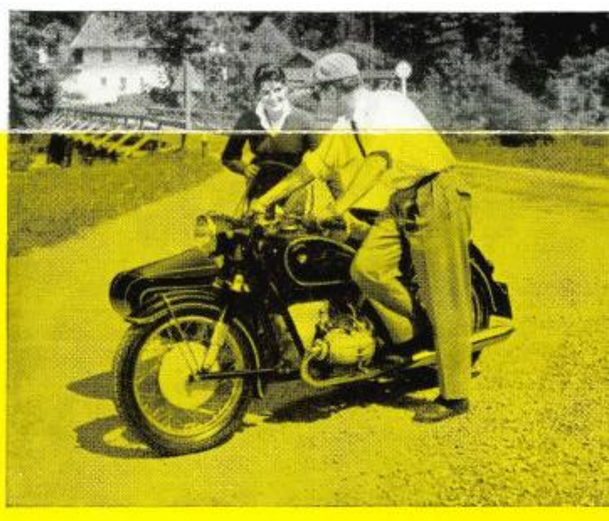
BMW -in a class of their own

That you understand motor cycles is shown by your interest in BMWs. Therefore, judge for yourself. Where can you find a motor cycle with such a clear, simple, and technically complete design except on a BMW? Even years ago, before the second war, its construction was striking and very well known. Endless experiments throughout the years enabled BMW to produce motor cycles with their distinc-



tive technical features. Every part of a BMW product shows its world-wide known degree of precision. Whether you ride one of the small or large BMW motor cycles, solo or sidecar-outfit, owning a world-famous BMW motor cycle will always make you a proud and satisfied owner. Behind every BMW motor cycle there is over thirty years experience in building motor cycles, and vast knowledge of leading car and aeroplane engine construction and production.

1956 again a year full of successes for BMW

Sidecar Class

World-championship
German championship
26 world-speed records in the range from 1 km to 24 hours

Winners in the English Tourist Trophy Grand Prix, of the Netherlands Grand Prix, of the Belgium Grand Prix, of the German Grand Prix, of the Irish Grand Prix, of the Grand Prix of Rayon de Sarre, Winners at Sachsenring, Hockenheim, Norisring Nuremberg, International Avus and Salzburg.

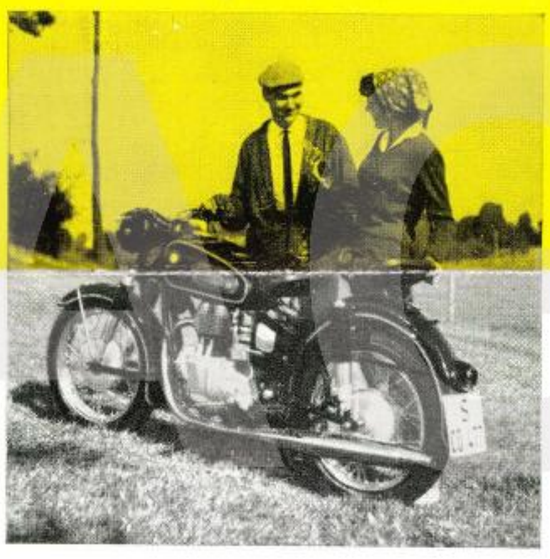
Solo Class

German championship
3 world speed records

Austrian championship, Grand Prix of Czecho-Slovakia, Mountain race in Vienna, Sachsenring, Norisring Nuremberg, Budapest, Salzburg, and Tourist Trophy at Bathurst, Australia.

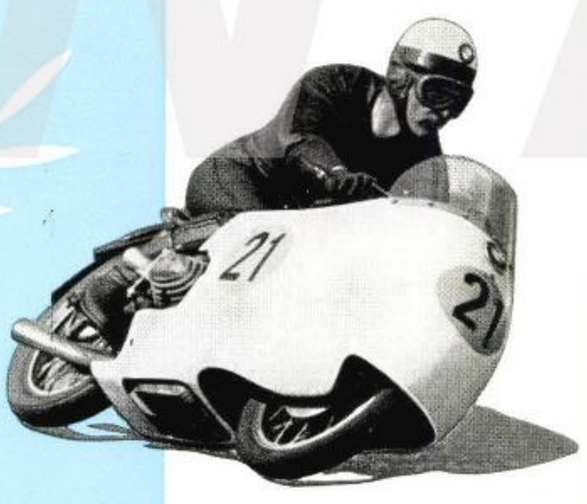
International Six Days Trial
Gold medal from FIM for the BMW team

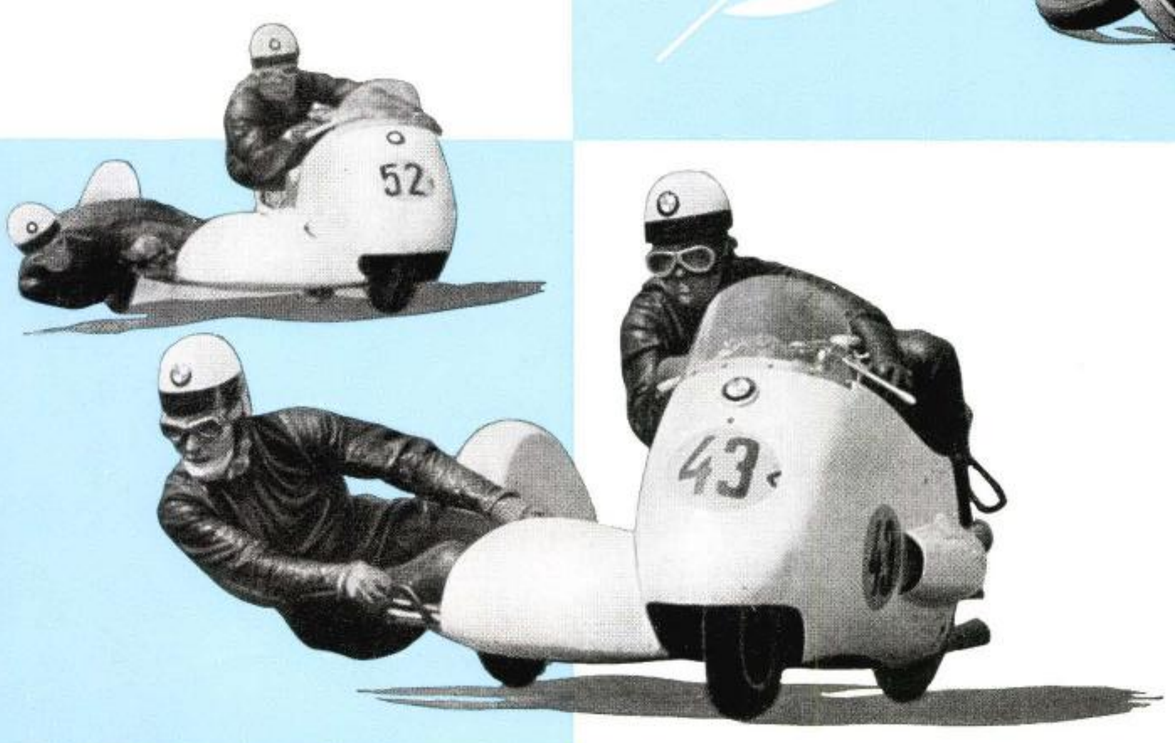
R 26, R 50 solo, R 69 sidecar, and 4 other gold medals.

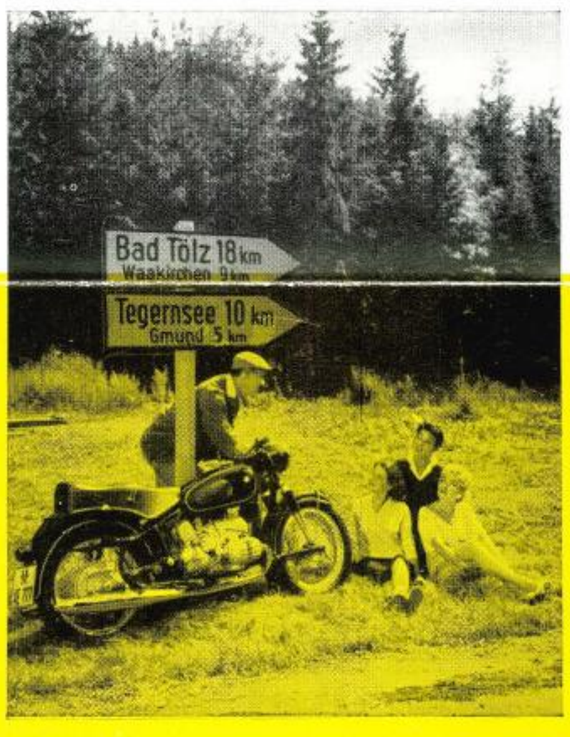


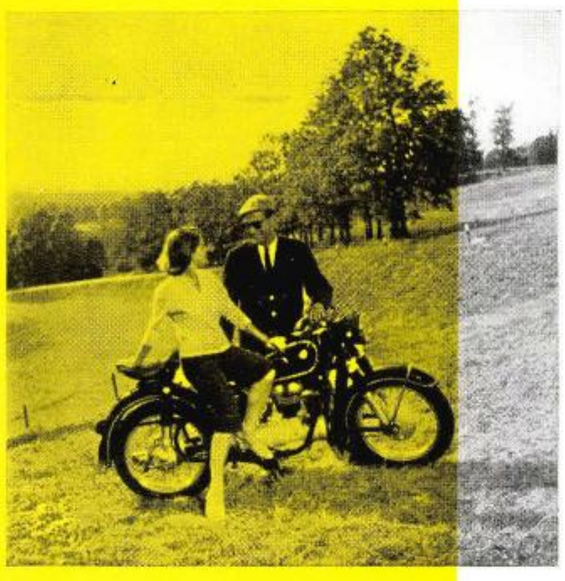
Owning a BMW motor cycle, you possess the world. It will carry you quickly and safely to your work and, at holiday time, out to foreign countries. The new swing frame offers to you outstanding riding comfort, and the large diameter brakes ensure safety in every situation.

Each BMW engine is 100 % open-throttle proof, and over all the range of revolutions extremely smooth and lively, as well as very quiet and possessing a big power reserve. The enclosed engine ensures long life with easy maintenance. Again in 1956, against the strongest international competition, BMW have









World records, races, toughest cross-country trials and endless successes of BMW motor cycles in nearly all countries of the world, connected with vast experience in producing high quality motor cars and aeroplane engines, have given BMW their outstanding reputation on two and four wheeled vehicles.

achieved brilliant successes in international and classical road races and trials. The technical knowledge obtained from these successes is built into every BMW motor cycle, so that the customer may benefit from it.

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Printed in Germany

BAYERISCHE MOTOREN WERKE AG MUNICH (GERMANY)

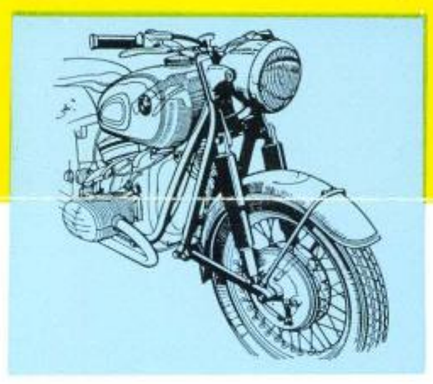
R 26
Touring Model
250 c.c. 15 hp.

R 26

Hydraulic damped swing frame, powerful single cylinder engine. Special large air-intake ensuring cool and uniform air supply. Four speed gearbox with foot change. Very elastic clutch. Front and rear wheel suspension with suspension units and double action hydraulic shock absorbers. Polished 18 in. light-alloy wheelrims. Full-width hubs with large diameter brakes. Fuel tank with locking tool box. Stop light.

Brake Horse Power	15
Cylinder	1
Engine Capacity	245 cc
Bore and Stroke	68 x 68 mm
Revolutions per Min.	6400
Compression Ratio	7.5 : 1
Lighting Equipment	6 V/60 W
Carburettor	Bing 1/26
Gear Ratios	
First 5.33 : 1	Third 2.04 : 1
Second 3.02 : 1	Fourth 1.54 : 1
Final Drive Ratio Solo	4.16 : 1
Tank Capacity 3.1 Imp. Gal.-3.6 U.S.Gal.	
Average Fuel Consumption	
Solo	90 miles/Imp. Gal.
	77 miles/U. S. Gal.
Max. Speed Solo	74 m.p.h.
Kerb Weight	346 lbs
Wheels and Tyres	3.25 x 18
Handlebar Width	26 in.
Overall Length	82½ in.
Saddle Height	30½ in.

The swing fork with suspension units



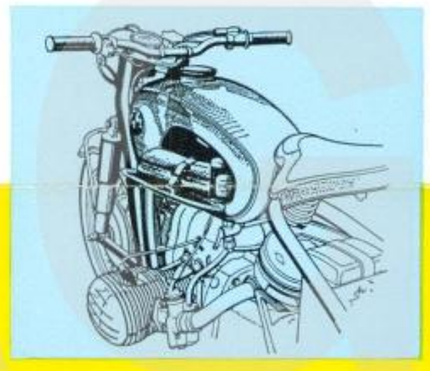
R 50
Touring-sport
500 c.c. 26 hp.

R 50

Powerful two cylinder engine. Hydraulic damped swing frame with suspension units and hydraulic shock absorbers based on experiences gathered with racing motorcycles. Polished 18 in. light-alloy wheelrims. Full-width hubs with large diameter brakes. Stop light.

Brake Horse Power	26
Cylinder	two transverse opposed
Engine Capacity	490 cc
Bore and Stroke	68 x 68 mm
Revolutions per Min.	5800
Compression Ratio	6,8 : 1
Lighting Equipment	6 V/60-90 W
Carburettor	Bing 1/24/45/46
Gear Ratios	
First 5.33 : 1	Third 2.04 : 1
Second 3.02 : 1	Fourth 1.54 : 1
Final Drive Ratio Solo	3.18 : 1
Final Drive Ratio Sidecar	4.33 : 1
Tank Capacity	3.7 Imp. Gal.
	4.4 U.S. Gal.
Average Fuel Consumption	
Solo	68 miles/Imp. Gal.
	56 miles/U.S. Gal.
Max. Speed Solo	87 m.p.h.
Kerb Weight	429 lbs
Wheels and Tyres	3.5 x 18
Handlebar Width	23¾ in.
Overall Length	82¾ in.
Saddle Height	28½ in.

Fuel tank with locking tool box



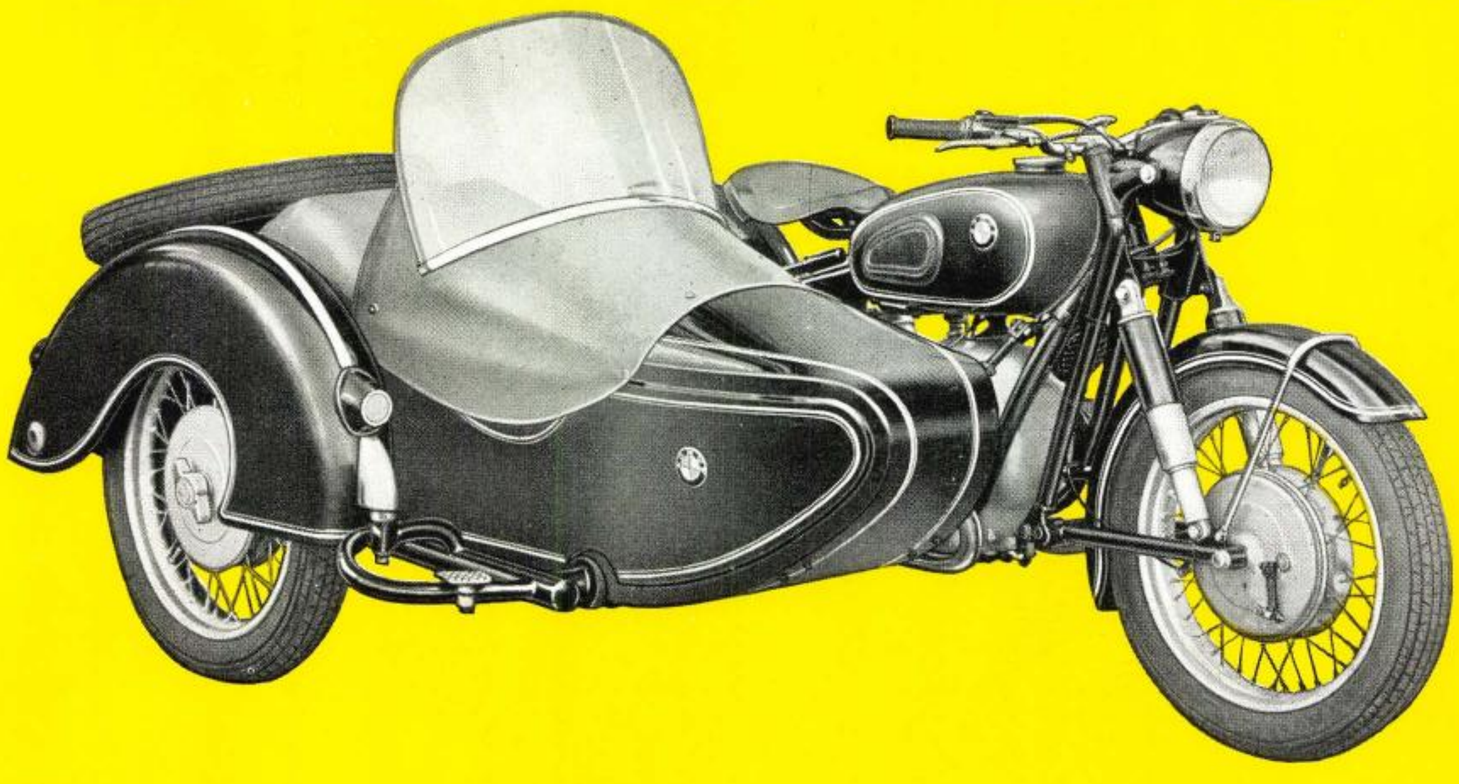
R 60
Touring-sport
600 c.c. 28 hp.

with BMW "Spezial" oscillating axle sidecar

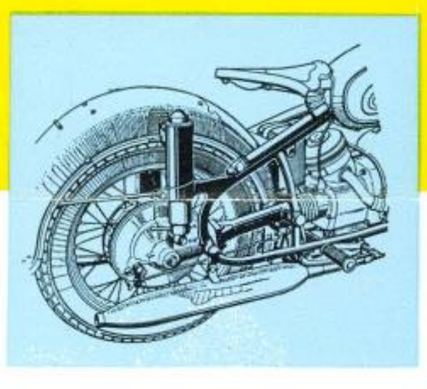
R 60

Hydraulic damped swing frame with suspension units and hydraulic shock absorbers. Very elastic clutch. Full-width hubs, large diameter brakes of light-alloy. Stop light. Sidecar swinging axle and body equipped with rubber springing. Oil pressure braked sidecar wheel, available also for solo use.

Brake Horse Power	28
Cylinder	two transverse opposed
Engine Capacity	590 cc
Bore and Stroke	72 x 73 mm
Revolutions per Min.	5600
Compression Ratio	6.5 : 1
Lighting Equipment	6 V/60-90 W
Carburettor	Bing 1/24/95/96
Gear Ratios	
First 5.33 : 1	Third 2.04 : 1
Second 3.02 : 1	Fourth 1.54 : 1
Final Drive Ratio Sidecar	3.86 : 1
Tank Capacity 3.7 Imp. Gal. - 4.4 U.S.Gal.	
Average Fuel Consumption	
Sidecar	50 miles/Imp. Gal.
	41 miles/U.S. Gal.
Max. Speed sidecar with 3 people	69 m.p.h.
Kerb Weight	705 lbs
Wheels and Tyres, front	3.5 x 19
rear	4.0 x 18
Overall Width	63 in.
Overall Length	93½ in.
Saddle Height	28½ in.



The final drive shaft is enclosed within the right hand rear swing arm, totally oil and dust proof



R 69 sport
600 c.c. 35 hp.

R 69

High performance two cylinder engine. Hydraulic damped swing frame with suspension units and hydraulic shock absorbers based on experiences gathered with racing motorcycles. Polished 18 in. light-alloy wheelrims. Full-width hubs with large diameter brakes. Stop light. Sprung sports seats or pillion seat.

Brake Horse Power	35
Cylinder	two transverse opposed
Engine Capacity	590 cc
Bore and Stroke	72 x 73 mm
Revolutions per Min.	6800
Compression Ratio	8.0 : 1
Lighting Equipment	6 V/60-90 W
Carburettor	Bing 1/26/9/10
Gear Ratios	
First 5.33 : 1	Third 2.04 : 1
Second 3.02 : 1	Fourth 1.54 : 1
Final Drive Ratio Solo	3.18 : 1
Final Drive Ratio Sidecar	4.33 : 1
Tank Capacity 3.7 Imp. Gal.-4.4 U.S.Gal.	
Average Fuel Consumption Solo	
	70 miles/Imp. Gal.
	60 miles/U.S. Gal.
Max. Speed Solo	103 m.p.h.
Kerb Weight	444 lbs
Wheels and Tyres	3.5 x 18
Handlebar Width	28¾ in.
Overall Length	82¾ in.
Saddle Height	29 in.

We reserve the right to modify or deviate from the printed specifications and details