



1927

THE

BMW

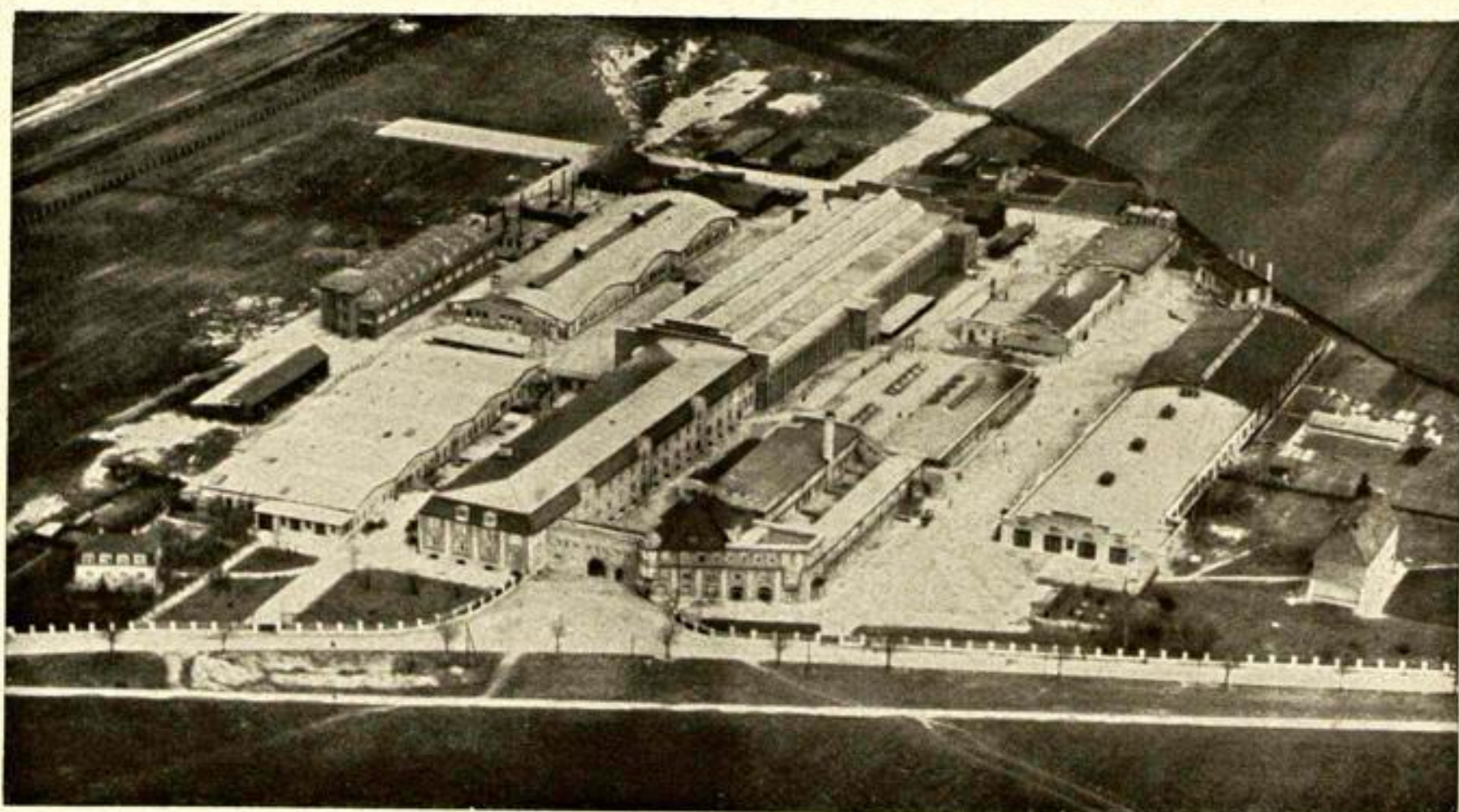


MOTORCYCLES

TYPE R 42 AND R 47

BAYERISCHE MOTOREN WERKE

AKTIENGESELLSCHAFT MUNICH 46



VIEW OF WORKS FROM AEROPLANE

The Bayerische Motoren Werke Aktiengesellschaft

were founded in the year 1916 as an Aero-engine Factory. From the very first, the aero-engines produced became world-famed for their remarkable performances, which placed anything known up till then in the shade.

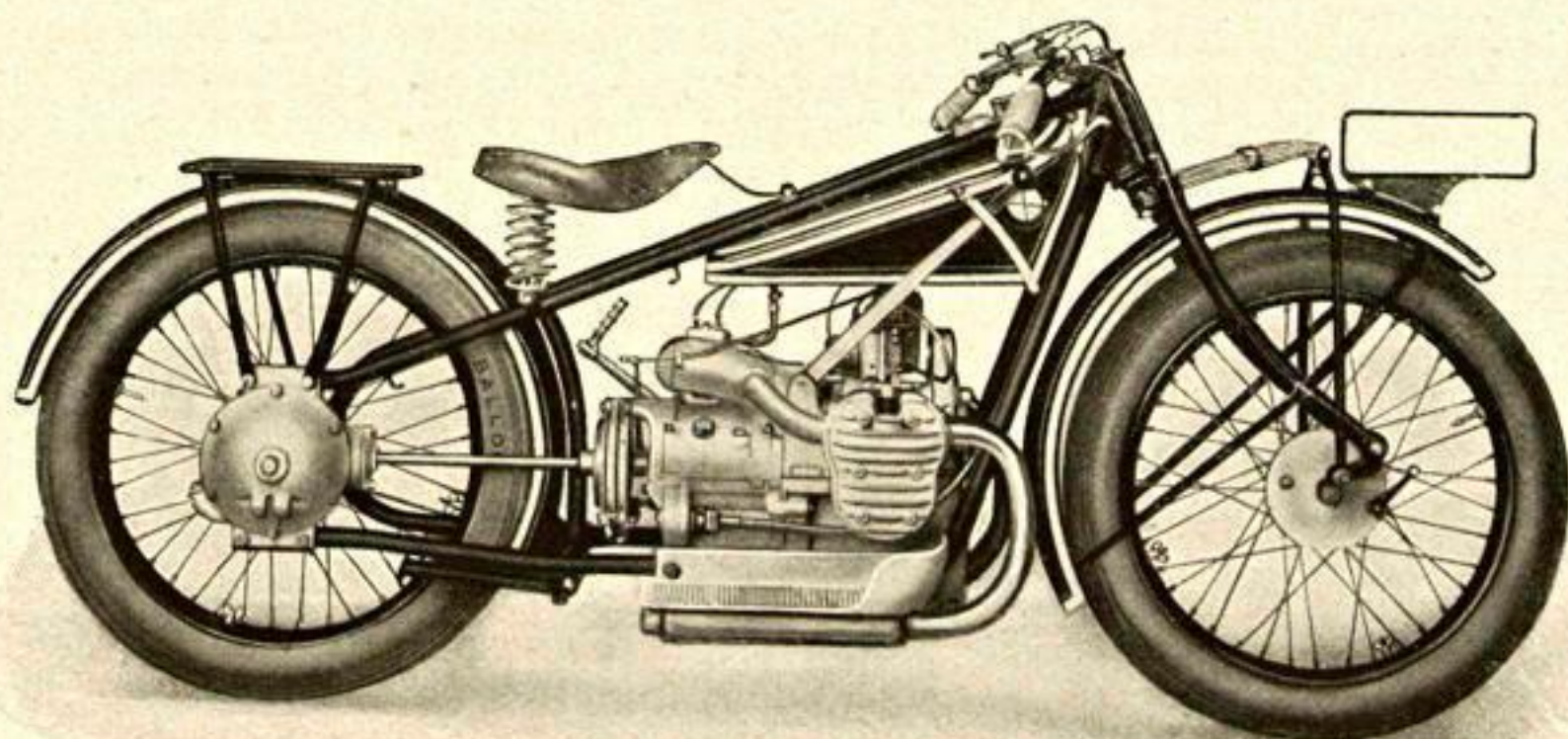
Specially with aero-engines, the greatest demands imaginable are made as regards design and construction, and a successful aero-engine factory is predestined to manufacture motor vehicles of the very highest quality. The demand for aero-engines not offering sufficient occupation for the extensive works, as a result of the disarmament in Germany, the Bayerische Motoren Werke turned to the manufacture of motor-cycles.

Just as with the manufacture of aero-engines, the BMW was successful in this new undertaking in producing a machine, which, far above the average from the very beginning, belongs to-day to the very highest international class.

Realising that the production of a really firstclass machine at a reasonable price is only possible if the manufacture is confined to a limited number of models, the Bayerische Motoren Werke supply their BMW machines only in two Types, as Touring Machine „R 42“ and as Sports Machine „R 47“.

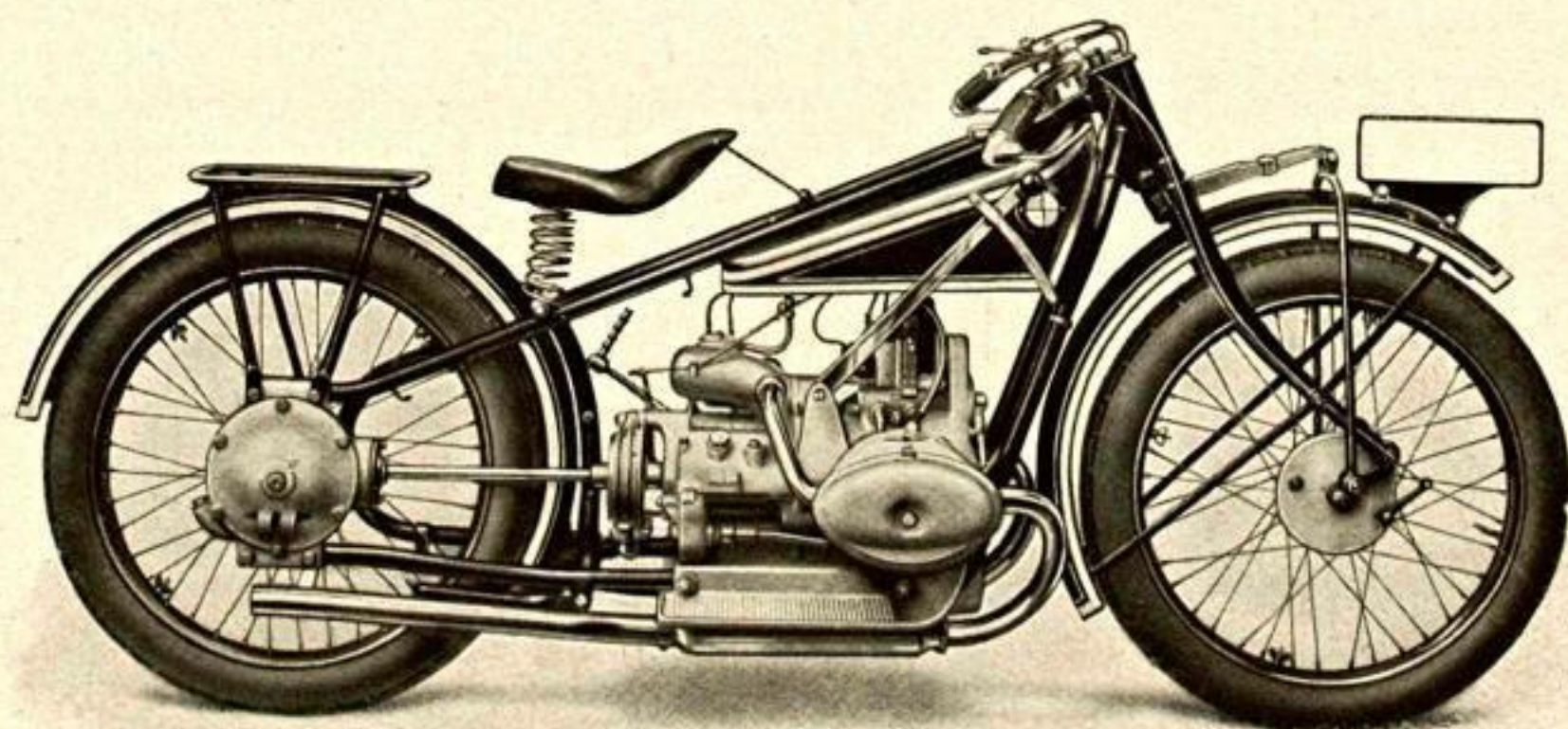
SIDE-VALVE
TOURING

R 42



O. H. V.
SPORTS

R 47



SPECIFICATION. (R 42. SIDE-VALVE TOURING)

Engine.

No. of cylinders & arrangement:	2, horizontally opposed.
Valves:	Side-valves, standing.
Bore:	68 mm.
Stroke:	68 mm.
Cylinder capacity:	494 cc.
Rated output:	5,12 H.P.
B.H.P. (guaranteed minimum output):	12 H.P.
Carburettor:	BMW double-piston-sleeve.
Ignition:	Bosch magdyno; if desired, Bosch magneto.
Starter:	Kickstarter, gears enclosed in case.
Lubrication:	Automatic oil circulation.
Oil sump. Capacity:	About 3½ pints.

Transmission.

Clutch:	Type:	Dry single-disc.
	Actuation:	Lever on left side of handle-bars.
Gears:		3 speeds, unit construction.
Gear ratios for solo work:		4,7—6,57—10,59.
Gear ratios for combination work:		6,12—8,58—14,25.
Gear changing:		Lever fitted on gear box on right side of machine.
Transmission to rear wheels:		Shaft-drive with spiral bevel gears running in oil-bath.

Chassis.

Frame:		Double tube frame, rigid against bending & torsional strains.
Tank:		Hanging on upper frame tubes. Capacity about 3 gallons.
Front fork:		Bent sharply forwards, front wheel drawn, running in rockers.
Suspension:		Leaf springs on front wheel, with recoil leaf. Excellent shock-absorbing qualities.
Wheels:		Easily removed.
Tyres:		27×3,5" low pressure or, if desired, 26×3" high pressure.
Front brake:	Design:	Internal expanding.
	Actuation:	Hand-lever at right of handle-bars.
Gear brake:	Design:	External contracting.
	Actuation:	Pedal at right side.
Footboards:		Broad, fitted close to engine & gear box.
Mudguards:		Broad, also suitable for low pressure tyres.
Stand:		Rear wheel stand. Front wheel stand also, if desired.
Saddle:		Well sprung, with broad seat.
Carrier:		Above rear wheel, suitable for fitting pillion seat.

Equipment. (On demand, at an extra charge)

Lighting set:	Bosch lighting. Rear light if desired.
Horn:	Bosch.
Pillion seat:	BMW design.
Speedometer:	Built into tank.
Steering damper:	If desired.

Dimensions.

Overall length:	6' 10".
Breadth:	2' 7½".
Height:	3' 1¾".
Wheel base:	4' 7½".
Height of saddle:	2' 4¾".

Consumption.

Petrol:	about 80 m. p. g.
Oil:	„ 1800 m. p. g.

Weights.

Machine in running order:	280 lbs.
„ in crate:	410 lbs.
„ in sea-packing:	585 lbs.
Dimensions of case (sea-packing):	7' 3"×3' 7"×2'.

PRICES ON REQUEST FROM OUR AGENTS

SPECIFICATION. (R 47. O. H. V. SPORTS)

Engine.

No. of cylinders & arrangement:	2, horizontally opposed.
Valves:	Hanging in cylinder head.
Bore:	68 mm.
Stroke:	68 mm.
Cylinder capacity:	494 cc.
Rated output:	5,12 H.P.
B.H.P. (guaranteed minimum output):	18 H.P.
Carburettor:	BMW double-piston-sleeve.
Ignition:	Bosch magneto; if desired, Bosch magdyno.
Starter:	Kickstarter, gears enclosed in case.
Lubrication:	Automatic oil circulation.
Oil sump:	Capacity about 3½ pints.

Transmission.

Clutch:	Type:	Dry single-disc.
	Actuation:	Lever on left side of handle-bars.
Gears:		3 speeds, unit construction.
Gear ratios for solo work:		4,7—5,67—10,95.
Gear ratios for combination work:		6,12—8,58—14,25.
Gear changing:		Lever fitted on gear case at right side of machine.
Transmission to rear wheel:		Shaft-drive with spiral bevel gears running in oil-bath.

Chassis.

Frame:		Double tube frame, rigid against bending & torsional strains.
Tank:		Hanging on upper frame tubes. Capacity about 3 gallons.
Front fork:		Bent sharply forwards, front wheel drawn, running in rockers.
Suspension:		Leaf springs on front wheel, with recoil leaf. Excellent shock-absorbing qualities.
Wheels:		Easily removed.
Tyres:		27×3,5" low pressure or, if desired, 26×3" high pressure.
Front brake:	Design:	Internal expanding.
	Actuation:	Lever at right side of handle-bars.
Gear brake:	Design:	External contracting.
	Actuation:	Pedal at right side.
Footboards:		Broad, fitted close to engine and gear box.
Mudguards:		Broad, also suitable for low pressure tyres.
Stand:		Rear wheel stand. Front wheel stand also, if desired.
Saddle:		Well sprung, with broad seat.
Carrier:		Above rear wheel. Suitable for fitting pillion seat.

Equipment (On demand, at an extra charge).

Lighting set:	As required.
Horn:	As required.
Pillion seat:	BMW design.
Speedometer:	Built into tank.
Steering damper:	If required.

Dimensions.

Overall length:	6' 10".
Breadth:	2' 7½".
Height:	3' 1¾".
Wheel base:	4' 7½".
Height of saddle:	2' 4¾".

Consumption.

Petrol:	about 62 m. p. g.
Oil:	„ 1150 m. p. g.

Weights.

Machine in running order:	287 lbs.
„ in crate:	420 lbs.
„ in sea-packing:	600 lbs.
Dimensions of case (sea-packing):	7' 3" × 3' 7" × 2'.

PRICES ON REQUEST FROM OUR AGENTS

Special advantages of the **BMW** machines

1.

Double tube frame and ideal suspension of front wheel. The greatest resistance is thus offered against bending and torsional strains and excellent shock-absorption is attained, even on the very worst roads.

2.

Unit construction of engine and gear box. All parts of the drive are enclosed in a dustproof casing and run in oil, the following advantages being thus obtained: — The least possible wear, the greatest durability and simplicity, no adjustment of any transmission parts between the engine and the gears, exact working of all parts of the drive at all times, thus (also as a result of the encasing of all parts) silent running and the greatest possible cleanliness.

3.

Twin engine. This results in an extremely uniform torsional moment, less strain on all moving parts and a cooling surface which is larger, in proportion to the cylinder capacity, than that of a single-cylinder engine.

4.

Cylinders set across the frame with light-metal heads, giving ideal cooling qualities, as neither of the cylinders is sheltered from the wind by any other parts. The cooling is uniform and fully sufficient, even with the highest external temperatures and on the very steepest gradients. An overheated BMW-cylinder is a thing unknown! The broad aluminium footboards, sledge-runner-like in shape, support the cylinders and protect the rider's legs and feet.

5.

Shaft-drive, with spiral bevel gears. The tightening and the troublesome replacement of chains is thus entirely eliminated. All parts subject to wear, from the engine to the road, are protected. The noise of the chain is avoided, the transmission to the rear wheel being effected through spiral bevel gears running in oil, as with automobiles. A minimum of attention is required and the replacement of parts is practically avoided altogether, a tremendous saving thus resulting, in comparison to the chain-drive machines. A shock-absorbing rubber-plate coupling is fitted between the driving shaft and the gears, so that the latter are protected when riding on bad roads, and a smooth, elastic start is possible at all times. The best proof of the success of the shaft-drive is to be found in the fact that, with all the thousands of BMW's in use, not one case of shaft-breakage has been reported to us!

6.

Exceptionally powerful brake working on the drum of the shock-absorbing coupling. This is made possible only by the shaft-drive and it ensures perfect safety for the rider, even in the heaviest traffic.

7.

The rear wheel can be removed in 40 seconds, by simply loosening one screw, so that tyre-changing is simplicity itself.

8.

A maximum output with a minimum of material!

BMW

THE MOST PERFECT OF MOTOR-CYCLES!

AN ENGLISH OPINION ABOUT THE BMW's

In his Official Report about the English Six Days Trial 1926, the well-known English Expert, Professor A. M. Low, writes as follows:

„The most interesting machines were unquestionably the German BMW's. A flat twin set across the frame; totally enclosed valve gear, unit construction gear box, and shaft-drive. At the end of the hardest day they never showed a spot of oil anywhere; they were quiet and appeared to have a terrific reserve of power. They are miles ahead of anything British from the point of view of design. . .“

The long list of successes

is far more eloquent than words. Below, a few races of an international character, and reliability trials with specially difficult conditions are mentioned:

Twice Winner in the „German Grand Prix“ on the Avus track (1925 and 1926).

Three Times Winner in the Grand Prix on the Solitude Track, with the fastest time of the day (1924, 1925 and 1926).

Twice Winner in the International „Bäder-Rennen“ in Kolberg, with the fastest time of the day, and Winner of the B. Z. Wander Prize.

Three Times Winner in the German Tourist Trophy in the Eifel (1924, 1925 and 1926).

Gold and Silver Medals in the English Six Days' Trial 1926.

Silver Cup in the All-Russian Reliability Trial 1925.

First Prize in the Tchecho-Slovakian Tourist Trophy 1926.

First Prize in the Zbraslav-Jiloviště Hill Climb 1926.

First Prize in the Schöberberg Race 1926.

And how should the Season 1927 begin, but with successes wherever the BMW's started?

Winter Sport Week Garmisch-Partenkirchen.

Lake Eib Race. A 500 cc BMW Machine made the fastest Time of all Solo Machines.

Eilenriede Race, Hannover.

First Prize in the Championship Race, 750 cc class

First and Second Prize in the Reserved Race, 500 cc class.

Targa Florio 1927.

BMW wins the Targa.

BMW makes the fastest Lap of the Day.

Zbraslav-Jiloviště Hill Climb 1927.

BMW First Prize

BMW establishes a new Record!

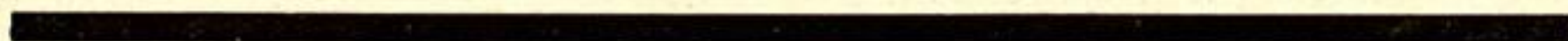
International Motor-Cycle Race on the Solitude Track 1927.

BMW First Prize, fastest Lap of the Day, new Record and fastest Lap of the Day in the 750—1000 cc class

BMW Second Prize in the 750—1000 cc class

BMW First Prize in the 350—500 cc class

BMW Second Prize in the 350—500 cc class.



Extracts from the General Terms for Sale and Delivery

The Court of Jurisdiction and the place for fulfillment of all obligations and settlement of all differences arising from the purchase of our goods, for both parties, is Munich.

Prices. The prices are subject to modification without notice, net, without any reduction. All expenses have to be covered by the purchaser. Payment has to take place, upon notification that the goods are ready for despatch, before delivery. The goods in question remain the property of the BMW until payment of the full amount.

Delivery. The BMW does everything in its power for the punctual observance of the term mentioned for delivery. An order can only be cancelled if the term for delivery is exceeded by at least three months. No damages or interest on the deposits will be paid. The BMW accepts no responsibility for delays caused by force majeure, including lockouts, strikes, interruptions in the manufacture etc. and is in such cases not compelled to make delivery.

The right is reserved of altering the design, also during the period of delivery. The details contained in the catalogues and booklets regarding all dimensions and figures are to be regarded as approximate and are not binding.

Acceptance. The purchaser has the right of testing the machine before acceptance. If he expressly or tacitly makes no use of this right, the machine is regarded as regularly accepted upon leaving the works.

Transport takes place at the risk and at the expense of the purchaser. The machines are despatched, wrapped in paper, in firm crates. The Railway Company is responsible for damages and thefts during the transport.

Complaints can only be considered if made in writing within one week after receipt of the machine.

Guarantee. We guarantee our machines for a period of six months only, after delivery from our works, subject to the usual legal stipulations. This guarantee is limited to parts which become useless as a result of the use of unsuitable material or of inferior workmanship, these parts being repaired or replaced free of charge.

PRESENTED BY:

Space for Agent's Stamp

This guarantee does not extend to damages arising directly or indirectly from defects as mentioned above.

The guarantee for parts not manufactured by the BMW (magnetos, speedometers etc.) is limited to the cession of the claims which the BMW can make on the manufacturers of these parts.

The guarantee expires if repairs are carried out by other persons or firms, excepting, of course in cases of emergency.

Repairs carried out as a result of our terms for guarantee do not affect the sale or the price in any way whatsoever. The costs of the transport of the parts and expenses have to be covered by the purchaser.