAYERISCHE MOTOREN WERKE AG MÜNCHEN

