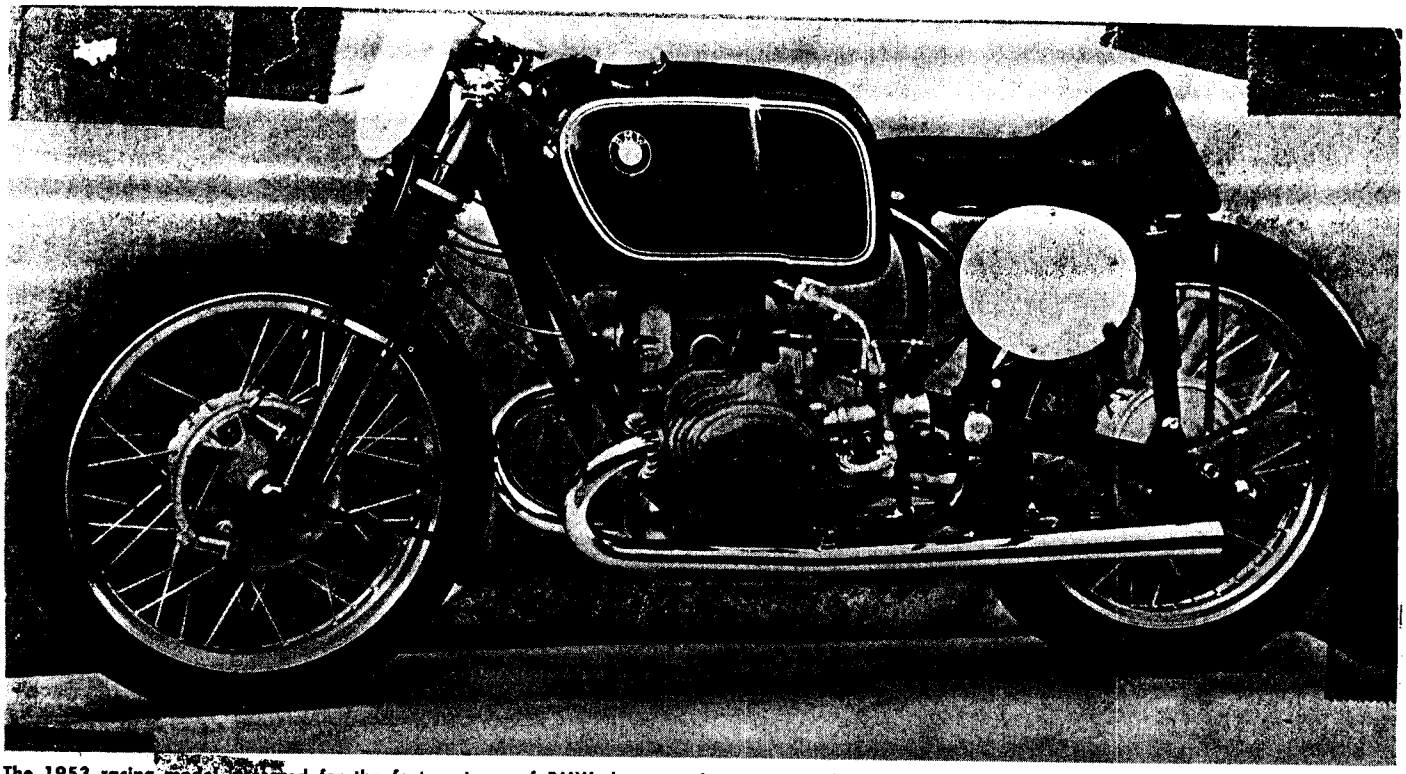


The 1953 racing model, reserved for the factory team of BMW, has now been put on the production line for general sale to the public. The same measurements, achievements and construction have been retained in this model. 500 cc powerplant delivers a top speed of well over 100 mph.

BMW Factory Racer in Production

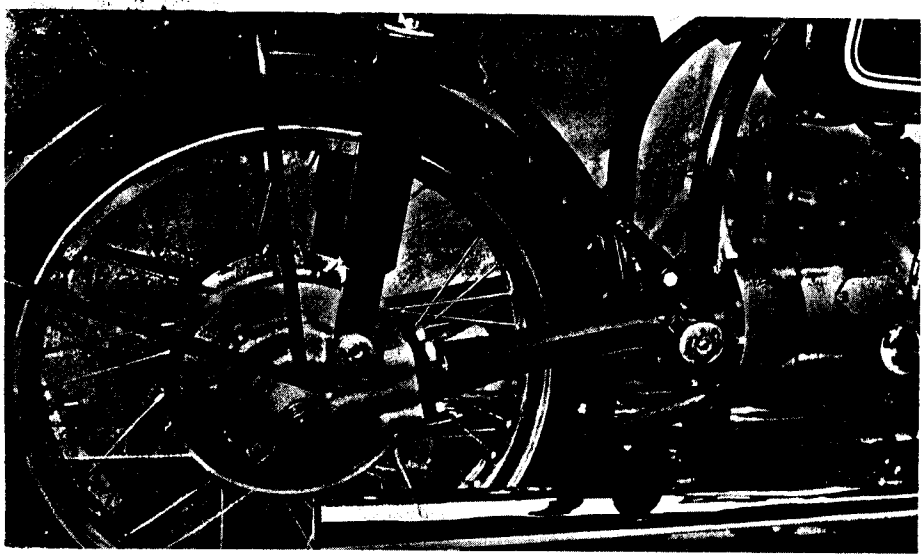
Story and Photos Courtesy F. H. Baer

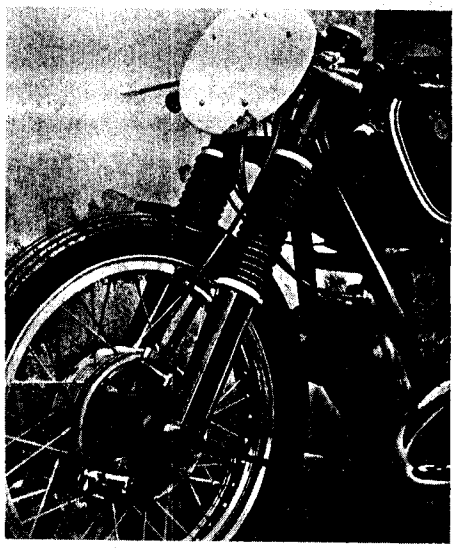
THE Bavarian Motor Works of Munich, Germany has finally decided to put their 1953 racing model into production for sale on the open market. Price for the quality-built racer will be just over one thousand dollars (our estimate) on the German market. It will be designated as the Racing Sports Model RS-500 for 1954.

In addition to the time-proven 500 cc OHV 180 degree opposed twin-cylinder engine, this racing model hosts many other interesting features. Among them —shaft drive, with the shaft enclosed within the swinging arm unit on the right side of the machine, alloy hubs with the spoke nipples being secured from the hubs, rather than at the rims. Quality workmanship is evidenced thruout the entire machine.

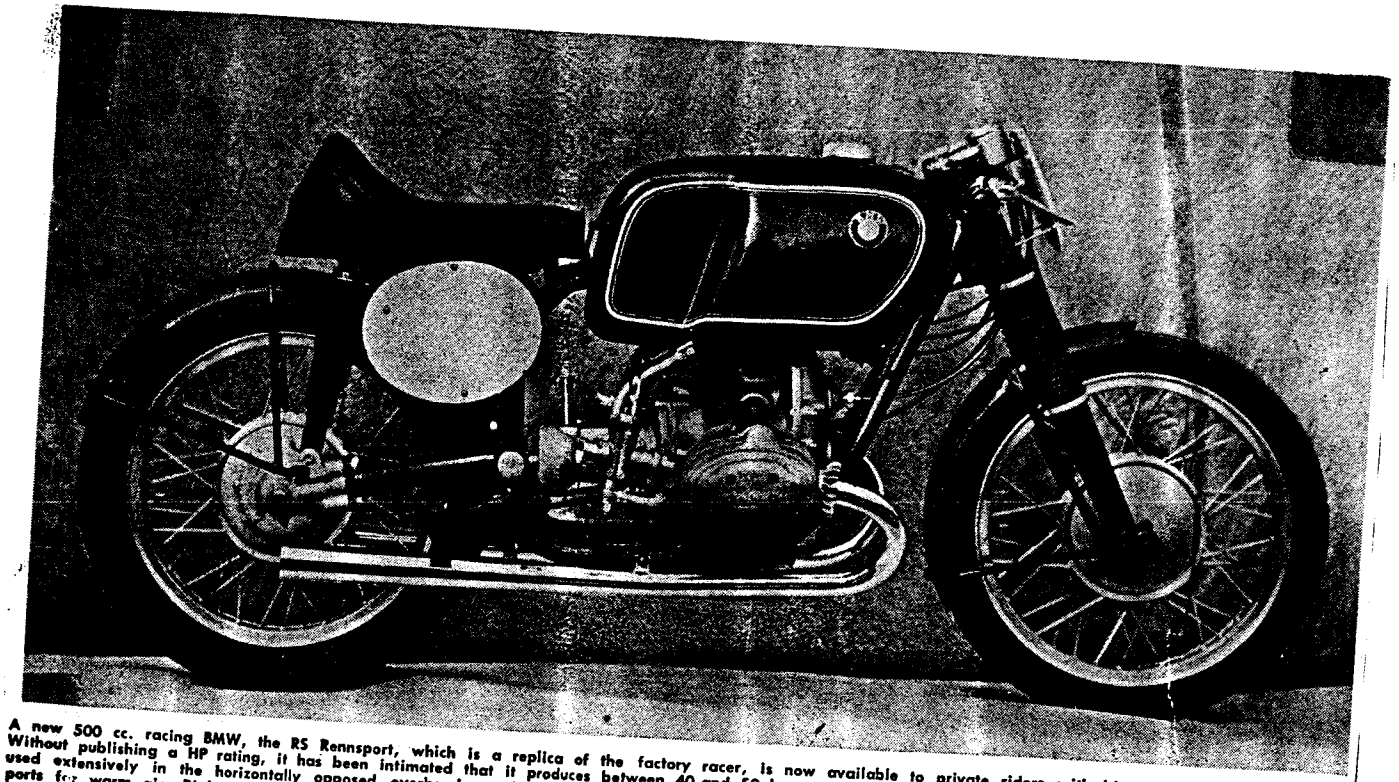
The engine will carry the same specifications as those used by the factory riders last year. Top speed will be more than 100 mph, altho specific data is not yet known.

BMW's driveshaft is mounted in right-hand swinging arm. The sturdy, but very light construction is fully streamlined as well as completely covered to avoid the infiltration of dust and water into the driveshaft tunnel.





Stocky front forks house a very efficient suspension system—and is very light, despite look of heaviness. Each brake shoe is operated by separate levers. Air-scoop provides cooling. Note that the spoke nipples are attached to hub rather than to the rim.



A new 500 cc. racing BMW, the RS Rennsport, which is a replica of the factory racer, is now available to private riders with big time road race ambitions. Without publishing a HP rating, it has been intimated that it produces between 40 and 50 horsepower depending on the ability of the tuner. Aluminum alloys are used extensively in the horizontally opposed overhead camshaft engine, the rims and the hubs. Double cam, hub-width brakes contain air intake scoops and outlet ports for warm air. Right leg of swinging arm frame houses driveshaft. All this for a mere $2,000.00 f.o.b. the factory in Munich, Germany. Looks worth it.