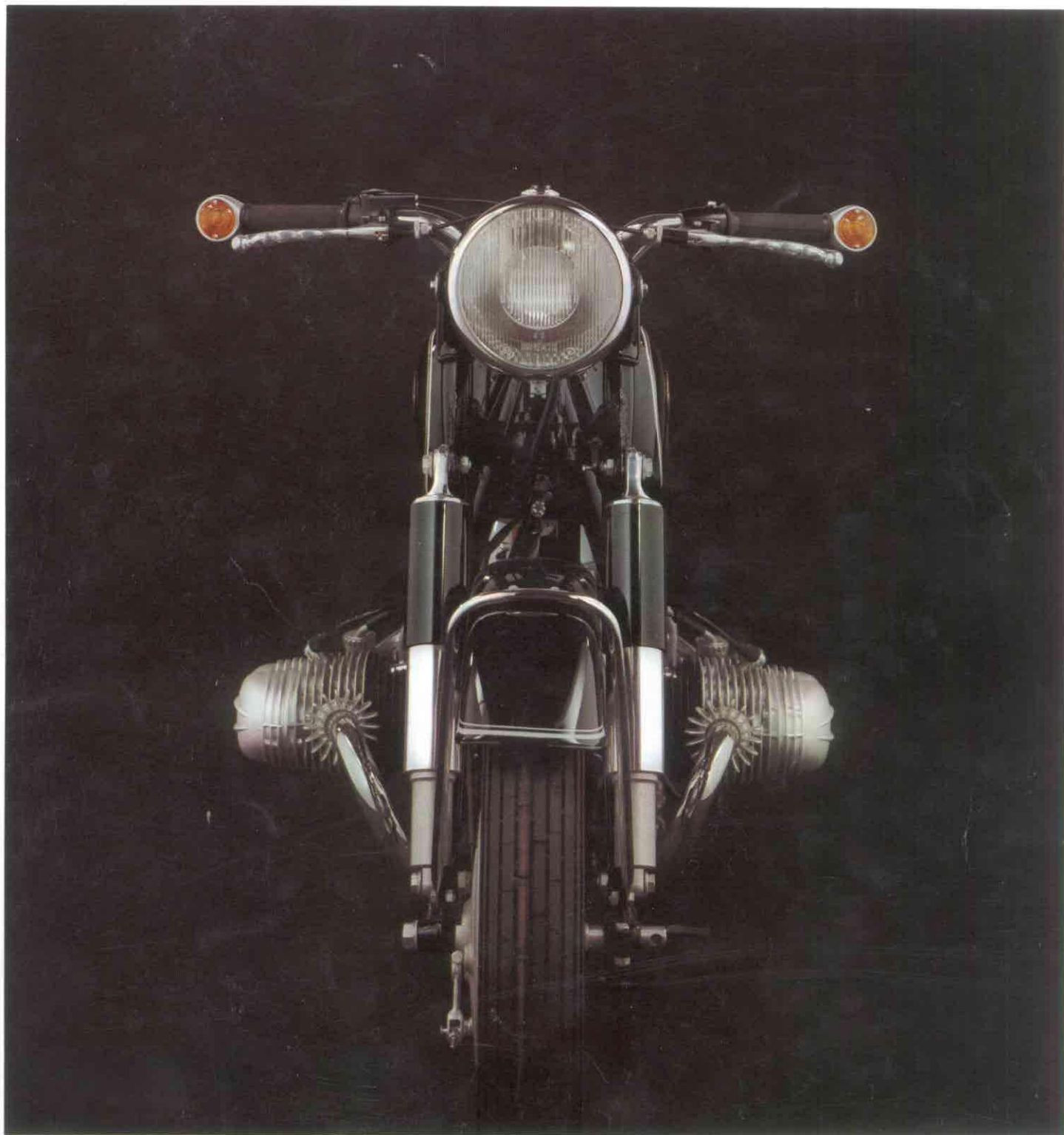




BMW Motorcycles



CONROY MOTORS



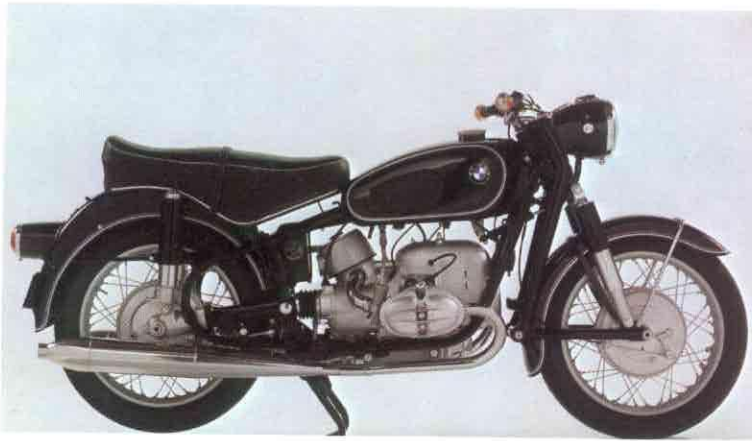




For engineers who have remained young at heart, the designing of motorcycles is a 'labour of love'. For the product they work on is one whose development calls for more than drawing board expertise. One which demands testing under all conditions of wind, weather, road, and competition for its perfection. One which progresses and grows only in the hands of the passionate and skilled driver.

It was in 1923 that leading motorcycle builders in England and Italy marvelled at a new bike constructed on a completely new principle. This was a four-stroke with horizontal cylinders and a revolutionary drive-shaft power transmission system. Up to then, this principle had been developed only by a relatively unknown motorcycle factory in Munich...BMW.

In the 40 years which have passed since then, BMW has consistently followed this principle and has systematically perfected the techniques of its use. The result? As of today BMW has walked off with 199 world records — from the Standing Kilometer to the 3,000 Km distance... from the One-hour Race to the 24-hour Marathon. And the World Championship Title for two-man competition has been won by BMW for the past fourteen consecutive years!



The "German School" of motorbike construction is now more than 40 years old. But every BMW still incorporates the decisive features of the revolutionary principle of 1923 — the closed double-tube frame, the transverse horizontally-opposed motor, the unitized motor-transmission construction, and the elegant shaft drive.

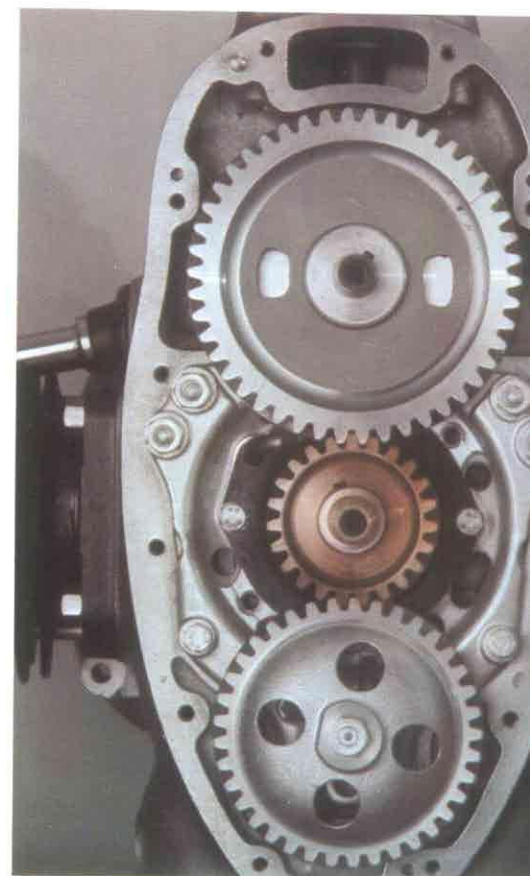
Motor and transmission of the BMW have been united into an organic whole which is exemplary in its structural simplicity. The two-cylinder motor's horizontal construction results in extreme smoothness, its position results in excellent cooling.

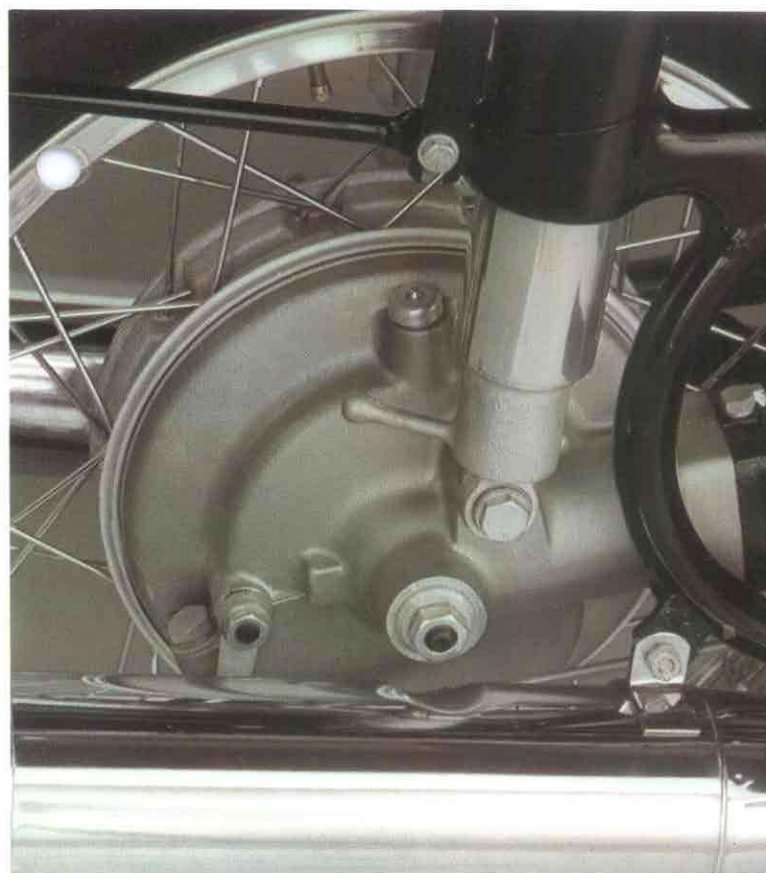
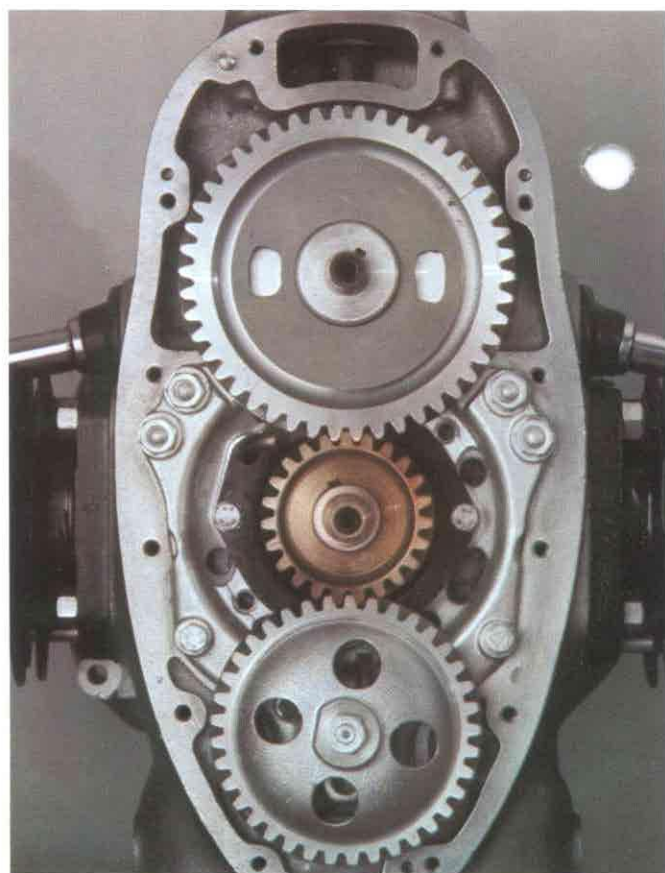
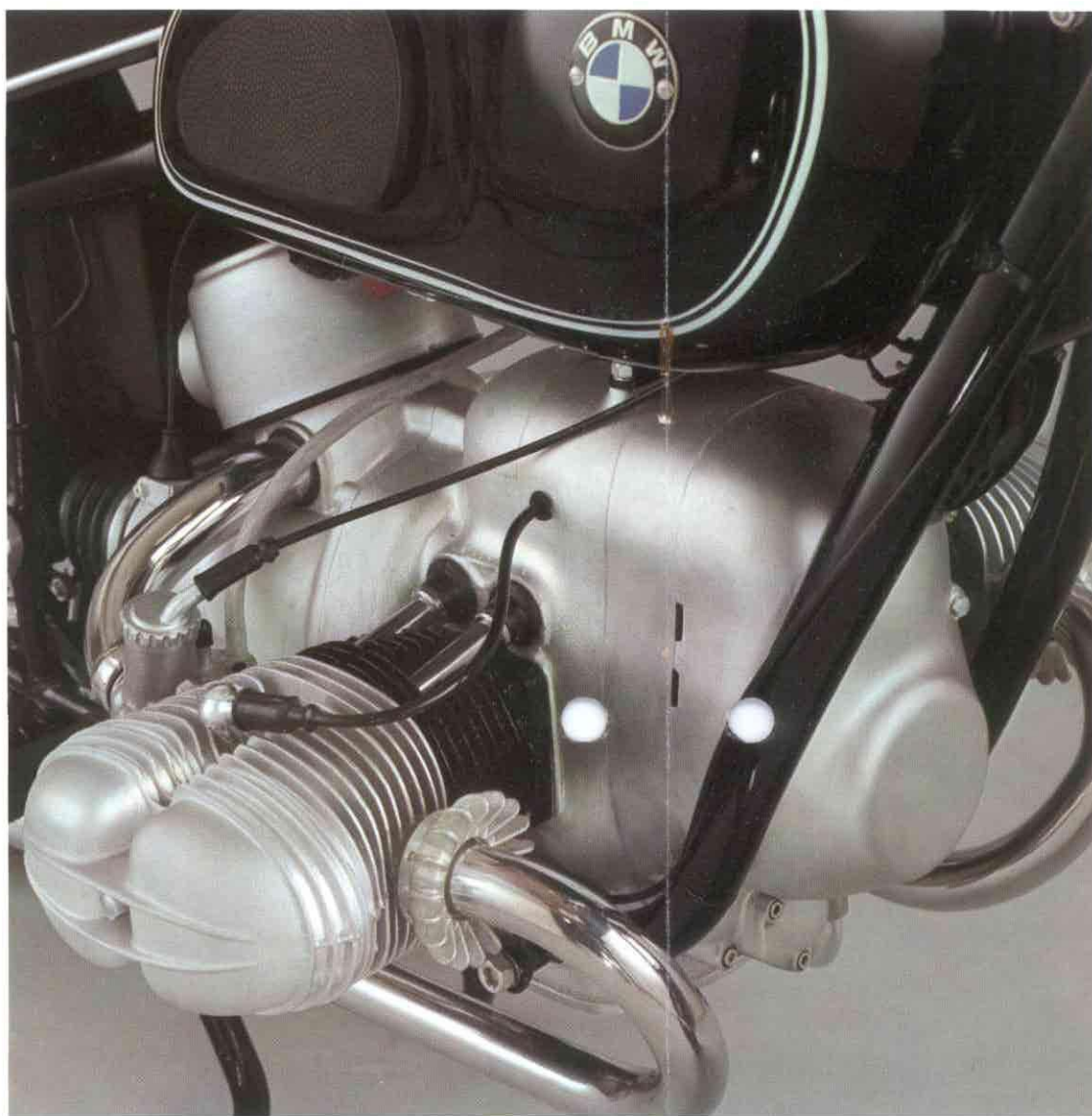
The drive shaft to the rear wheel runs in a sealed-off oil bath. This system is ideal in its attractiveness, cleanliness, and trouble-free operation.

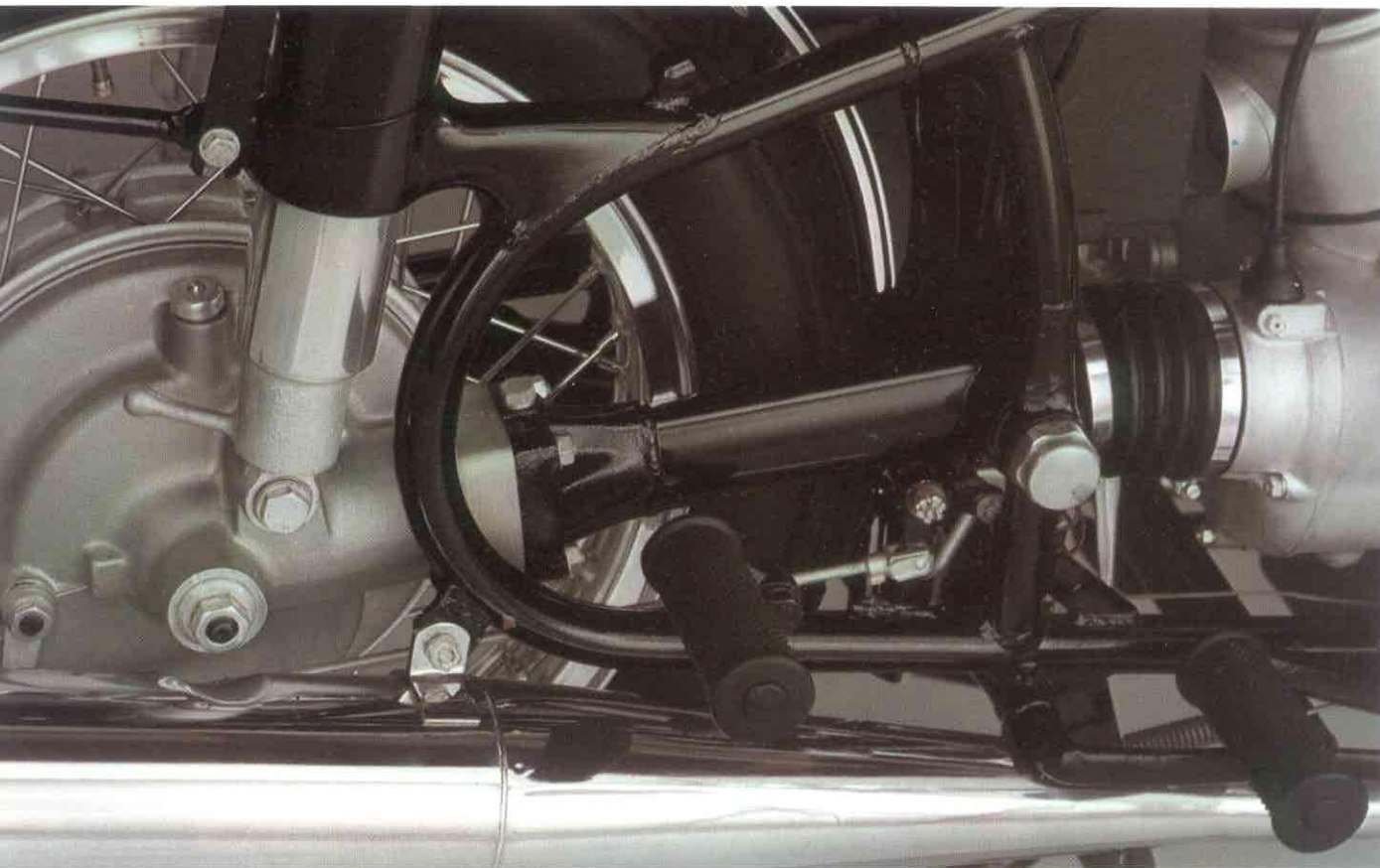
The closed two-layer steel-tube frame provides stable support for all elements of the power unit. The motor housing is bolted to the lower frame members, and is connected to the upper frame tubing by flexible supports.

The spring tension of the rear wheel suspension is adjustable, allowing the bike to be adapted to either single or two-man use.

This basic structural concept is common to all BMW motorbikes. Models differ only in their engine output and the corresponding modifications in shock absorber and spring rates.

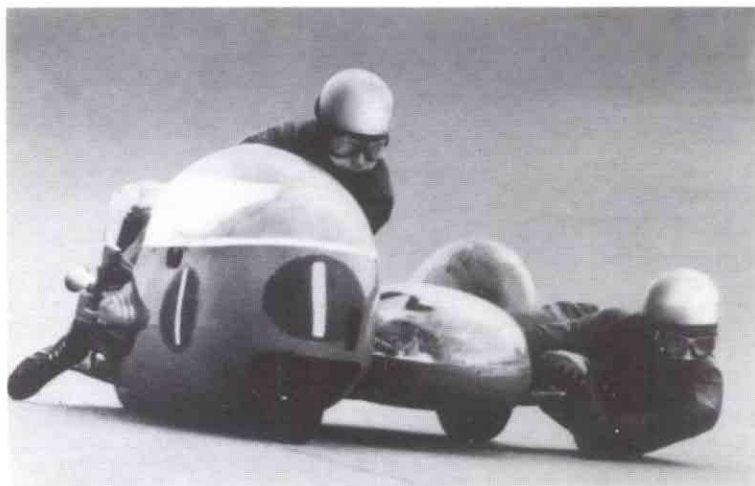












Plenty of fast and flashy cars exist today. You can drive them with your little finger. All you need is the money to pay for them and the facial expression of the constant guest at St. Tropez.

But motorbikes — like the ones from BMW — still demand a real man. With a BMW bike between your knees, that elegant spin in a convertible becomes an insipid pastime.

So it is that a BMW motorcycle distinguishes a real man from those everyday motorists who prophesy the death of the motorcycle.

Until there are no men left who enjoy an intensive flirt with technical precision... none left to whom a motor on wheels opens up a broader, more colourful realm of life... none who, with their motorbikes, revel in the unique freedom from time and space... until that time is reached, the motorbike will not die.

Certainly not the motorbike as we build it... at BMW.

BMW R 50

Power unit: Output 26 bhp at 5800 rpm (mechanically driven revolution counter to special order), max. torque 3.5 mkg (25.3 lb/ft), bore/stroke 68 × 68 mm (2.677 × 2.677"), compression ratio 7.5:1, capacity 494 cc (30.15 cu.in.)

Transmission:

Gear ratios (solo):

1st 4.171:1 2nd 2.725:1

3rd 1.938:1 4th 1.54:1

(sidecar):

1st 5.33:1 2nd 3.02:1

3rd 2.04:1 4th 1.54:1

Rear axle ratio (solo): 3.375:1

(sidecar): 4.33:1

Tyres: 3.50-18 front, 4.00-18 rear

Brakes: Full width light alloy hubs, front 2 leading shoe, rear leading and trailing shoe

Dimensions: overall width 660 mm (26"), overall length 2125 mm (83.7"), height of seat 725 mm (28.5")

Weights: ready to ride 198 kg (437 lb); max. permitted gross weight 360 kg (793 lb)

Electrical system: standard equipment 6 V/60-90 W, official or police version 12 V/100-150 W

Tank capacity: 17 liters (4½ US gal./3¾ Imp. gal.)

Fuel consumption by standard test method: 5.1 liters per 100 km (46 US mpg/54.2 Imp. mpg)

Top speed: 140 kph (87 mph)

BMW R 60

Power unit: Output 30 bhp at 5800 rpm (mechanically driven revolution counter to special order), max. torque 4.2 mkg (30.4 lb/ft), bore/stroke 72 × 73 mm (2.835 × 2.874"), compression ratio 7.5:1, capacity 594 cc (36.25 cu.in.)

Transmission:

Gear ratios (solo):

1st 4.171:1 2nd 2.725:1

3rd 1.938:1 4th 1.54:1

(sidecar):

1st 5.33:1 2nd 3.02:1

3rd 2.04:1 4th 1.54:1

Rear axle ratio (solo): 3.375:1

(sidecar): 3.86:1

Tyres: 3.50-18 front, 4.00-18 rear

Brakes: full width light alloy hubs, front 2 leading shoe, rear leading and trailing shoe

Dimensions: overall width 660 mm (26"), overall length 2125 mm (83.7"), height of seat 725 mm (28.5")

Weights: ready to ride 198 kg (437 lb); max. permitted gross weight 360 kg (793 lb)

Electrical system: standard equipment 6 V/60-90 W; official or police version 12 V/100-150 W

Tank capacity: 17 liters (4½ US gal./3¾ Imp. gal.)

Fuel consumption by standard test method: 5.0 liters per 100 km (46.3 US mpg/56 Imp. mpg)

Top speed: 145 kph (90.5 mph)

BMW R 69 S

Power unit: Output 42 bhp at 7000 rpm (mechanically driven revolution counter to special order), max. torque 4.45 mkg (32.2 lb/ft), bore/stroke 72 × 73 mm (2.835 × 2.874"), compression ratio 9.5:1, capacity 594 cc (36.25 cu.in.)

Transmission:

Gear ratios:

1st 4.171:1 2nd 2.725:1

3rd 1.938:1 4th 1.54:1

Rear axle ratio 3.375:1

Tyres: 3.50 S - 18 front, 4.00 S - 18 rear

Brakes: full width light alloy hubs, front 2 leading shoe, rear leading and trailing shoe

Dimensions: overall width 722 mm (28.4"), overall length 2125 mm (83.7"), seat height 725 mm (28.5")

Weights: ready to ride 202 kg (446 lb), max. permitted gross weight (solo) 360 kg (793 lb)

Electrical system: standard equipment 6 V/60-90 W, official or police version 12 V/100-150 W

Tank capacity: 17 liters (4½ US gal./3¾ Imp. gal.)

Fuel consumption by standard test method: 5.3 liters per 100 km (44 US mpg/53 Imp. mpg)

Top speed: 175 kph (109 mph)

In the interests of continuing technical development we reserve the right to modify designs and specifications.

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For pure driving pleasure — BMW