

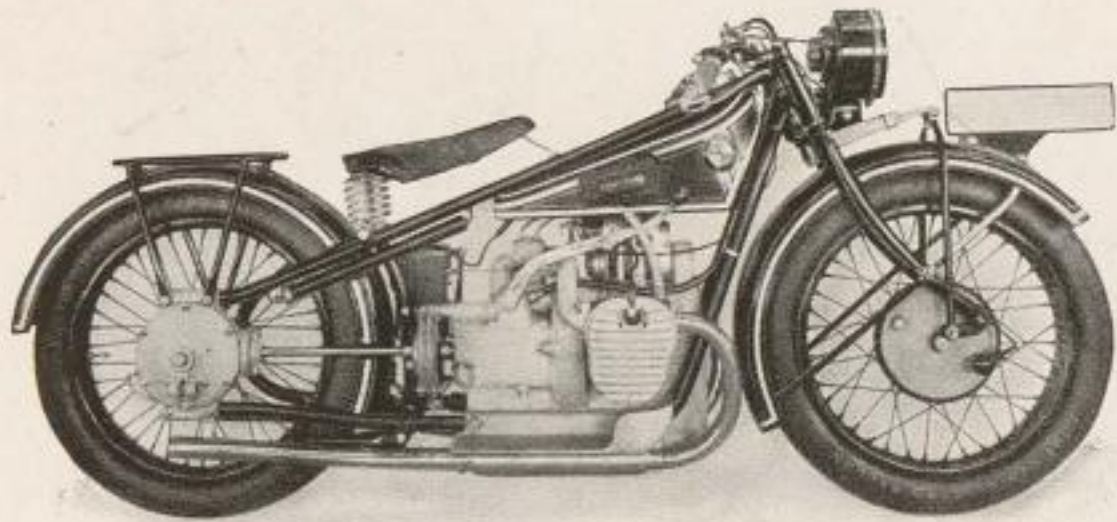
english

BMW



Courtesy of VintageBMW.org

R 52 500 cc Touring



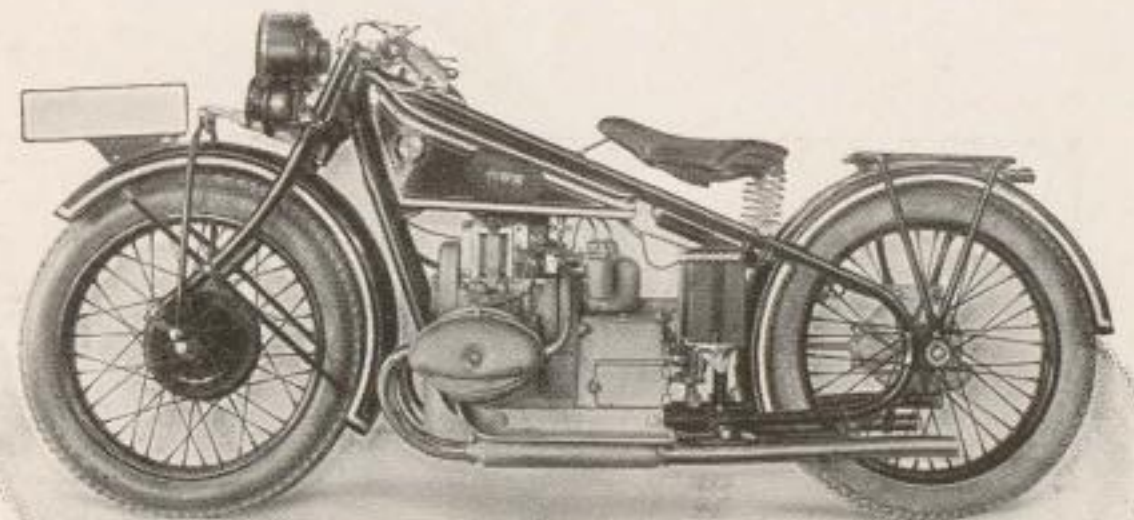
Cylinders and arrangement	flat twin, set across frame
Valves	side valves, enclosed
Bore	63 mm
Stroke	78 mm
Cubic capacity	487 cc
Brake H. P. (guar. normal output)	12 B. H. P.
Ignition	Bosch system
Gear box	three speed, incorporated in one unit with engine
Transmission	shaft drive ; spiral bevel gear in oil bath
Frame	tubular duplex cradle type with great stability and resistance to torsion
Tyres	26×3,5" low pressure
Front wheel brake	internal expanding
Gear brake	external contracting
Weight of machine in running order without fuel and oil	298 lbs

Price with Speedometer 94 Gns.

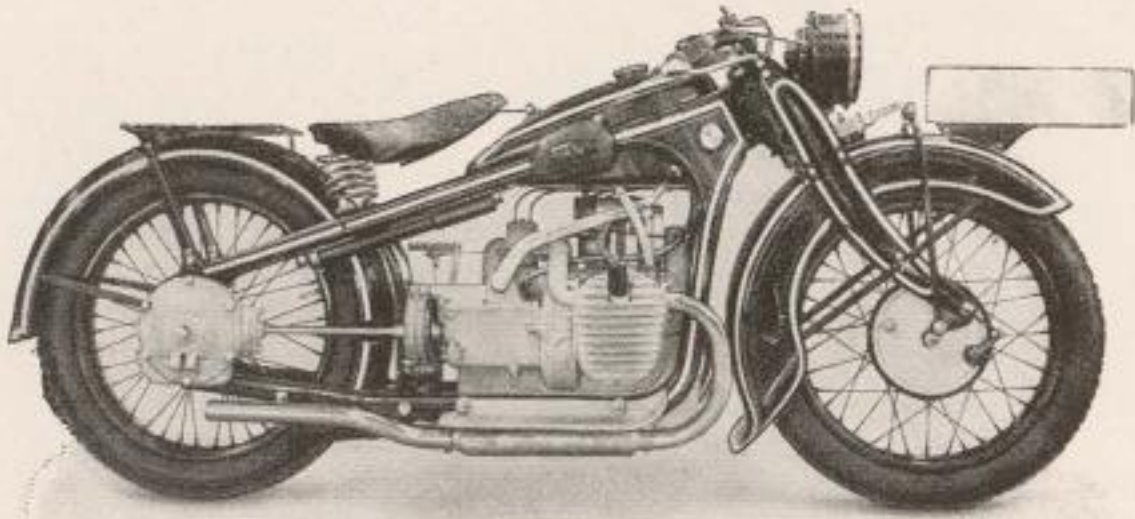
Cylinders and arrangement	flat twin, set across frame
Valves	overhead valves, enclosed
Bore	68 mm
Stroke	68 mm
Cubic capacity	493 cc
Brake H. P. (guar. normal output)	18 B. H. P.
Ignition	Bosch system
Gear box	three speed, incorporated in one unit with engine
Transmission	shaft drive ; spiral bevel gear in oil bath
Frame	tubular duplex cradle type with great stability and resistance to torsion
Tyres	26×3,5" low pressure or 27×2,75" high pressure
Front wheel brake	internal expanding
Gear brake	external contracting
Weight of machine in running order without fuel and oil	298 lbs

Price with Speedometer 110 Gns.

R 57 500 cc Sport



R 11 750 cc Touring



Cylinders and arrangement	flat twin, set across frame
Valves	side valves, enclosed
Bore	78 mm
Stroke	78 mm
Cubic capacity	745 cc
Brake H. P. (guar. normal output)	18 B. H. P.
Ignition	Bosch system
Gear box	three speed, incorporated in one unit with engine
Transmission	shaft drive; spiral bevel gear in oil bath
Frame	sheet steel frame with great stability and resistance to torsion
Tyres	26×3,5" low pressure
Front wheel brake	internal expanding
Gear brake	external contracting
Weight of machine in running order without fuel and oil	313 lbs

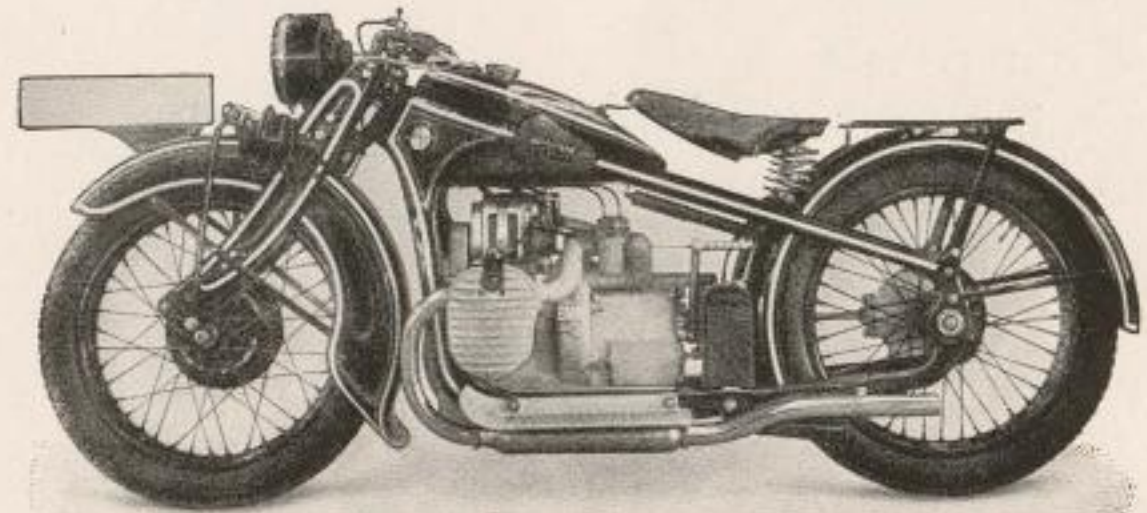
This machine can also be supplied with a tubular duplex frame.

Price with Speedometer 105 Gns.

Special BMW features

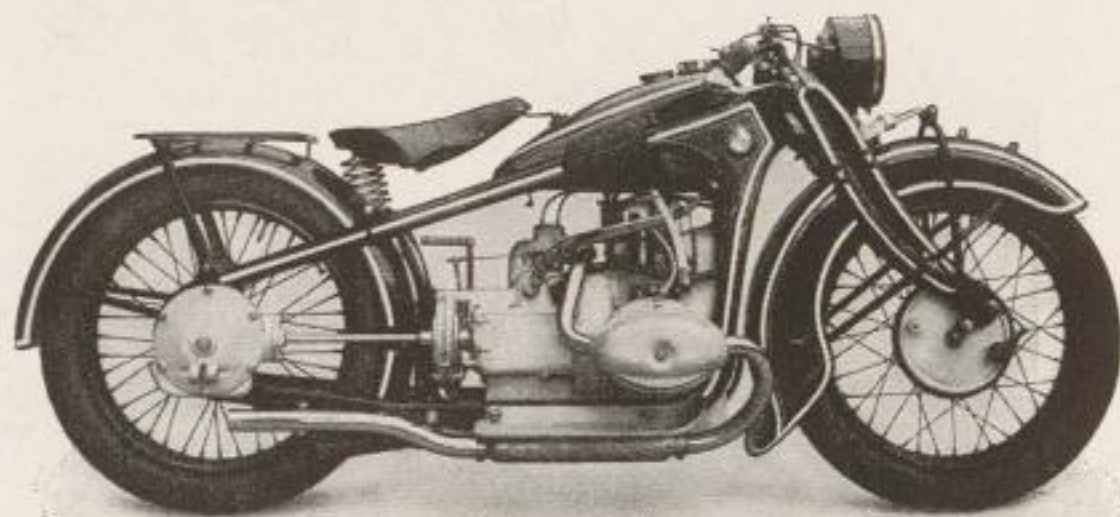
1. Duplex tubular cradle-type frame or sheet-steel chassis
2. Unit block engine, oil-bath gears
3. Flat twin cylinders set across frame, aluminium heads
4. Shaft drive, spiral-type crown wheel and pinion in oil bath
5. Powerful rear brake acting on vibration damper drum

R 11 750 cc Touring



R 16 750 cc Sport

THE GOLDEN ARROW



„Special models to meet special requirements“

One of these four BMW models will certainly be suitable for your purposes. The R 52 — 500 cc — Touring model is a light machine which is extremely easy to handle and may be used for solo and pillion riding at a nice average. The R 57 — 500 cc — Sports type, on the other hand, is a splendid solo mount for more experienced young sportsmen and touring riders who care for greater speed. The ideal machine for combination-work, however, is the 750 cc Touring model which has superb acceleration and most efficient brakes, ensuring a very considerable average road performance without apparent effort. It is obviously the heavy duty motor cycle for all purposes, and its wonderful reserve of power will carry it through any kind of difficult country.

The latest BMW product, the „Golden Arrow“, is a 750 o. h. v. Super Sports model that has SPEED, in capitals, written all over it. It is the acme of motor cycle engineering and can compete successfully with any other motor vehicle on the road, either as a solo machine or when combined with an efficient sidecar.

Both 750 cc models are eminently suitable for colonial and hilly countries where they will render perfect service under the most gruelling conditions.

Perfection is the word that sums up all the qualities of BMW motor cycles

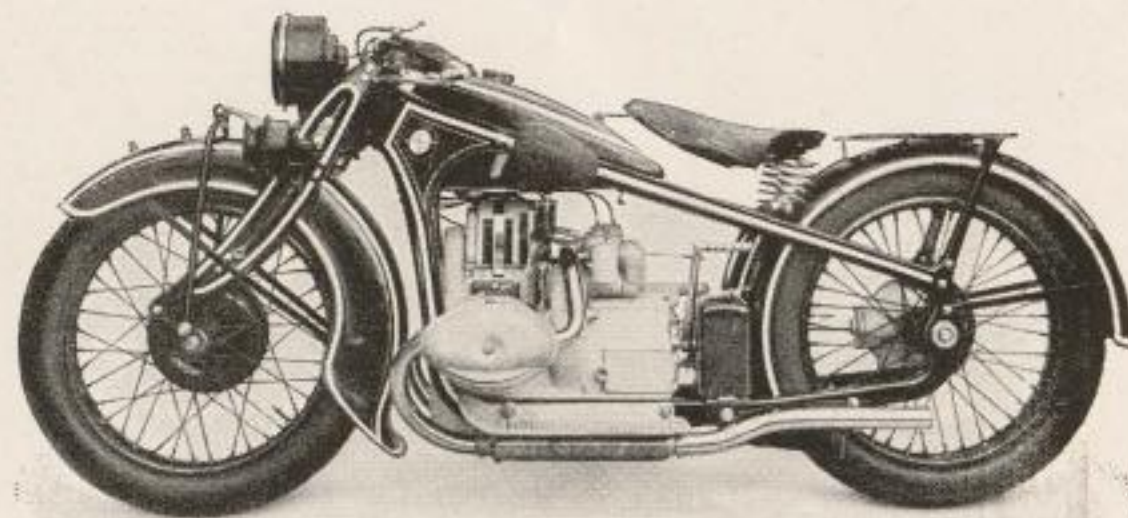
Cylinders and arrangement	flat twin, set across frame
Valves	overhead valves, enclosed
Bore	83 mm
Stroke	68 mm
Cubic capacity	734 cc
Brake H. P. (guar. normal output)	26 B. H. P.
Ignition	Bosch system
Gear box	three speed, incorporated in one unit with engine
Transmission	shaft drive; spiral bevel gear in oil bath
Frame	sheet steel frame with great stability and resistance to torsion
Tyres	26×3.5" low pressure or 27×2.75" high pressure
Front wheel brake	internal expanding
Gear brake	external contracting
Weight of machine in running order without fuel and oil	313 lbs

This machine can also be supplied with a tubular duplex frame.

Price with Speedometer, Bosch electric Lighting and Horn 170 Gns.

R 16 750 cc Sport

THE GOLDEN ARROW



SOME SUCCESSES

German Grand Prix (Avus)

First in 1925 and 1926; Fastest Time

Kolberg Race

First in 1925, 1926 and 1927; Fastest Time

Austrian Grand Prix

First in 1927 and 1928; Fastest Time.

International Six Days' Trial 1926

Gold Medal

German Six Days' Trial 1928

Gold Medal

All-Russian Reliability Trial 1925

Silver Cup

Targa Florio (Italy)

First in 1927 and 1928; Fastest Time

Austrian T. T. 1928

First Prize and Fastest Time

International Race at "Solitude"

First in 1924, 1925, 1926, 1927, 1928

Fastest Time in each case

German Championship

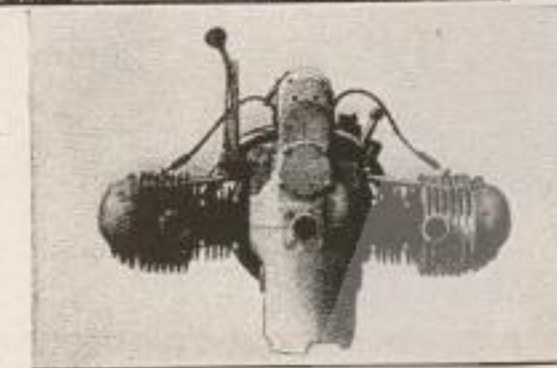
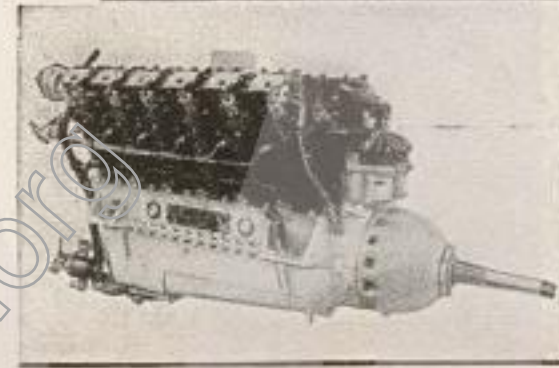
in 1926, 1927 and 1928

Paris-Nice Trial 1928

Two Gold Medals; Two Cups



BMW



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The illustrations on this page, from left to right are: A bird's eye-view of the Factory; Works Main Entrance; Tool Shop No. 17, where the various engine parts are machined; The latest BMW Aero Engine, Type VIIa U; Test Beds for aero engines; The largest Passenger Sea Plane in the world — the "Rohrbach Romar" — fitted with 3 BMW VI U engines having a total output of 2250 h.p.; Interior of Shop No. 17; Assembly Line for motor cycles; Front View of Unit Block Engine of the Sports Type Model R16; Factory Trial Track — The next photo shows a BMW motor cycle

in the Alps where, thanks to its sturdy construction, it surmounts all possible obstacles with perfect ease, proving it to be the machine for all sorts and conditions of roads, for any climate or country. On the last photo, Gall of Munich is seen taking a corner in splendid style during the Austrian Grand Prix which he won in brilliant fashion.

**BAYERISCHE MOTOREN WERKE
AKTIENGESELLSCHAFT MUNICH 13**

The Bayerische Motoren Werke Aktiengesellschaft were founded in 1916 with the object of building aero-engines. Their first product, the BMW IIIa, achieved universal fame from the very beginning, owing to its particularly fine performance.

Political events having seriously handicapped the manufacture of aero-engines, the company was forced to look for another sphere of activity. They consequently took up the production of motor cycles. There is no doubt that a firm of aero engine builders with their high standards of accuracy and meticulous care in manufacture is pre-eminently destined to create a motor cycle of distinction, embodying all the main engineering principles that had already been so remarkable in their original product. It was, therefore, really no surprise when the BMW turned out a motor cycle of their own design which, from the very start, was able to compete successfully with machines of international reputation.

The improvement of the R 42 and R 47 models led to the creation of the R 52 and R 57, 500 cc, models and, finally, to the R 11 and R 16, 750 cc, types of machine. The 750 cc models were designed in response to a special desire often expressed by BMW riders. This very sturdy and reliable machine is an excellent dual purpose mount. It should meet every requirement of the rider of superior taste, and will soon prove to be the Ideal Motor Cycle for the Colonies and all Oversea Countries.