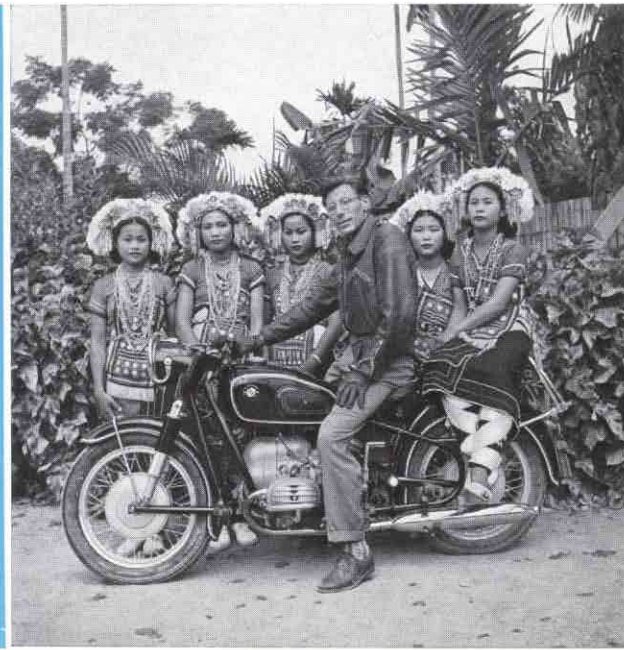


MOTORCYCLES

On roads all the world over

BMW motorcycles with their blue and white tank badge are hailed enthusiastically by young and old. In all corners of the earth their reputation for technical perfection is a byword. The designers and engineers producing BMW machines are trained to the exacting standards required for aircraft engine production. Every BMW motorcycle is backed by a world-wide reputation and 40 years' experience of motorcycle manufacture. This superb combination of high engineering standards and precision production makes BMW the world's most desirable and exclusive motorcycle.



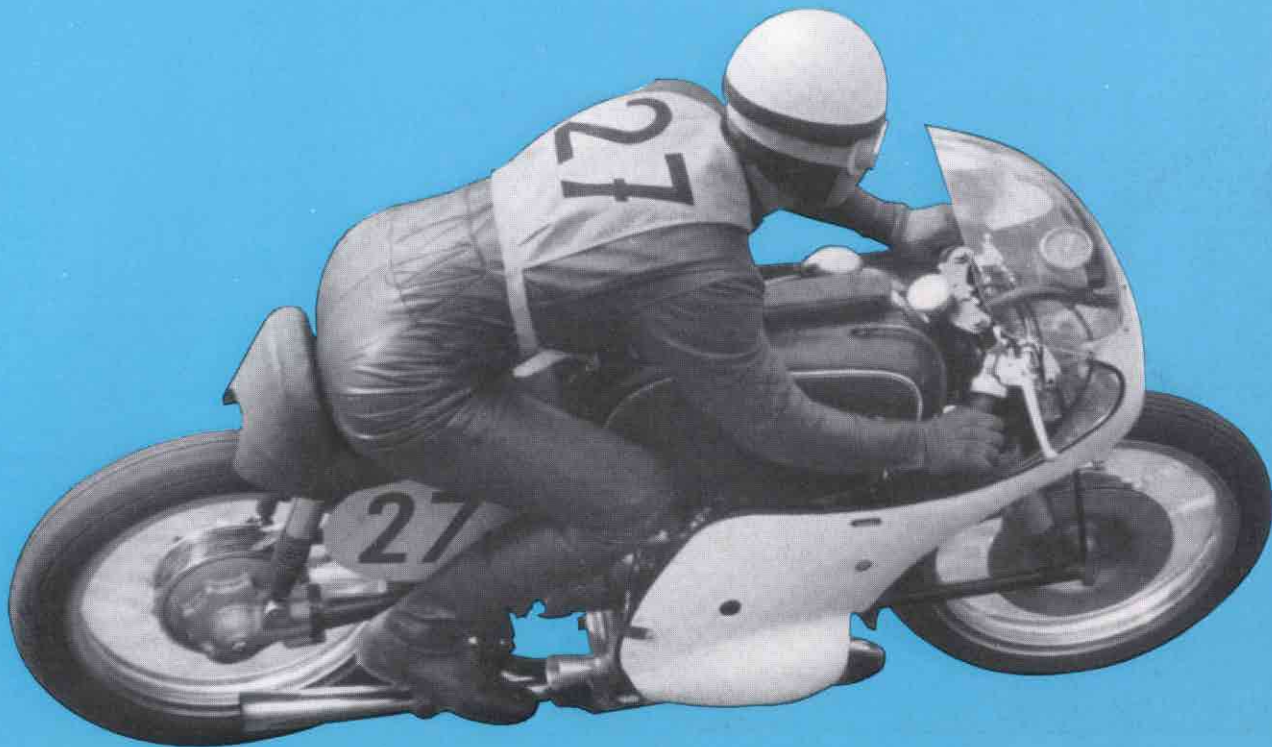
BMW motorcycles represent lasting value for it

has always been the factory's policy, while setting a lead in worth-while progress, never to adopt untried or short-term developments. Today, just as 40 years ago,

BMW machines still feature the classic and vibrationless horizontally opposed twin-cylinder engine, built in unit with the four-speed gear box. Equally noteworthy is the enclosed shaft drive. All BMWs – single-cylinder and twin-cylinder alike – have a frame and suspension layout which has been rigorously tested in racing and cross-country events. BMW engines are unique in their combination of zip and silky smoothness. This ensures

that, in addition to their capacity for sustained high speed, they are quiet and tractable enough for the densest city traffic. Because of its immense power the 600 c.c. R 69 is one of the most thrilling machines ever built, but no less enthralling is the flexibility and power reserve of all BMW models.

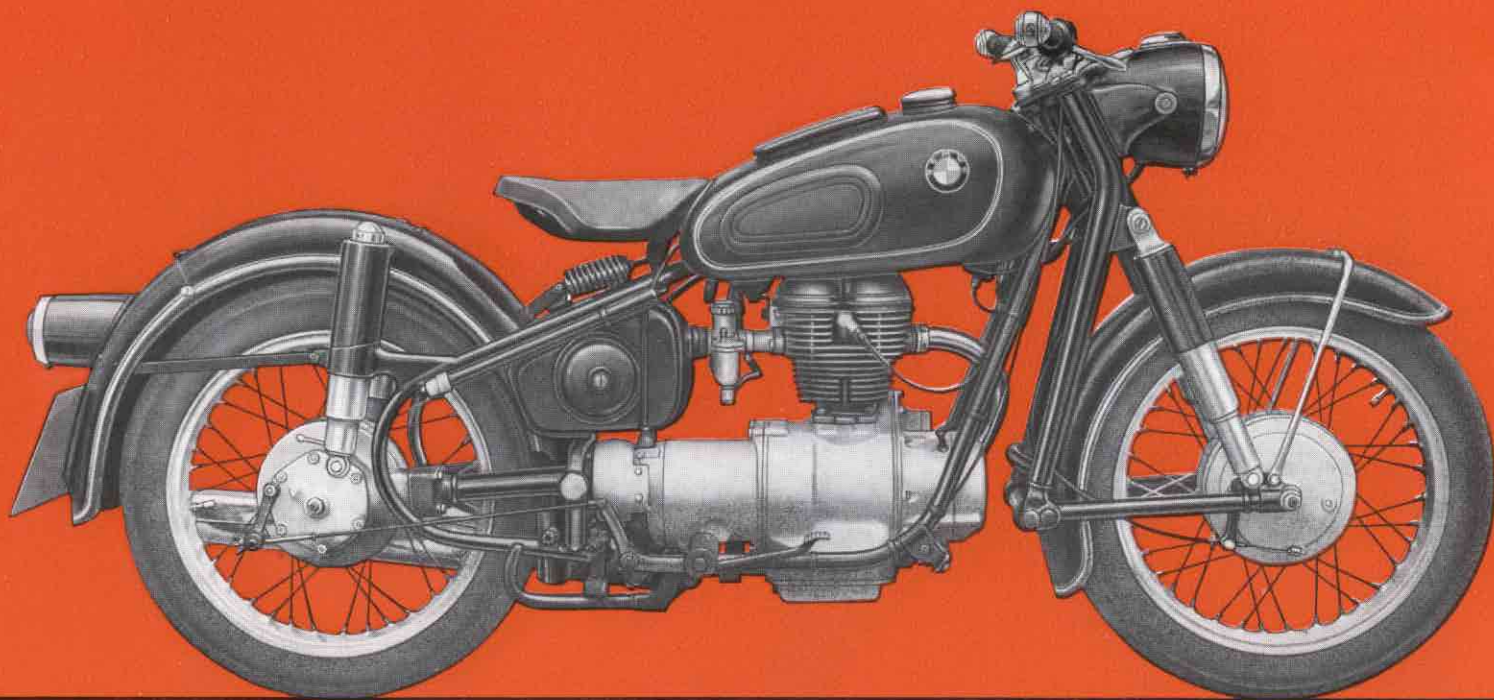
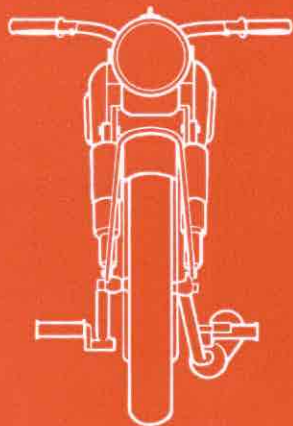
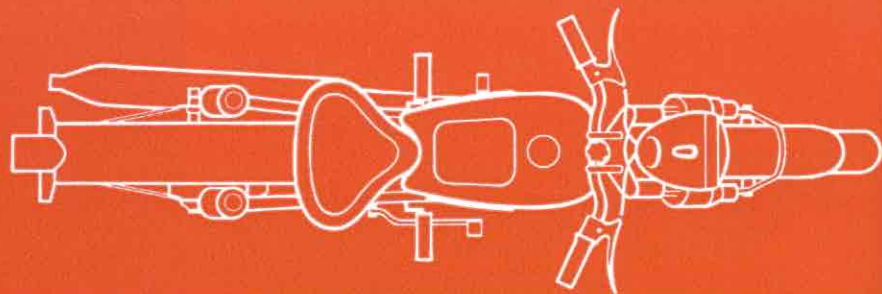
They are in a class of their own.



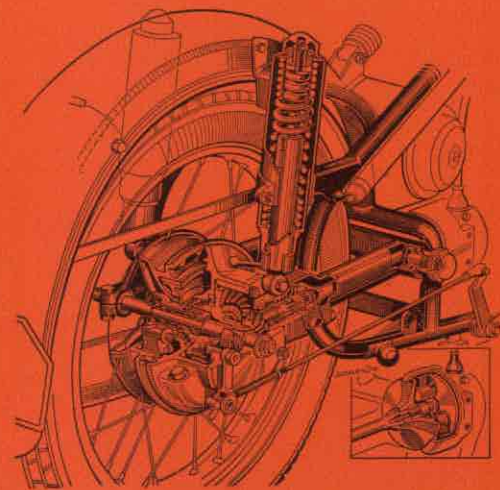


R 27 250 cc 18 HP

with "floating engine"



A BMW motorcycle is the key to new and delightful experiences. This outstanding two-fifty is the BMW R 27 – a machine of the same superb quality as its big sisters. This classic single-cylinder machine has commanded a place in the BMW range ever since 1926, and has undergone continuous development. The 250 c.c. engine now produces 18 b.h.p., making the R 27 an attractive sports-touring machine. The front and rear suspension layouts incorporating telescopic shock absorbers with double-action hydraulic dampers, which in themselves ensure a high degree of riding comfort, have now been supplemented by a revolutionary rubber-cushion engine suspension, keeping practically all vibrations from frame, footrests and handlebars. The floating engine of the BMW R 27 rests on four inclined, highly elastic rubber mounts. Vertical engine vibrations are further damped by a cup-shaped rubber element on the cylinder head, while horizontal movements are controlled by two rubber blocks. Incidentally, the BMW R 27 has ample power for sidecar duty. The up-to-date design and high engineering standards of the whole machine make it extraordinarily easy to keep spotlessly clean. The enclosed shaft drive is an outstanding engineering achievement in motorcycle design. With its smooth, silent, flexible, yet powerful engine performance, its robustness and reliability, the BMW R 27 occupies a unique position among the world's motorcycles.



BMW R 27 Touring and Sport 250 c.c. 18 hp.
with "floating engine"

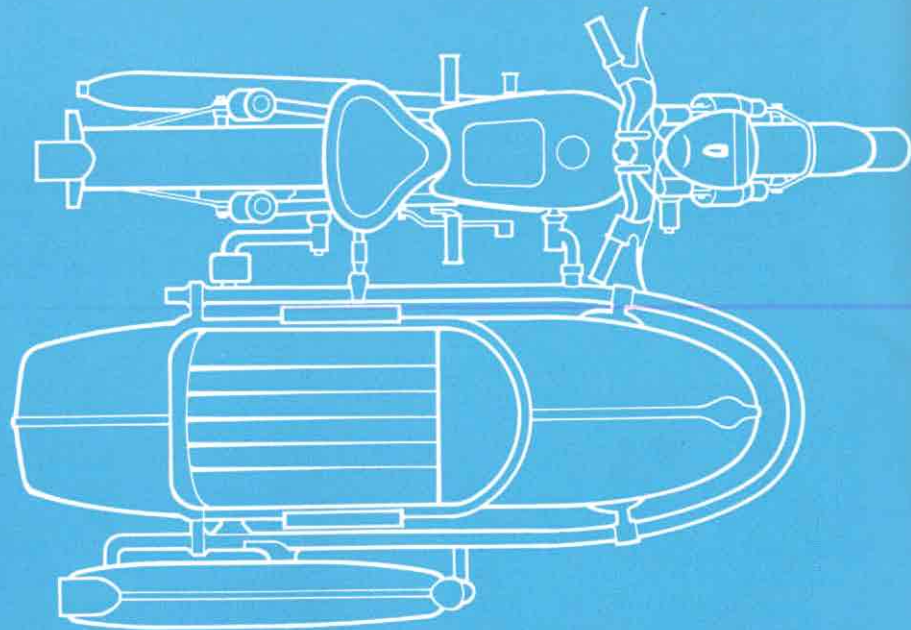
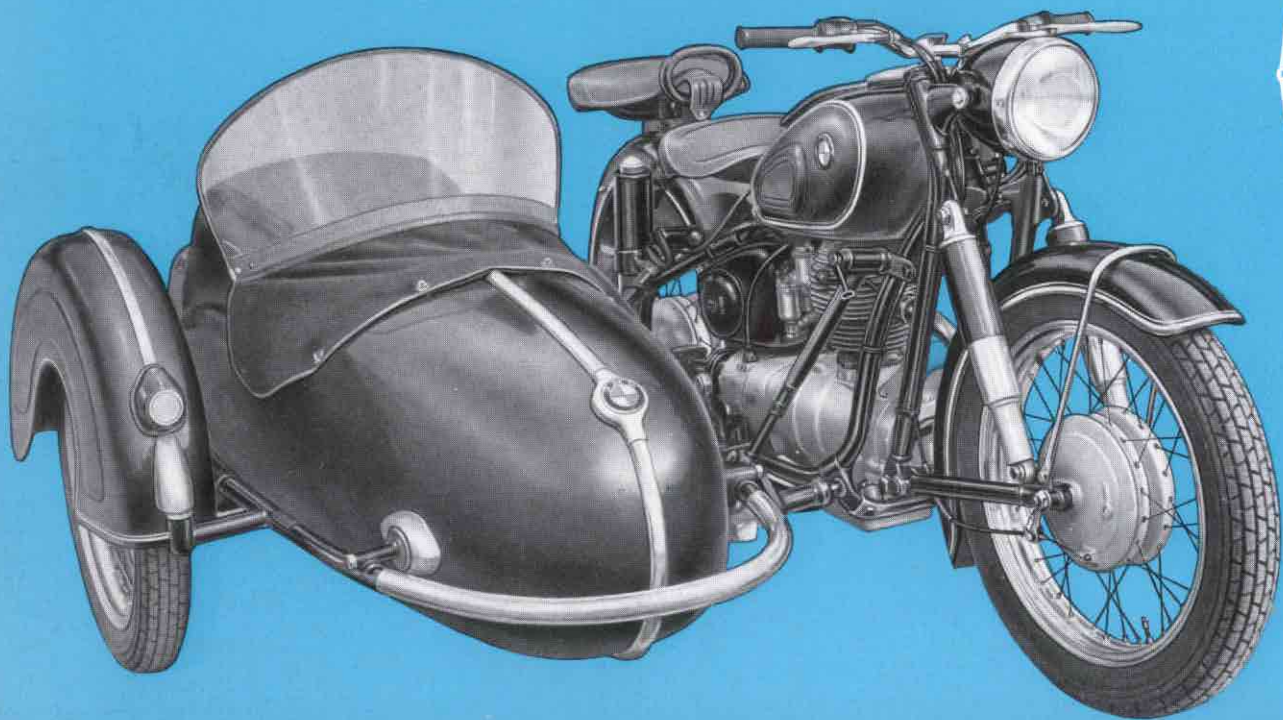
A rugged, single-cylinder motorcycle with the features of a big machine. Hydraulically dampened swinging arm suspension with double action shock absorbers. 18" light-alloy wheel rims. Large diameter, full-hub brakes. Strong OHV floating engine with superb cooling and special, uniform air inflow. Four-speed foot-shift transmission. Entire unit is rubber-mounted and 100% oil-tight.

Brake Horsepower	18	
Cylinder	1	
Engine Capacity	245 c.c.	
Bore and Stroke	68 x 68 mm.	
Revolutions p. Min.	7400	
Compression Ratio	8.2:1	
Gear Ratios	First: 5.33:1	Second: 3.02:1
	Third: 2.04:1	Fourth: 1.54:1
Reduction Ratio	4.16:1 solo	
Gearbox—Rear Wheel	5.2:1 sidecar	
Lighting Equipment	6 V./60 W.	
Fuel Tank Capacity	3.3 gals.	
Average Fuel Consumption	72 miles per gal.	
Maximum Speed	81 m.p.h.	
Weight	357 lbs.	
Wheels and Tyres	3.25 x 18	
Handlebar Width	26"	
Overall Length	82"	
Saddle Height	30"	



R 27 250 cc 18 HP

with "floating engine"

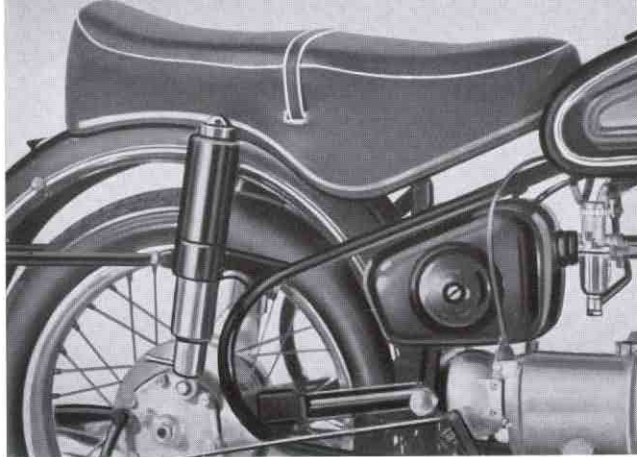


Coupled to the stylish BMW Standard sidecar, the BMW R 27 – now with floating engine – provides economical transport for three people and is delightfully manoeuvrable in dense traffic. Outstanding features of the sidecar include pivoted-arm wheel suspension, rubber body mountings and a

hydraulic brake. Tastefully decorated with chromium-plated mouldings, the body has a comfortable seat with a high backrest, and a plastic windscreen with waterproof apron. The luggage compartment is lockable, while an external rack on the lid provides additional carrying capacity.

Dimensions and weight of the BMW R 27 complete with sidecar:

Overall width 60 in., overall length 90.5 in., total weight 529 lbs., weight of sidecar alone 163 lbs., carrying capacity 254 lbs.

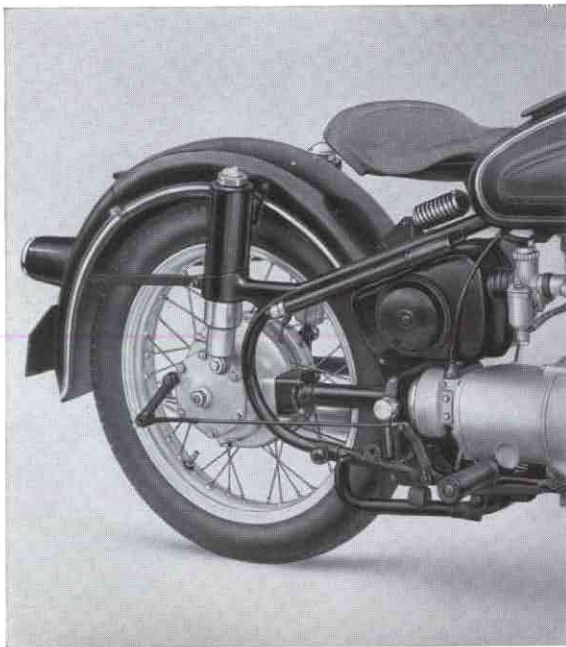


The BMW R 27 can be supplied with a dual seat

Lower Left: The universal-shaft drive requires no maintenance

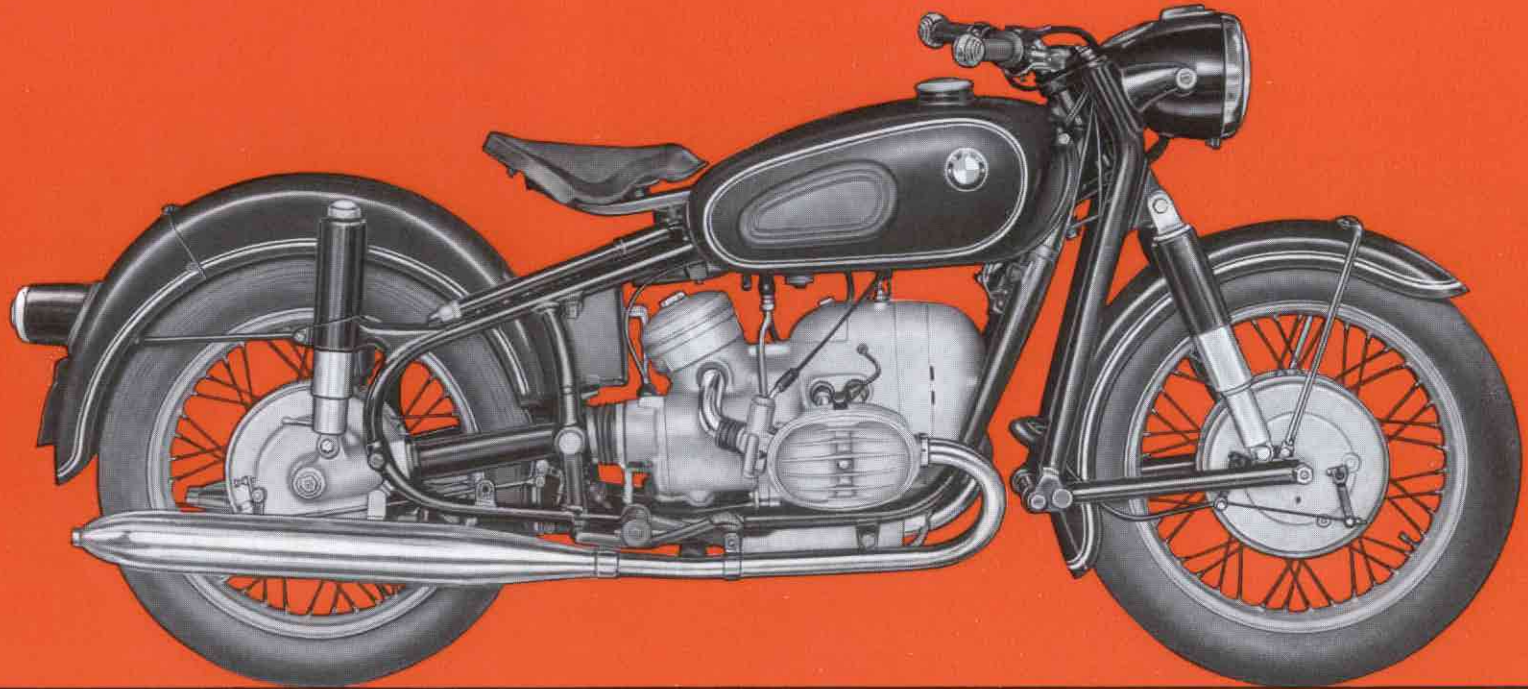
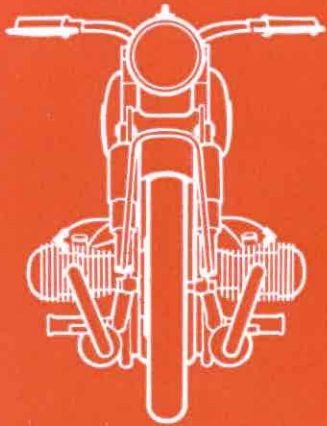
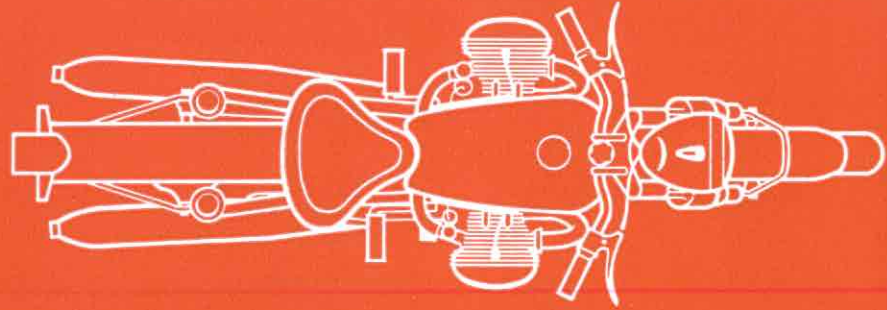
Centre: The stylish 3.3 gallon fuel tank incorporates a tool box

Lower right: Pivoted front fork with suspension units

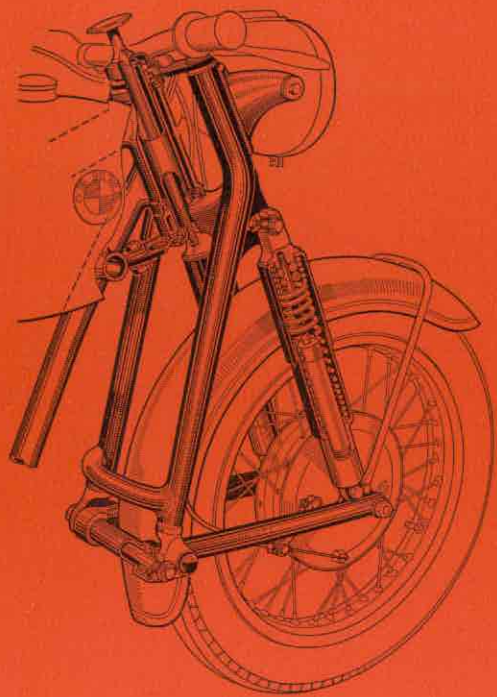




R 50 500 cc 26 HP



Never before has the demand for hair-line steering, perfect roadholding and comfortable suspension been so high as it is today. A modern machine must steer hands-off on the straight and with absolute precision in bends and corners. No matter whether the machine is accelerating, braking or heeled over in a bend, no matter what the surface, both wheels must cling to the road. All these exacting demands are met by BMW – the choice of the connoisseur. This outstanding level of steering, roadholding and comfort is a result of perfection in engineering design. The uncanny sensitivity of BMW suspension to the slightest unevenness in the road surface and the large range of wheel movement combine with double-action hydraulic dampers to meet all possible requirements. Whether the machine is to be ridden solo or with a pillion passenger, the rear springing is instantly adjustable without the use of tools. Moreover, the front fork is readily adjustable for sidecar duty. BMW brakes are race proved and renowned for their advanced design. They are smooth, progressive and extremely powerful. No brakes have longer life or greater reliability.



BMW R 50

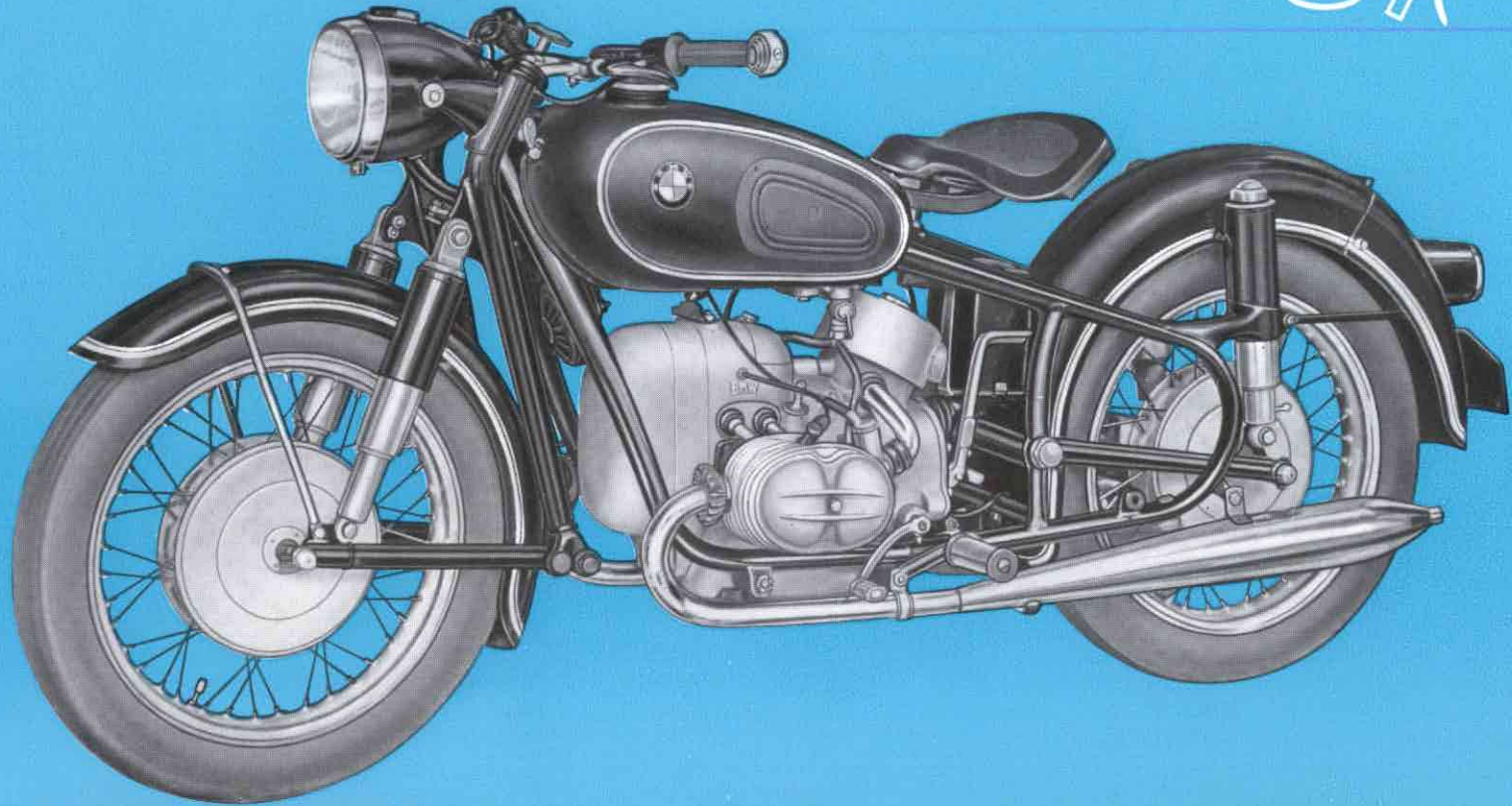
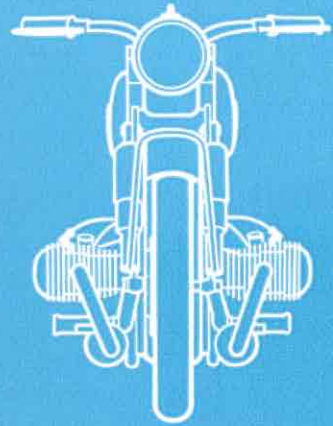
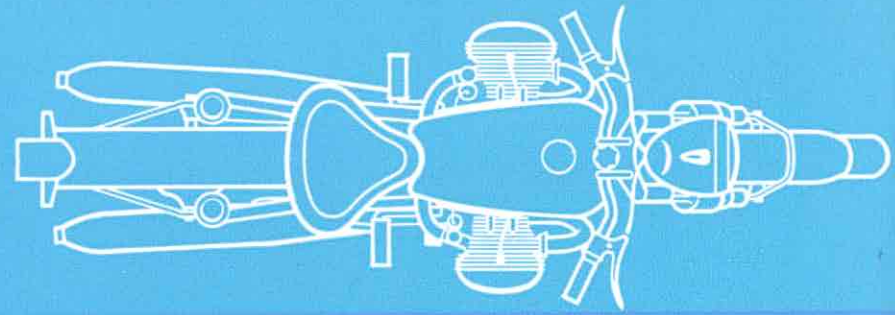
Touring and Sport 500 c.c. 26 hp.

The popular, medium priced touring and sports motorcycle with two-cylinder engine, shaft drive, magneto ignition, Full swing-arm suspension, Polished, light alloy wheel rims, Dual exhaust with high-efficiency mufflers, Automatic spark advance, Headlight flasher and blinkers. Rear shock absorbers are adjustable for comfortable solo riding or passenger load.

Brake Horsepower	26	
Cylinders	2, horizontally opposed	
Engine Capacity	490 c.c.	
Bore and Stroke	68 x 68 mm.	
Revolutions p. Min.	5800	
Compression Ratio	6.8:1	
Gear Ratios	First: 4.17:1	Second: 2.725:1
	Third: 1.94:1	Fourth: 1.54:1
Reduction Ratio	3.13:1 solo	
Gearbox - Rear Wheel	4.33:1 sidecar	
Ignition	Magneto	
Lighting Equipment	6 V./60-90 W.	
Fuel Tank Capacity	3.8 gals.	
Average Fuel Consumption	55 miles per gal.	
Maximum Speed	87 m.p.h.	
Weight	430 lbs.	
Wheels and Tyres	3.50 x 18	
Handlebar Width	26"	
Overall Length	84"	
Saddle Height	28 1/2"	



R 50 S 500 cc 35 HP



Genuine sports machines have always been a BMW tradition. To preserve that tradition and to give motorcycling enthusiasts all over the globe a really superior 500 c. c. sports model,

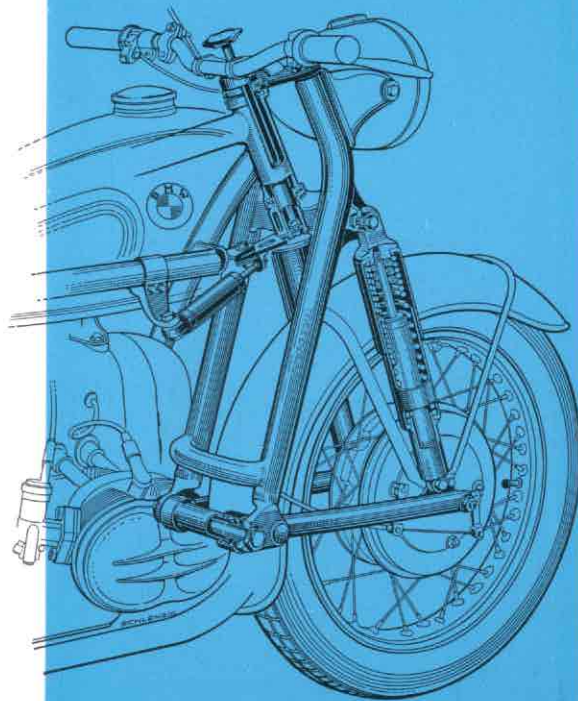
BMW's engineers have surpassed themselves and produced the R 50 S.

35 hp. and 100 m. p. h. – figures that bring a sparkle to the motorcyclist's eye. A true thoroughbred – not an over-doctored, over-sensitive steed. To a great extent this model is a synthesis of time-tested, reliable parts from the R 50 and R 69. Following endless test-runs, in its first major trial the R 50 S cantered off with the 24-hour world record at Montlhéry in 1959.

And in 1960 it walked away with a double victory in the Bol d'Or.

The speed of the R 50 S falls in the range of pure-bred racing machines, and it has therefore been tooled and schooled to maximum road safety. The successful racing machines of the past few years have passed on to their high-spirited, sporting sister many of their superb handling qualities.

For the BMW R 50 S – as for the R 69 S – a hydraulic steering damper has been developed. Its small lever needs only a finger-flick to give instant, ideal and unvarying control, or to disengage the damper for slow riding. Whatever his speed, the rider always has finger-tip control of his machine. The new hydraulic damper marks a great advance in road safety and steering control.

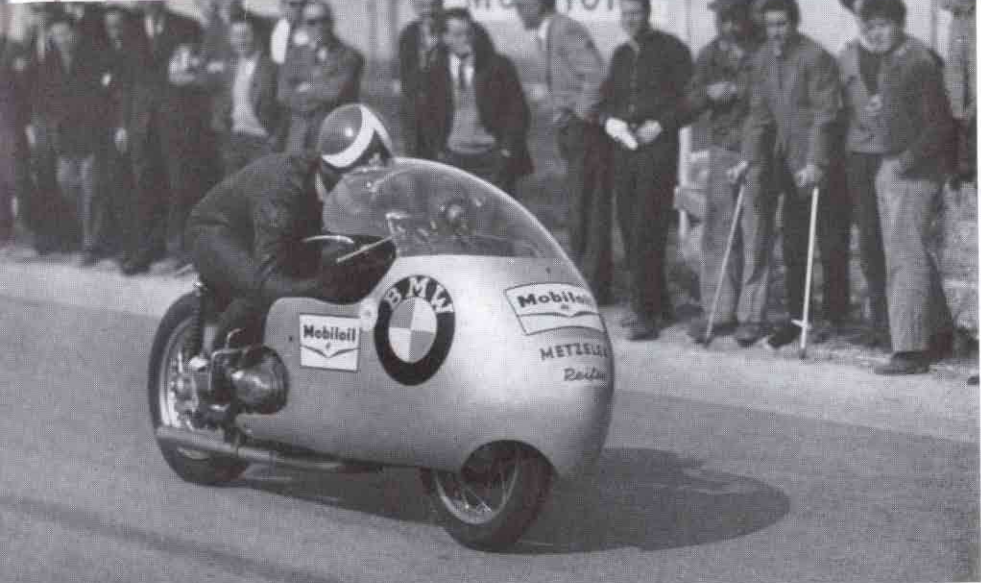


BMW R 50 S

Sport 500 c.c. 35 hp.

A power-packed sports machine with astounding acceleration. Race-tested BMW full swing-arm suspension, hydraulic shock absorbers and powerful large-diameter brakes. Disengageable hydraulic steering damper for high speeds. Polished light-alloy wheel rims, headlight flasher and blinkers.

Brake Horsepower	35	
Cylinders	2, horizontally opposed	
Engine Capacity	490 c.c.	
Bore and Stroke	68 x 68 mm.	
Revolutions per Min.	7650	
Compression Ratio	9.2:1	
Lighting Equipment	6 V./60-90 W.	
Gear Ratios, Solo		
	First: 4.17:1	Second: 2.725:1
	Third: 1.94:1	Fourth: 1.54:1
Reduction Ratio		
Gearbox – Rear Wheel	3.58:1	
Fuel Tank Capacity	3.8 gals.	
Average Fuel Consumption, Solo	54 miles per gal.	
Maximum Speed	100 m.p.h.	
Weight	437 lbs.	
Wheels and Tyres	3.50 x 18 S	
Handlebar Width	26"	
Overall Length	83 1/2"	
Saddle Height	28 1/2"	



BMW holds 27 motorcycle world records*

Date	Place	Distance	Driver	Make	Time	m.p.h.
Solo classes, 500, 750 and 1000 c. c.:						
Nov. 3/4, 1959	Monthléry	24 hours	Dagan-Vasseur Maucherat- Larivière	BMW		96.48

Sidecar classes, 500, 750 and 1200 c. c.:

Oct. 4, 1955	Autobahn Munich-Ingolstadt	1 km., flying start	W. Noll	BMW	12.85 sec.	174.12
Mar. 22, 1959	Martigny-Charat	1 km., standing start	Fl. Camathias	BMW	23.40 sec.	95.60
Nov. 23, 1954	Autobahn Munich-Ingolstadt	10 km., standing start	W. Noll	BMW	2.49 min.	132.17
Dec. 16, 1958	Monza, Italy	100 km., standing start	Fl. Camathias	BMW	30.52 min.	120.74
Mar. 12/13, 1955	Monthléry	1000 km., standing start	Noll-Hillebrand	BMW	6:29,9 hrs.	96.38
Mar. 12/13, 1955	Monthléry	6-hour race	Schneider	BMW		97.00
Mar. 12/13, 1955	Monthléry	12-hour race	Schneider	BMW		93.52
Mar. 12/13, 1955	Monthléry	24-hour race	Schneider	BMW		89.67

List of BMW world records:

Sidecar	500 c. c.	8	Solo	500 c. c.	1
	750 c. c.	8		750 c. c.	1
	1200 c. c.	8		1000 c. c.	1

24 of a total of 27

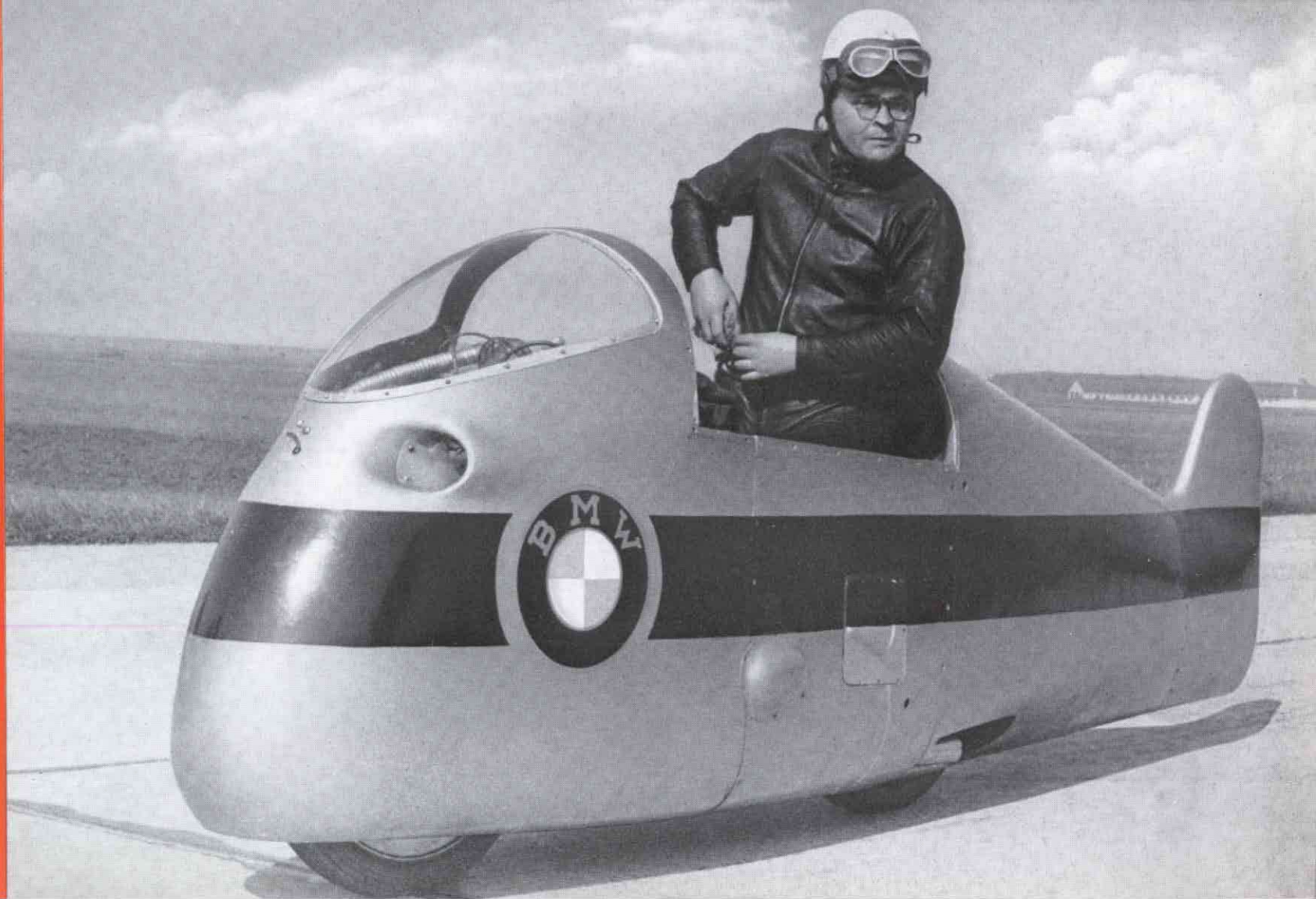
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* Figures as of December, 1959

Left, top: Florian Camathias on a world record run

Left: Start of 24-hour world record run at Monthléry

Wilhelm Noll,
the world's fastest motorcyclist
on three wheels



BMW – the world's fastest sidecar outfit at 174 m.p.h.

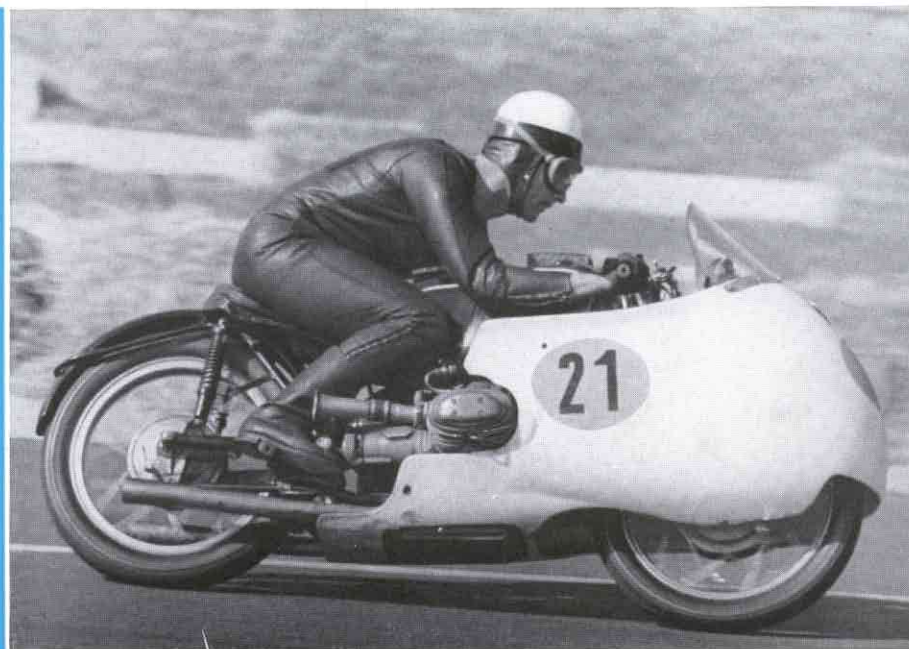
World records and international racing successes are a yardstick for design and quality.

BMW records and racing victories proclaim leadership in motorcycle design - to the benefit of BMW owners everywhere.



The 1960
BMW World Champions
Fath/Wohlgemuth

Walter Zeller,
one of the most successful
BMW riders.



Fath-Wohlgemuth, winners of the 1960 British Tourist Trophy in record time.



In 1960, BMW again won the world championship for motorcycles with sidecar for the seventh time in succession. In 1960, BMW was the winner—for the sixth time since 1955—of the British Tourist Trophy, the world's most gruelling race in the sidecar class.

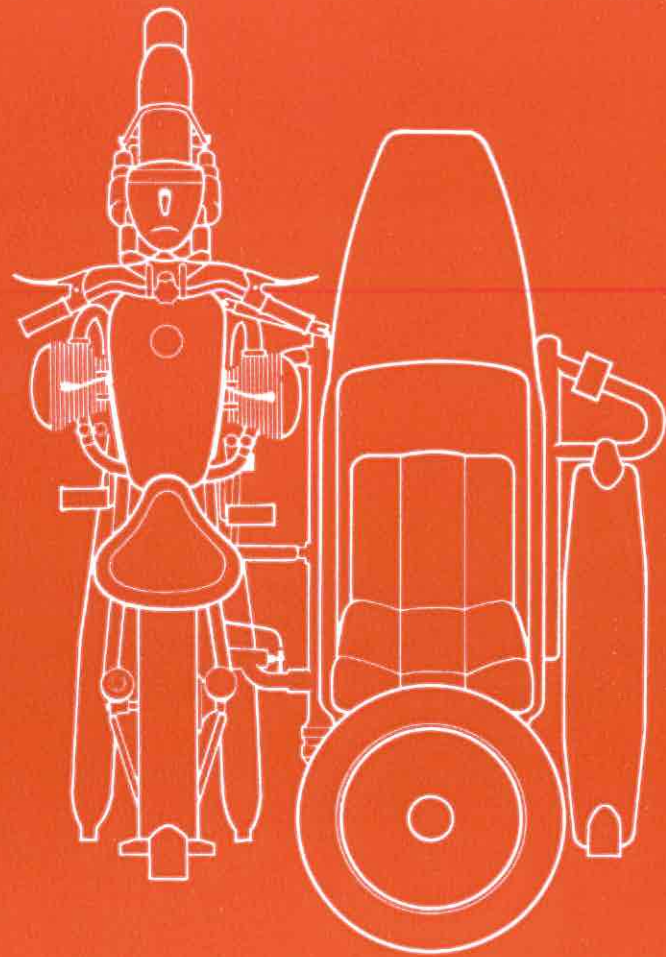
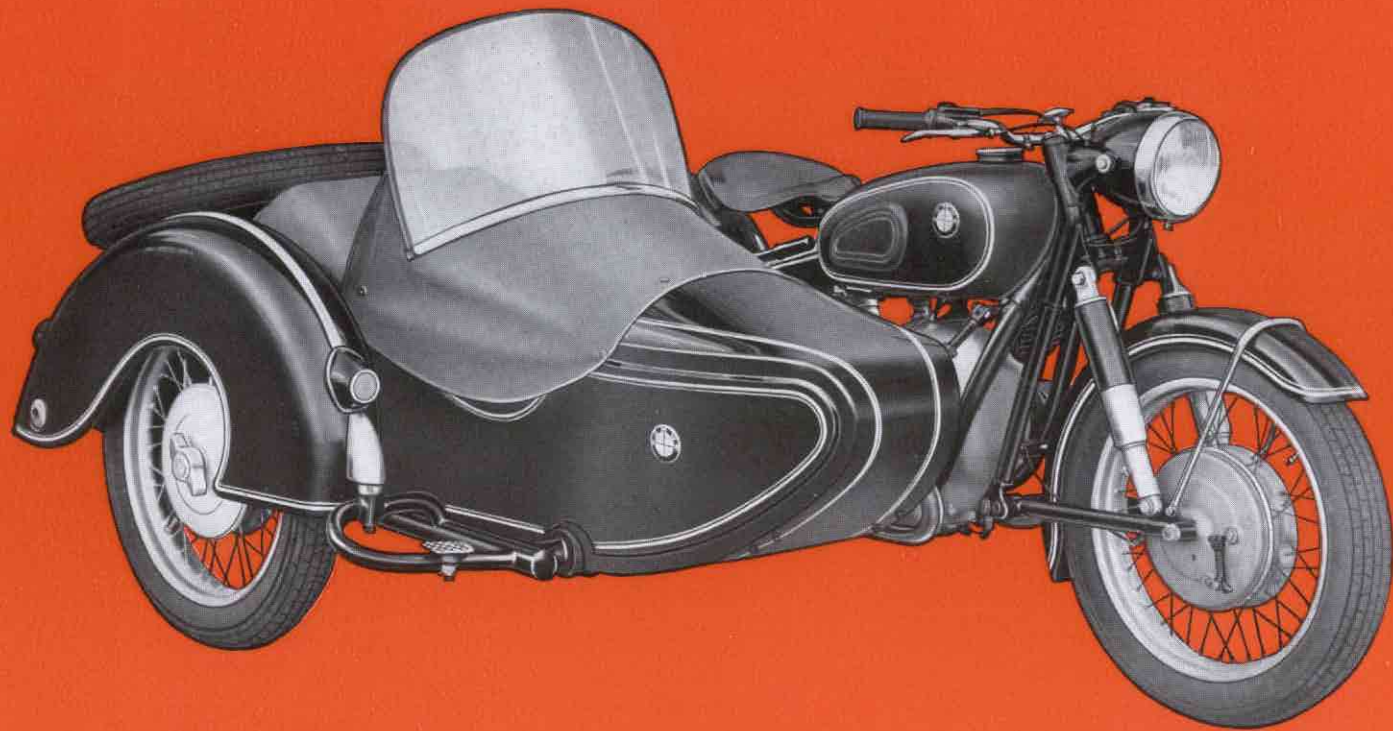
Again, in 1960, BMW won the German Cross-Country Championship in the 500 c.c. solo class, BMW 1960 winner of Bol d'Or Race, France.

BMW holds the U.S. "Coast to Coast" record from Los Angeles to New York City on a standard R-69 in 52 hours 11 minutes and at an average speed of 62 m.p.h.

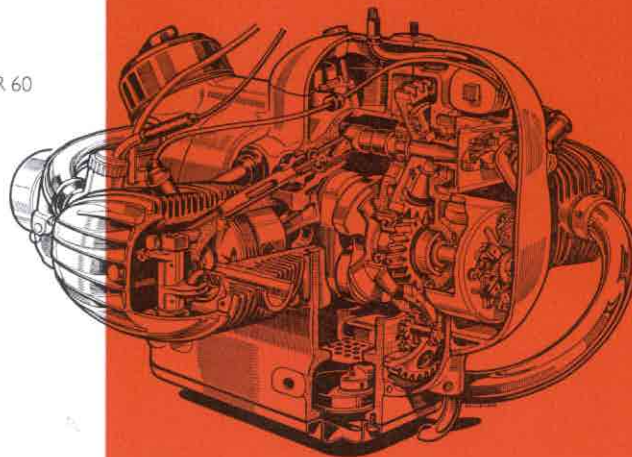




R 60 600 cc 30 HP



Designed primarily for sidecar work, the BMW R 60 features the 600 c. c. horizontally opposed twin-cylinder engine and the robust tubular frame with pivoted-fork front and rear suspension. The BMW Special sidecar has pivoted-arm wheel suspension and a hydraulic brake interconnected with the mechanically operated rear brake of the motorcycle. Rubber mountings are used for both the suspension and body of the sidecar, and an additional telescopic shock absorber is an optional fitment. The spacious sidecar body has a comfortable seat with a high backrest, and a plastic windscreen with waterproof apron. The luggage compartment can be locked and the standard equipment includes a spare-wheel carrier incorporating an anti-theft device. Dimensions and weight of the motorcycle complete with sidecar: Overall width 64 in, overall length 94.5 in, total weight 704 lbs., weight of sidecar alone 264 lbs., carrying capacity 275 lbs. There is no better machine than the BMW R 60 for heavy-duty daily use – it is employed extensively by police, frontier, customs and forestry services. Eminently successful in the most arduous cross-country events throughout the world, the 600 c. c. BMW has a reputation second to none.



BMW R 60

Touring and Sport 600 c. c. 30 hp.

For those who want steady, high-speed performance, the cool running twin-cylinder engine provides abundant power. The ideal motorcycle for riding "two up" or for sidecar operation. Rugged, waterproof ignition and lighting system with magneto and automatic spark advance, 16 ah. battery, 35/35 W. headlight and kingsize taillight-stoplight.

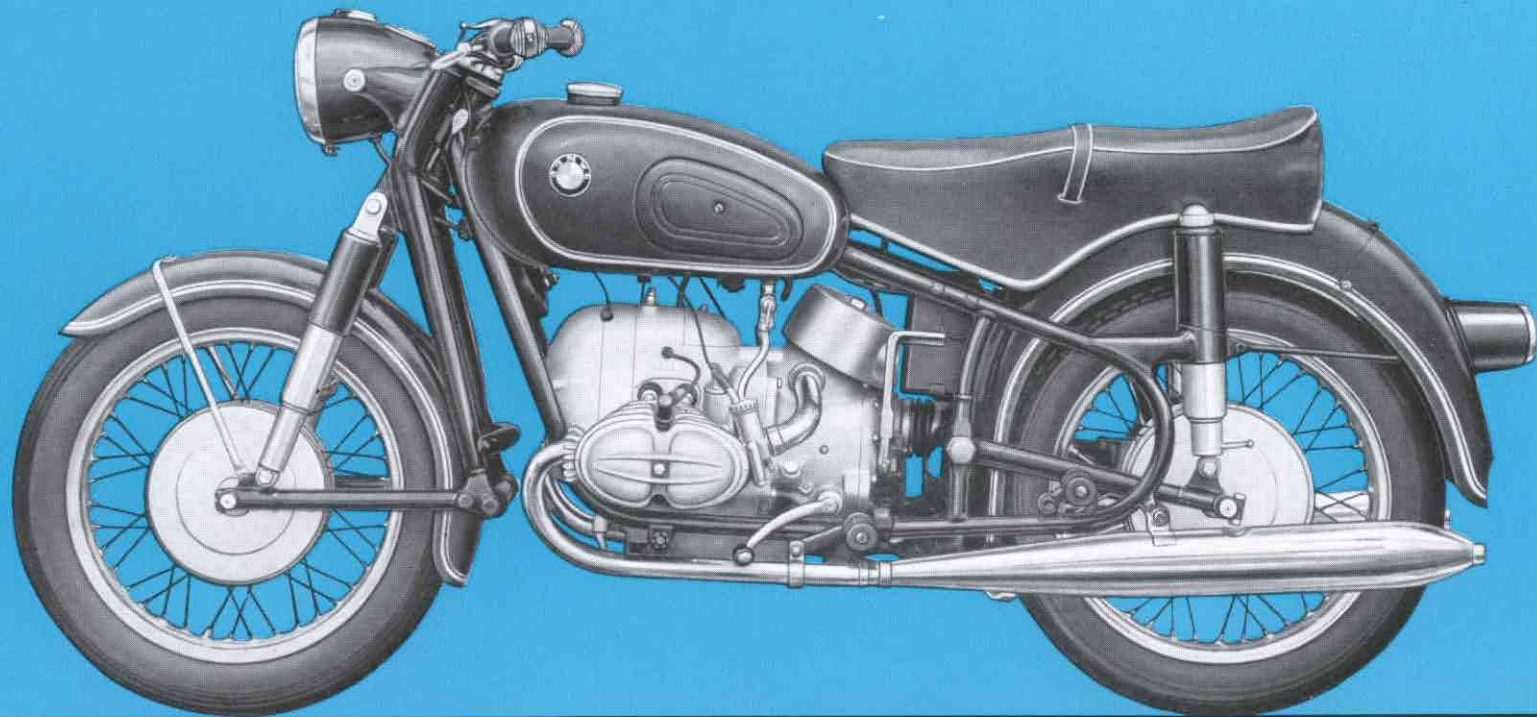
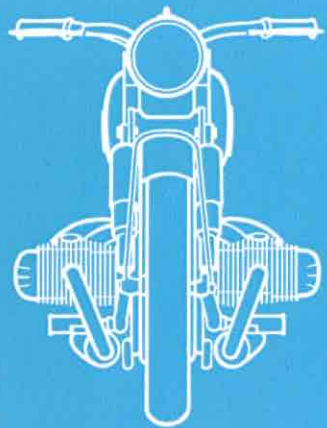
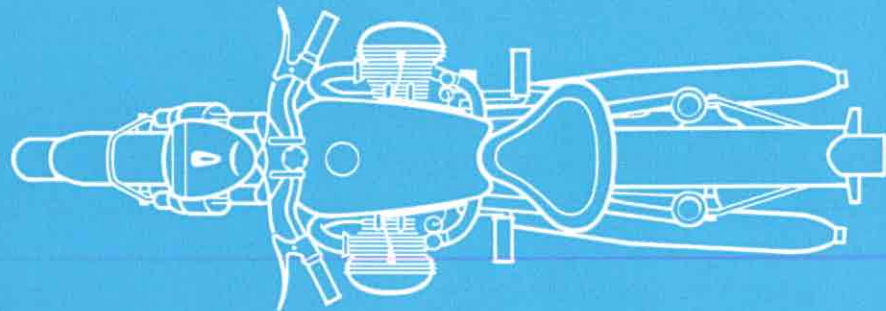
Brake Horsepower	30
Cylinders	2, horizontally opposed
Engine Capacity	590 c.c.
Bore and Stroke	72 x 73 mm.
Revolutions p. Min.	5800
Compression Ratio	7.5:1
Gear Ratios	1st, 2nd, 3rd, 4th
	sidecar 5.33, 3.02, 2.04, 1.54:1
	solo 4.17, 2.72, 1.93, 1.54:1
Reduction Ratio	3.13:1 solo
	Gearbox-Rear Wheel 4.33:1 sidecar
Ignition	Magneto
Lighting Equipment	6 V./60-90 W.
Fuel Tank Capacity	3.8 gals.
Average Fuel Consumption	56 miles per gal.
Maximum Speed	90 m.p.h.
Weight, with sidecar	948 lbs.
Wheels and Tyres	3.50 x 18, rear 4.00 x 18
Overall Width	65 1/2"
Overall Length	94 1/2"
Saddle Height	28 1/2"

(Dimensions including sidecar)



R 69 S 600 cc 42 HP

Germany's fastest stock motorcycle





BMW R 69 S Super-Sport 600 c.c. 42 hp.

The motorcycle for those desiring the ultimate in performance. With the R 69 you are off to a flying start and effortless, no-shift-to speed riding will be a revelation. The superb suspension system prevents tiring and the king-size brakes give you the feeling of perfect safety. Each R 69 Super-Sport features large-diameter valves, polished cylinder heads, extra large carburetors, specially balanced and tuned engine. Hydraulic steering damper, headlight flasher and blinkers. A masterpiece of quality workmanship.

Brake Horsepower	42
Cylinders	2, horizontally opposed
Engine Capacity	590 c.c.
Bore and Stroke	72 x 73 mm.

Revolutions p. Min.	7000
Compression Ratio	9.5:1
Gear Ratios	First: 4.17:1 Second: 2.725:1
	Third: 1.94:1 Fourth: 1.54:1
Reduction Ratio	3.18:1 solo
Gearbox - Rear Wheel	4.33:1 sidecar
Ignition	Magneto
Lighting Equipment	6 V./60-90 W.
Fuel Tank Capacity	3.8 gals.
Average Fuel Consumption	53 miles per gal.
Maximum Speed	109 m.p.h.
Weight	445 lbs.
Wheels and Tyres	3.50 x 18
Handlebar Width	29"
Overall Length	86"
Saddle Height	28 1/2"

For a fast motorcycle that makes almost 110 m.p.h. and masters every situation, technical perfection of the wheel suspension is imperative. Even a short trial run will convince you that in this respect the BMW is peerless. You will find perfect roadholding enhanced by immense stability on corners, and peak performance matched by powerful brakes. To increase driving safety to a maximum, the BMW R 50 S and R 69 S have been equipped with BMW's race tested hydraulic steering damper which ensures constant damping if you want to make full use of the engine's matchless power. For slow speeds it is easy to disengage with a flick of the finger tip.

Apart from the unsurpassed performance and silky smoothness of the engine, it is efficiently cooled even under the most arduous conditions because the horizontal cylinders are fully exposed to the air stream. That is one of the reasons why BMW engines have a proverbial reputation for dependability as well as high performance. Among the many advanced features of

BMW design are the car-type single-plate clutch, unit construction of engine and four-speed gear box, and the enclosed shaft drive which needs no servicing. All BMW motorcycles have front and rear suspension systems basically identical with those of the BMW world-record and race-winning machines - further proof of the excellence of BMW design.



Highly skilled labour on well equipped production lines in modern factory buildings. This is the background which ensures the high quality and finish found in BMW motorcycles.



Motorcycle experts' opinions of BMW

George Wilson, "The Motor Cycle," London:

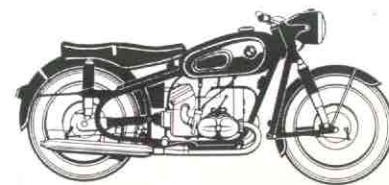
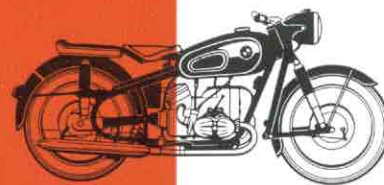
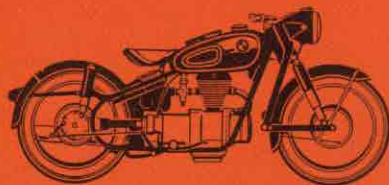
... Several conclusions remain after my test. First the BMW seems to be indestructible. Secondly, here is a motorcycle built regardless of cost, with quality as the sole consideration.

The BMW is a magnificent example of what a motorcycle should be.

Helmut Hüften, "Motorrad-Rundschau," Frankfurt:

... offers its owner far more than he originally imagined ... opens up an entirely new perspective ... perfection in handling ... in every respect – in looks, performance and quality –

the BMW is an example of perfection.

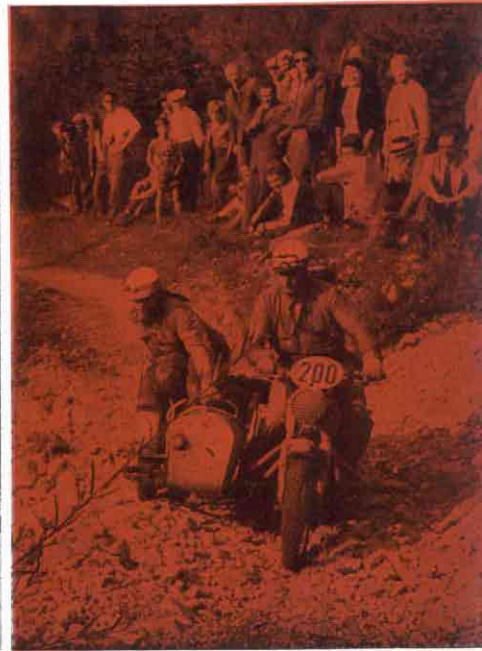


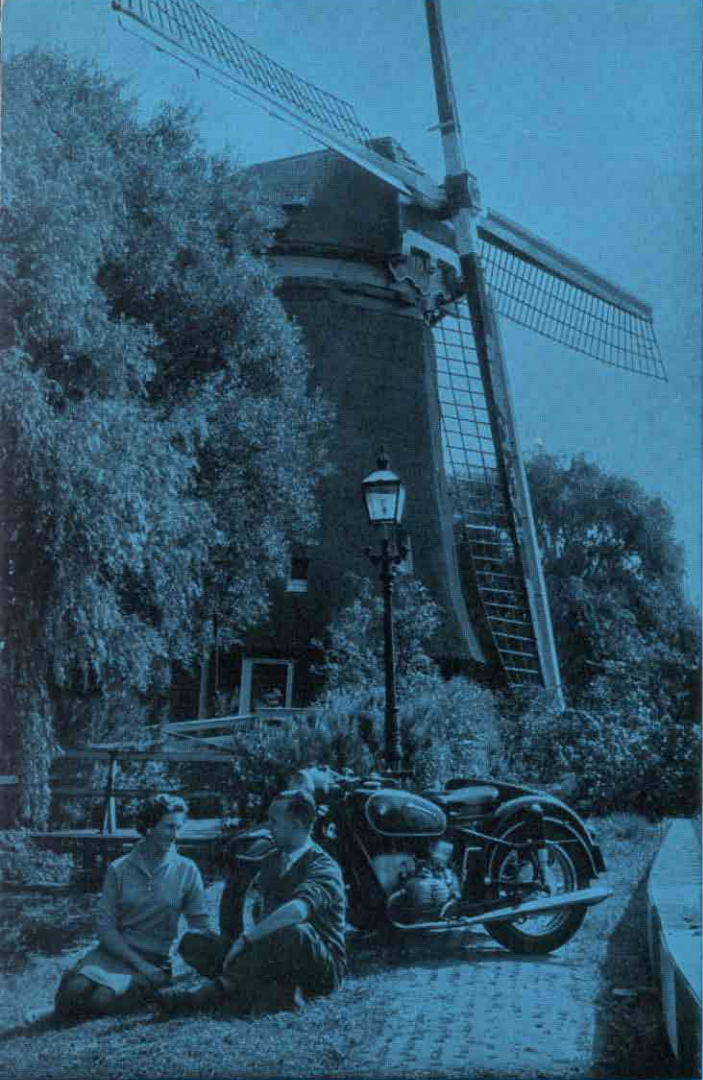
Cross-country successes

The notoriously gruelling International Six Days' Trial and the world's toughest cross-country events – besides the fastest race circuits – have proved time and again that BMW motorcycles have the superb performance and reliability necessary to withstand the most punishing tests.

Every single BMW victory in tough cross-country competition has contributed its share to the technical perfection of BMW motorcycles.

One of the highlights of countless cross-country events all over the world is the huge number of Gold Medals won by BMW riders.





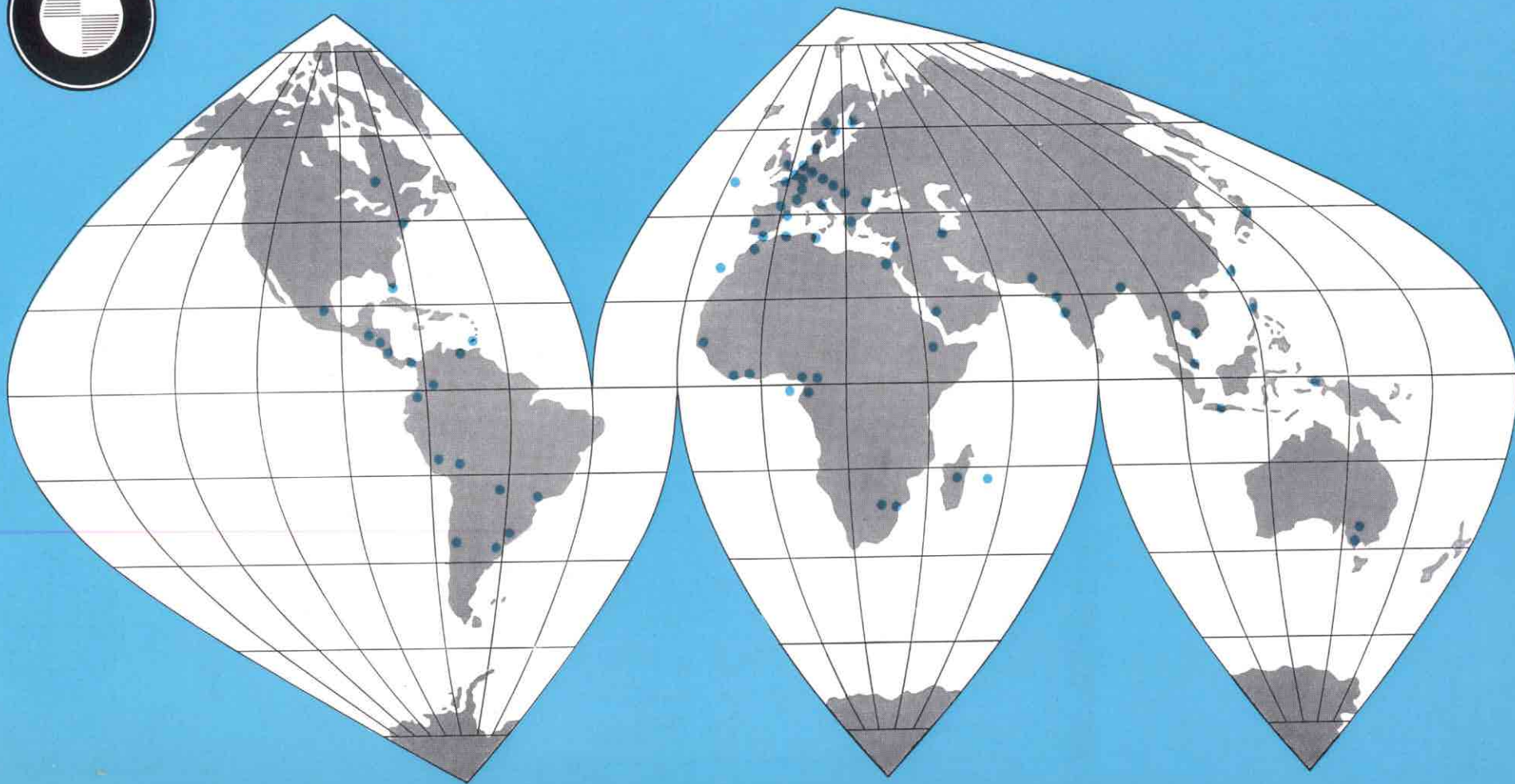
BMW all over the world

With boundless enthusiasm BMW motorcycles are acclaimed the world over. In the tropical countries of Asia, Africa and South America, on the continent of Europe, in North America and the Arctic regions – the name BMW is synonymous with the highest standards of performance and reliability.





BMW service is world-wide. Staffed by experienced personnel, the Sales and Service Organization is represented in countries throughout the globe.





BAYERISCHE MOTOREN WERKE AG MÜNCHEN

