



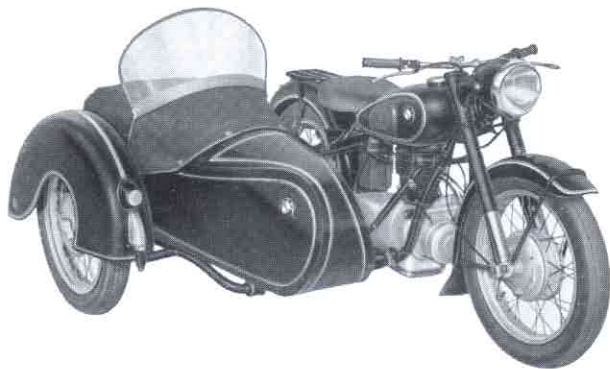
Motorcycles

R 25/3 TOURING MODEL 250 cc • 12.8 hp



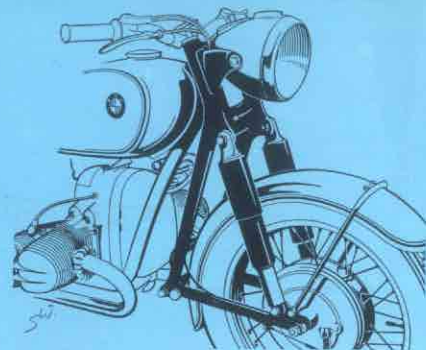
Powerful single cylinder engine. Special air-intake ensuring cool and uniform air supply. Elastic clutch. Four speed gearbox with foot change. Hydraulic damped telescopic front fork.

Telescopic rear wheel suspension with progressive action. Polished 18in. light-alloy wheelrims. Full-width hubs with large diameter brakes. Fuel tank with locking tool-box. Stop and tail light.



R 25/3 with BMW "Standard" sidecar. Swinging arm wheel suspension and body equipped with rubber springing. Four-point ball joint attachment. Carrys three people.

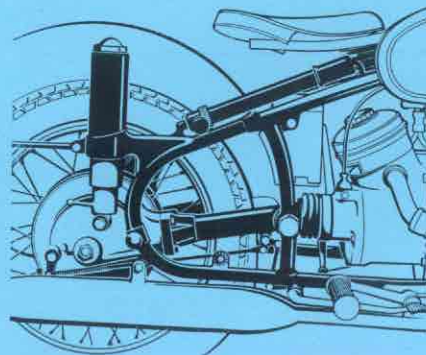
The new bottom link swing fork with telescopic suspension units of the BMW R 50 and R 69.



R 50 TOURING-SPORT 500 cc • 25.6 hp. Powerful two cylinder engine. Hydraulic damped swing frame based on experiences

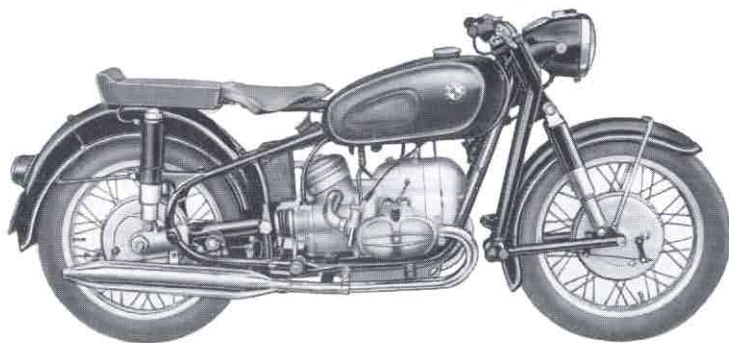


gathered with racing motorcycles. Polished 18in. light-alloy wheelrims. Full-width hubs with large diameter brakes. Stop and tail light.



The final drive shaft is totally enclosed within the right hand rear swing arm.

R 69 SPORT 600 cc • 34.5 hp. High performance two cylinder engine. Hydraulic damped swing frame based on experiences



gathered with racing motorcycles. Polished 18in. light-alloy wheelrims. Full-width hubs with large diameter brakes. Stop and tail light. Sprung sports seat.

TOURING-SPORT 600 cc • 27.6 hp with BMW "Spezial" sidecar equipped with swing arm suspension. Very elastic clutch. Telescopic damped front and rear wheel suspension. Full-width hubs large diameter brakes.



R 67/3 Stop and tail light. Sidecar suspension and body equipped with rubber springing. Hydraulic braked sidecar wheel, available also for solo use.

Two Cylinder Horizontal Opposed Engine

- Power output of the BMW R 50 increased to 25.6 hp
- Improved foot space through modified carburettor location
- Magneto ignition ensuring positive starting independent of the battery
- High efficiency air filtration through a Micronic-Filter incorporated within the air-cleaner

Clutch and Transmission

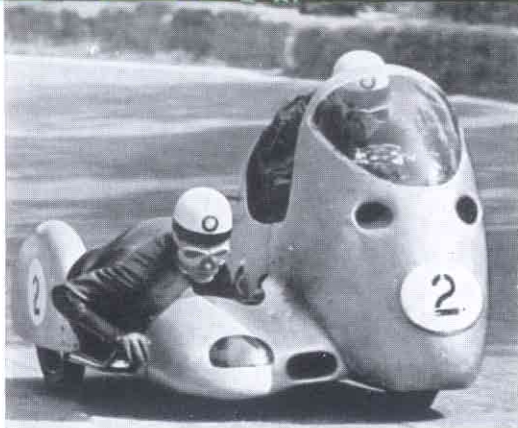
- Smooth and elastic clutch operation through specially developed clutch springs
- Easy and positive foot gear change
- New four-speed gearbox with torsional vibration damper giving improved performance in all gears

New features of the **BMW R 50 and R 69**

Swing frame

- Superb riding and road-holding characteristics through swinging arm front and rear suspension based on racing experiences
- Tube-profile swinging arms controlling the movement of 18in. wheels. Taper roller bearings are employed for accurate and reliable location of the swinging arms. Full-width wheel hubs with taper roller bearings
- Controlled smooth suspension of the front and rear wheel with ample movement through hydraulic damped suspension unit
- Final drive shaft totally enclosed within right hand rear swing arm
- Large capacity re-styled fuel tank holding 3.7 Imp. Gal or 4.4 U.S. Gal.
- Locking tool box now recessed into the left side of the fuel tank
- The rear suspension can be adjusted by hand when a pillion passenger is carried
- An adjustment for the castor angle of the front suspension is provided for precise alignment with a sidecar

An unrivalled
successful year -
1954



Sidecar Class:

World Championship

21 World Speed-Records

Grand Prix of Germany

Grand Prix of Switzerland

Grand Prix of Italy

British Tourist Trophy:

Second, Third and Fourth Place

Bavarian Mountain Rally

17 First Places in important International Road Races

Numerable other BMW successes in all parts of the World

Solo Class:

6 World Speed-Records

German Championship

Dutch Championship

Double Victory in Sydney 24-Hour Race

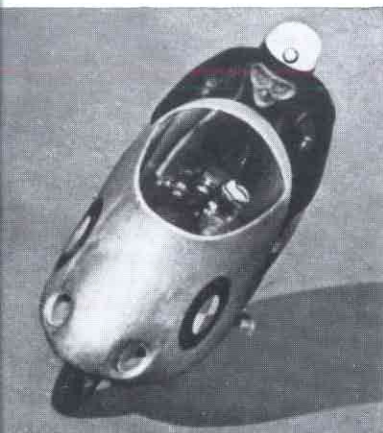
International Six Day Trial, Great Britain

Double Victory in Swiss Reliability Trial

12 First Places in important International Road Races

In a Class of their own . . .

this is the opinion of experts on the 1955 range of BMW motorcycles. Valuable practical experience coupled with never ceasing development work, and the maintaining of traditional quality has been responsible in satisfying the demands of the most fastidious riders. Outstanding performance, with ample power to spare on steep mountain roads, superb riding characteristics together



Outstanding in
racing performance,
- fast and reliable as
production motorcycle

with reliability and stylish appearance, — are just some of the reasons why the remarkable silent 1955 BMW one and two cylinder motorcycles are finding daily an increasing number of admirers. Winning Racing Events everywhere. — establishing World Speed Records and Successes in the toughest Cross-Country Trials have given BMW motorcycles their distinct technical details.

R 25/3

Brake Horse Power	13
Cylinder	1
Engine Capacity	245 cc
Bore and Stroke	68 x 68 mm
Revolutions per Min.	5800
Compression Ratio	7.0:1
Lighting Equipment	6 V/60 W
Carburettor	Bing 1/24/41 or SAWE K 24 F
Gear Ratios	
First	6.1:1
Second	3.0:1
Final Drive Ratio Solo	4.16:1
Final Drive Ratio Sidecar	4.8:1
Tank Capacity	2.6 Imp. Gal.-3.1 U.S. Gal.
Average Fuel Consumption	
Solo	97 miles/Imp. Gal.
Sidecar	74 miles/Imp. Gal.
Max. Speed Solo	74 m.p.h.
Kerb Weight	330 lbs
Wheels and Tyres	3.25 x 18
Handlebar Width	30 in.
Overall Length	81 1/2 in.
Saddle Height	28 3/4 in.

R 50

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 1/22/61/62
Gear Ratios	
First	5.33:1
Second	3.02:1
Final Drive Ratio Solo	3.18:1
Final Drive Ratio Sidecar	4.25:1
Tank Capacity	3.7 Imp. Gal.
Average Fuel Consumption	4.4 U.S. Gal.
Solo	63 miles/Imp. Gal.
Sidecar	52 miles/U.S. Gal.
Max. Speed Solo	87 m.p.h.
Kerb Weight	429 lbs
Wheels and Tyres	3.5 x 18
Handlebar Width	26 in.
Overall Length	82 3/4 in.
Saddle Height	28 1/2 in.

Specifications

R 67/3

with BMW "Spezial" oscillating axle sidecar

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 1/24/25/26
Gear Ratios	
First	4.0:1
Second	2.28:1
Final Drive Ratio Solo	4.57:1
Final Drive Ratio Sidecar	0.00:0
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	93 1/2 in.
Saddle Height	28 1/2 in.

R 69

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
Second	3.02:1
Final Drive Ratio Solo	3.18:1
Final Drive Ratio Sidecar	4.25:1
Tank Capacity	3.7 Imp. Gal.-4.4 U.S. Gal.
Average Fuel Consumption	61.5 miles/Imp. Gal.-51.1 miles/U.S. Gal.
Solo	4.6:0
Sidecar	0.0:0
Max. Speed Solo	103 m.p.h.
Kerb Weight	444 lbs
Wheels and Tyres	
Handlebar Width	28 3/4 in.
Overall Length	82 3/4 in.
Saddle Height	29 in.

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

BAYERISCHE MOTOREN WERKE AG · MÜNCHEN

29-6-55

PRICE LIST OF B.M.W. MOTOR CYCLES

<i>Model</i>		<i>Basic Price</i>		<i>Purchase Tax</i>		<i>Total</i>		
R.25/3	...	£184	0	0	£36	16	0	£220 16 0
R.50	...	£305	0	0	£61	0	0	£366 0 0
R.67/2	...	£305	0	0	£61	0	0	£366 0 0
R.69	£397	0	0	£79	8	0	£476 8 0

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