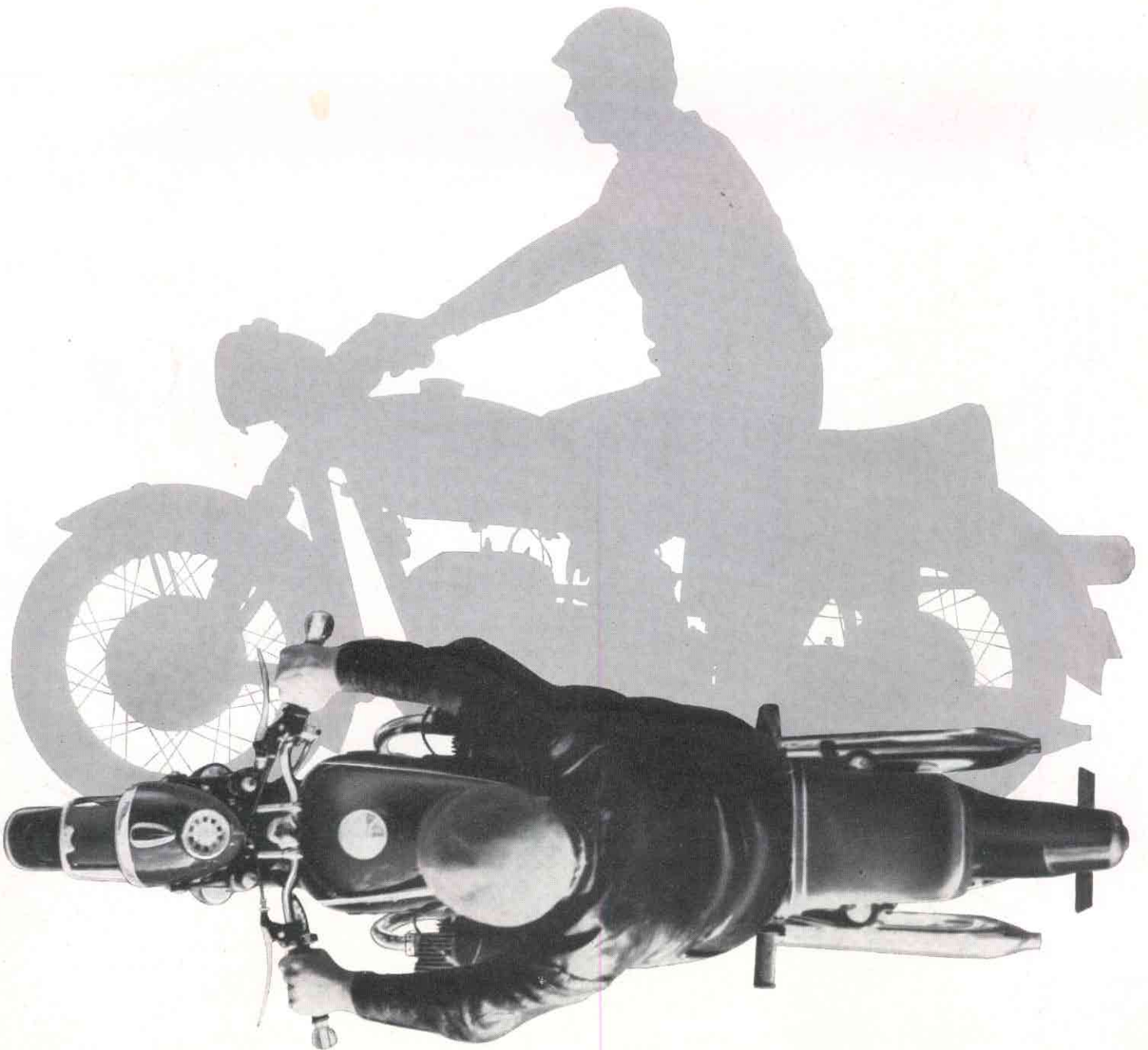




**Based upon
experience
followed
by success:
BMW
Motorcycles**





**BMW
R 50 S
500 CCM
35 PS**

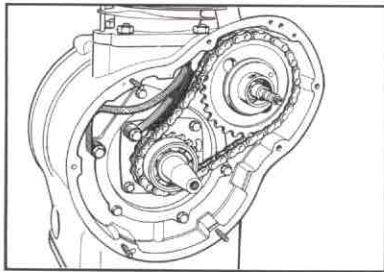
BMW R 50 S—a name that fascinates motorcycle fans in every corner of the globe. 35 HP, 100 m.p.h.—these are figures which bring a sparkle to their eyes. Yet the BMW R 50 S is by no means over-bred, it has taken over so many parts of the reliable R 50 and R 69 types. This machine has been tooled and schooled for maximum road safety—the hydraulic steering damper, for example, guarantees unvarying steering control at highest speeds and a vibration damper on the crankshaft reduces the stress exerted on the transmission.

BMW R 50 S
Horsepower/revolutions:
37/7,650 p.m.
Displacement 490 ccm.
Bore and stroke 68×68 mm.
Maximum torque 3.45 mkg.
Compression ratio 9.2:1
Final drive ratio 3.58:1
Average miles per gallon:
54 (Imp. gal.) 45 (US gal.)
Fuel tank capacity: 3³/₄ (Imp. gal.)
4¹/₂ (US gal.)
serial lighting equipment
6/60—90 V/W

BMW R 27

Horsepower/revolutions:
18/7,400 p.m.
Displacement 245 ccm.
Bore and stroke 68x68 mm.
Maximum torque 1.85 mkg.
Compression ratio 8.2:1
Final drive ratio solo 4.55:1
or optionally 4.16:1
with sidecar 5.2:1
average miles per gallon:
72 (Imp. gal.) 60 (US gal.)
fuel tank capacity:
3½ (Imp. gal.) 4 (US gal.)
Maximum speed solo 81 m.p.h.
total weight 357 lbs.
handlebar width 26"
overall length 82"
saddle height 30"

With her 18 HP, the popular BMW R 27 is not only a qualified solo machine for touring and sport but also a perfect sidecar motorcycle. Supreme driving comfort is attained through full swing-arm suspension with shock absorbers on front and rear wheel. The handlebar, saddle and footrests are vibration-free thanks to the floating engine. A new chain tightener in the camshaft prevents vibration of chain and guarantees prolonged life. A powerful, yet smooth machine for men with the zest of motorcycling.



The new chain tightener of the R 27

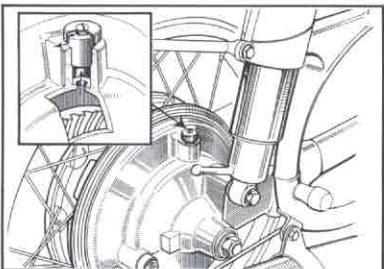
**BMW
R 27
250 CCM
18 PS**

**BMW
R 27
250 ccm
18 HP**

BMW R 50

Horsepower/revolutions:
26/5,800 p.m.
Displacement 490 ccm.
Bore and stroke 68x68 mm.
Maximum torque 3.5 mkg.
Compression ratio 6.8:1
Final drive ratio solo 3.13:1
with sidecar 4.33:1
average miles per gallon:
55 (Imp. gal.) 46 (US gal.)
fuel tank capacity:
3½ (Imp. gal.) 4 (US gal.)
serial lighting equipment
6/60-90 V/W
lighting equipment
for police and other
service 12/100-15/150 V/W
maximum speed solo 87 m.p.h.
total weight solo 430 lbs.
handlebar width 26"
overall length 84"
saddle height 28½"

Varying road-surface and traffic conditions on the highroads of the world impose extreme stressing on a fast and high-powered motorcycle. Basic requirements are: supreme roadability and roadholding capacity, high driving comfort, acceleration capacity far above the average. Another "must" are most efficient brakes. All these demands are met by the BMW R 50 in an ideal manner: perfect roadholding and steering control through first-class wheel suspension and through rear springs that are adjustable for solo or sidecar use, as well as through race-proved, sensitive brakes. A newly developed ventilating system keeps the rear transmission case clean—here as with any BMW twin-cylinder machine.



New ventilating system of rear transmission case used with all BMW twin-cylinder machines

**BMW
R 50
500 CCM
26 PS**

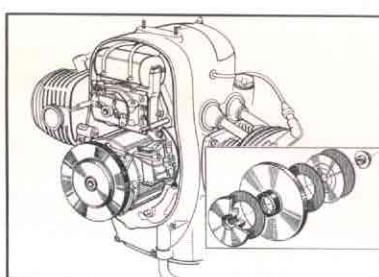
**BMW
R 50
500 ccm
26 HP**



**BMW
R 50 S
500 ccm
35 HP**



New name plate for all S-machines



The new vibration damper in all S-machines

lighting equipment for police and other service 12/100-15/150 V/W
Maximum speed 100 m.p.h.
total weight 437 lbs.
handlebar width 26"
overall length 83 1/2"
saddle height 28 1/2"



**BMW
R 69 S
600 CCM
42 PS**

This is the fastest German motorcycle built in serial production—a queen-like machine indeed—the top of BMW's motorcycle programme. 42 HP and 110 m/h are dates which raise enthusiasm in every part of the globe. For good reasons, the roadholding capacity and stability of this machine are said to be unmatched. The secret of her captivating driving capacities lies in the marvellously harmonized suspension of the BMW full swing frame. No wonder that motorcycle enthusiasts call her the machine of their dreams.

BMW R 69 S
Horsepower/revolutions:
42/7,000 p.m.
Displacement 590 ccm.
Bore and stroke 72x73 mm.
Maximum torque 4.45 mkg.
Compression ratio 9.5:1
Final drive ratio 3.13:1
Average miles per gallon:
53 (Imp. gal.) 44 (US gal.)
Fuel tank capacity 3 3/4 (Imp. gal.)
4 1/2 (US gal.)
serial lighting equipment
6/60-90 V/W
lighting equipment for police and other service 12/100-150 V/W
maximum speed 110 m.p.h.
total weight 445 lbs.
overall width 29"
overall length 86"
saddle height 28 1/2"

**BMW
R 69 S
600 ccm
42 HP**

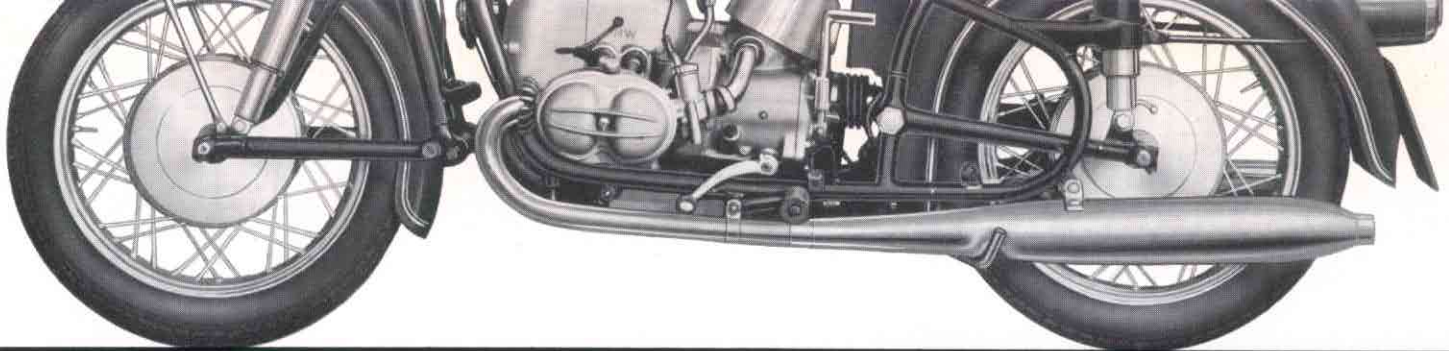


Steering damper of the BMW S-machines



All BMW twin-cylinder machines are equipped with attachment device for revolution counter





BMW R 60

Horsepower/revolutions:
30/5,800 p.m.

Displacement 590 ccm.

Bore and stroke 72x73 mm.

Maximum torque 4.2 mkg.

Compression ratio 7.5:1

Final drive ratio solo 3.13:1
with sidecar 3.86:1

Average miles per gallon:
56 (Imp. gal.) 47 (US gal.) solo
43 (Imp. gal.) 36 (US gal.) sidecar

Fuel tank capacity:
3 3/4 (Imp. gal.) 4 1/2 (US gal.)

serial lighting equipment
6/60-90 V/W

lighting equipment for police and
other service 12/100-15/150 V/W

maximum speed 90 m.p.h. solo,
69 m.p.h. with sidecar

total weight with sidecar 948 lbs.

overall width 65 1/2"

(including sidecar)

overall length 94 1/2"

saddle height 28 1/2"

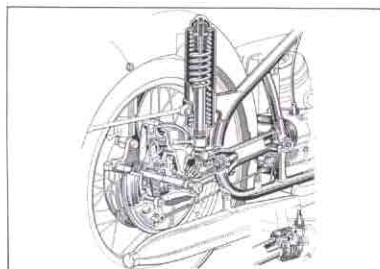
The BMW R 60 with its full swing frame was primarily designed for sidecar work. The 600 c.c. horizontally opposed twin-cylinder engine has 30 HP, an unusually flat torque curve guarantees smooth and steady driving, even with 3 passengers and luggage. The sidecar is equipped with pivoted-arm wheel suspension and a hydraulic brake, for both the suspension and body, rubber mountings are used. The BMW R 60 with sidecar renders excellent service, not only to the amateur driver but also to police, post, customs and forestry organisations and to the highroad patrols of the "ADAC" who have the daily proof of its reliability.

**BMW
R 60
600 CCM
30 PS**

**BMW
R 60
600 ccm
30 HP**



The BMW R 60 as solo machine



Rear wheel drive and suspension of all BMW twin cylinder engines



It is now forty years that BMW laid the foundations of German motorcycle constructing by featuring the horizontally opposed twin-cylinder engine, unit-built with the transmission, as well as the shaft drive and the welded double-tube frame.

Since that time, the black machines with the white and blue insignia have



Followed by success . . .

Success is tradition with BMW.

Success with the public and, naturally, in sport events.

BMW—9 times world champion in the sidecar class since 1954

BMW 1961 and 1962 German champion of cross-country races for heavy-duty sidecar machines

BMW 1961 German cross-country champion of heavy-duty solo machines

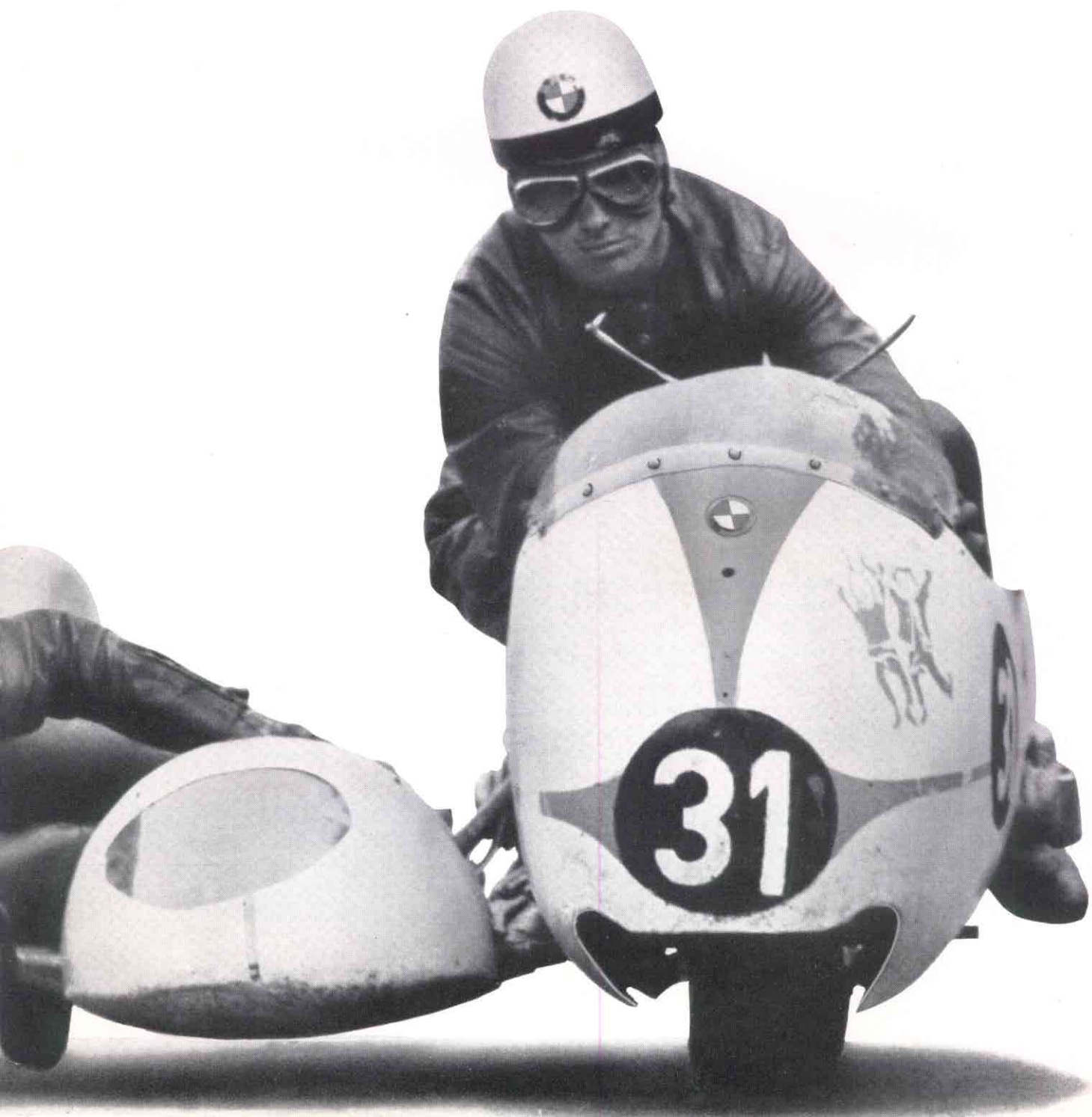
and if you did not yet know:

BMW is the world's fastest sidecar machine with a top speed of 280 km/h (175 m.p.h.)

BMW is holding since years 27 motorcycle world records.



become all over the world a symbol of progress and experience, of ingenious engineering and top-grade workmanship, of ruggedness and unmatched driving comfort. Innumerable trophies are promise and proof that BMW will stand any test in rough every-day service and on long-distance rides.





One of the last adventurers of our time is the motorcycle driver. When others are leisurely traveling in comfortable cars, he sticks his nose in the wind. He and he alone has that sensation of the road and of the machine, the exquisite experience of "living" the nature as it passes by. What a thrill for a man to own a speedy motorcycle—what a relief to entrust oneself to a BMW. BMW—trade mark of world champions.

