



Motorcycles

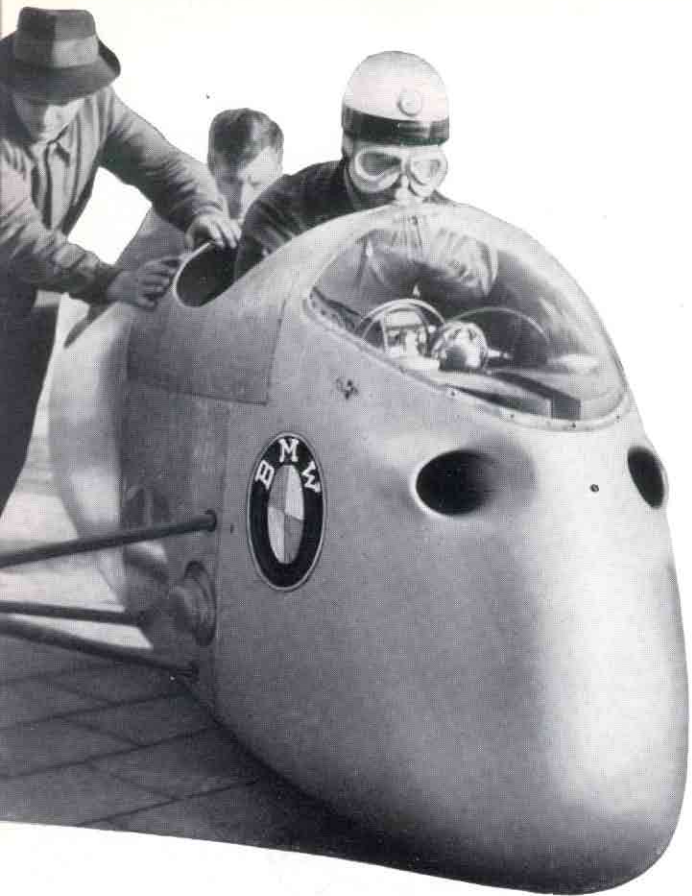
— in a class of their own



on every road



- in every town - in every country



Since the earliest days of the motorcycle, — a never ceasing stream of developments often based on most unusual ideas, have produced machines designed to exploit every conceivable possibility of combining sporting performance with the requirements of day by day transport. Year after year new models make their appearance, demonstrating a variety of detail features, — typical for the current trend of restless development. To the expert and enthusiast they offer inspiring and stimulating topics for comparison against a perspective made up of established achievements, performance and quality. BMW designers, engineers, technicians and craftsmen have invariably been associated with the production of the famous BMW aircraft engines. “Performance, Safety and Quality” has always been the command in this field of engineering. Backed by such valuable experience, skill and unique precision production facilities, for decades a long line of superb motorcycles has been leaving the BMW factory.

All over the world the BMW motorcycle with the distinctive blue and white badge on the tank has been acclaimed by experts and their opinion is summed up in four words:

B M W — q u a l i t y c o m m a n d s s u c c e s s !

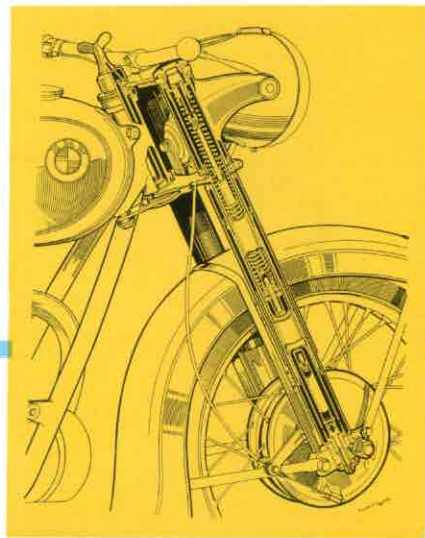
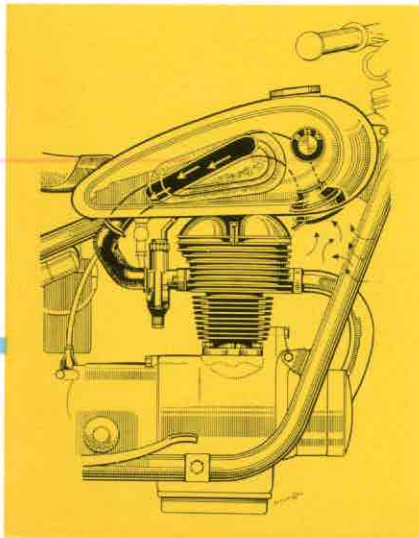
The basic design of the BMW twin-cylinder motorcycle, has outpaced the dictates of style and fashion, for already the first BMW motorcycle produced in 1923 was powered by a transverse mounted horizontal opposed twin-cylinder engine, with a gearbox in unit-construction and equipped with a cardan shaft drive. The fundamental principles of this design soon proved their values and with never ceasing scientific research and following a policy of methodical development BMW started to lead in acknowledged technical perfection. The high standard which BMW motorcycles maintain does not lend itself to sensational improvements. The modified location of the carburettors ensures an even more comfortable leg position and quick starting from cold. The re-designed four speed gearbox incorporating a torsional damper improves still further the already smooth performance. The famous characteristics of the responsive BMW power-units have been retained in the new models. Whether it is a one or twin-cylinder model, or the powerful R 69 sports model, — the performance of BMW engines permits acceleration in top gear from 12mph. to the maximum speed. An ample reserve of power ensures effortless high cruising speeds. In all fields of motorcycle activity, BMW engines are far ahead of contemporary design.





TOURING MODEL • 250 c.c. • 13 HP

This famous model has established an enviable reputation with experienced riders in all parts of the world. Lively, tractable and very economical to run, it has a performance to satisfy the owner who demands inexpensive

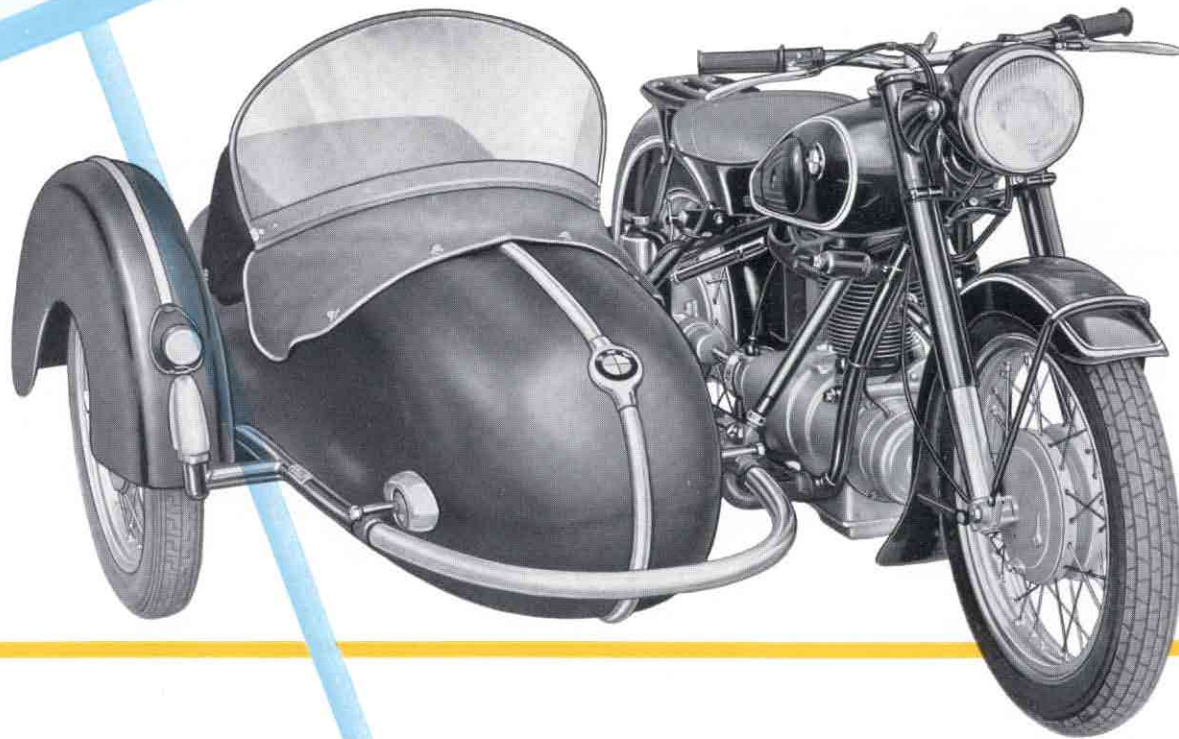


daily transport plus a standard of comfort and road holding commensurate with the capabilities of a touring model. In engineering details and in quality, the BMW R 25/3 has all the accepted best features of the big BMW motorcycles. The reliable 250 c. c. engine now developing 13 HP, is the latest version of a power-unit originally designed in 1926. The performance of this classic single cylinder engine makes an instant appeal. The engine and four speed gearbox are of unit construction and the smooth transmission of power is still further enhanced by the rubber-cushioned cardan shaft drive. The BMW R 25/3 is sufficiently powerful for sidecar-work, — just one more reason why this model is regarded to be the most perfect 250 c. c. motorcycle produced anywhere in the world.



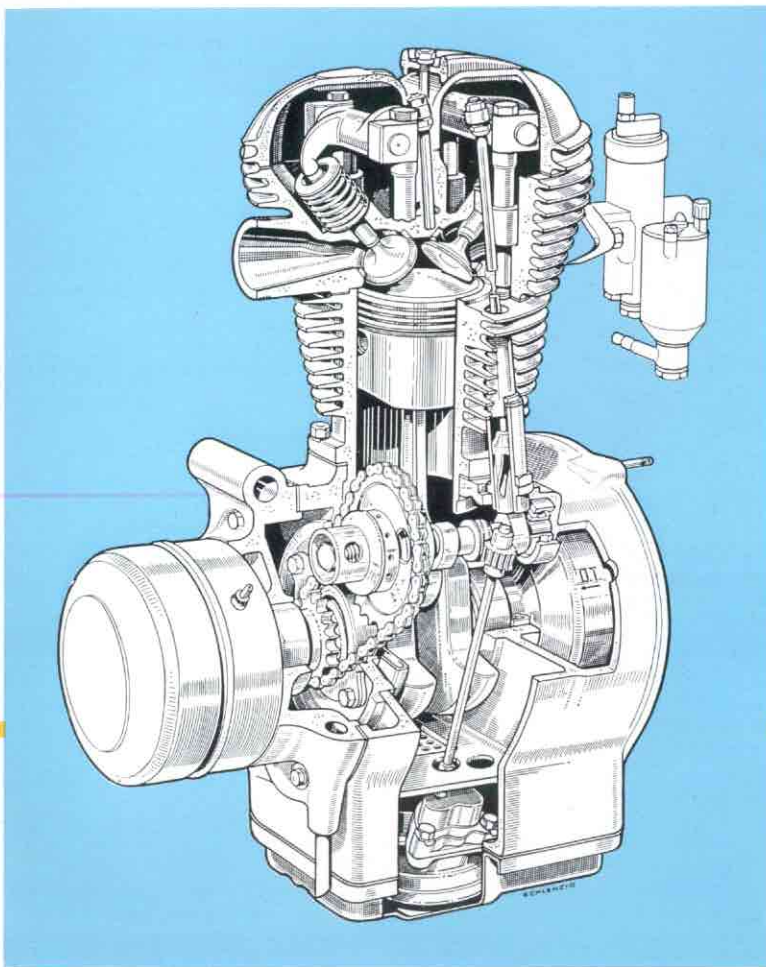
BMW

R 25/3



TOURING MODEL · 250 c.c. · 13 HP
with BMW "Standard" sidecar

An economical, reliable and convenient transport for three people. The powerful BMW engine, the four speed gearbox with positive foot-change, the rubber-cushioned cardan shaft drive together with efficiently damped front fork and



rear wheel suspension are an admirable combination for sidecar work. The absolutely rigid and exceptionally strong cradle type frame, with dual down tubes, is re-inforced by a machined steering head and frame lugs. Ball and socket joints are employed for the attachment of the sidecar. The telescopic hydraulic damped front fork is equipped with rubber abutments and the hydraulic damped rear wheel suspension has a generous movement. Front and rear wheel are fully interchangeable, quickly detachable knock-out hub spindles are employed. Full-width light alloy hubs with internally expanding brakes and highly polished 18" light alloy wheel rims add to the distinctive appearance of the BMW R 25/3.

The BMW "Standard" sidecar, finished in high gloss ebony-black with decorative white lines, is equipped with a comfortable upholstered seat, a plastic windshield, a weather-proof dust-apron and a locking luggage compartment. The weight of the sidecar is 154 lbs and the permissible load is 210 lbs. The complete sidecar outfit has an overall length of 89 inches, an overall width of 60 inches and a kerb weight of 485 lbs.



The new telescopic spring fork is hydraulically damped and combines a high standard of comfort with superb steering qualities.

The resilient rubber-mounted handlebars are fully adjustable and the steering head is equipped with a thief-proof lock.



The shapely fuel tank has a capacity of 2.6 Imp.gal or 3.1 U.S.gal and a spacious tool-box.



The outstanding qualities of the
BMW R 25/3, whether ridden solo or used
with a sidecar, have been acclaimed
all over the world.



Equally at home in city traffic or covering
large distances at high cruising speeds,
and up to the minute in every detail of specification,
this 250 c. c. BMW motorcycle is in a class of its own.

BMW

R 50



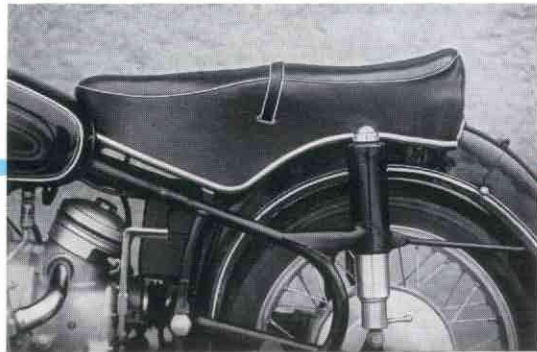
TOURING SPORTS MODEL • 500 c.c. • 26 HP
with swinging-fork spring frame

Never before have road-holding and riding characteristics been more precisely formulated than to-day. A motorcycle is expected to ride the road as smoothly as if it was

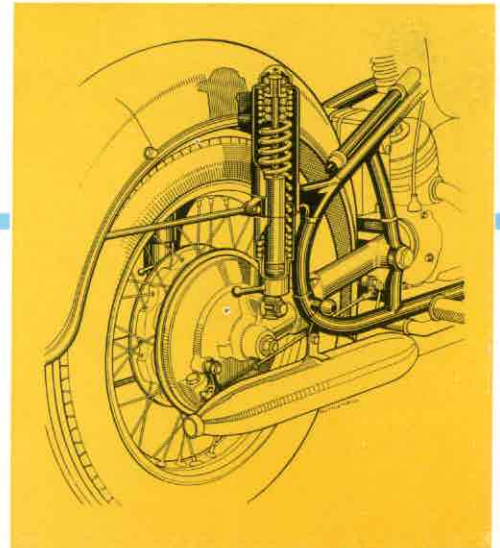
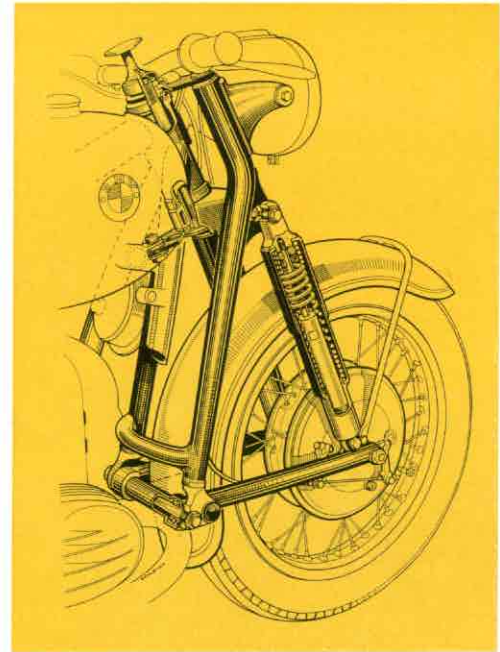
running on imaginary rails. No longer does one expect to steer with physical effort a motorcycle into a bend, — it is also no longer expected that one diverts from the intended track and when heeling over in a bend, momentary acceleration so often necessary must in no way adversely influence road-holding. Such stringent requirements seldom to be found are matter-of-fact characteristics in BMW motorcycles.

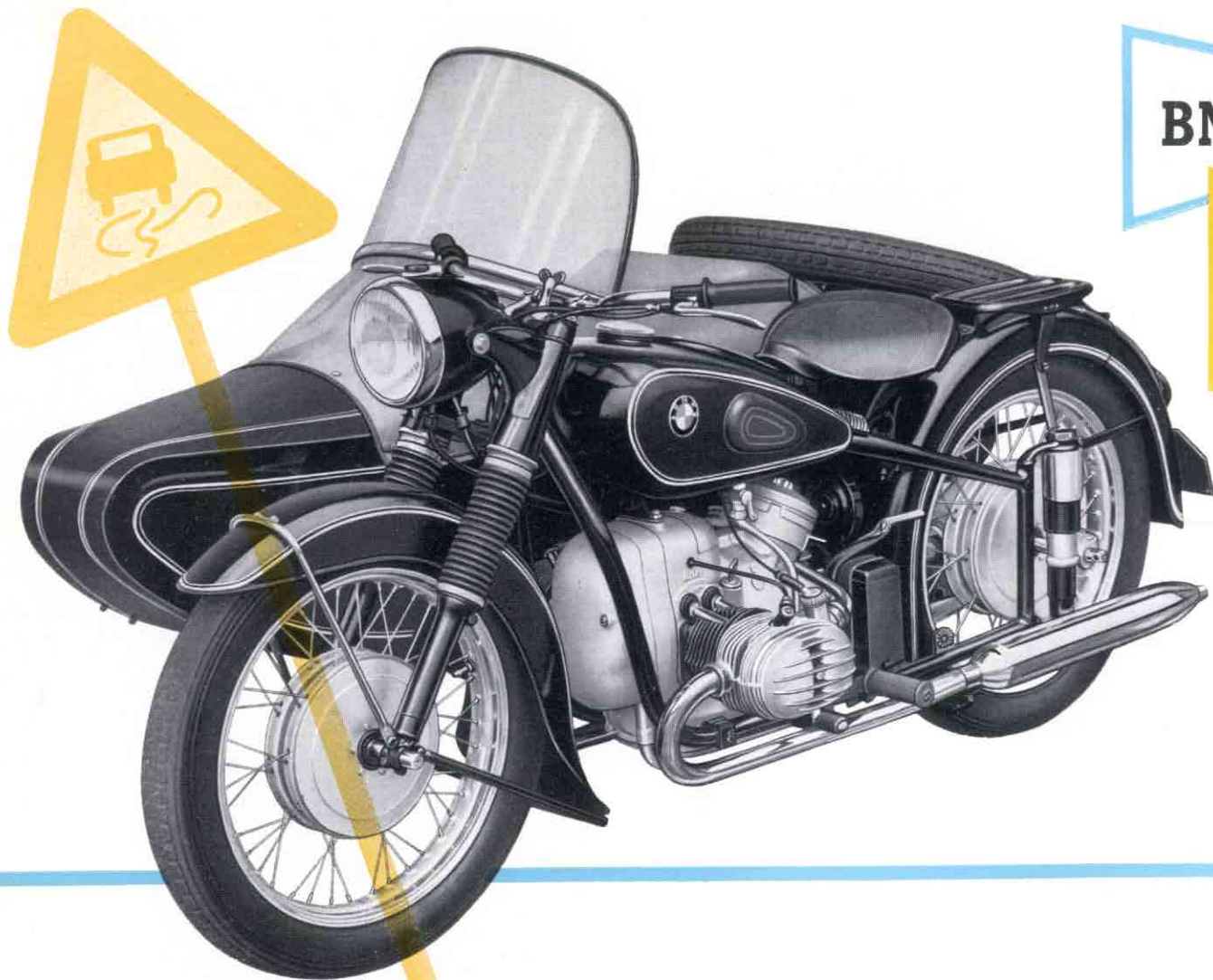
Superb steering and road-holding characteristics cannot be achieved unless springing and the movement of the wheel suspensions conform to specific details which are ensuring stability at any speed, on any surface. An adequate suspension movement, efficiently damped and an independent adjustment for the front and rear suspension are just some points to which BMW designers and technicians have paid particular attention. While already an adjustment for the suspensions plays an important part when riding solo or with a pillion passenger, the correct adjustment of the castor angle of the front wheel is important when using a sidcar. Even this detail has been realized in BMW motorcycles.

The race bred BMW brakes are a much envied achievement. They combine all those requirements which make any speed safe. Even a light application ensures uniform braking and the efficiency of BMW brakes does not change even under the toughest conditions.



*A dual seat is available
on request*

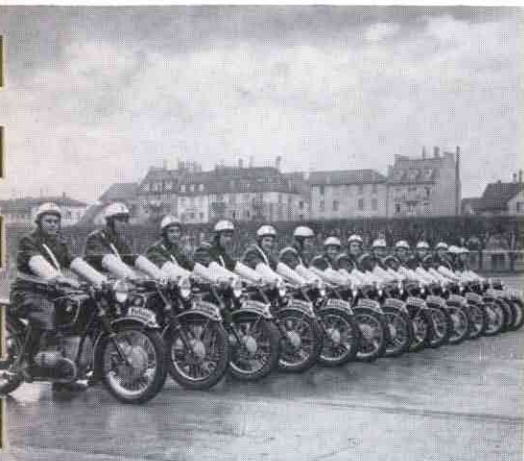




BMW

R 67

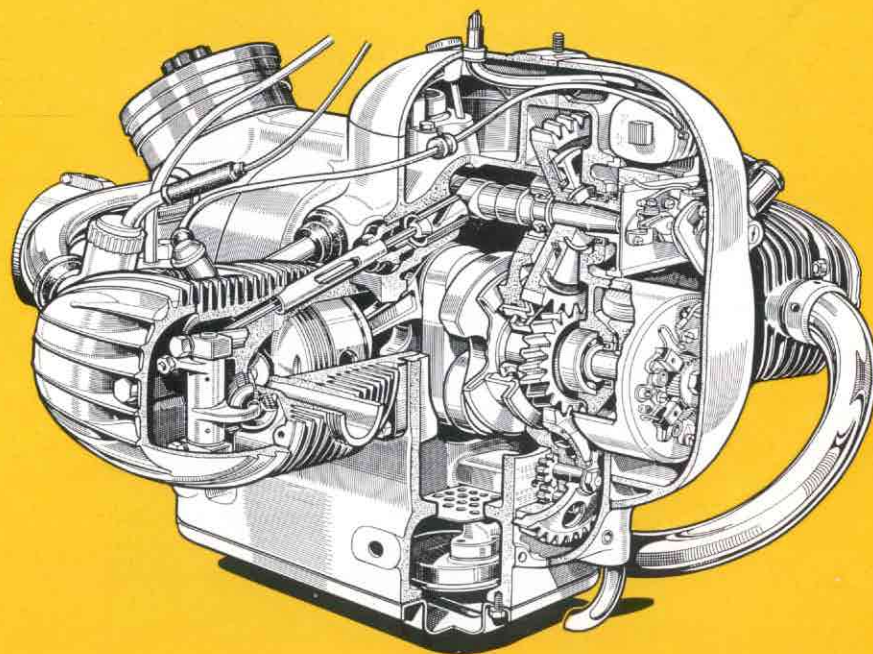
TOURING SPORTS MODEL · 600 c.c. · 28 HP
with BMW "Spezial" sidecar



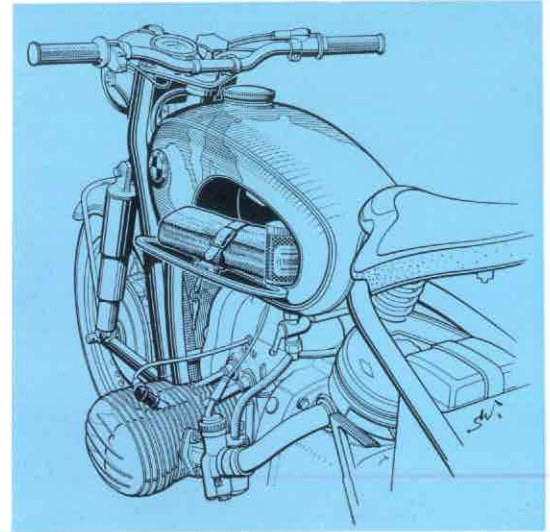
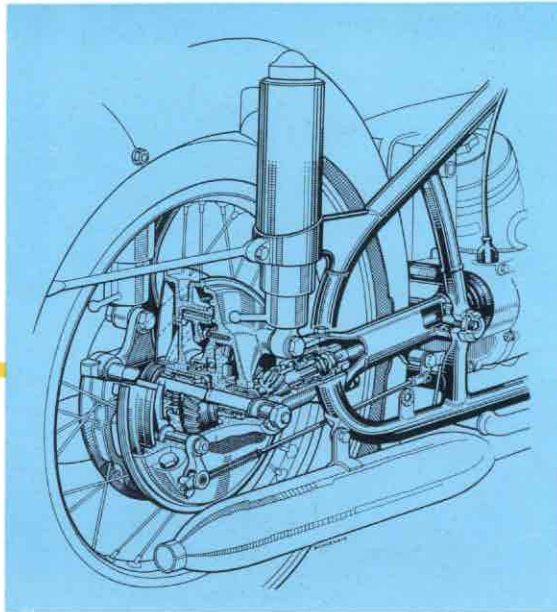
Intended for heavy-duty sidecar work the BMW R 67/3 has a powerful 600 c. c. horizontally opposed overhead-valve twin cylinder engine.

The BMW "Spezial" sidecar has a trailing arm suspension with a rubber spring and is equipped with a hydraulic brake. The master-cylinder of the hydraulic brake system is actuated by the rear wheel brake pedal. For very heavy duty an additional hydraulic telescopic shock absorber can be fitted to the suspension of the sidecar. The spacious body of the sidecar is equipped with a comfortable upholstered seat, a plastic windshield, a weather-proof dust-apron, a locking luggage compartment and a spare wheel carrier complete with spare wheel. The weight of the sidecar is 264 lbs. and the permissible load 275 lbs. The complete sidecar outfit has an overall length of 93 inches, an overall width of 63 inches and a kerb weight of 705 lbs.

The telescopic hydraulic front fork and the hydraulic rear suspension of the BMW R 67/3 are the result of developments extending over three decades. Their reliability has been testified in many tough cross-country trials. Police and frontier forces, forestry services, customs and public authorities all over the world are using this powerful BMW motorcycle.



The definition a "minimum of vibration" must not be mistaken with a complete absence of vibration. The BMW twin-cylinder engine has always been regarded as the most perfectly balanced power-unit. Expert critics who have carried out every conceivable test have unanimously expressed the opinion that there is practically a complete absence of vibration in the BMW engine. The transverse positioned cylinders are continuously swept by an ample supply of air, ensuring perfect cooling which eliminates any overheating or distortion of the cylinders or the cylinder heads. This highly efficient method of cooling offers still more advantages; sustained high cruising speeds will do no harm to the engine whose fuel consumption always remains at an economic level! No other method of engine design, even parallel twin-cylinder or V-engines can offer those advantages. The BMW engine and gearbox is a unit construction, and the transmission of power to the four-speed gearbox via a large diameter single-plate clutch and finally through a rubber-cushioned cardan shaft to the bevel gear rear wheel drive, is similar in principle to the transmission layout employed in automobile engineering. BMW has pioneered this principle of power transmission in the motorcycle field, and still holds the leading position.



The compact construction of the power-unit makes a very low centre of gravity possible and with it reassuring riding characteristics. The swinging-fork spring frame of the BMW R 50 and R 69 are developments which have resulted from the valuable experience gathered with BMW racing machines.

BMW

the fastest German production motorcycle

R 69

Freie Fahrt
OPEN DRIVE



SPORTS MODEL • 600 c.c. • 35 HP
with swinging-fork spring frame

Specifications

R 25/3

Brake horsepower
Number of cylinders
Cylinder capacity
Bore
Stroke
R.p.m.
Compression ratio
Lighting system
Carburettor
Gear ratios
 First
 Second
 Third
 Top
Rear wheel drive, ratio of
bevel gear
 Solo
 Sidecar
Fuel tank capacity

Fuel consumption
 Solo

 Sidecar

Max. Speed, solo
Kerb weight, solo
Tyres
Overall length
Overall width
Saddle height

13
one
245 c.c.
2.67 in. (68 mm)
2.67 in. (68 mm)
5800
7 : 1
6 V/60 W
Bing 1/24/41 or SAWE K 24 F

6.1 : 1
3.0 : 1
2.04 : 1
1.54 : 1

4.16 : 1
4.8 : 1
2.63 Imp. gal.
3.17 U.S. gal.

97 Miles/Imp. gal.
81 Miles/U.S. gal.
74 Miles/Imp. gal.
62 Miles/U.S. gal.
74 m.p.h.
330 lbs. (150 kg)
3.25 x 18
81 ¼ in.
30 in.
28 ¾ in.

26
two (opposed)
490 c.c.
2.67 in. (68 mm)
2.67 in. (68 mm)
5800
7 : 1
6 V/60 W
Bing 1/24/45/46

5.33 : 1
3.02 : 1
2.04 : 1
1.54 : 1

3.18 : 1
4.57 : 1
3.73 Imp. gal.
4.49 U.S. gal.

63 Miles/Imp. gal.
52 Miles/U.S. gal.
53 Miles/Imp. gal.
44 Miles/U.S. gal.
87 m.p.h.
418 lbs. (190 kg)
3.50 x 19
83 ½ in.
26 in.
28 ½ in.

R 50

R 67/3

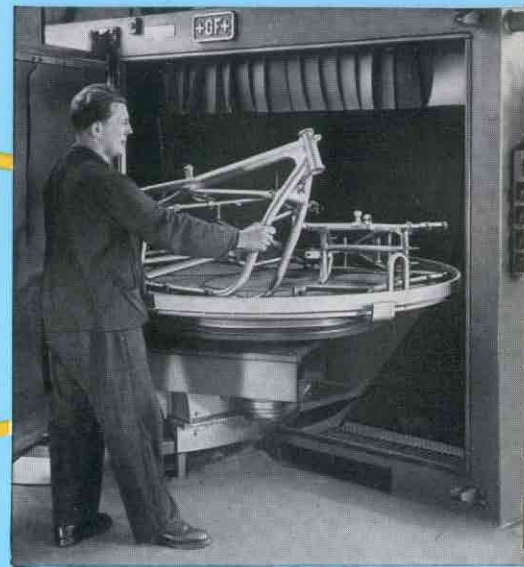
Brake horsepower	28	35	
Number of cylinders	two (opposed)	two (opposed)	
Cylinder capacity	590 c.c.	590 c.c.	
Bore	2.83 in. (72 mm)	2.83 in. (72 mm)	
Stroke	2.87 in. (73 mm)	2.87 in. (73 mm)	
R. p. m.	5600	6800	
Compression ratio	6.5 : 1	8.0 : 1	
Lighting system	6 V/60-90 W	6 V/60-90 W	
Carburettor	Bing 1/24/25/26	Bing 1/26/9/10	
Gear ratios			
First	4.0 : 1	5.33 : 1	
Second	2.28 : 1	3.02 : 1	
Third	1.7 : 1	2.04 : 1	
Top	1.3 : 1	1.54 : 1	
Rear wheel drive, ratio of bevel gear			
Solo	3.56 : 1	3.18 : 1	
Sidecar	4.57 : 1	4.25 : 1	
Fuel tank capacity	3.73 Imp. gal. 4.49 U.S. gal.	3.73 Imp. gal. 4.49 U.S. gal.	
Fuel consumption	<i>Solo</i> 61 Miles/Imp. gal. 51 Miles/U.S. gal. 90 m.p.h.	<i>Side-car</i> 50 Miles/Imp. gal. 41 Miles/U.S. gal. 69 m.p.h. <i>with 3 people</i>	61 Miles/Imp. gal. 51 Miles/U.S. gal. 103 m.p.h.
Max. Speed			
Kerb weight	422 lbs. (192 kg)	705 lbs. (320 kg)	444 lbs. (202 kg)
Tyres	front 3.50 x 19 rear 3.50 x 19	front 3.50 x 19 rear 4.00 x 18	front 3.50 x 18 rear 3.50 x 18
Overall length	84 3/4 in.	94 in.	83 1/2 in.
Overall width	31 in.	63 3/4 in.	28 1/2 in.
Saddle height	28 1/2 in.	28 1/2 in.	29 in.

R 69

The manufacturer, Bayerische Motoren Werke A.G., reserves the right to alter the design or specification at any time without notice.



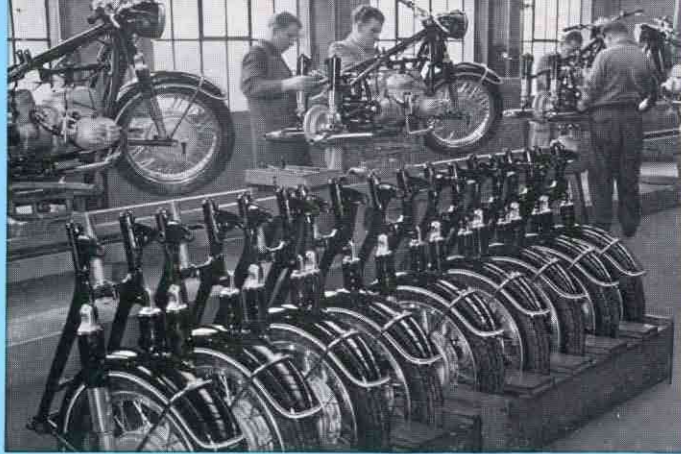
A special high precision cylinder boring machine.



*Modern sand blasting equipment,
ensures a good paint finish.*



*Rear wheel drive bevel gears
are inspected with special gauges.*



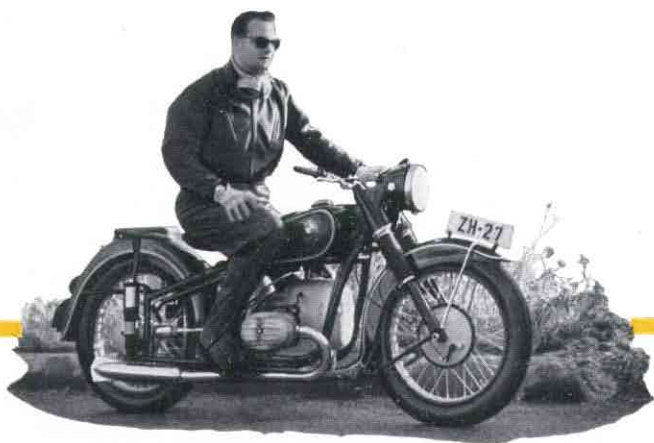
The modern final assembly line.



Packing for dispatch to all parts of the world.



Skilled craftsmen assemble the powerful engines.



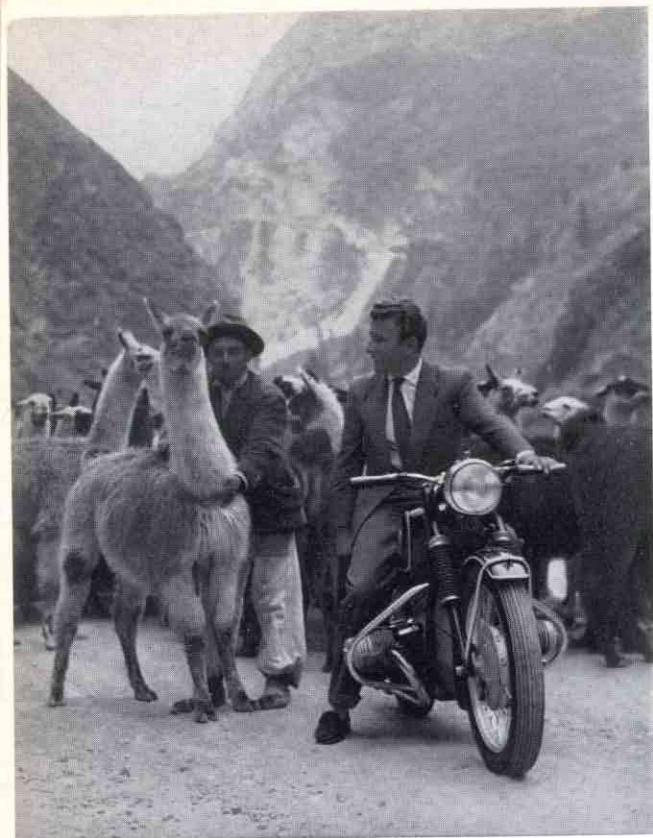
BMW *all over the world*



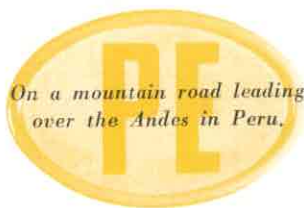
*On the
sun drenched roads of Indonesia
BMW motorcycles are
no longer a rarity.*



*Popular in Sweden
BMW motorcycles are much admired
for safe and easy handling.*



On a mountain road leading
over the Andes in Peru.



BMW motorcycles
escort the "Gigants of the Road"
in the "Tour de France".



Much admired at motorcycle show
in the Far East.

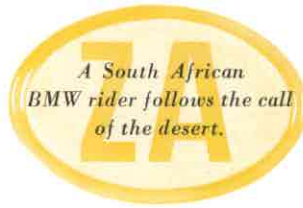




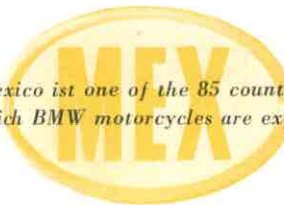
*BMW has scored many victories
in Australian sport and racing events.*



*A South African
BMW rider follows the call
of the desert.*



*Mexico is one of the 85 countries
to which BMW motorcycles are exported.*





World Champion

78 World Records in the 500 c. c. sidecar class

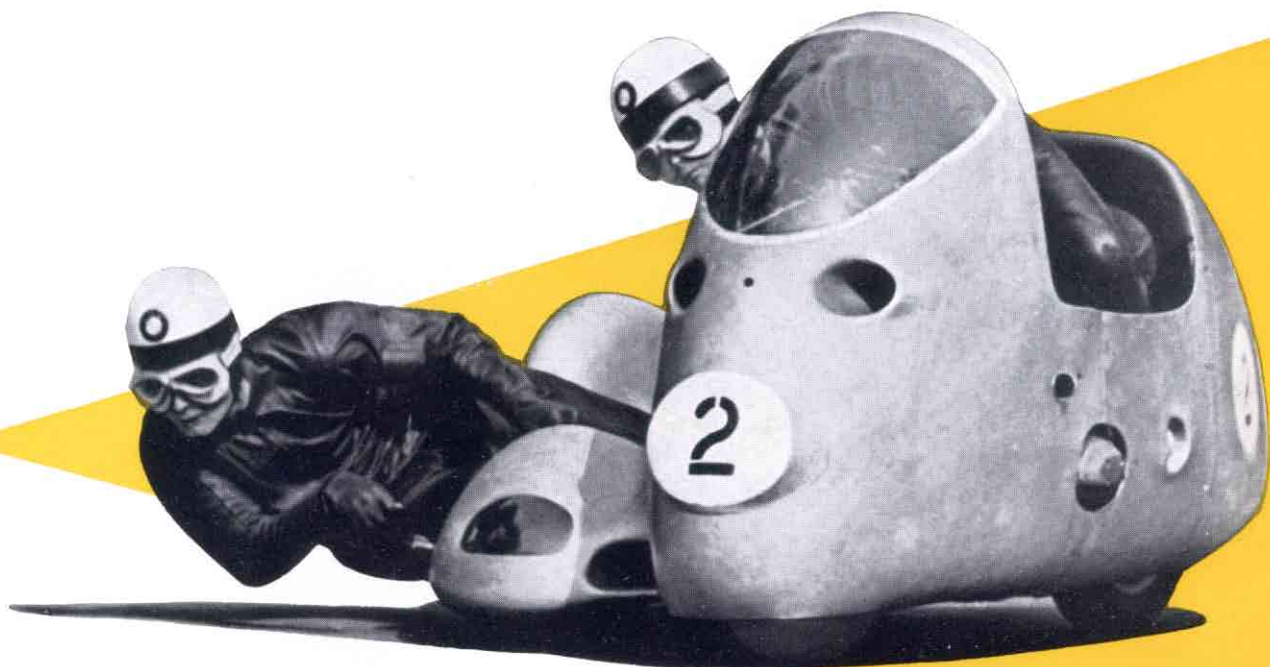
6 World Records in the 500 c. c. solo class

1954 — ONCE MORE FOR BMW — A YEAR OF SUCCESS:

Solo Class: German Championship • Dutch Championship • Double Victory in Sidney 24-Hour Race • Double Victory in International Six Days Trial • Double Victory Swiss Reliability Trial • Numerous first places in road races all over the world.

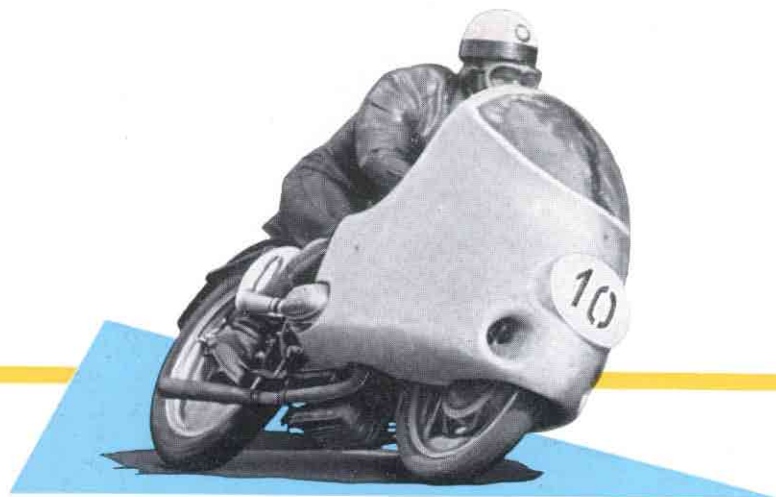
Sidecar Class: German Championship • Grand Prix of Germany • Grand Prix of Switzerland
Grand Prix of Italy • British Tourist Trophy; second, third and fourth place
Bavarian Alpine Trial • Numerous first places in road races
all over the world.

S u c c e s s i n R a c i n g · Q u a l i t y i n P r o d u c t i o n



Crowning all the racing victories which BMW has recorded on circuits in every part of the world, — *Wilhelm Noll* and *Fritz Cron* won the

1954 WORLD CHAMPIONSHIP



GERMAN CHAMPION

500 c. c. Solo Class : *Walter Zeller*

*Noll/Cron and Schneider/Strauss
in a fast bend*



*Hillebrand/Grunwald – Sidecar experts
with an international reputation.*



*Faust/Remmert – successful on many
circuits.*





*Final preparations to the start for the 1954
"Grand Prix of Italy"*



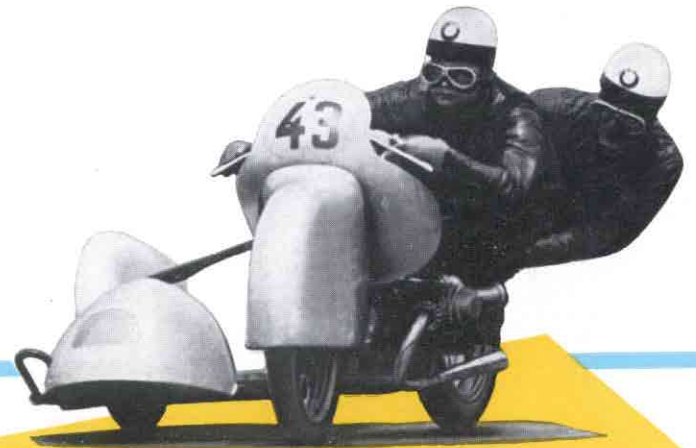
Walter Zeller riding the streamlined BMW racer

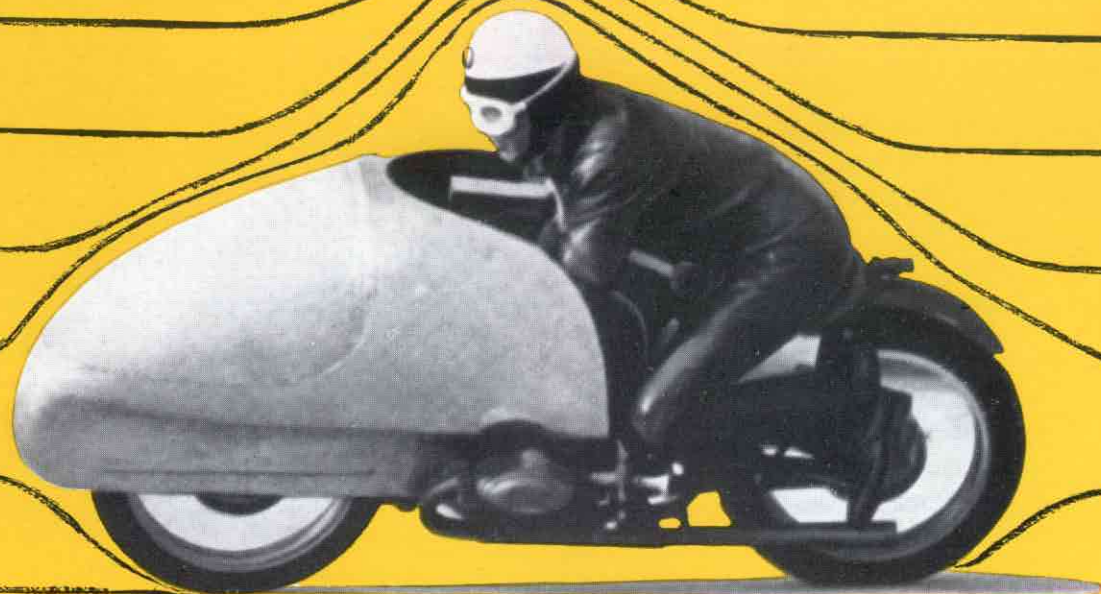


*Piet van Knijnenburg, the Dutch
Champion riding a BMW RS*

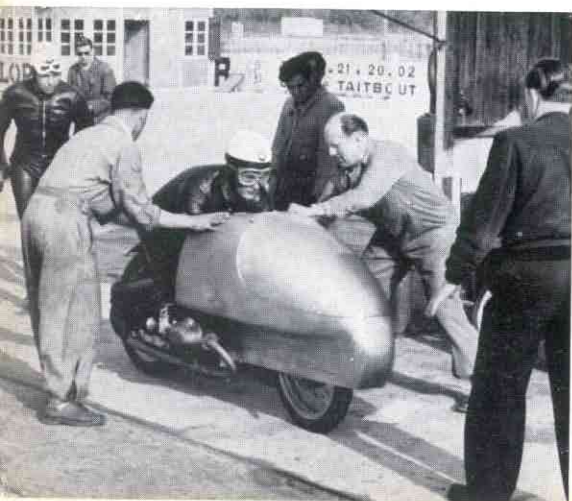
GERMAN CHAMPION

500 c. c. Sidecar Class : *Noll/Cron*





WORLD RECORDS and racing victories are the symbols of development in the field of the motorcycle



BMW holds in the 500, 750 and 1000 c. c. solo class

6 WORLD RECORDS :

5 Kilometers with flying Start = 270.473 km/h

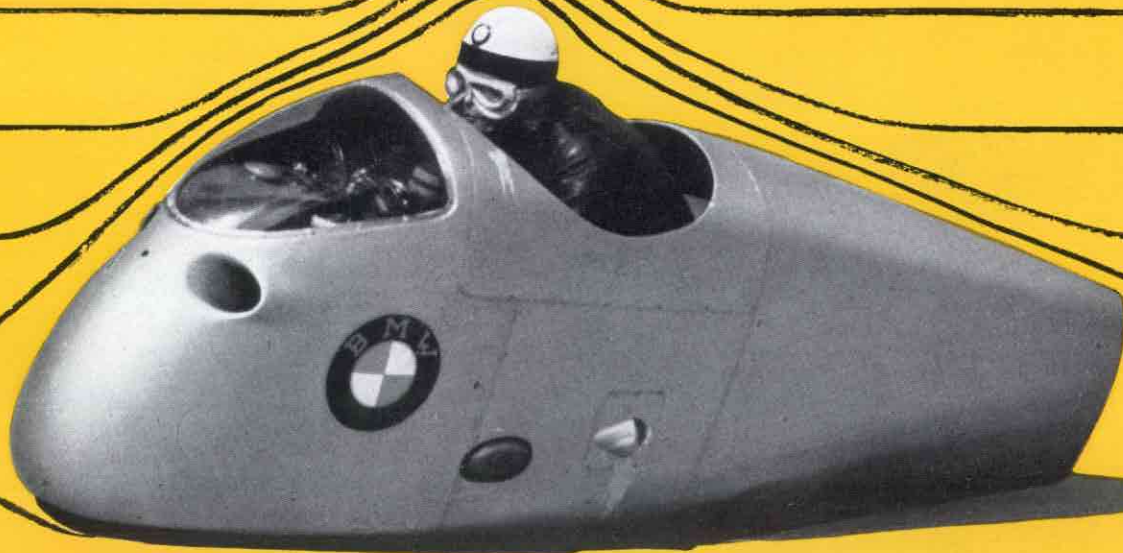
5 Miles with flying Start = 258.229 km/h

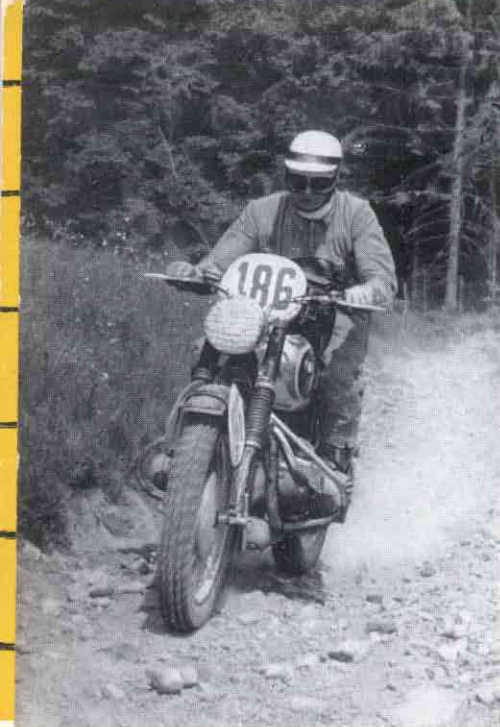
BMW holds in the 500,
750 and 1200 c. c. sidecar class

7 8 W O R L D R E C O R D S :

10 Kilometers	212.71 km/h	1 Hour	171.21 km/h
10 Miles	208.8 ..	2 Hours	162.33 ..
50 Kilometers	184.95 ..	3 ..	161.27 ..
50 Miles	181.26 ..	4 ..	159.72 ..
100 Kilometers	181.95 ..	5 ..	156.55 ..
100 Miles	170.51 ..	6 ..	156.10 ..
500 Kilometers	160.30 ..	7 ..	154.94 ..
500 Miles	156.65 ..	8 ..	154 ..
1000 Kilometers	155.09 ..	9 ..	153.50 ..
1000 Miles	151.37 ..	10 ..	152.35 ..
2000 Kilometers	149.31 ..	11 ..	151.57 ..
2000 Miles	144.66 ..	12 ..	150.48 ..
3000 Kilometers	145.31 ..	24 ..	144.33 ..

As in April 1955





*Successful
in
Endurance
Trials*



The success of BMW motorcycles in tough cross-country and endurance trials could fill many pages.



The race bred maximum performance, the engineering skill employed in manufacture and finally the quality of materials used in BMW motorcycles have set an unprecedented standard of cross-country reliability.



Experts comment on BMW motorcycles:

George Wilson "The Motor Cycle" London

... some conclusions remain after the test:

The first one, that the BMW seemed to be undestructable. The second that this is a motorcycle produced without regards to costs, quality being the prime objective. The BMW is a wonderful example what a motorcycle can be.

✧

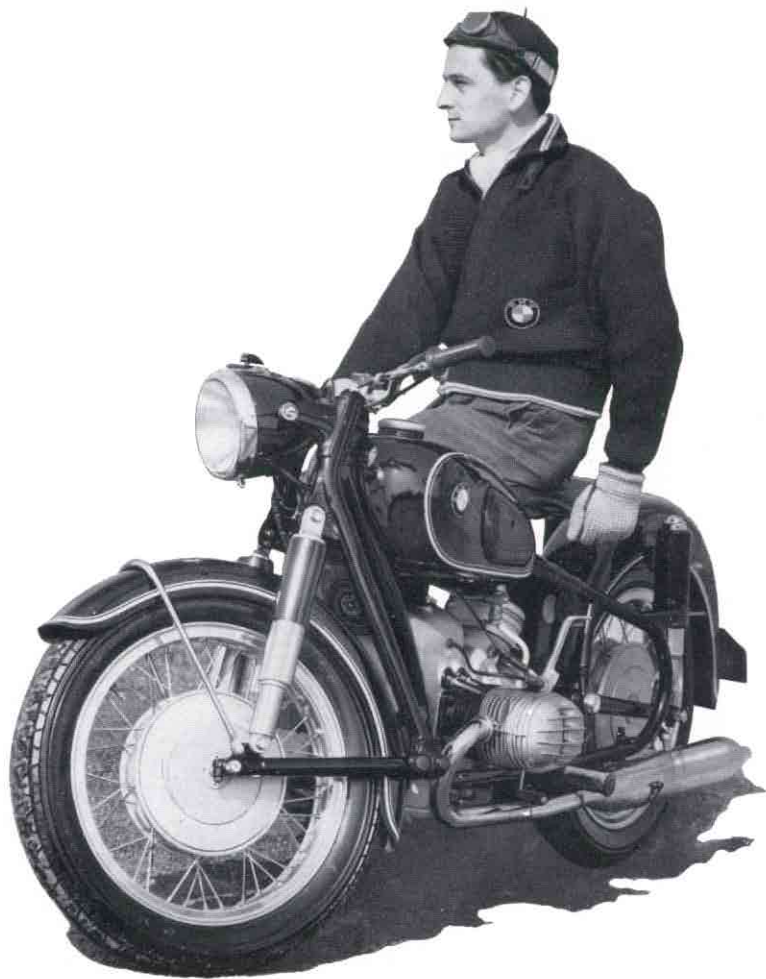
J. Birger "Moto-Revue" Paris

... the BMW R 25/3 is a very manœuvrable machine, with excellent stability and a hydraulic telescopic front fork which ensures superb road-holding.

✧

H. W. Boensch "Auto- und Motorradwelt" Cologne

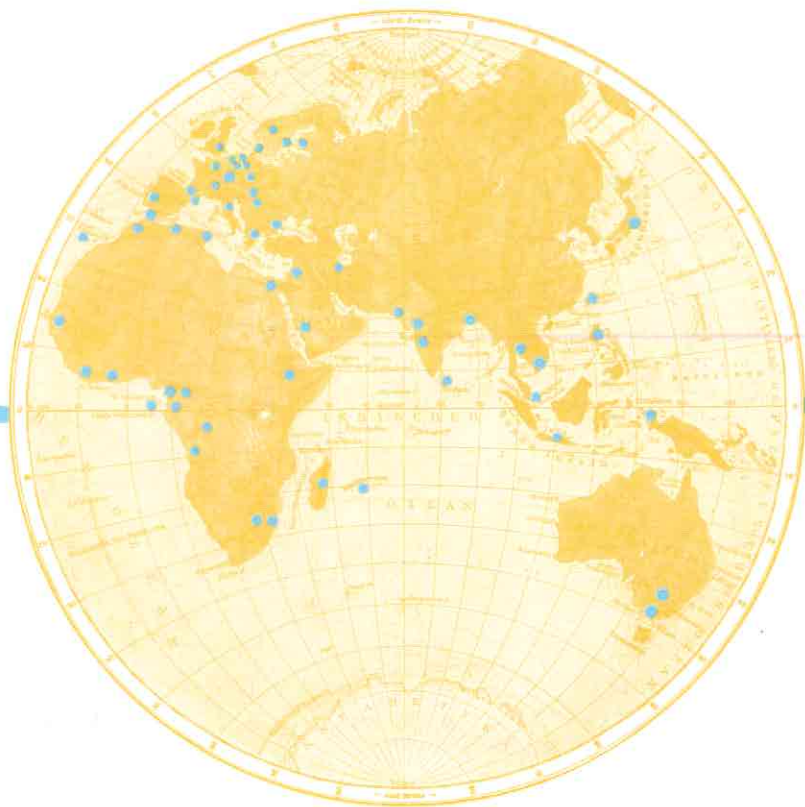
... for more than two decades have the telescopic front forks of BMW machines been regarded as an outstanding achievement in the field of the motorcycle. As the results of the tests with the BMW R 50 and the even faster model R 69, I have every reason to assume that the excellent suspension characteristics of their leading-link fork will be unequalled in years to come.

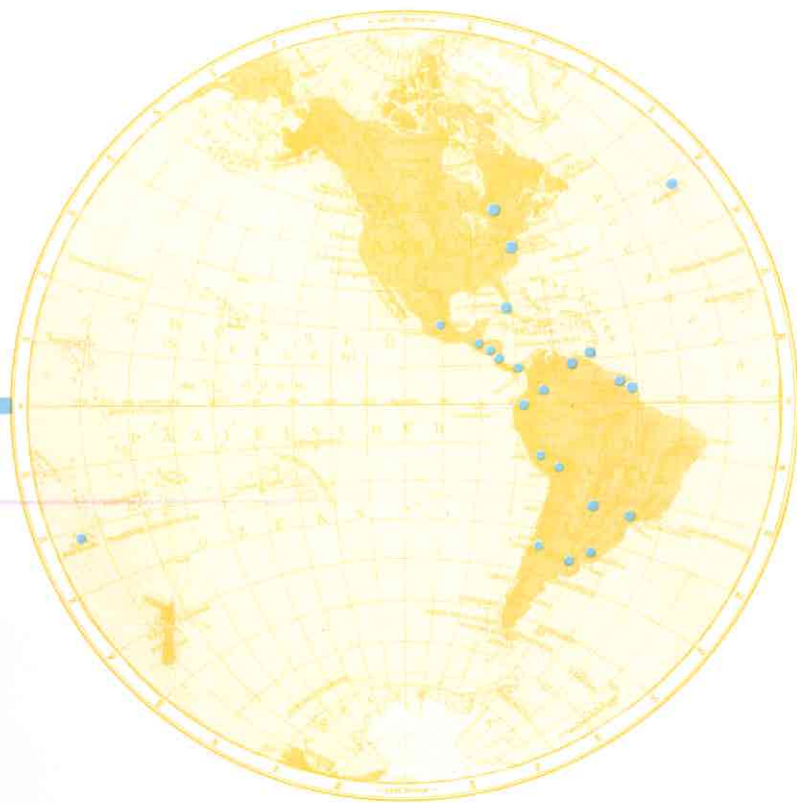


BMW

Service

*in over 85 countries
throughout the world*





A world-wide BMW Service Organization staffed

by factory trained personnel is always ready to

render expert assistance. The BMW Dealer

maintains a continuously factory supervised

stock of genuine spares and a fully equipped

workshop, he is well qualified to advise you.



DEALER:

BAYERISCHE MOTOREN WERKE AG MÜNCHEN