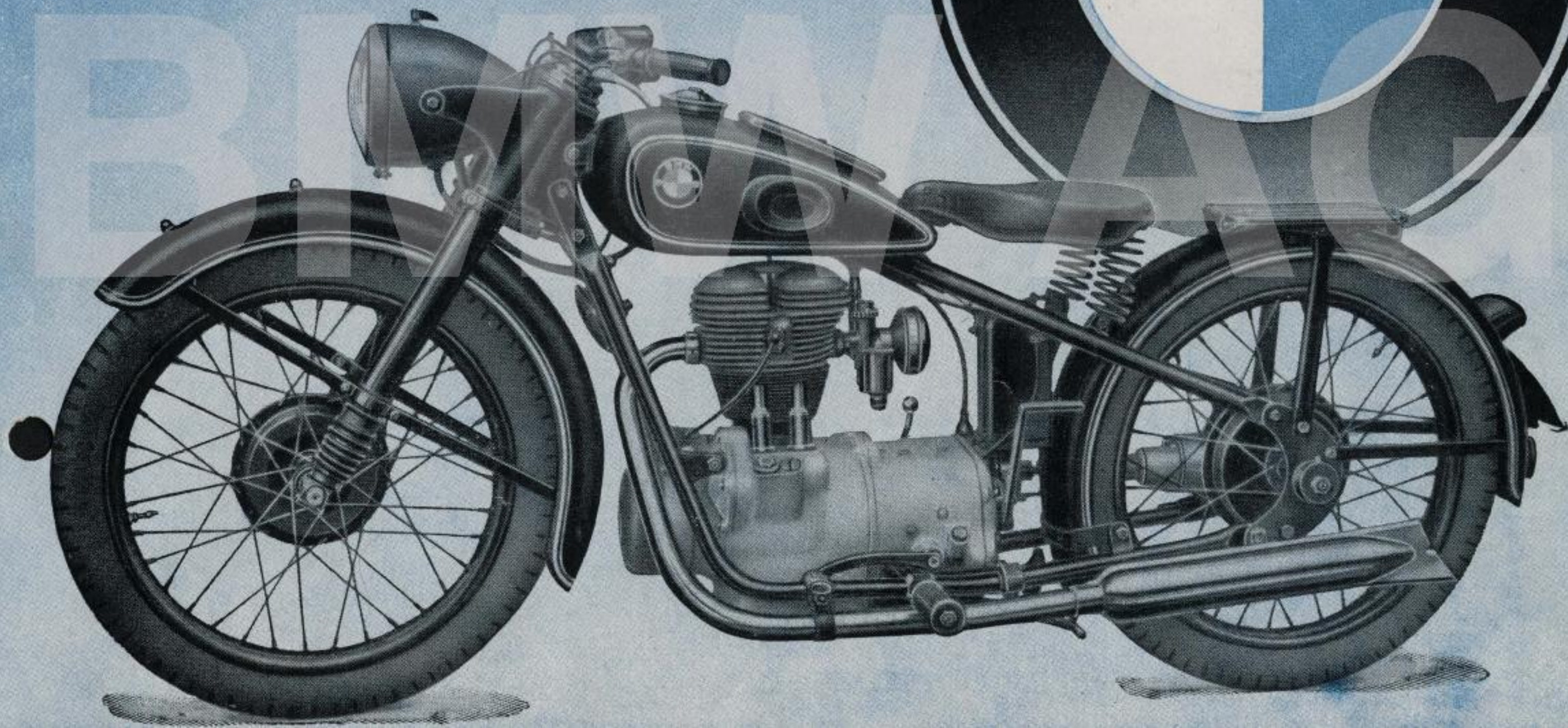
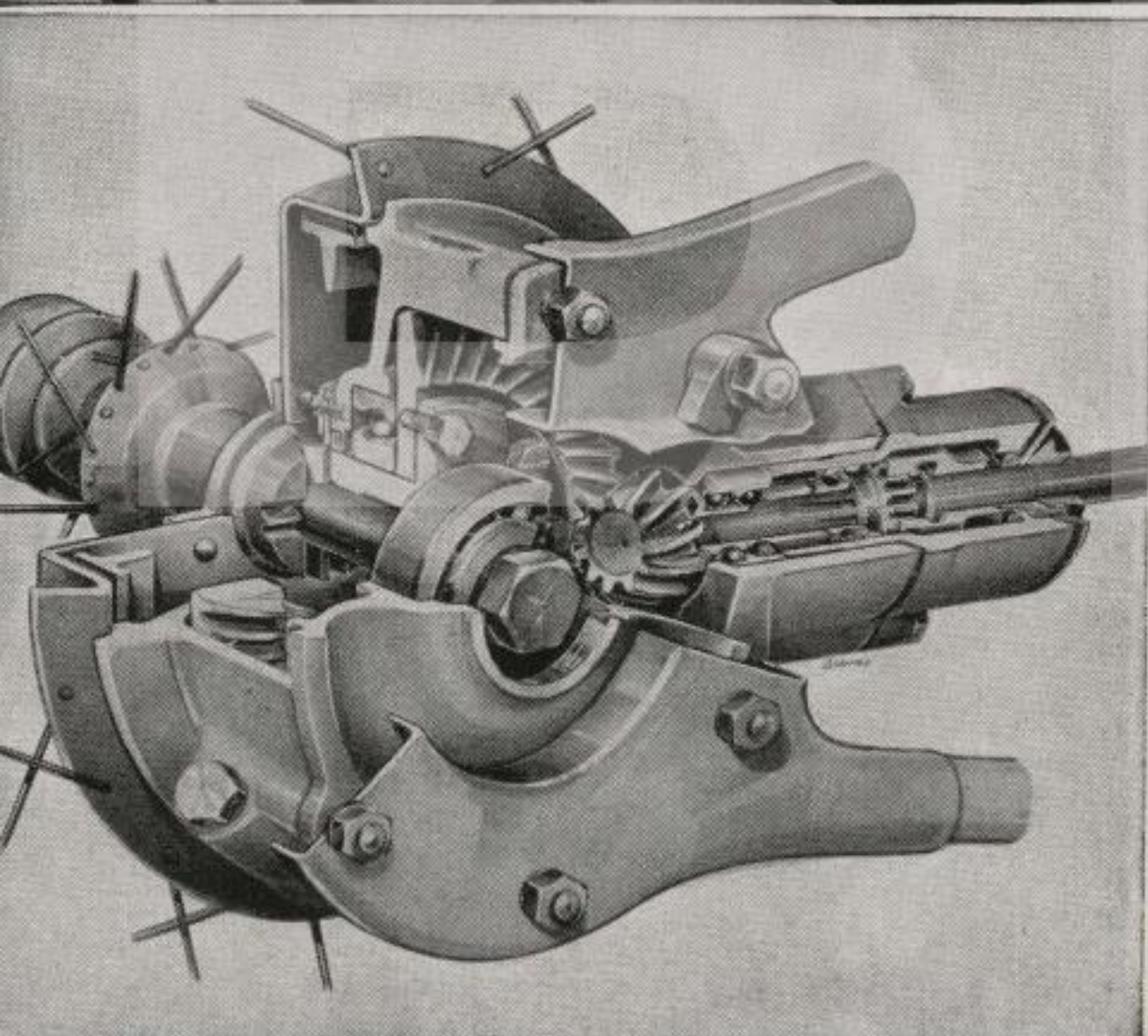
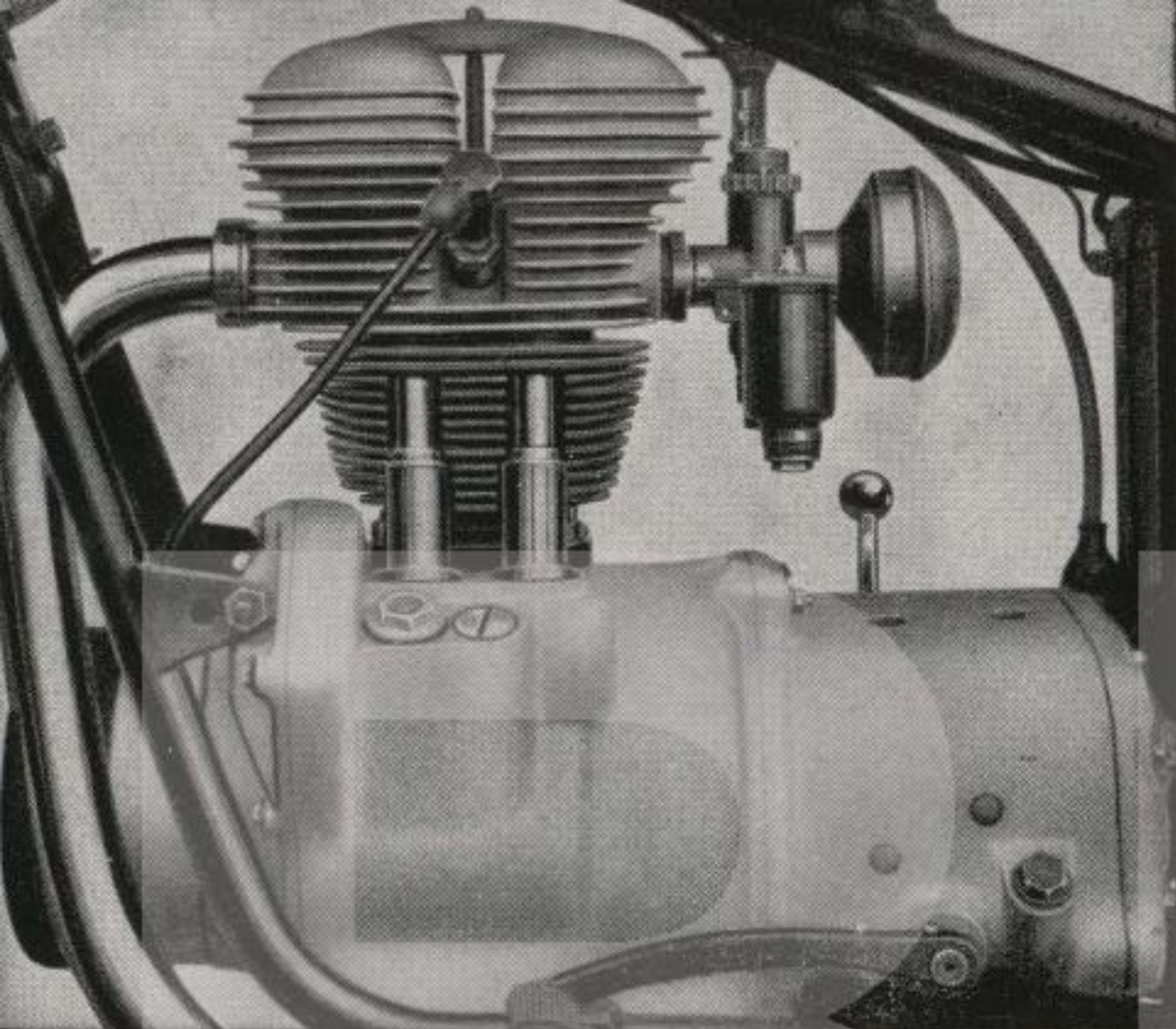


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Muster

250 c.c. The Motorcycle of Quality





Model R-24 Touring Motorcycle 250 c. c. - 12 HP

Equipped with Telescopic Front Forks - Four-Speed Gearing - High-Efficiency Cylinder Head

Specifications

Engine — Extremely compact one-cylinder four-stroke engine of 12 HP (continuous operation). Maximum speed 5,600 r.p.m. Economy-minded design of combustion chamber due to beautifully shaped, generously dimensioned light-metal cylinder head with large-surface cooling fins and efficient dissipation of heat. Overhead valves arranged Vee-wise in cylinder head; entire valve gear assembly encased for protection from dust and dirt. Light-metal piston with two rings and one oil control ring. Crankshaft supported by ball bearings; steel connecting rod with roller bearing, fitted with roller cage. Single-valve carburetter with large air filter.

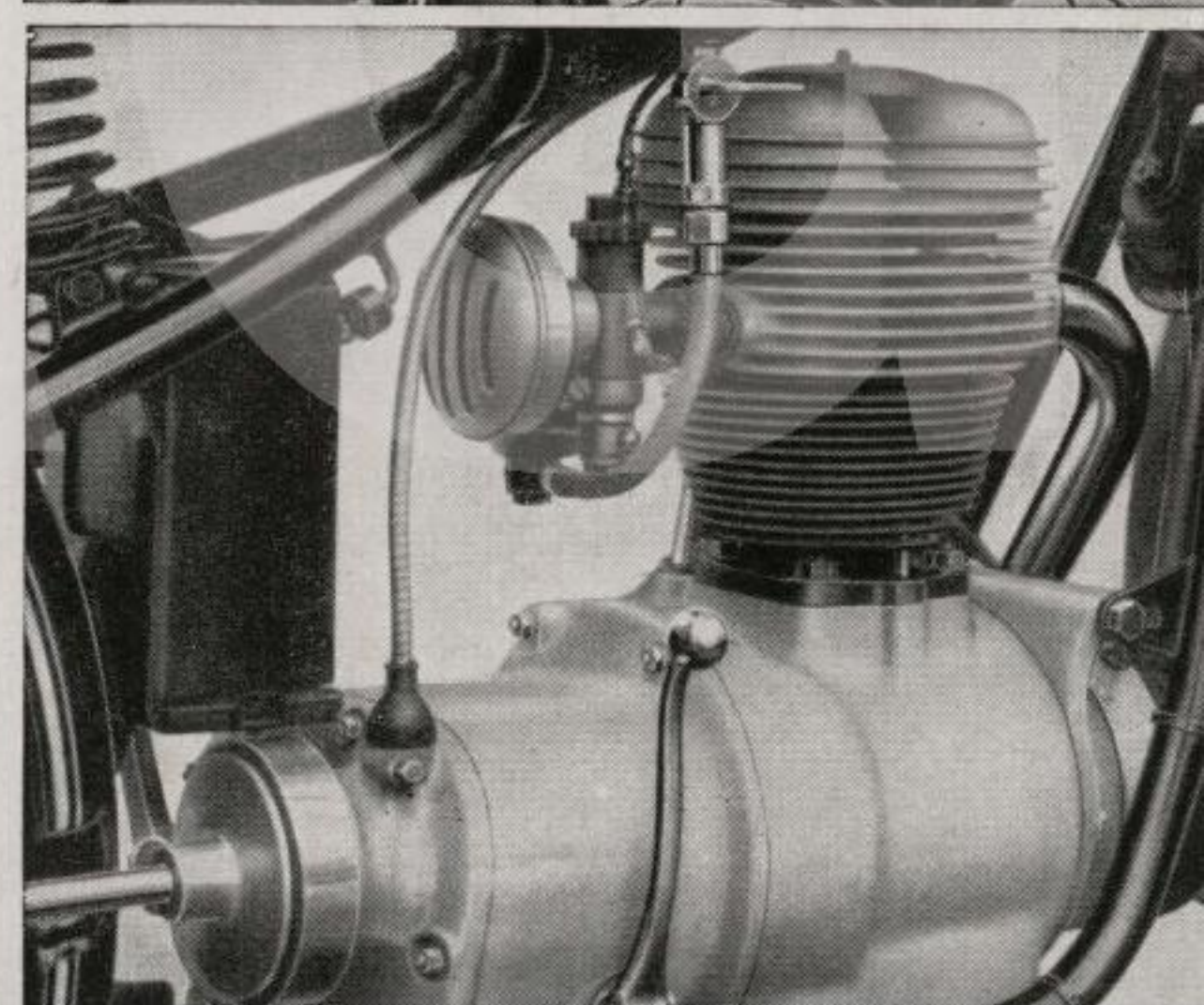
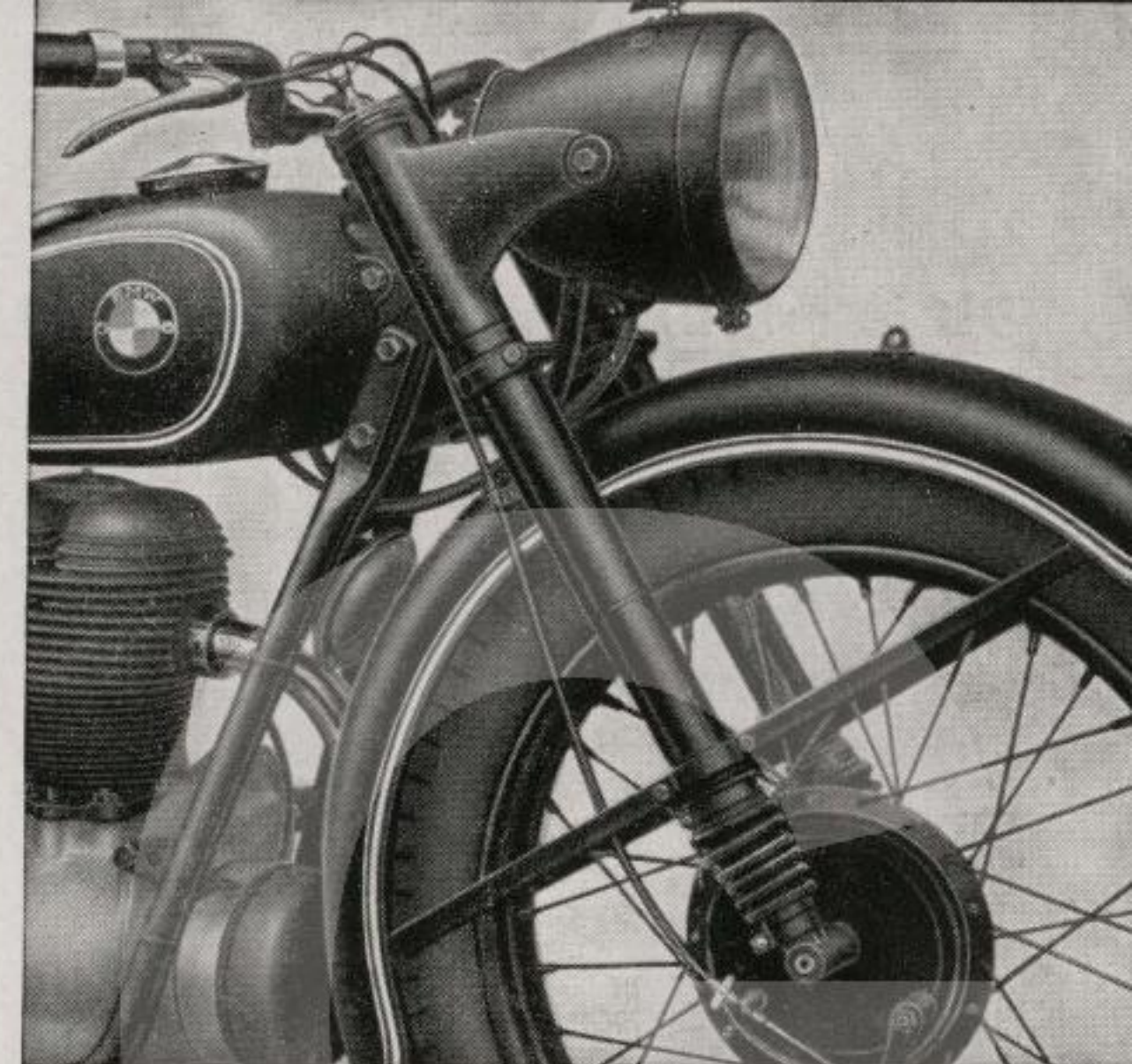
Chassis Frame — Distortion-proof, twin steel tubular frame, embracing the engine. All frame joints are double bolted or welded. The telescopic front forks are permanently oil-lubricated, offer comfortable cushiony springing. All moving parts are carefully protected from dust and dirt, this making for reduced fork maintenance. On the handlebar center, eyes have been provided which make it possible to lock the motorcycle. The graceful saddle tank of 12 liters (2.65 Imp. gall.; 3.2 U.S. gall.) capacity has quick-action filler cap, built-in tool kit, and rubber pads. Both front and rear wheels have push-out axles, this making for easy assembly. The generously dimensioned

internal-shoe brakes result in short stops. The convenient Magura-type handlebar has a twist grip throttle and easy-to-operate controls. A steering damper has not been forgotten. Ignition timing is self-adjusting. Large, easily dimmed headlight with integral speedometer and ignition lock. A 6-volt, 60-watt storage battery installation takes care of ignition and satisfactory road lighting. The soft-spring rubber saddle with its large sitting surface contributes to relaxed riding. Tyre size 3" x 19".

Transmission — Efficient transmission of power is guaranteed by a long-life, generously dimensioned oil-free single-disk clutch. The heavy-duty, carefully designed four-speed gear-box is bolted to the engine. Easy gear shifting in both directions is obtained by convenient, easy-to-operate, foot gear change. The transmission ratios are: 1st gear 6.1:1; 2nd gear 3.0:1; 3rd gear 2.4:1; 4th gear 1.54:1. — The gear-box-to-rear-wheel transmission ratio is 4.18:1. — Power transmission from gear box to rear wheel is obtained by time-tested, durable universal-joint shaft. All parts susceptible to damage are completely protected from outside interference. Smooth and shock-free transmission is obtained by an elastic drive shaft in the gear box and a rubber-sprung clutch inserted in the universal-joint shaft.

All statements are non-obligatory

The right to change the design is reserved



Experience — Maximum Performance — Tradition

It is on this basis that the newly resumed motorcycle production has been built

In 1923, at the "Paris Salon" automotive exhibition, the first production model of the BMW motorcycle provided with universal-jointed shaft drive and other revolutionising improvements drew the attention of the general public. For twenty-five years our plant has been building motorcycles, and, during this period, has not only been improving our own models, thus bringing them to the highest level of performance, but, by suggesting new ideas, it also has promoted general development work in the field of motorcycle construction. Basing on this wealth of experience which is still intact, we are beginning, right from amidst the ruins of a complete breakdown, to build a new high-duty motorcycle.

To us, a good reputation means both obligation and incentive; it is, therefore, a matter of course, that this model, too, incorporates, in a carefully weighed manner, all of the outstanding features for which BMW motorcycles have been known. In the new R-24 model there are no component parts that have not been subjected to year-long exacting field tests. Economical in operation, strong in performance, reliable but modest as regards servicing requirements, longlived owing to careful production processes — points that the BMW organization has always kept an eye on — the new 250 cc (15.2 cu. in.) motorcycle worthily continues the tradition of our firm.

B. M. W. MOTORCYCLE SALES CORPORATION

487 Park Avenue, New York 22, N. Y.