

Englisch

1935

The Outstanding BMW Achievements in 1934

For years past Henne has maintained the world's maximum speed record on a 750 c. c. BMW against the most strenuous efforts of foreign competition. On October 28th, 1934, he succeeded in beating his own record by attaining a speed of **246 m. p. h. (153 m. p. h.)**.

On December 7th, 1934 Henne was holding the world's maximum speed record and 23 class world's records, thus **totalling 24 world's records set up with 500 c. c. and 750 c. c. BMW machines.**



Stelzer on the BMW R-17 model, the fastest machine in the concluding speed test of the International Six Days Trial 1934.

This latest BMW model enabled the German team to complete the hill climbs and the final speed test without the loss of a mark and thus to win this fight of the nations for the supreme reliability award for motor-cycles.



The coveted Silver Trophy of the International Six Days Trial, won both in 1933 and 1934 by the German team on BMW machines.

BMW

The World's Fastest Motorcycle, the Reliable and Economical High-Efficiency Machine

BMW Supremacy

Can there be better proof of **reliability and high efficiency** than was furnished by BMW motor cycles in enabling the German team to win the **International Six Days Trial twice in succession**, a performance envied by the whole world, and in holding **for years past the world's maximum speed record and 23 class records**, thus totalling 24 world's records (as of December 7th, 1934) against the most strenuous efforts of the best foreign and German competition?

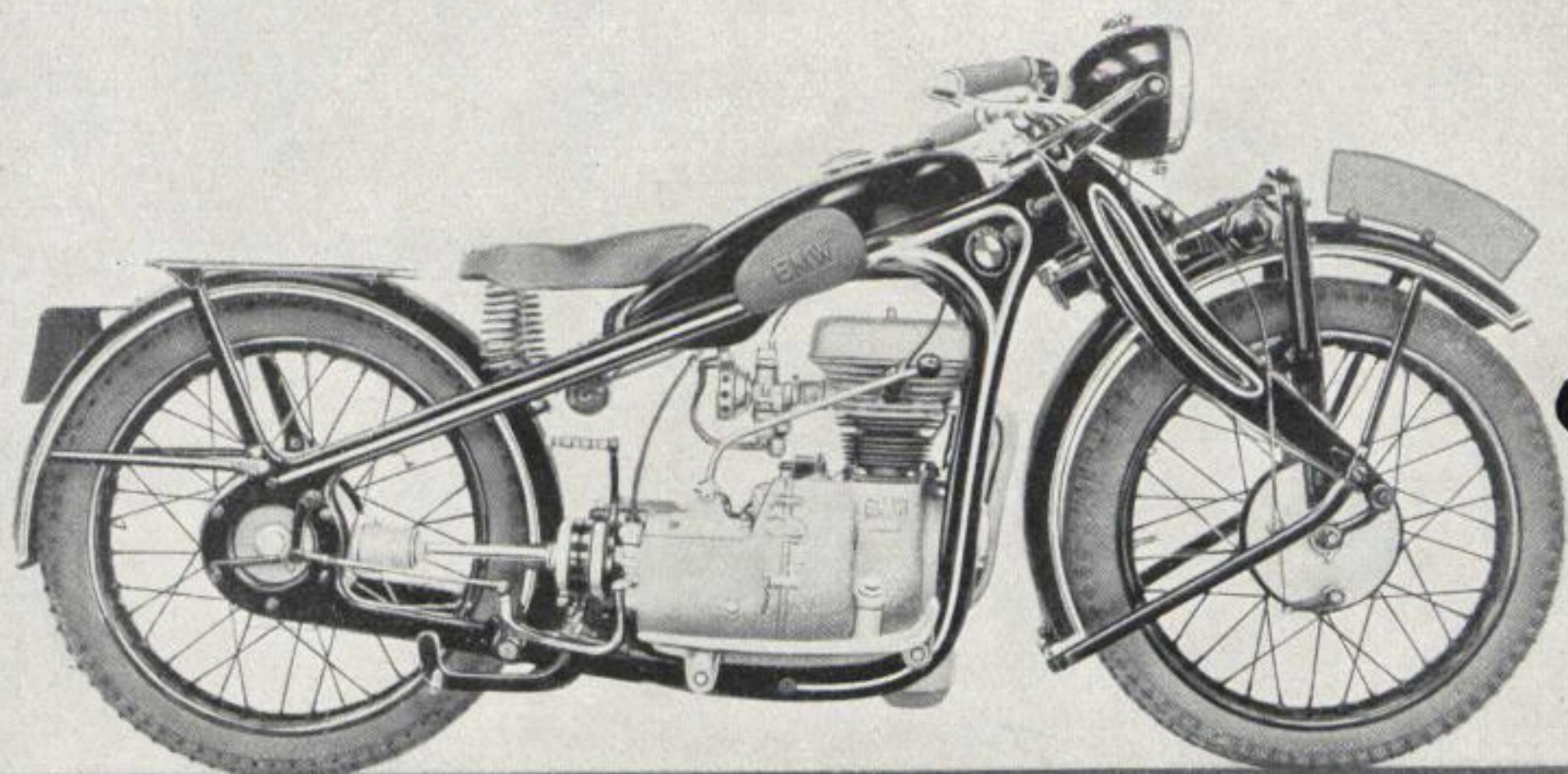
So outstanding and consistent a success is not achieved **by mere chance**: it is only attained by **superior design and quality**. For 12 years **BMW have been building their motor cycles on the same well-proved constructional lines**: stable triangulated frame, compact and totally enclosed engine gearbox unit and final drive by shaft, a **combination of features which is steadily gaining ground in the world's motor cycle construction** due to its inherent soundness and superiority.

Every year BMW models have been improved by utilizing the experiences and the latest technical developments in motor cycle and airplane engine production. **Thus, the 1935 BMW range, down to its last detail, contains nothing that is not thoroughly tried out and fully matured.** In addition to the increase in power and life, particular attention has been turned to ensuring **a more than ample cooling of the engine**. All BMW models are therefore **provided with aluminium cylinder heads embodying the results of ten years' experience**. These highly developed cooling features permit of both **high speed and consistent power** being maintained on long runs and mountain passes in summer.

But BMW machines are no less known for their **unparalleled economy**. Is it not an **exceptional achievement for a 750 c. c. BMW touring machine to consume no more fuel than many a 200 c. c. two-stroke mount?**

The BMW range is comprehensive and offers every purchaser the type of motor cycle he needs, from a 200 c. c. single-cylinder to a powerful sidecar machine.

We invite your attention to our 1935 range: a close study **will reveal novel features which will convince you of BMW's right in claiming supremacy.**

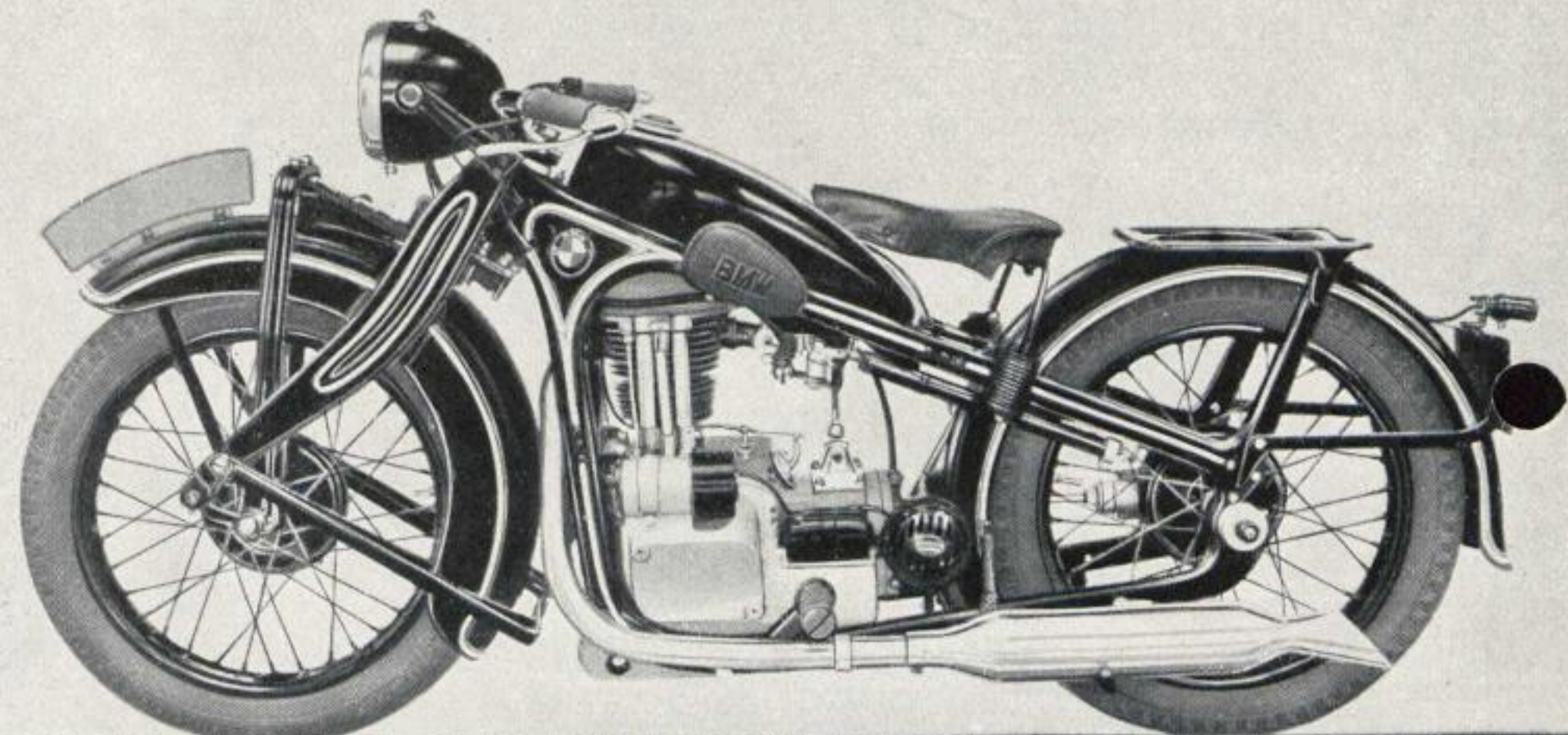
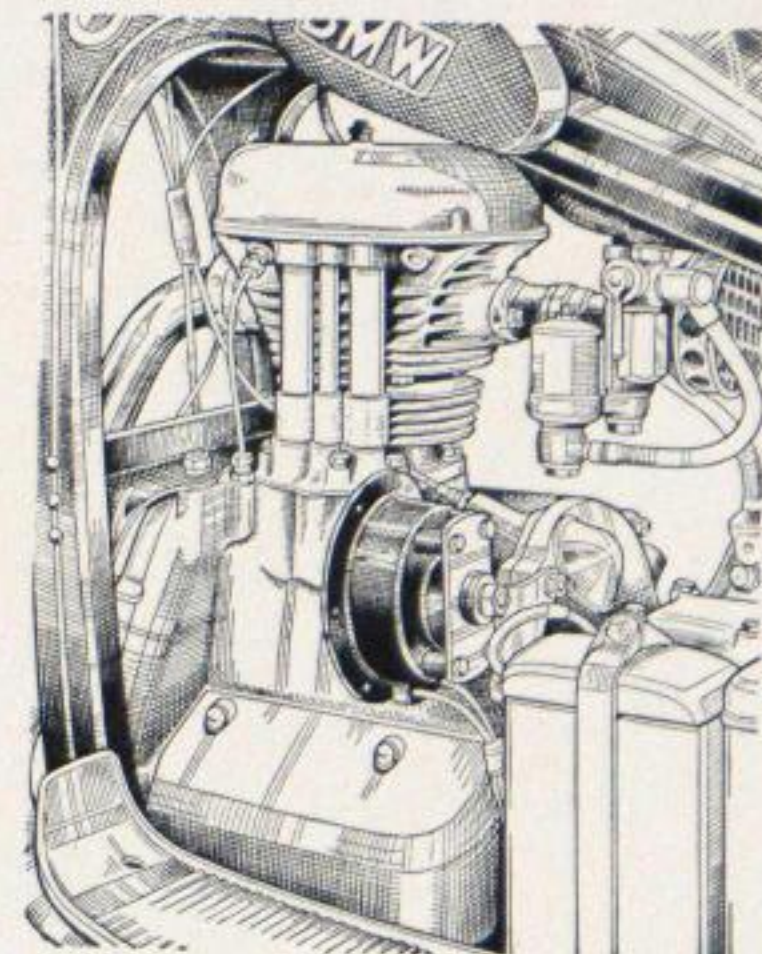


R-2 200 c.c., 8 H.P.

The economical single-cylinder machine with pressed steel frame, unit construction and totally enclosed valve gear and shaft drive. The high quality lightweight which will always be a source of pleasure to its owner due to its reliability and excellent performance as well as to an exceptionally low petrol and oil consumption.

Specification:

Engine: bore 63 mm, stroke 64 mm, cubic capacity 198 c.c., normal output 8 h. p., O. H. V., Bohmalite pistons, roller bearing big end, ball and plain bearing crankshaft, Bosch 30/50 watt coil lighting set, single-lever Amal carburettor with air filter, dry single-plate clutch. - **Gearbox:** ratios: 1st 2.9, 2nd 1.7, 3rd direct. Final drive by shaft with rubber shock absorbers and spiral bevel gears with 6.75 ratio. - **Frame:** duplex pressed-steel frame, 25 x 3 competition tyres, front and rear internal expanding brakes and knock-out spindles, saddle height 26.4 in., fuel tank capacity approx. 2 1/2 gals., weight approx. 275 lbs. (125 kgs), road clearance 4.75 in., petrol consumption 110 m. p. g., oil consumption approx. 3000 m. p. g.

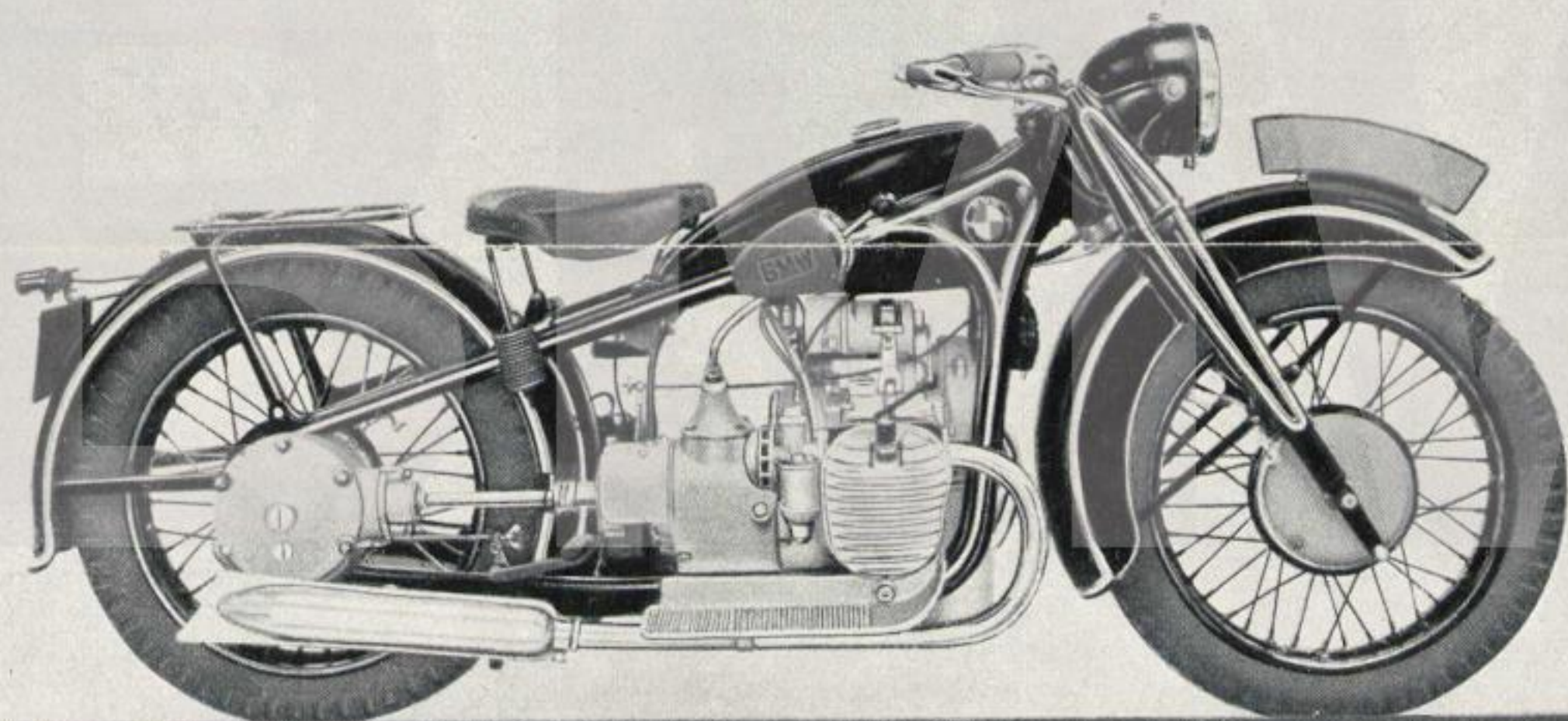
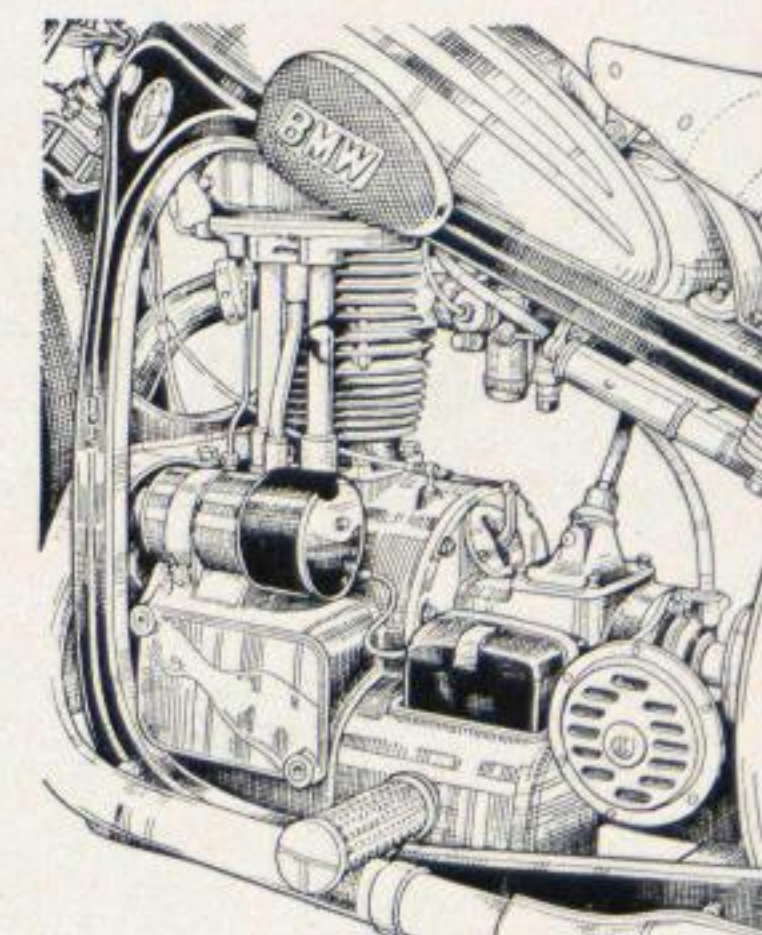


R-4 400 c.c., 12 H.P.

The sturdy machine for solo and pillion work. With excellent riding qualities both on the road and on rough ground. A 400 c.c. machine with the performance of a 500 c.c. and the consumption of a 300 c.c. The powerful and more than amply cooled engine, the four-speed gearbox with gate change on frame and the small weight of this machine ensure ease of control, flexibility, consistent power output and excellent hill climbing and make it also suitable for light sidecar work. Steering damper fitted as standard.

Specification:

Engine: bore 78 mm, stroke 84 mm, cubic capacity 398 c. c., normal output approx. 12 h. p., O. H. V., Bohmalite pistons, roller bearing big end, ball and plain bearing crankshaft, Bosch 45/70 watt coil lighting set, three-jet carburettor with air filter. Dry single-plate clutch. - **Gearbox:** ratios: 1st 3.6, 2nd 2.18, 3rd 1.35, 4th direct. Final drive by shaft with rubber shock absorbers and spiral bevel gears with a ratio of 5.12 for solo and 5.62 for sidecar work. - **Frame:** duplex pressed-steel frame, 26 x 3.5 competition tyres. Front and rear internal expanding brakes and knock-out spindles. Adjustable rubber-padded handlebars. Speedometer mounted in head lamp. Fuel tank capacity approx. 2 3/4 gals. Weight approx. 320 lbs. (145 kgs.). Road clearance 5 in. Fuel consumption solo 80 to 95 m. p. g.; with sidecar 70 to 80 m. p. g.; oil approx. 3000 m. p. g.

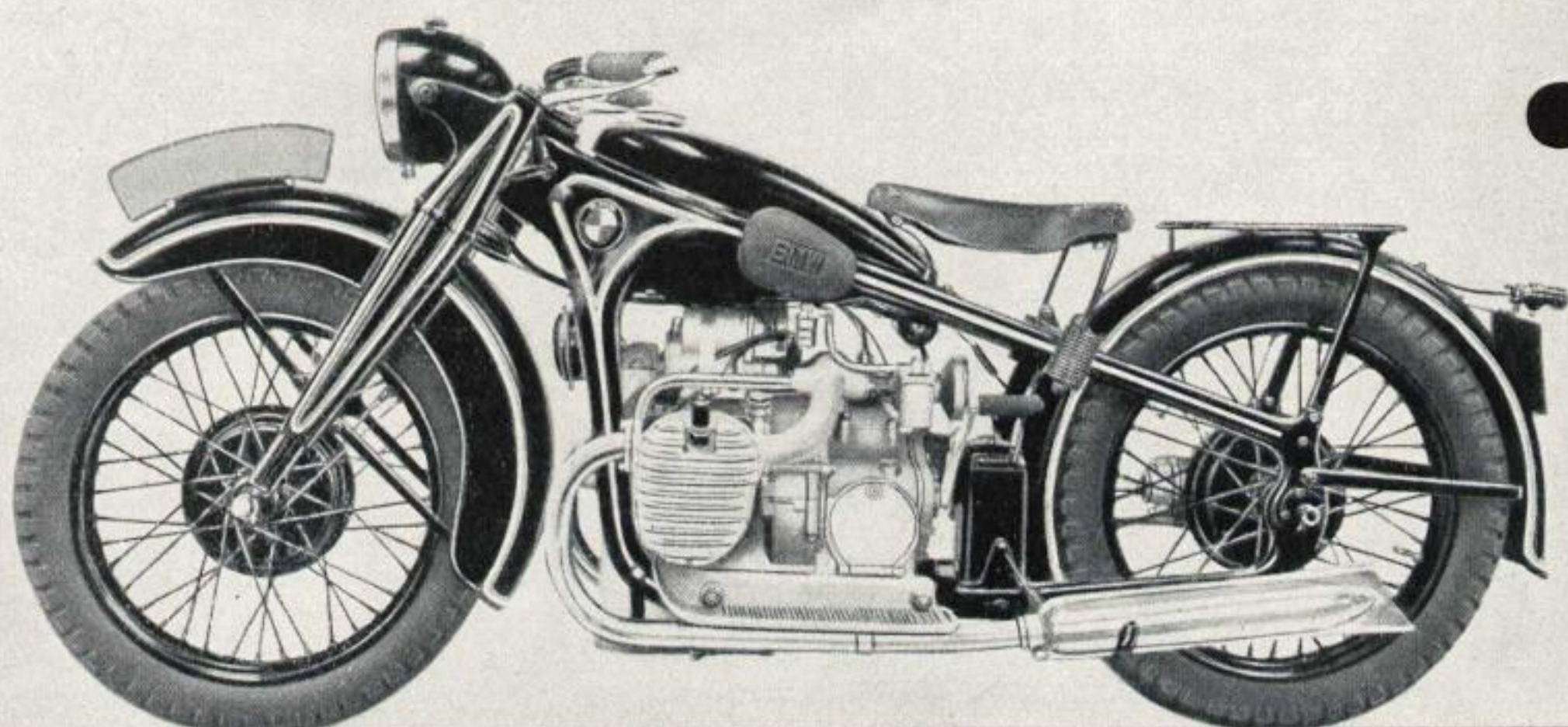
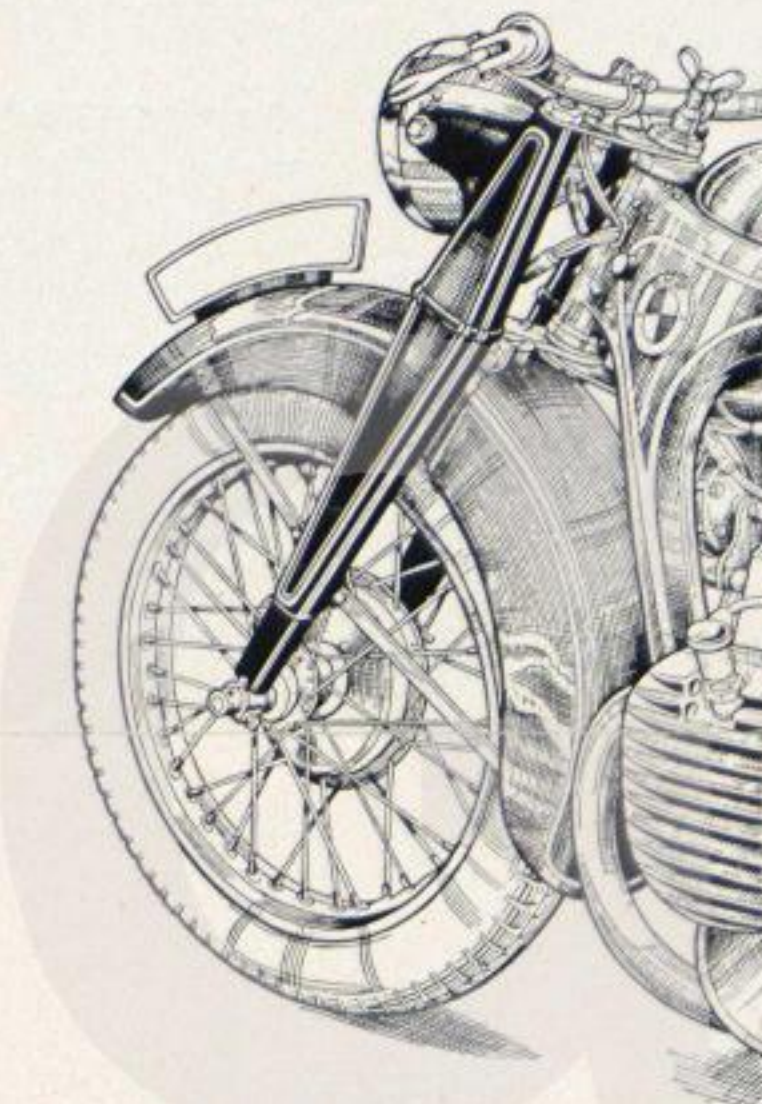


R-12 Flat-Twin Dual-Carburettor, 750 c.c., 20 H.P. Touring

The result of 12 years' experience in the construction of high efficiency and quality motorcycles, the ideal machine for pillion and sidecar work. The absolutely dust-proof telescopic front fork suspension with oil shock absorbers provides unique springing and road holding and requires no lubrication. The steering damper is supplied as standard. The sturdy, liberally cooled engine has been known for many years past for its high normal power output, its economy and long life. The four-speed gearbox with gate change on the frame makes gear changing a pleasure and provides exceptional acceleration on every kind of surface. The 4th gear is silent. Front and rear wheels incorporate internal expanding brakes and knock-out spindles and are quickly interchangeable. The fuel consumption for solo work is 65 to 70 m. p. g., and with sidecar 45 to 55 m. p. g.; a dwarf in consumption, a giant in performance!

Specification:

Engine: Transverse flat twin, bore 78 mm, stroke 78 mm, cubic capacity 745 c. c., normal output approx. 20 h. p. Side valves, Bohmalite pistons, roller bearing big ends, ball bearing crankshaft, Bosch 45/70 watt coil ignition and lighting set. Amal twin-carburettors with air filters. Dry twin-plate clutch. - **Gearbox:** four-speed gearbox with silent 4th speed, ratios: 1st 3.18; 2nd 2.06; 3rd 1.42; 4th 1.09. Final drive by shaft with rubber shock absorbers and spiral bevel gears with 4.07 ratio for solo and 4.75 ratio for sidecar work. - **Frame:** duplex pressed steel frame, well base rims, 27 x 4 balloon tyres. Fuel tank capacity approx. 3 gals. Front and rear internal expanding brakes and knock-out spindles. Adjustable handlebars, speedometer mounted in head lamp. Road clearance 5 in.

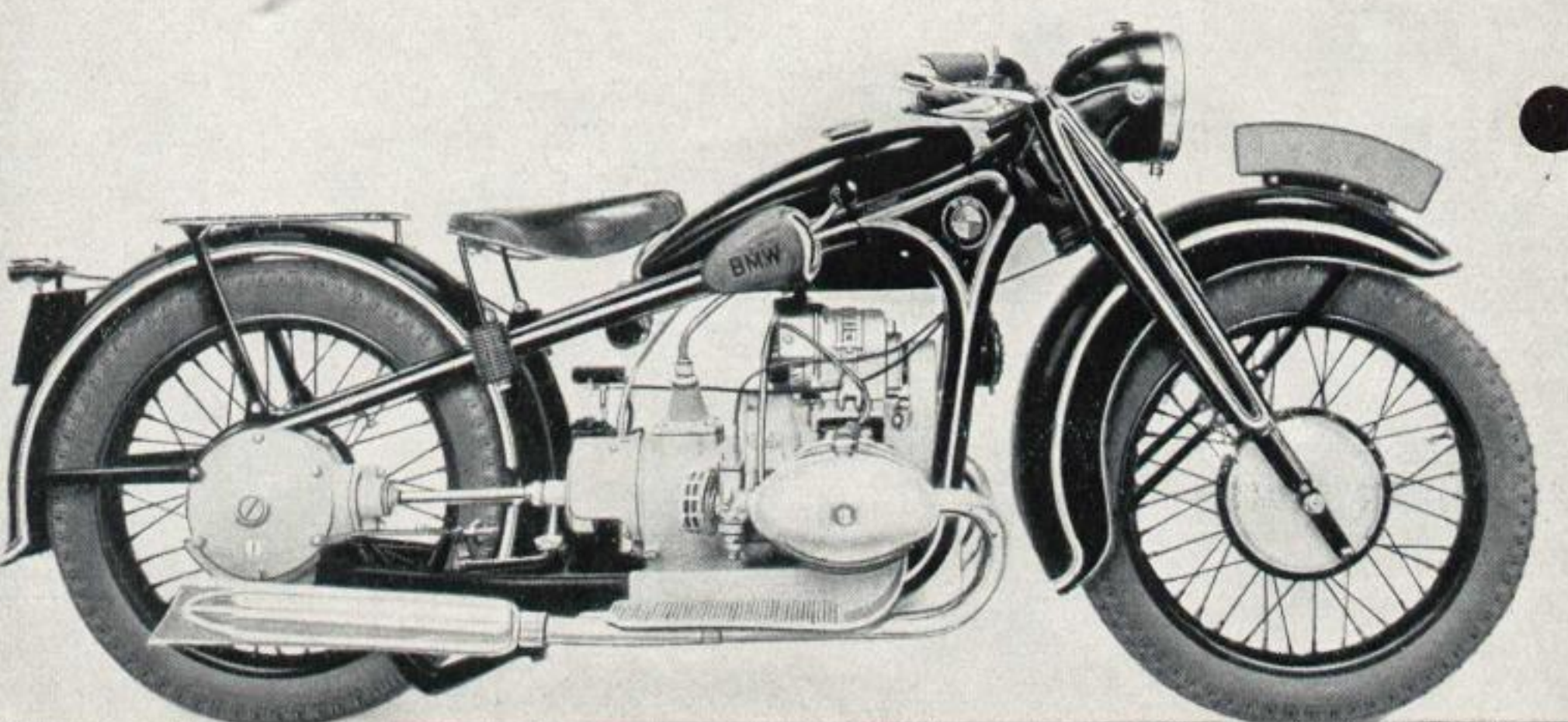
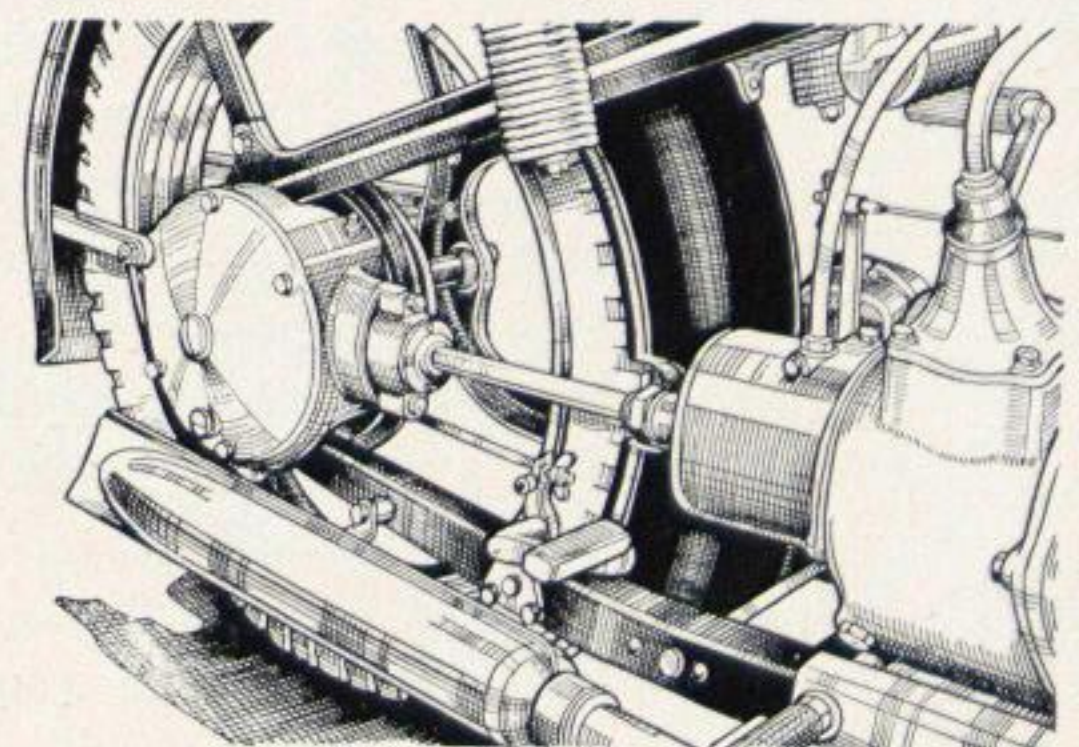


R-12 Flat-Twin Single-Carburettor, 750 c.c., 18 H.P. Touring

This machine differs from the dual carburettor model by the following features:

Single-carburettor (three-jet Sum) with air filter, heated intake manifold, Bosch 35/50 watt magneto ignition and lighting set.

In this model the air intake filter is located higher which is of advantage in case of water splashes. Top speed and acceleration are slightly lower, as is also the fuel consumption.



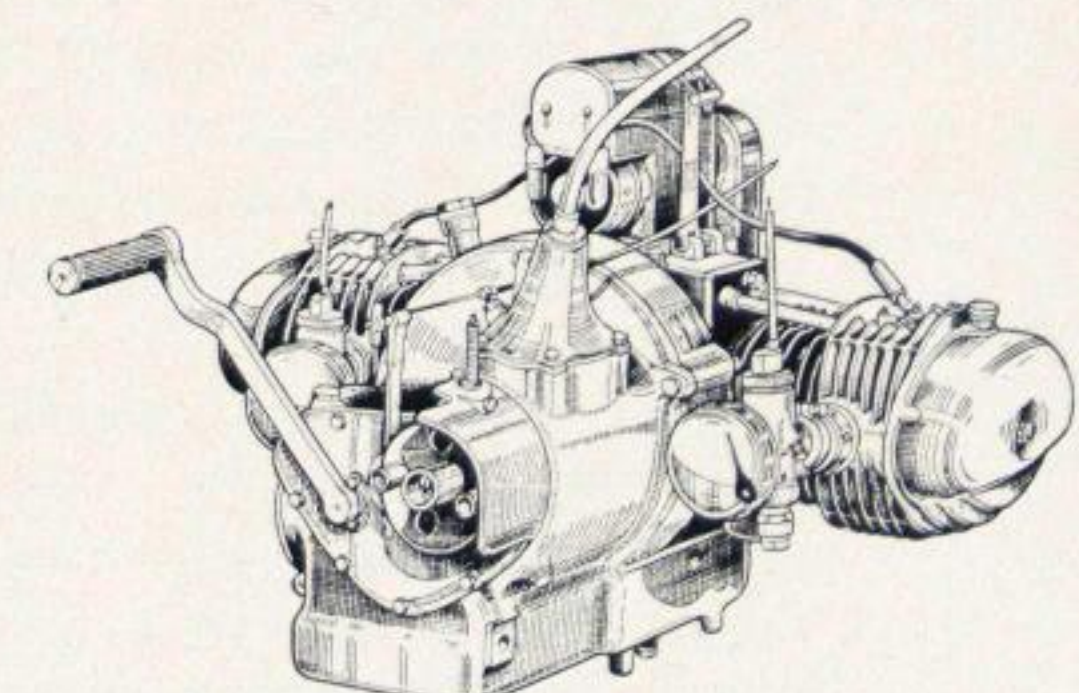
R-17 Flat-Twin Super-Sports 750 c.c., 33 H.P.

Winner of the International Six Days Trial and of the German 2000 Kilometers' Trial for two years in succession. The sports mount for the most exacting requirements. Like the R-12 model, the machine is provided with the novel telescopic front fork suspension with oil shock absorbers, built-in steering damper supplied as standard, four-speed gearbox with silent 4th speed and gate change on frame, interchangeable wheels with internal expanding brakes and knock-out spindles. The liberally cooled O. H. V. engine mounted at 33 h. p. provides amazing acceleration and a unique normal power output.

Specification:

Engine: transverse flat twin, bore 83 mm, stroke 68 mm, cubic capacity 730 c. c., normal output approx. 33 h. p. Overhead valves actuated by steel push-rods and rocker arms, the entire valve gear being totally enclosed and dust and oil proof. Special light alloy pistons. Connecting rods and crankshaft mounted on wide roller bearings. Automatic forced feed lubrication without external pipes. Bosch 45/70 watt coil ignition and lighting set. Amal twin-carburettor with air filter bolted direct on cylinders. Dry twin-plate clutch. - **Gearbox:** four-speed gear with silent 4th speed. Ratios: 1st 3.18; 2nd 2.06; 3rd 1.42; 4th 1.09. Highly flexible shaft drive with chamfered bevel gears. Transmission ratio to the rear wheel for solo 4.07, with sidecar 4.75. - **Frame:** duplex pressed-steel frame, well base rims with 27 x 4 balloon tyres. Front and rear internal expanding brakes and knock-out spindles. Adjustable handlebars, speedometer mounted in head lamp. Road clearance 5 in.

All data subject to change without notice.



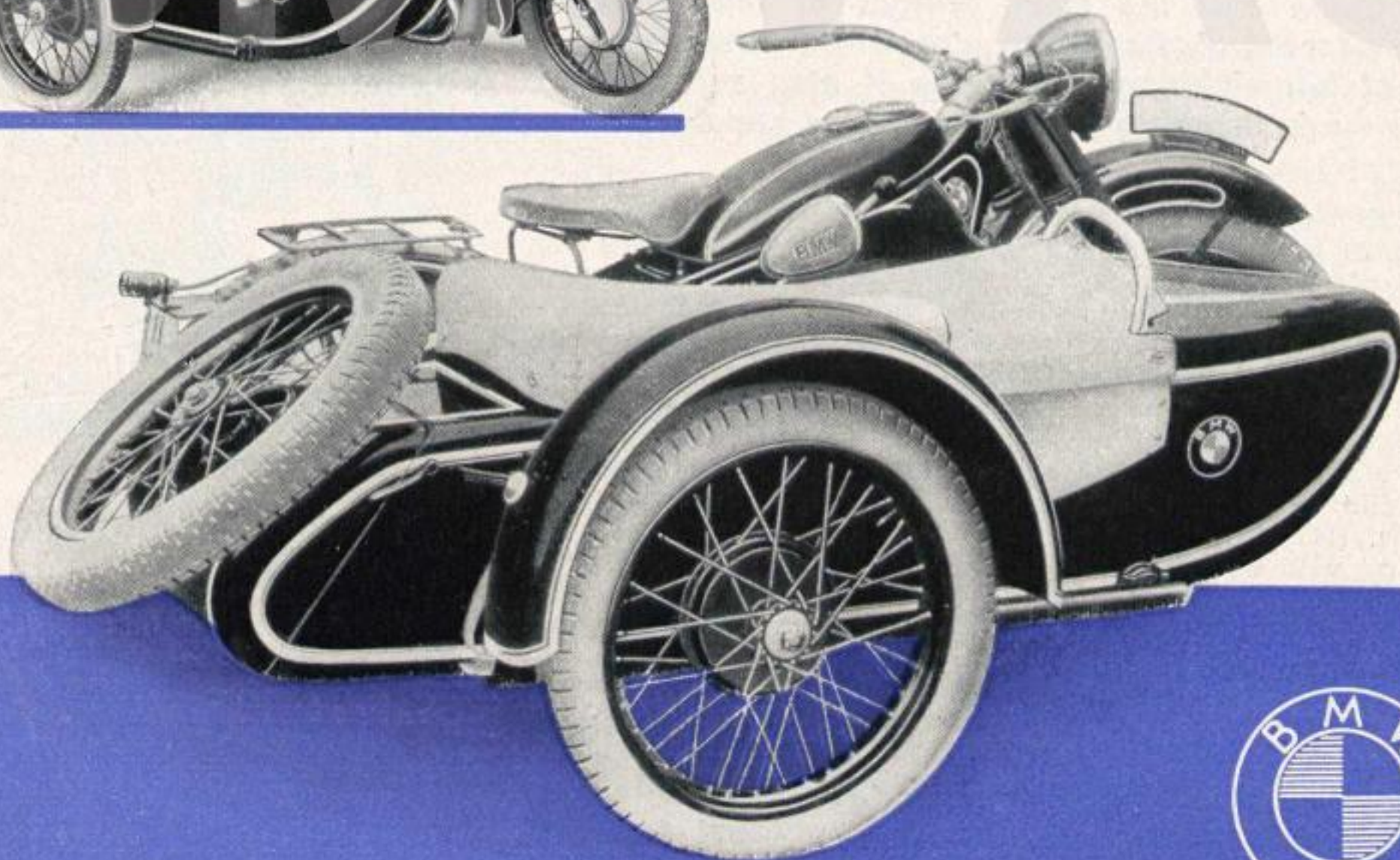
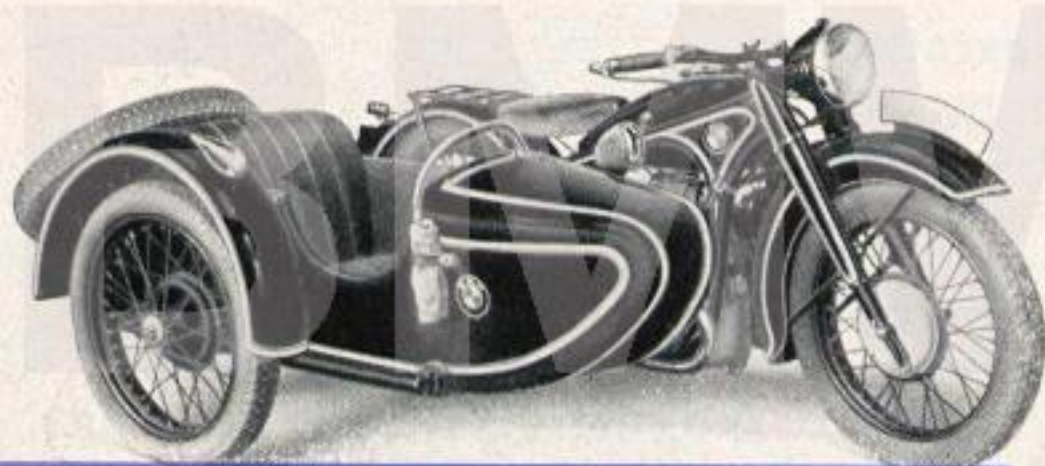
The BMW Sidecar Outfit

Owing to its novel distortion-free tubular frame, the BMW sidecar provides exceptional stability and ensures the kind of performance one is justified in expecting from a BMW sidecar outfit both on the road and rough ground. The considerable forward position of the sidecar wheel permits not only of **easy cornering** but affords unusually comfortable riding for the **sidecar passenger**. The **interchangeability of the sidecar wheel** with both wheels of the machine will be welcomed by every touring rider and has therefore been adopted despite the substantial cost involved. The spare wheel is fitted to the rear locker and is spring-mounted and easily accessible.

The comfort of the passenger is taken care of by the ample seating capacity, the rear twin springs and the rubber pads supporting the sidecar front end in the frame.

The **patented fittings** with ball joints enable the sidecar to be **attached and detached easily and quickly**. The spacious locker behind the seat is easily accessible from the outside.

This roomy sidecar provides the possibility of obtaining a **complete original BMW sidecar outfit**, every detail of which has been suggested by experience and built with meticulous care - **an outfit with unique road properties**.



BAYERISCHE MOTOREN WERKE AG MÜNCHEN

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