

BMW

*built in the hills
for the hills*

BMW AG



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Built in the hills . . ., in full view of our wonderful Bavarian Highlands,

for any hills that BMW machines may be called upon to tackle,

BMW's

are true hill climbers, worthy products of a sturdy mountain race.

The R 32

our first model, was built to conquer those mountains whose snow clad peaks appear so temptingly on the sky line behind our home town. It was also built to ride on the worst roads, the continent could provide.





The 1930 models

are built for the same purposes but with all the refinements accumulated experience has taught us to incorporate.

Every new model has been thoroughly tried out on the steep roads and rough mountain paths of those splendid Alps, whereas every machine that comes out of our works is put through its paces on our half-mile test track.

Superficially, there is really nothing new in the 1930 BMW's. But careful attention has been paid to detail, tending to perfect those well-known and outstanding BMW features:



Flat twin cylinders, still set across the frame, because that keeps them so wonderfully cool,

cradle-type tubular duplex or sheet steel frame, both of which are now standard design,

shaft drive system, adhered to as of old because of its many and obvious advantages,

unit block engine, once a unique feature, now generally adopted,

enclosed valve gear and absence of all kinds of external fittings and tubing.

Add to this:

Automatic forced feed lubrication,
large diameter front wheel brake,
thoroughly efficient pedal worked rear brake,
built-in speedometer,

and you get *Perfection*

Noblesse oblige

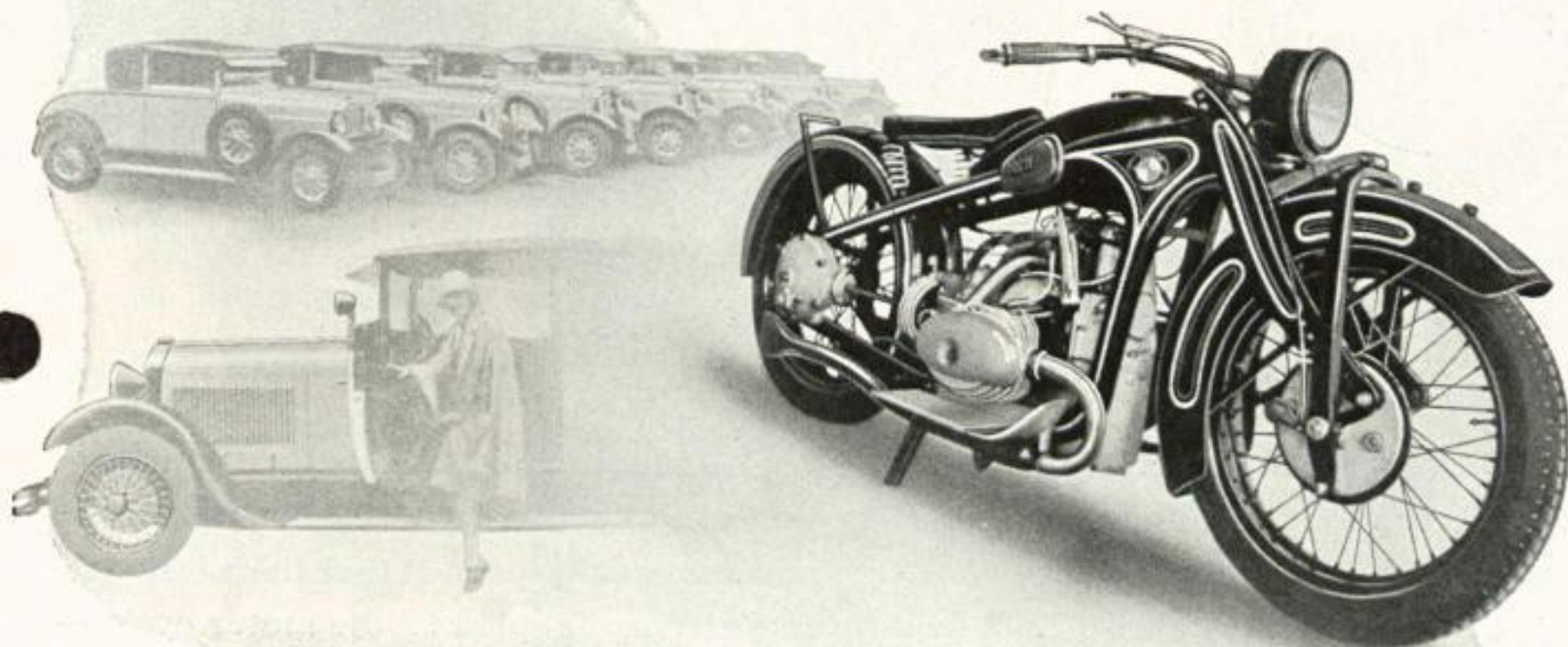
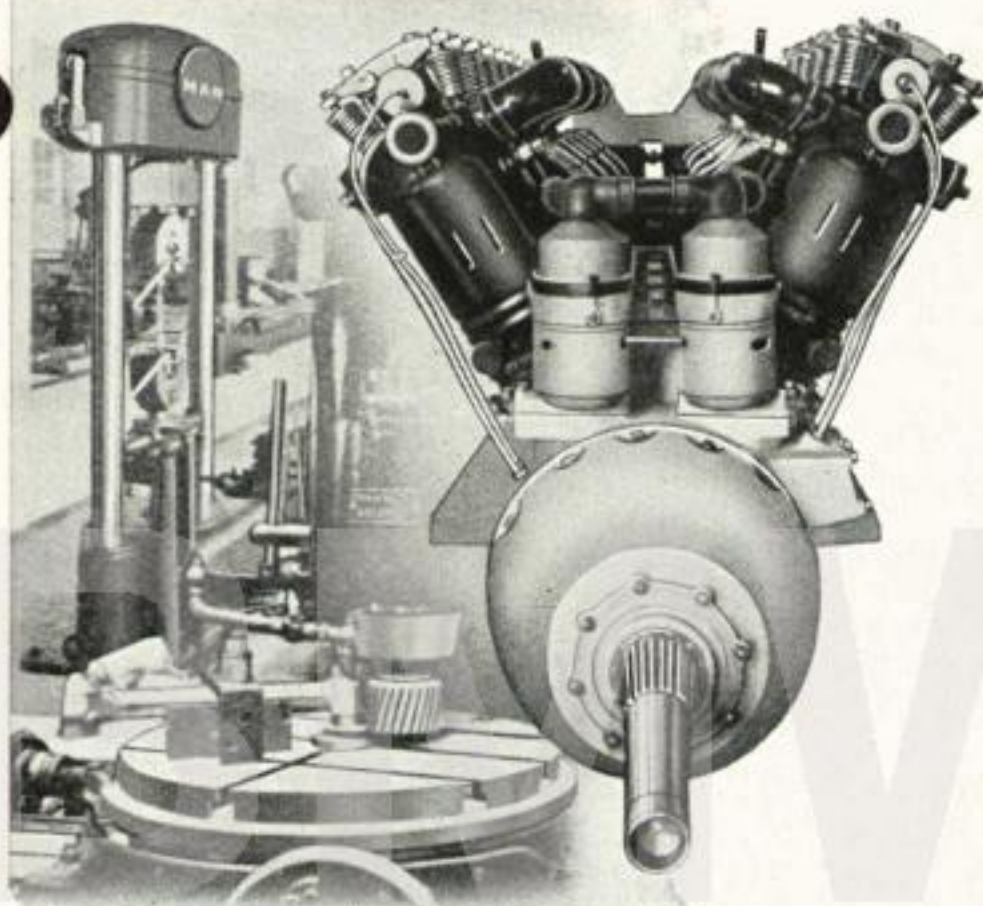
Considering the history of our works it is no wonder we endeavoured to produce a machine embodying first-rate material and exceptional high class workmanship, set off by an original design far in advance of all existing motor cycles.

We were aero engine builders to begin with, and when we took up the manufacture of motor cycles we naturally applied the high standards of accuracy and precision customary in this superior branch of engineering.

Expensive, up-to-date machinery, a highly skilled staff of workmen and engineers, and a scientific system of gauging and inspection warrant a final product that is as near Perfection as human hands can make it.

BMW machines are not built for the masses. It would be impossible to supply such high class material and expert workmanship at what is termed "a popular price".

Just as there are a few select makes of cars whose names stand for distinction in any part of the world, there is certainly one make of motor cycle that imparts the same impression of exclusiveness whenever it is mentioned,



and that is the BMW

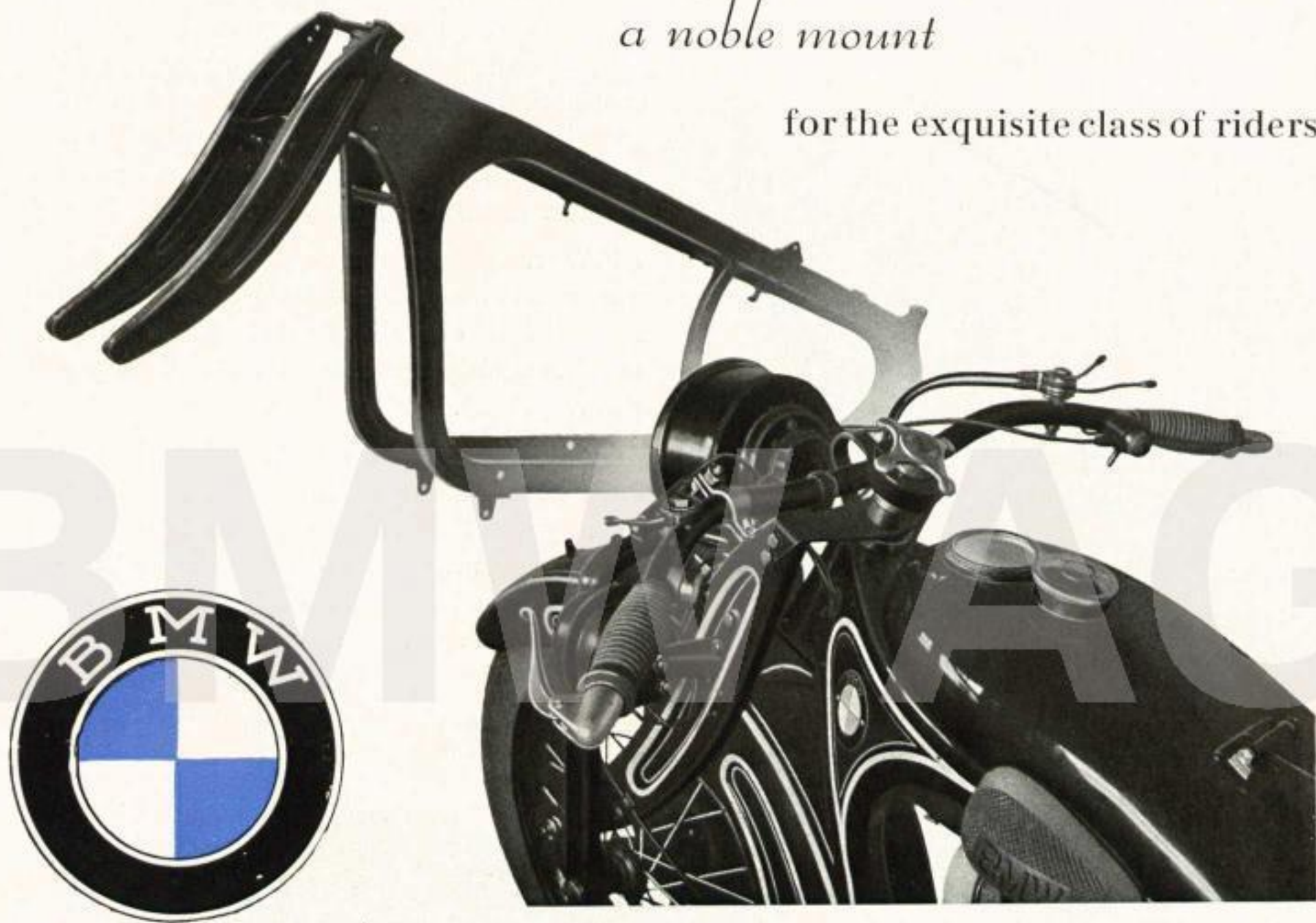
Distinction

The BMW is distinguished, refined, noble. It is a long way ahead of all other makes from an engineering point of view. Such features as unit block engine and shaft drive were taken over from the automobile and adopted to the special exigences of the motor cycle, into which they were incorporated with due regard to elegance of shape and line.

The BMW is

a noble mount

for the exquisite class of riders.



The BMW frame is practically speaking no relation to the old bicycle type whatever. It is either a duplex tubular or a sheet steel model of cradle type design. The rigidity and torsional resistance of both constructions are equally perfect, but the sheet steel frame — another instance of automobile engineering adopted to the motor cycle — gives a somewhat better hold on the road.

The present fashion of saddle-type tanks is only followed in the sheet-steel model which offers this modern commodity. The speedometer is built into the tank, quite an old BMW feature by the way.

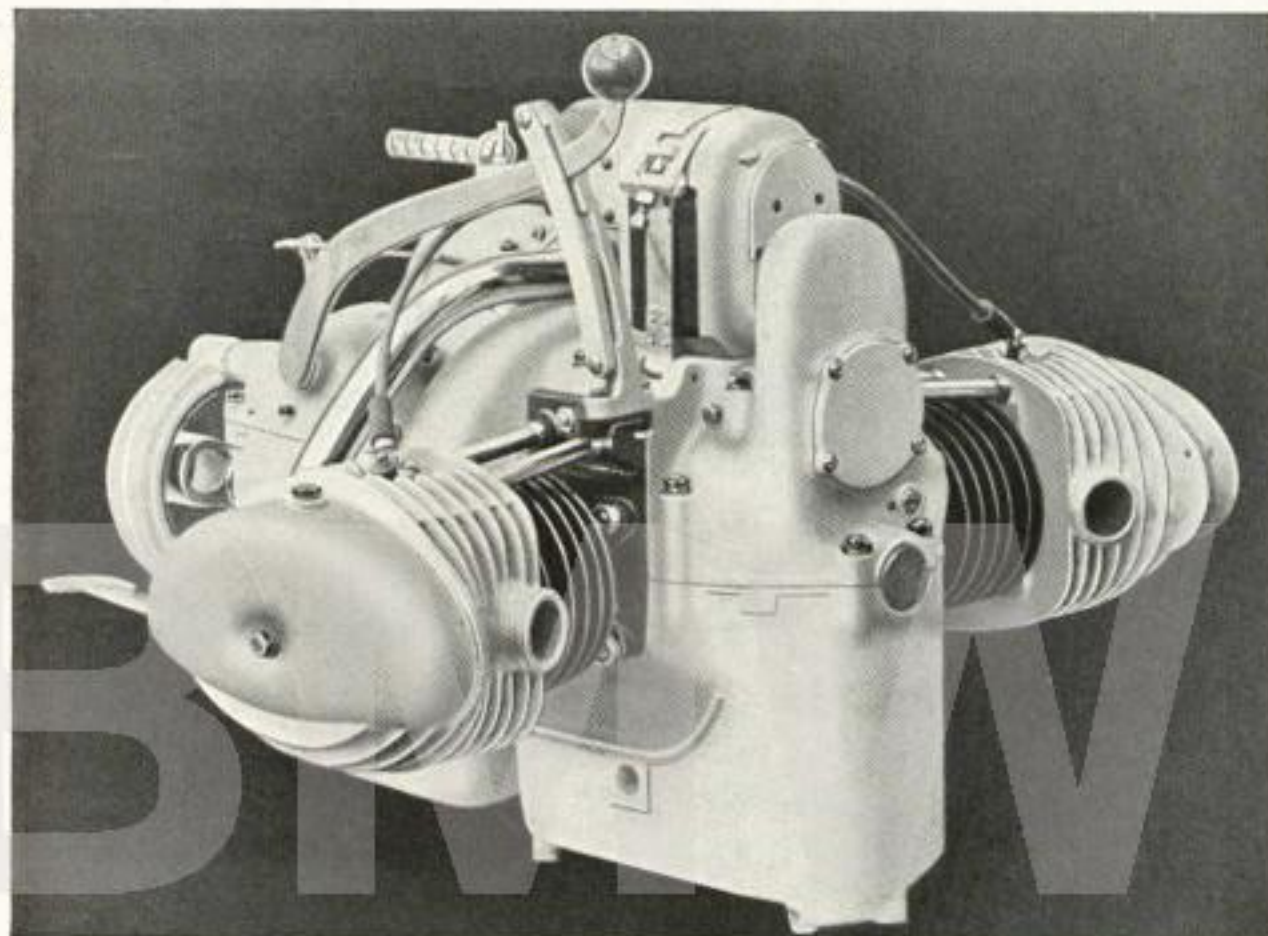


Power

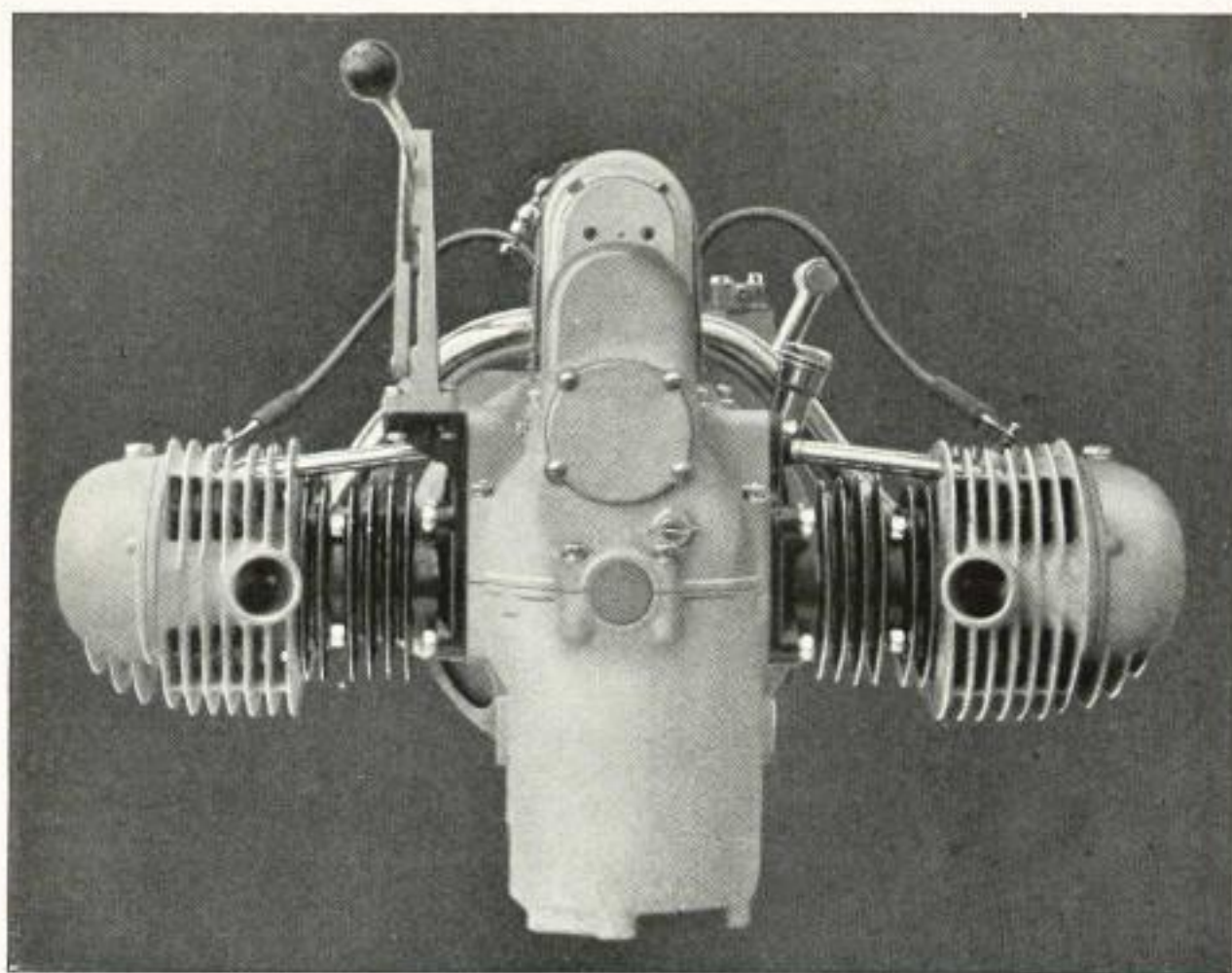
BMW's are powerful. Their hill climbing qualities prove it. Their numerous victories in sporting events show it. — With only three quarters of the cubic capacity of larger machines they attain mean average speeds that are truly exceptional. Hills have no influence on their ave-

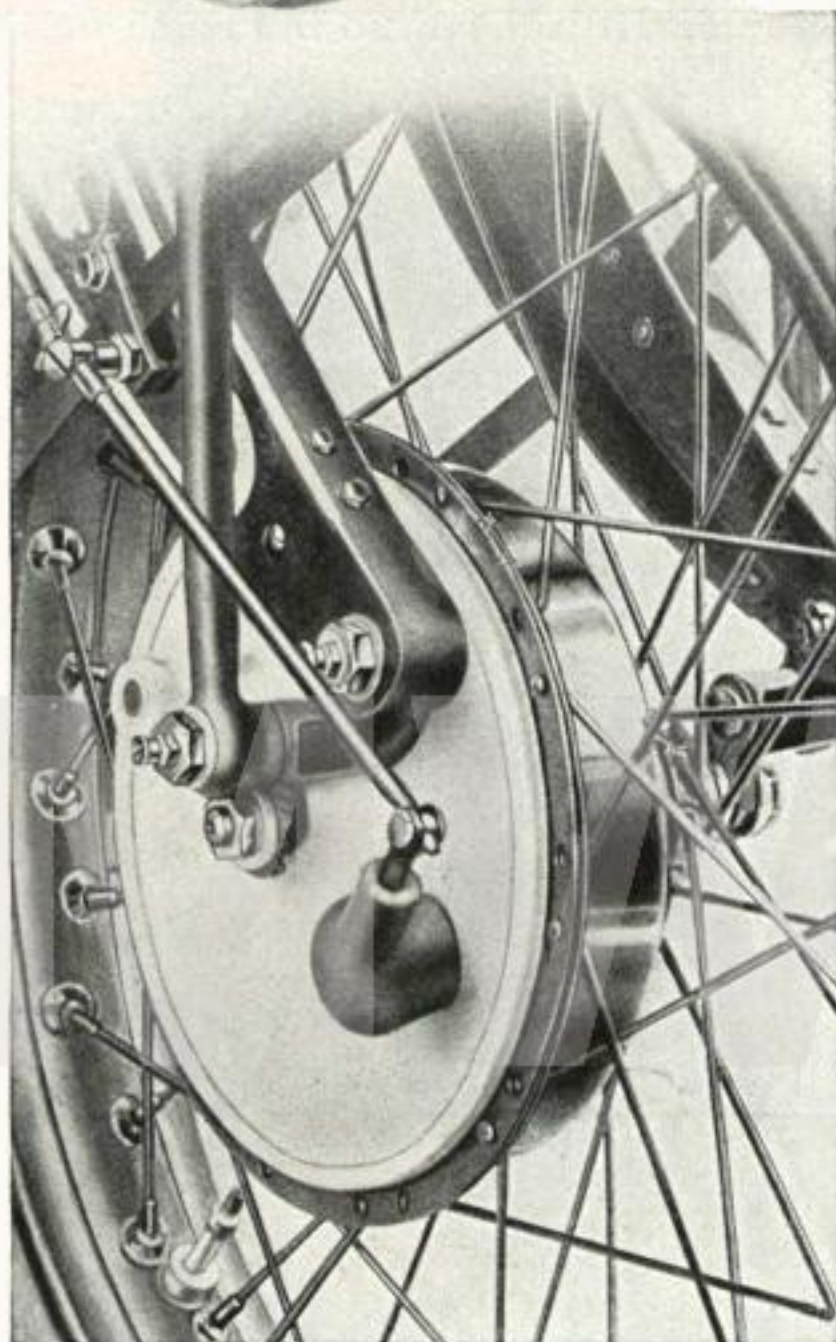
rage. Curves can be taken at high speed and acceleration is wonderful.

The engine, whose flat twin cylinders are set **across** the frame to provide perfect and uniform cooling for both, follows the simple and elegant lines of a modern automobile power plant.



The electric equipment and carburetor are fitted so as to give a harmonic "ensemble". There is no external tubing to be seen about the engine, lubrication being of the automatic forced feed type.





Reliability

The good citizen relies on his country's army to protect his life and property. A motor cyclist puts his faith in his trusty mount and finds safety in dependable brakes.

BMW's are reliable. No overheating — no fuss with chains — no broken oil or fuel leads. Trouble is reduced to the humanly possible minimum. Maintenance — a word with a meaning for cheaper machines — is a negligible quantity with BMW's.

The accuracy employed in their manufacture has made these machines

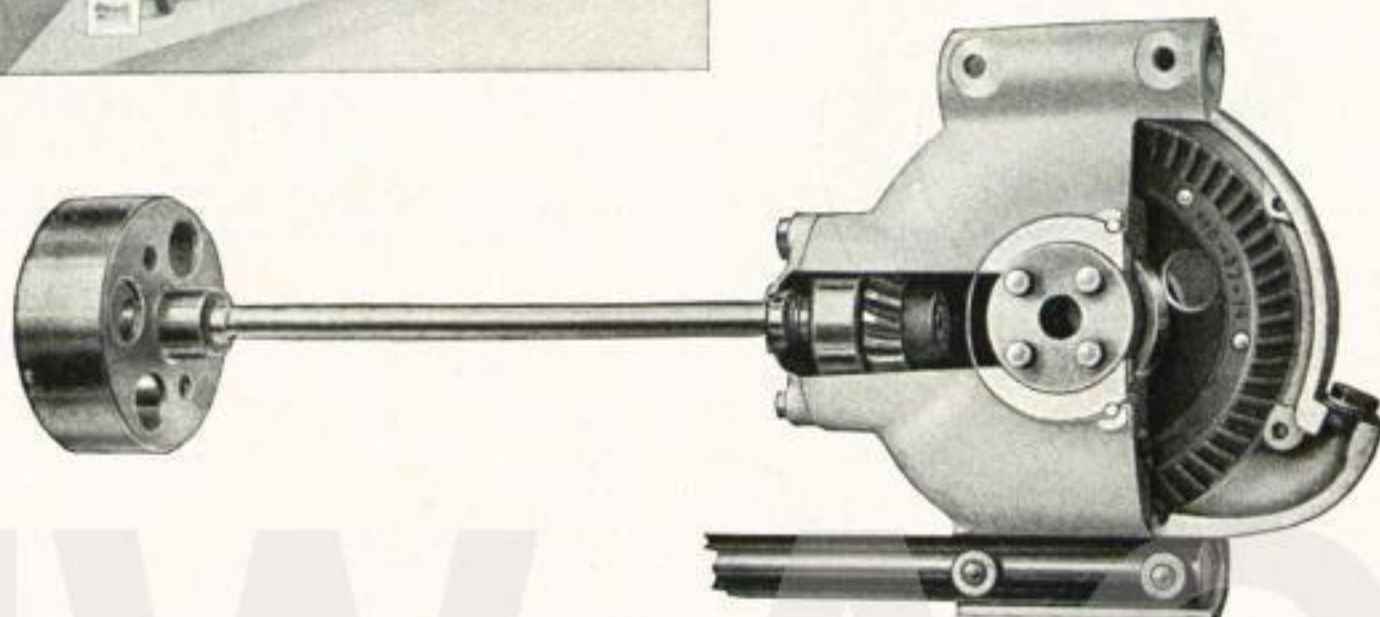
the most dependable motor cycles on the market.

The front brake is a large diameter type, powerful enough to meet any eventuality, whereas the rear brake pedal is conveniently placed within easy and instantaneous reach of the rider's **right heel**. In conjunction with the ignition short circuiting button, both brakes, applied simultaneously, will bring the machine to a stop at almost any speed within a few seconds.





*Imitation,
the sincerest form
of flattery*



Each year brings out new followers of BMW designs. Some are more or less original conceptions, others just gross imitations. But we are pleased, on the whole, as they merely go to show that our ideas have been perfectly right all along and that we have truly been **leading** in motor cycle engineering from the very minute we entered the motor cycle business.

And BMW's are leading still.

The BMW shaft drive has been imitated in many instances. Its true perfection has not yet been attained by rival engineers. Our aero engine experience taught us how to produce this drive which gives that noiseless, reliable, trouble-free service. Crown wheel and pinion do their work in an oil bath, needing little or no attention and absolutely no adjustment.





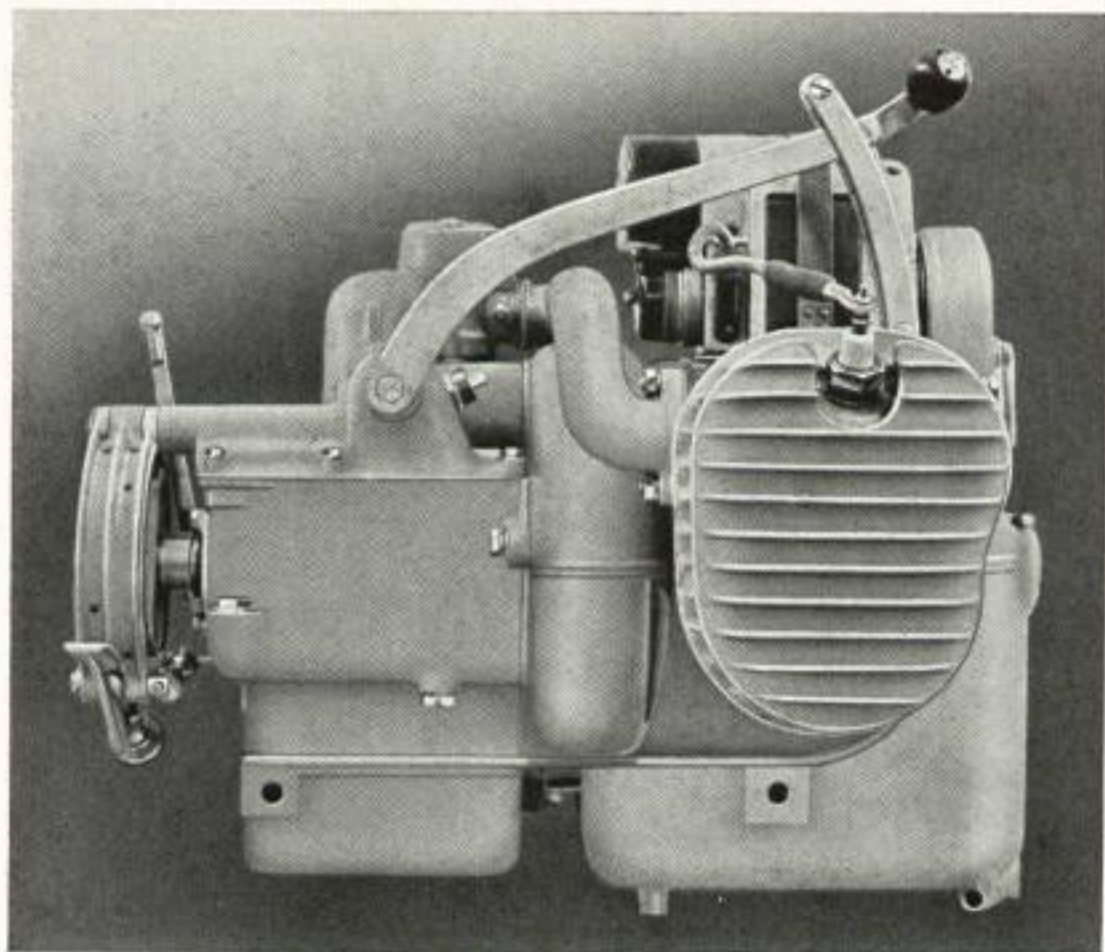
BMW - the Colonial

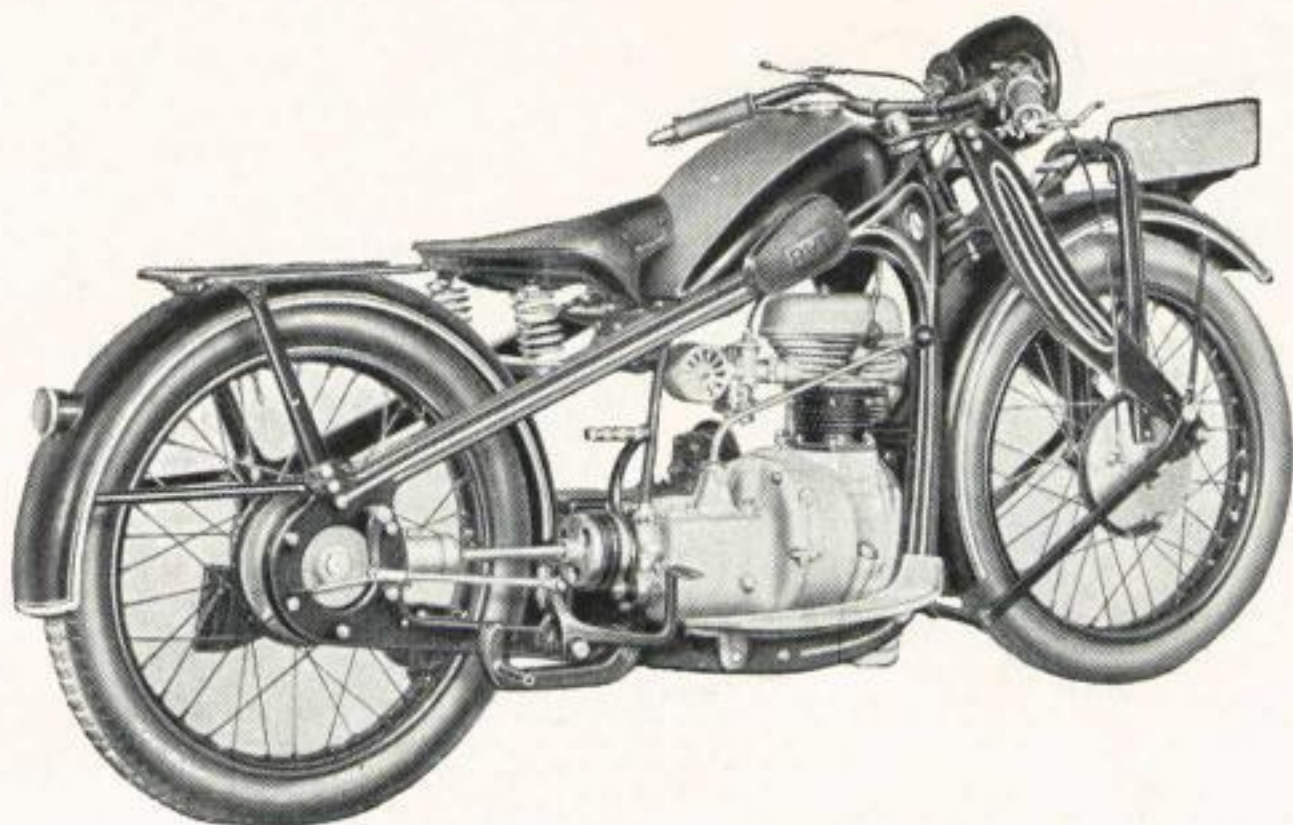
In proclaiming our machines to be true hill climbers we wish to emphasise the fact that they are used to hard work, rough roads, and rougher handling. All this also holds good in the colonies where good roads will often be lacking, and where cross country riding is the order of the day. Engines that can stand the long steady climbs on our steep and tricky Alpine passes on a glowing hot summer's day, will also stand up to any kind of heavy duty in overseas countries. Indeed, we have received many a letter

from tropical riders brim full of enthusiasm about the BMW, which they claim to be the

Ideal Colonial Machine

Total enclosure of all moving parts makes BMW engines impervious to water, mud, and dust. Tropical deluges and northern blizzards cannot harm its protective armour.





R 2, 200 cc, 6 BHP, model 1932

Engine vertical single-cylinder / O. H. V. entirely enclosed and abundantly lubricated / bore 63 mm / stroke 64 mm / cubic capacity 198 cc / output 6 B. H. P. / single-lever carburettor with air strainer / Bosch coil ignition / kickstarter / automatic forced feed lubrication / gear type pump / oil sump in the crankcase / oil supply $2\frac{3}{4}$ pints / crankshaft on ball and plain bearings / big end bearings of the needle type / efficient silencer.

Transmission dry single-plate clutch operated by lever on left-hand handle-bar / gearbox built in one unit with engine yet easily detachable, three speeds, engagement by dogs, top gear giving direct gearbox transmission, ratios 19.5—11.2—6.75 / gear change lever mounted on ball joint / transmission to rear-wheel by shaft with shock-absorber and spiral bevel gears running in oil bath.

Chassis pressed steel duplex frame with great stability and resistance to torsion / saddle type petrol tank holding appr. $2\frac{1}{2}$ gallons / pressed steel front fork with laminated spring / wheel spindles of the knock-out type / 25×3 " tyres, well base rims / big diameter front and rear brakes of the internal expanding type, operated by foot and left hand respectively / very broad aluminium foot-boards / mudguards of sufficient width to offer good protection / front and central stand / saddle fixed in three points, broad and comfortable / carrier suitable for fitting pillion seat.

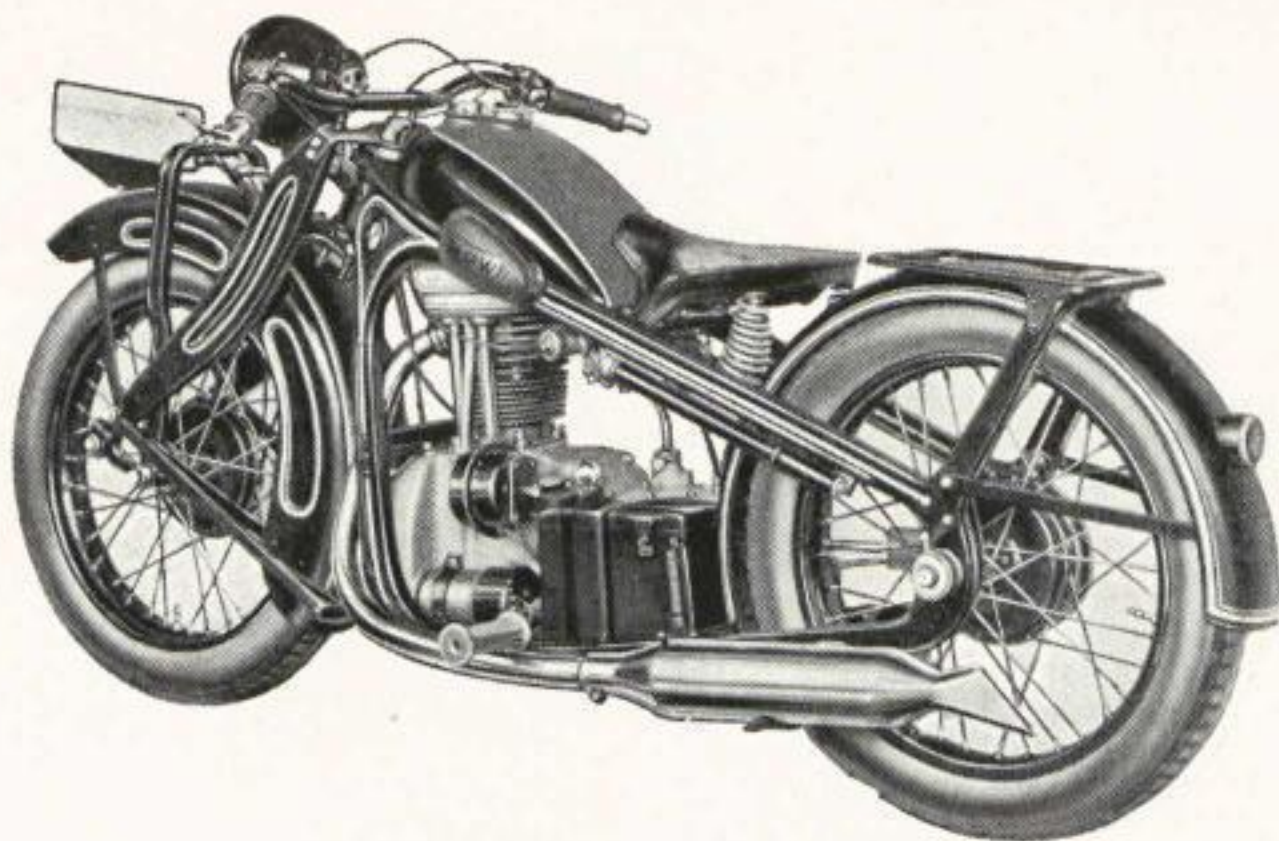
Equipment Bosch lighting set complete with generator and battery / big diameter head lamp with double filament bulb, red tail light / speedometer, built into the tank and driven by gearbox / Bosch horn, complete tools / special legshields to order / steering damper to order / bright parts chromium plated.

Dimensions length: 78" / width: $33\frac{1}{2}$ " / height: $37\frac{1}{2}$ " / wheel base: 52" / height from saddle to ground: $26\frac{1}{2}$ ".

Consumption petrol: abt. 100 miles per gallon / oil abt. 350 miles per pint.

Weight machine in running order 242 lbs., in crate: 311 lbs., in sea packing: 496 lbs.

Prices from our Agents on request.



R 4, 400 cc, 13 BHP, model 1932

Engine vertical single-cylinder / O. H. V. entirely enclosed and abundantly lubricated / bore 78 mm / stroke 84 mm / cubic capacity 399 cc / output 13 B. H. P. / single-lever three jet carburettor with air strainer / Bosch coil ignition / kickstarter / automatic forced feed lubrication / gear type pump / oil sump in the crank-case / oil supply 4 pints / crankshaft and big end bearings of the roller type / efficient silencer.

Transmission dry single-plate clutch operated by lever on left-hand handle-bar / gear-box built in one unit with engine yet easily detachable, three speeds, engagement by nickel chromium steel dogs, top gear giving direct gearbox transmission, ratios 16.2—8.62—5.63 / gear change lever mounted on ball joint / transmission to rear-wheel by shaft with specially flexible patented shock-absorber and spiral bevel gears running in oil bath.

Chassis pressed steel duplex frame with great stability and resistance to torsion / saddle type petrol tank holding appr. 2½ gallons / pressed steel front fork with laminated spring and shock-absorber / wheel spindles of the knock-out type / 26×3.25" tyres, well base rims / big diameter front and rear brakes of the internal expanding type, operated by foot and left hand respectively / handle-bars and footrests mounted on rubber blocks / very broad aluminium foot-boards / mudguards of sufficient width to offer good protection / front and central stand / saddle fixed in three points, broad and comfortable / carrier suitable for fitting pillion seat.

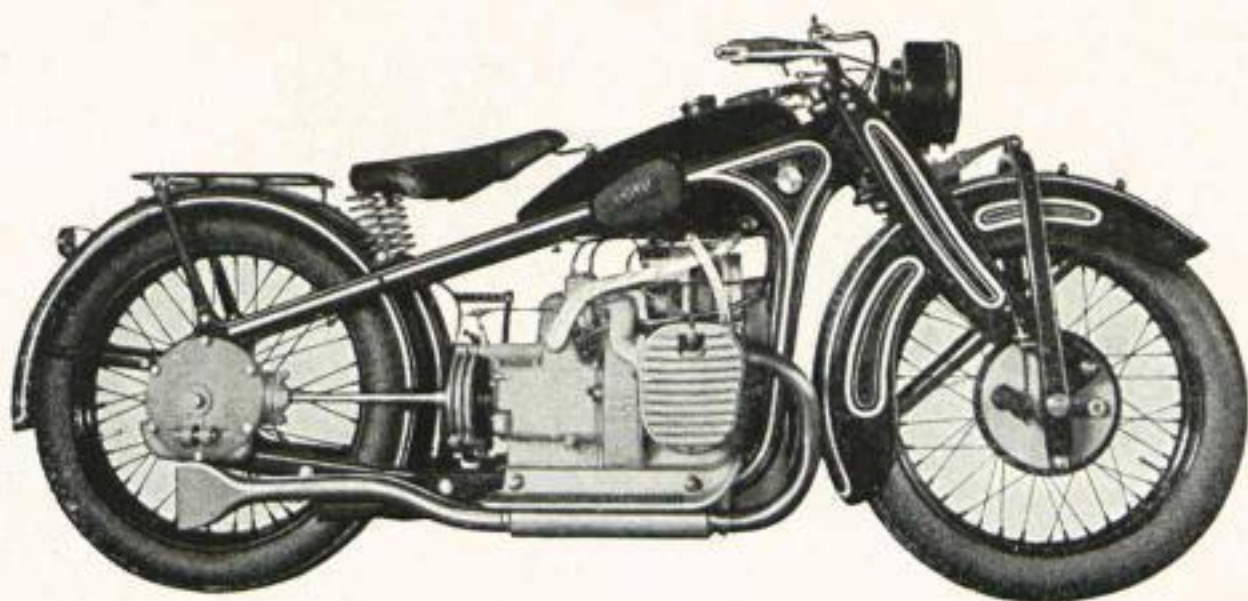
Equipment Bosch lighting set complete with generator and battery / big diameter head lamp with double filament, red tail light / speedometer, built into the tank and driven by gearbox / Bosch horn, complete tools / steering damper on request / special legshields on request / bright parts chromium plated.

Dimensions length: 78" / width: 33½" / height: 37½" / wheel base: 52" / height from saddle to ground: 26½".

Consumption petrol: abt. 80—90 miles per gallon / oil abt. 350 miles per pint.

Weight machine in running order: 302 lbs., in crate: 353 lbs., in sea packing: 540 lbs.

Prices from our Agents on request.



R 11, 750 cc, 18 BHP, Touring

Engine 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. / carburettor: BMW double lever type / ignition: Bosch system / lubrication: automatic forced feed lubrication / oil supply: about 4 $\frac{1}{4}$ pints in crankcase / bearings: crankshaft: roller bearings; big ends: roller bearings; camshaft: plain bearings / silencer: effective noise reducer, little back pressure.

Transmission Clutch: type: single dry plate; control: lever on left handle-bar / gear box: three speed, incorporated in one unit with engine / ratios for solo machine: 4.4—6.3—11.3 / ratios for combination machine: 5.2—7.4—13.4 / gear change: lever fitted on right side of unit block / transmission: shaft drive; spiral bevel gear in oil bath.

Chassis Frame: sheet steel frame with great stability and resistance to torsion / petrol tank: fixed to 3 points inside frame, capacity abt. 3.1 gallons / front fork suspension: leaf springs on front wheel, with recoil leaf; excellent shock-absorbing qualities / wheels: easily detachable / front wheel bearings: adjustable taper roller bearings / rear wheel bearings: 3 ball bearings / tyres: 26 $\times$ 3.5" low pressure / front wheel brake: type: internal expanding; control: lever on right handle-bar / rear brake: type: external contracting; control: pedal on right side of unit block / footrests: broad aluminium type / mudguards: of sufficient width to offer good protection / stands: front and rear wheel stands / saddle: well sprung, broad seat "Wittkopp-Elastic" / carrier: above rear wheel, suitable for fitting pillion seat.

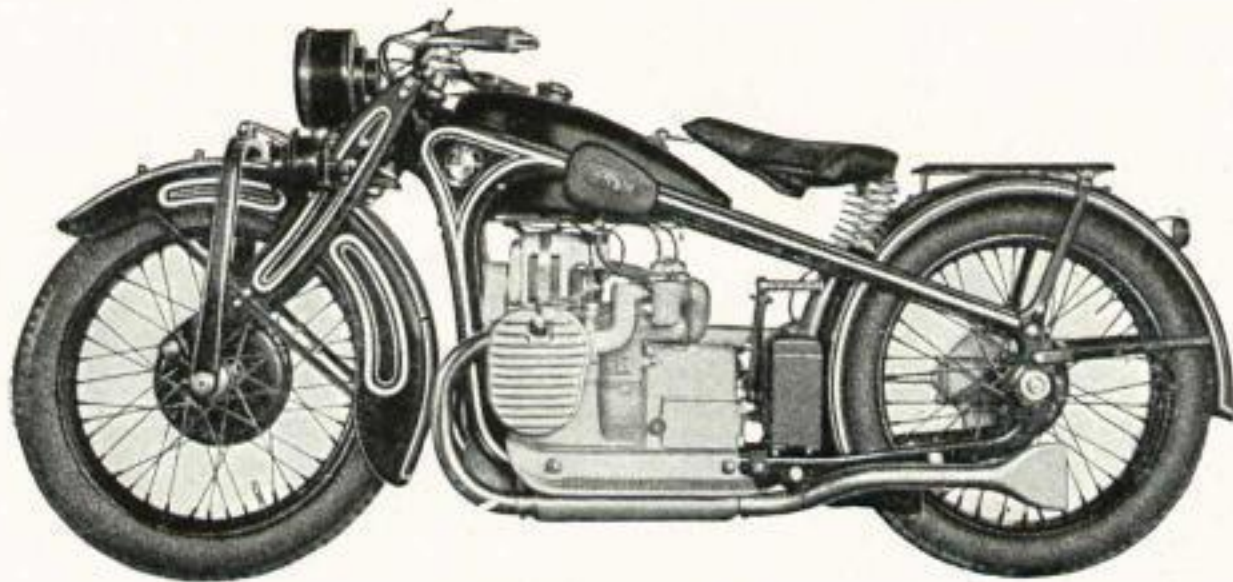
Equipment Lighting: Bosch system, with rear light on request / horn: Bosch type, on request. pillion seat: on request / speedometer: built into tank, driven from gear box / steering damper: on request / leg shields: on request / knee grips: fitted to tank.

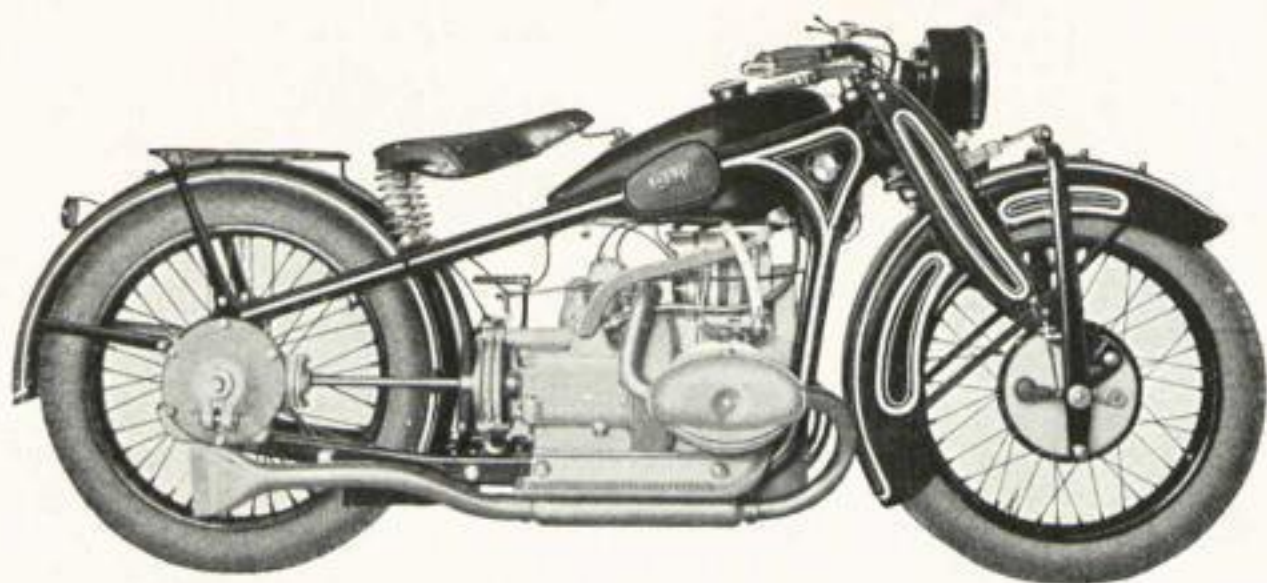
Dimensions Length: 6' 10 $\frac{1}{2}$ " / breadth: 2' 7 $\frac{1}{2}$ " / wheel base: 4' 6" / height of saddle: 2' 3 $\frac{1}{2}$ ".

Consumption Petrol: abt. 62.2 miles per gallon / oil: abt. 175 miles per pint.

Weight Machine in running order without fuel and oil: 313 lbs. / machine in crate: 474 lbs. machine in sea-packing: 648 lbs.

Prices from our Agents on request.
This machine can also be supplied with a tubular duplex frame.





R 16, 750 cc, 26 BHP, *Sports*

Engine 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. / carburettor: BMW double lever type / ignition: Bosch system / starter: kick-starter / lubrication: automatic forced feed lubrication / oil supply: about $4\frac{1}{4}$ pints in crankcase / bearings: crankshaft: roller bearings; big ends: roller bearings; camshaft: plain bearings / silencer: effective noise reducer, little back pressure.

Transmission Clutch: type: single dry plate; control: lever on left handle-bar / gear box: three speed, incorporated in one unit with engine / ratios for solo machine: 4.4—6.3—11.5 / ratios for combination machine: 5.2—7.4—13.4 / gear change: lever fitted on right side of unit block / transmission: shaft drive; spiral bevel gear in oil bath.

Chassis Frame: sheet steel frame with great stability and resistance to torsion / petrol tank: fixed to 3 points inside frame, capacity abt. 3.1 gallons / front fork suspension: leaf springs on front wheel, with recoil leaf; excellent shock-absorbing qualities / wheels: easily detachable. front wheel bearings: adjustable taper roller bearings / rear wheel bearings: 3 ball bearings tyres: 26×3.5 " low pressure or 27×2.75 " high pressure / front wheel brake: internal expanding / rear brake: external contracting / footrests: broad aluminium type / mudguards: of sufficient width to offer good protection / saddle: well sprung, broad seat "Wittkopp-Elastic" / carrier: above rear wheel, suitable for fitting pillion seat.

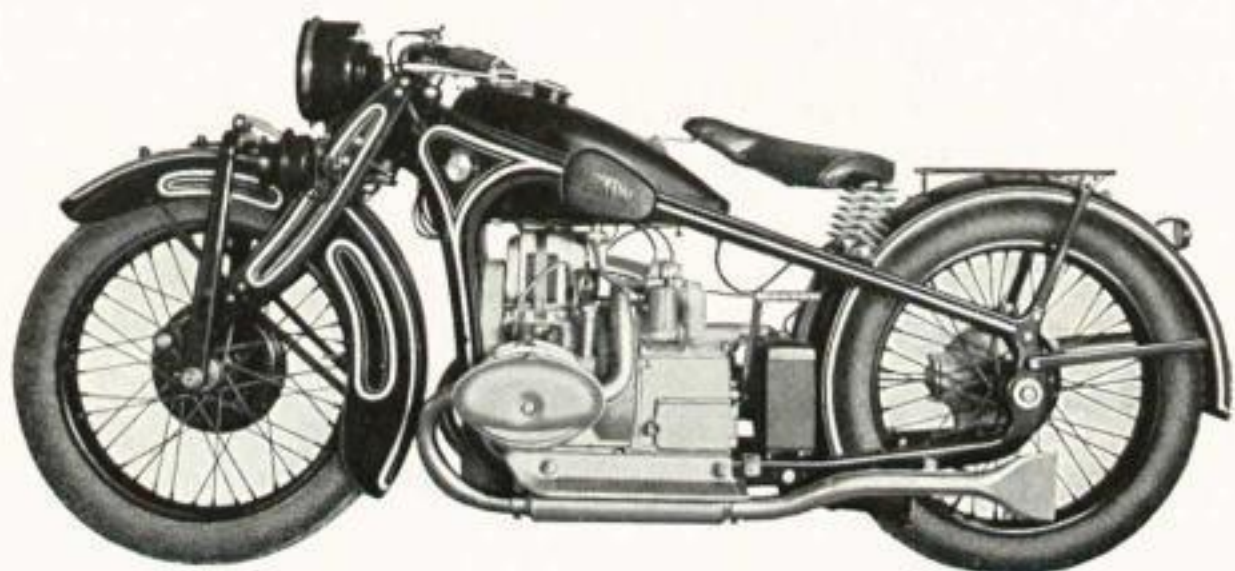
Equipment Lighting: Bosch system, with rear light on request / horn: Bosch type, on request. pillion seat: on request / speedometer: built into tank, driven from gear box / steering damper: on request / leg shields: on request / knee grips: fitted to tank.

Dimensions Length: $6' 10\frac{1}{2}"$ / breadth: $2' 7\frac{1}{2}"$ / height: $3' 1\frac{1}{2}"$ / wheel base: $4' 6"$ / height of saddle: $2' 3\frac{1}{2}"$.

Consumption Petrol: abt. 62.2 miles per gallon / oil: abt. 175 miles per pint.

Weight Machine in running order, without fuel and oil: 313 lbs. / machine in crate: 474 lbs. machine in sea-packing: 648 lbs.

Prices from our Agents on request.
This machine can also be supplied with a tubular duplex frame.





Some BMW events — *and Riders*

Stelzer, a rare hill-climber,
German Road Champion in 1929
all classes above 500 cc.

First in the
1929 Solitude International
class 1000 cc, best time of the day.

Henne, of World's Record fame
doing Big Things in the
German Six Days 1928, Gold Medal,
The only machine without penalty
All classes above 350 cc.

Soenius, steady and reliable, like
his BMW

German Road Champion
in 1927, 1928, and 1929
Class 500 cc.

Collignon, a gay Frenchman and
a fine sportsman,

Gold Medal in the
Nice-Paris Trial 1929

Silver Medal in the
Coupe de l'Armistice 1928.

Koepfen is a dashing rider, well
known for winning the



Targa Florio in
1927 and 1929

Class 500 cc, making
fastest lap and best
time of the day.

*More Events –
and more Riders*

Stegmann,

an undaunted speed man
and a splendid fellow for
hill events,

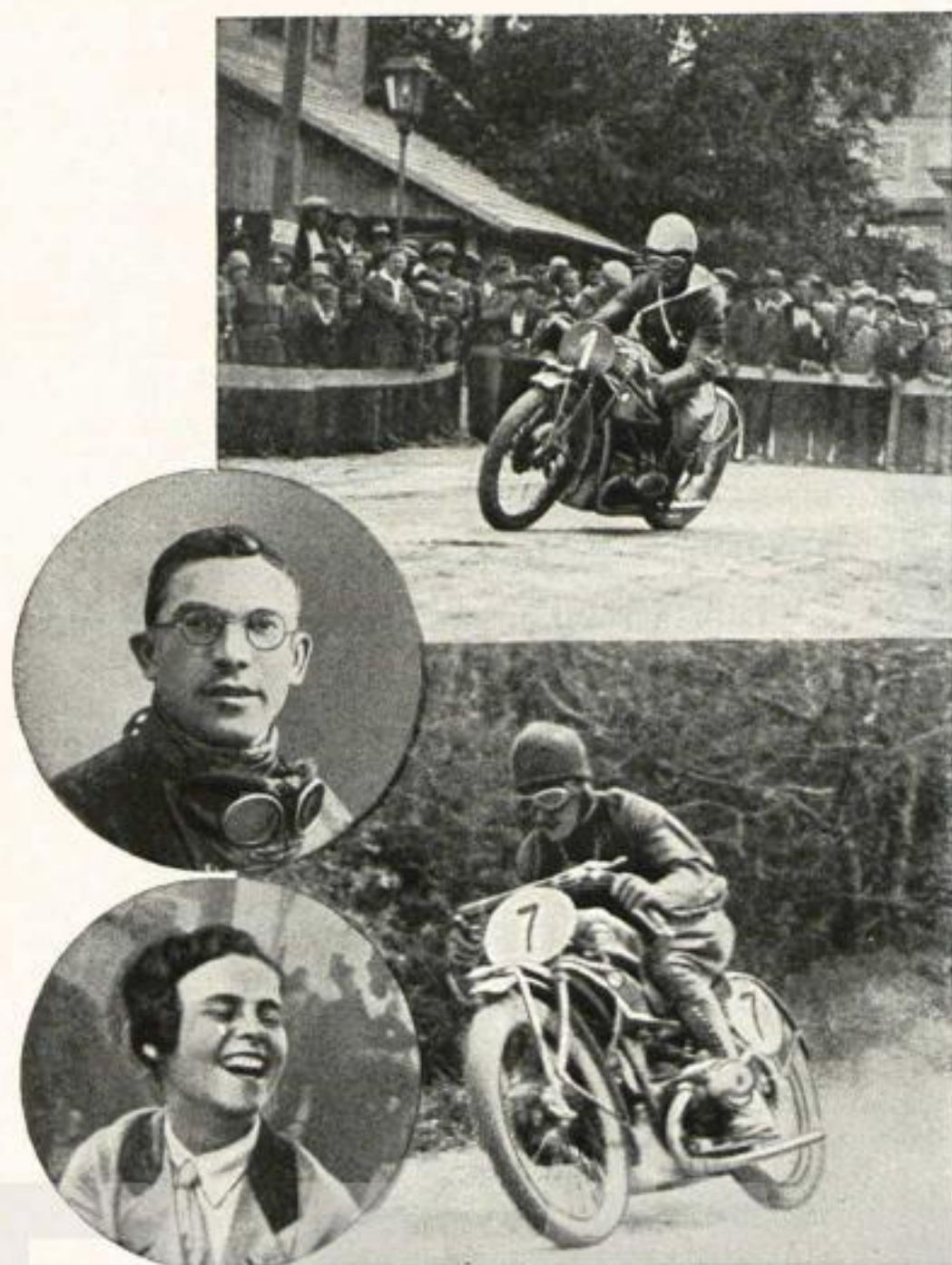
First in the

**Kolberg International 1929
(German T. T.)**

class 500 cc

First in the

Klausenpass Hill Race 1929
class 750 cc



Hanni Köhler

caught smiling; a plucky lady rider who is greatly admired by
her masculine rivals

Gall,

the „ace“ of speed, a rider
of fine intelligence and
precision

Austrian Grand Prix 1928

First in class 500 cc and
best time

Austrian T. T. 1928

First in class 500 cc and
best time

Moravian T. T. 1928

First in class 500 cc and
best time

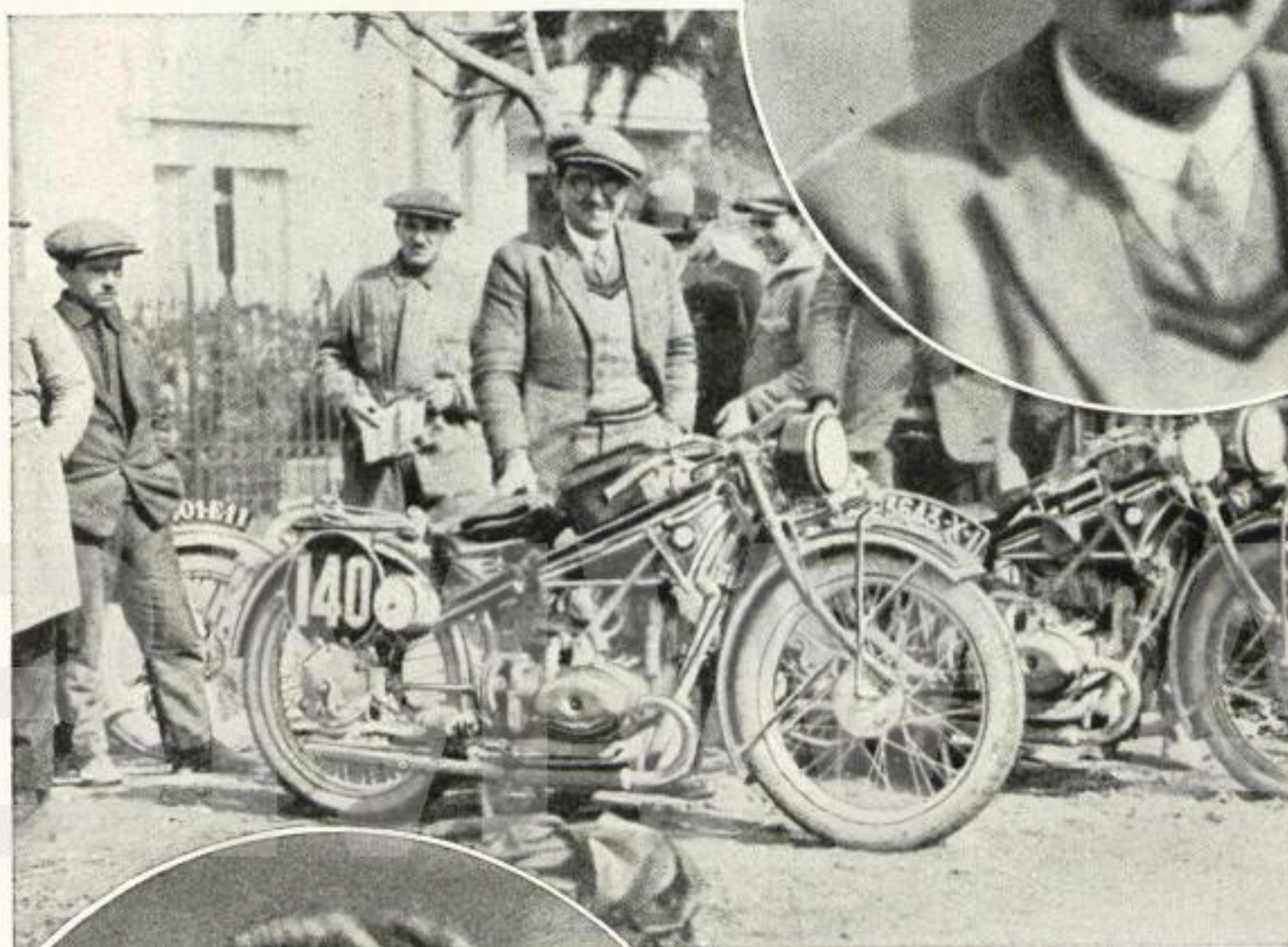


Bastide of Paris,

combining salesmanship and humor
with a great love for „grand tourisme“.

Winner of Gold Medal and Cup in the
1928 Paris-Nice Trial.

First "ex aequo" in
Roubaix - Paris - Roubaix 1929.



Of course, there are hundreds of other
events in which BMW machines were
triumphant. They are really too
numerous to be mentioned here,
but this short list would be very
incomplete indeed were we to forget

Ernst Henne

and his trusty BMW.

the Fastest Thing on Two Wheels.



Ernst Henne

smashing previous World's Records on
September 19th and October 10th 1929

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making

BMW

the fastest Motor Cycle in the World

BMW AG



BAYERISCHE MOTOREN WERKE A.-G. MUNICH 13