

BMW 1600



Provisions were made for five models in the New Range, we thought that this would cover all requirements. Until we asked ourselves what can we do for the drivers who are waiting for a car that on one hand is no dearer than a medium priced car, but which on the other hand is a true BMW?

We therefore built the new BMW 1600.



Why is it so fascinating to sit in the driving seat of a BMW? It hardly looks different from any other — apart from the obvious. It has five seats and a lot of luggage space — like many others. It is no luxury ship and no street cruiser. What then is the reason?

In today's heavy traffic, people are divided. Those who are not concerned about driving nose-to-tail, or following in someone's exhaust, are served well by other cars. But those who seek their own way, who think young and act dynamically, and prefer to lead rather than be led, need a car with a lot of spirit and high reserves. The cars of the New Range were designed for just these drivers: the BMW 1800, the BMW 2000, the BMW 2000 TI, the BMW 2000 CS, the BMW 2000 C Automatic.

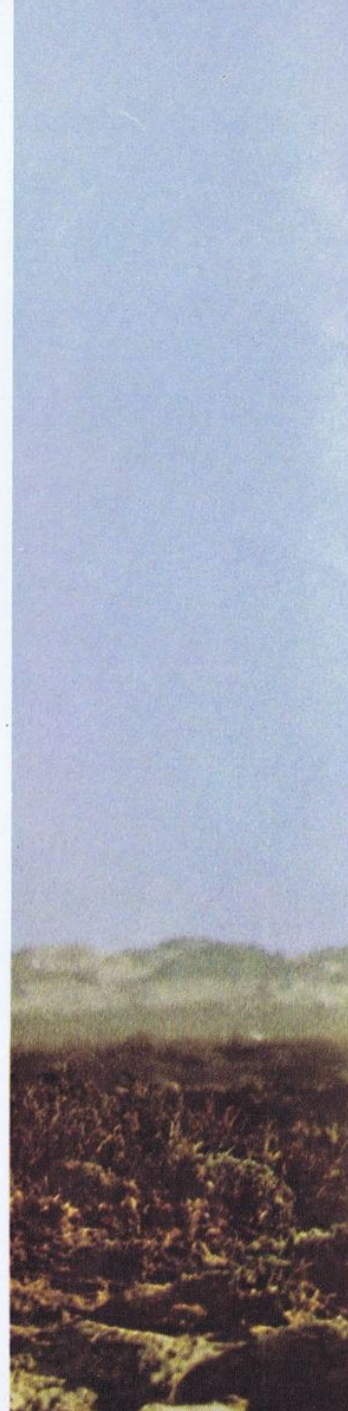
And now the new BMW 1600.





It is no accident that cars of the New Range are characterized by extraordinary driving qualities and the utmost reserves of power. For fifty years, high output machinery has been the focal point of the BMW programme. From 1 to 28 cylinder engines, from 13 to 360 horse-power for aeroplanes, boats, cars, motorcycles and rail vehicles. In-line, rear, radial and V-form. 294 world records have been attained with BMW cars. Today, after thirty years, the legendary Junkers 52 still flies on domestic routes in Spain and South America — with a BMW power unit and when Hubert Hahne in August 1965 achieved his sensational lap record of 10 mins. 12.2 secs. on the Nuerburgring, he was driving a BMW 1800 TI.

These experiences speak for themselves, when a new engine is developed by BMW — just as that of the new BMW 1600.



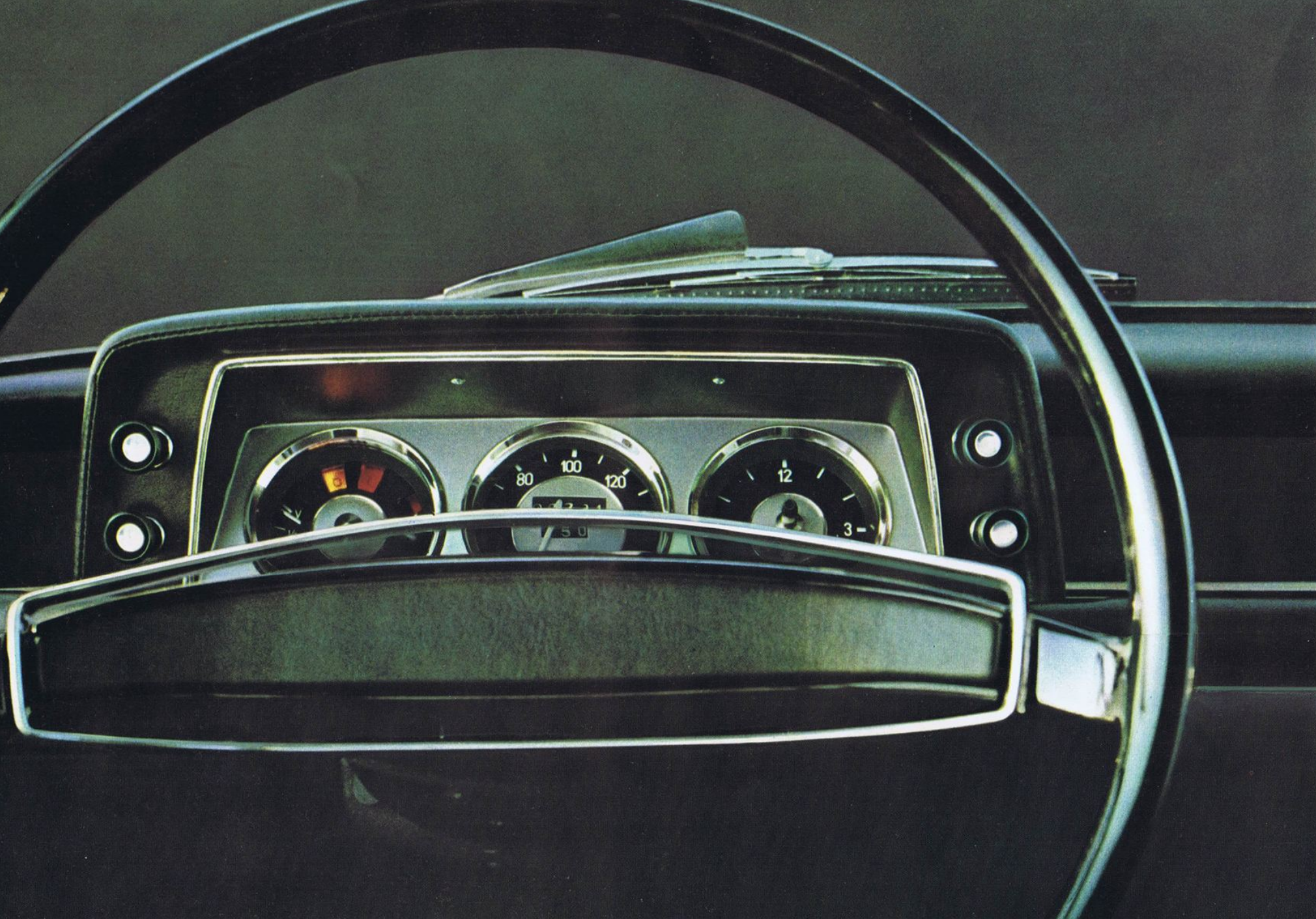


If there were fixed rules for car production, one of these would have to be: the livelier the engine is, the greater must be the capability of the chassis into which it is built, for high reserves of power are only of use to you if they can be used at all times without risk.



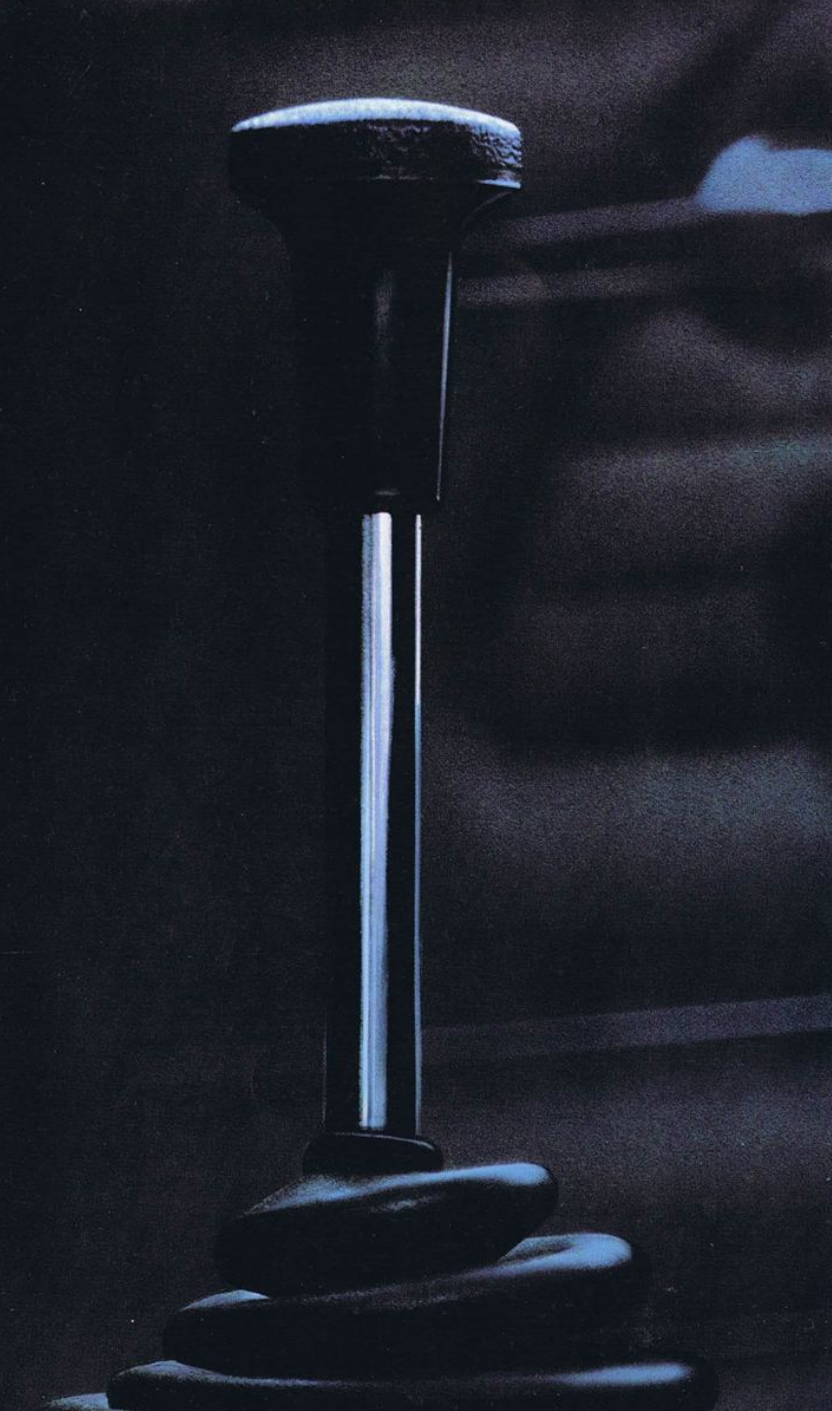
BMW cars are famous for their superlative driving performance and their brilliant cornering abilities. Ask our racing drivers, who constantly use these reserves to the limit. Or drive a few miles in the new BMW 1600 and then ask yourself. Your answer will be no different.





When you buy a BMW, then you also buy the comfort of a BMW. We will refrain from reciting all the things that we take for granted. Let us rather give a thought to the unusual things: you will be struck by the hollow shape of the seat and back rest, which give excellent lateral support. Likewise the uncluttered styling and clear arrangement of the instruments, which because of their angle and covering are completely dazzle free. On the other hand, the glove box is not at first visible. Before you look for it in vain: it pops out from underneath the dashboard at the touch of a finger.





We have given the
BMW 1600 high reserves of
power.

We have given it a body,
which by means of extraordi-
nary road holding and
driving comfort, preserves
your strenght and nerves —
even in adverse driving con-
ditions. We have given it
brakes, which make it easy to

minimise the driving faults
of others,
by a touch of a pedal.

We have created the new
BMW 1600 so that you can
discover that even in the age
of dense traffic
there is still real pleasure in
motoring!

Engine:

4-cylinder, 4-stroke in-line OHC engine. Overhead valves inclined in V arrangement, domed turbulence combustion chamber, crank-shaft mounted in 5 bearings, force-feed circulation lubrication by geared pump, micronic main-flow filter.

Cubic capacity/stroke/bore:

1573 cc / 71 mm / 84 mm

HP rating:

85 DIN HP at 5700 rev./min.

96 SAE HP at 5800 rev./min.

Torque rating:

12.6 mkg at 3000 rev./min.

Compression ratio:

8.6 : 1

Carburettor:

Downdraught SOLEX 38 PDSI carburettor with acceleration pump and automatic choke.

Ignition:

Centrifugal force and vacuum adjustment.

Gearbox:

4-speed synchromesh: 1st 3.835, 2nd 2.053, 3rd 1.345, 4th 1.000, R 4.180

Differential ratio:

4.11 : 1 (Hypoid gears)

Wheel suspension:

Front: Spring leg axle with wishbone, rubber mounted, 170 mm spring travel.
Rear: Independently suspended wheels on inclined rubbermounted trailing arms, coil springs with rubber buffer and spring arrestor, spring travel 190 mm, double-action, large capacity telescopic shock absorbers.

Steering:

ZF Gemmer system with worm and roller pin, 3 piece track rod: total reduction ratio: 17.58 : 1.

Wheels:

Rims 4 1/2 J x 13, low cross-section tyres
6.00 S 13 (tubeless) optional extra radial ply tyres 165 SR 13 (with tube).

Footbrake:

Front: Caliper type disc brake self-adjusting. Disc diameter 240 mm.

Rear: Symplex sliding shoe drum brake, diameter 200 mm.

Electrical system:

6 V Dynamo. 200/300 watt, battery 77 AH.

Body:

Chassisless all-steel body welded to floor assembly. Door width: 1000 mm.

Windows:

Front: 2 fully recessed crank operated side windows and 2 pivoted quarter lights.

Rear: 2 pivot windows.

Seats:

Front: Reclining single seats adjustable to 4 rake angles. Rear: Bench type seat.

Shoulder width:

Front: 1300 mm, Rear: 1270 mm

Luggage capacity:

Approx. 450 litres capacity, level platform.

Tank capacity:

Approx. 46 litres, 6 litres reserve.

Heating and ventilation:

Fresh air high-performance heating by mixture of cold and hot air with infinitely variable temperature control, 2-speed blower. Ventilation by air-evacuation above rear window, extraction at side pillars below chrome moulding.

Dimensions:

Length: 4230 mm, Width: 1590 mm, Height: (empty) 1410 mm, Wheelbase: 2500 mm, Track width: Front and rear 1320 mm, Track circle: 9.6 m, Unladen weight: 9.40 kg, payload: 380 kg, Total permissible weight: 1320 kg.

Permissible towed load:

With brakes 1200 kg, without brakes 500 kg

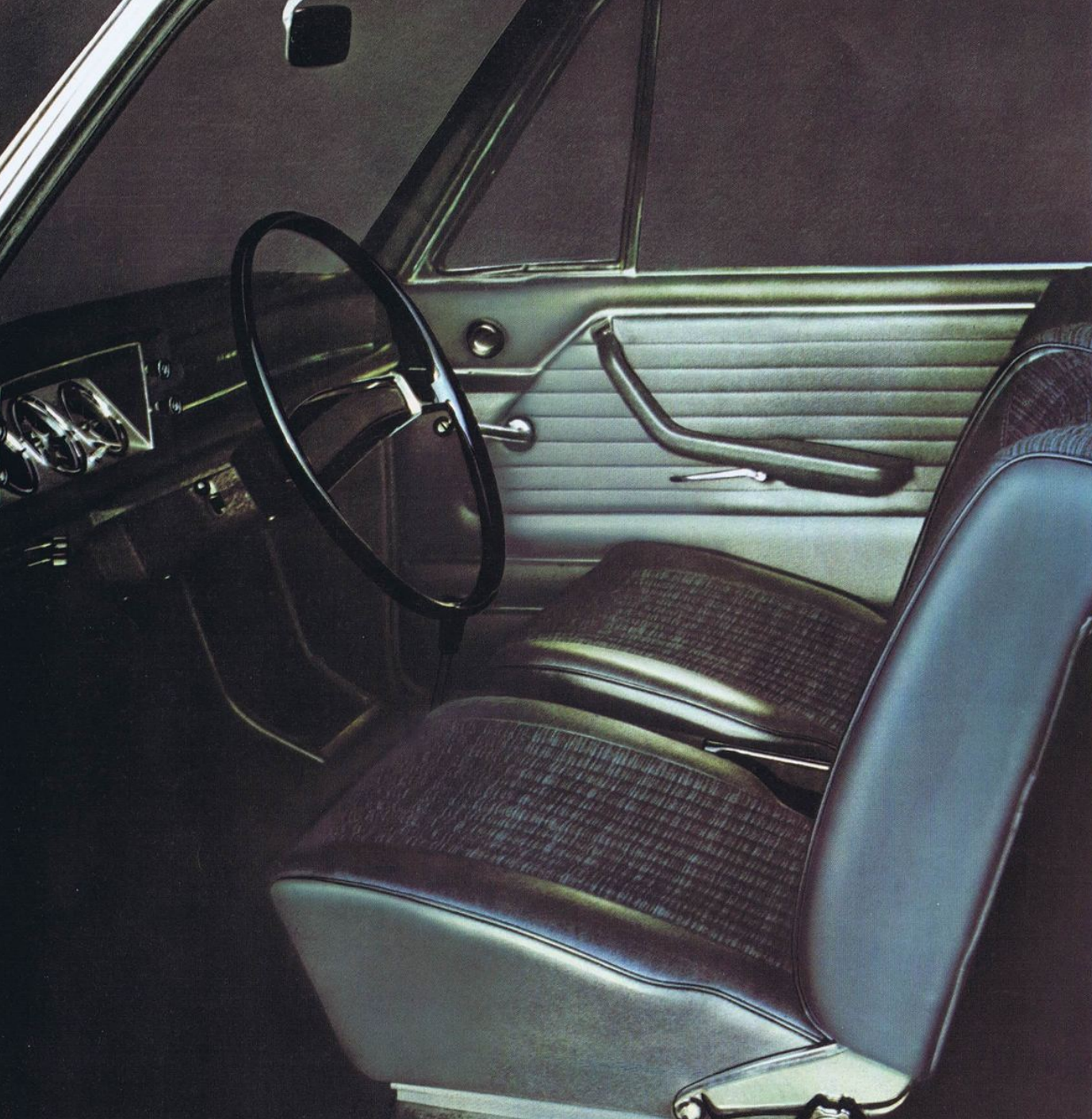
Maximum speed: 100 mph.

Acceleration:

Zero to 62 mph in 13.3 seconds

Normal consumption:

9.9 litres/100 km at 110 kph.



Get in. Drive the car
of the New Range, yourself.

The new BMW 1600.





2226 service stations in Europe

BMW puts pleasure back into motoring