



**BMW R69S mit Steib S500 Beiwagen**

**Prijs:** 29.052,00 € BTW niet aftrekbaar

**Details:**

<b>Referentienummer</b>	<b>900241</b>
Standplaats	Oudenburg-Roksem
Merk	BMW
Model / Type	R69S mit Steib S500 Beiwagen
Eerste registratie	01.01.1968
Kilometerstand	54.993 km
Lichaamsvorm	Zijspan
Motor	31 kW (42 PK)
Cilinderinhoud	594 ccm <sup>3</sup>
Verf	zwart
Opbouw	mit Steib Seitenwagen

**Uitrusting**

**Beschrijving**

Bei Rückfragen Tel. +49 551/820224!

Chassis Nr. 662331  
 Motornummer 662331  
 Bauzeit 1955-1969  
 1 von 15.347 gebauten  
 42 PS

Serviceunterlagen/Geschichte sind vorhanden.

The 1960-1969 models were designed as relatively high powered, high compression sport bikes, although the Earles forks R69 and R69S came with sidecar lugs installed on the frames as these were designed specifically with sidecar use in mind, though it was popularly used as a solo bike as well.

In June 1962, Cycle World magazine published a review of the R69S. Its initial and concluding paragraphs read: "Ask any motorcyclist what he considers to be the two-wheeled equivalent of the Rolls-Royce and you will almost certainly be told "BMW". That answer will not be too far wrong, either, except that the products coming from the Bayerische Motoren Werke incorporate a

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good deal more in advanced engineering features than the famous English car. Actually, the BMW motorcycle is more like the Mercedes than a Rolls-Royce: conservative in many respects, but quite advanced nonetheless. In any case, the BMW has attributes that make it unique, and it has acquired a reputation that makes it a "prestige" motorcycle - even among people who ordinarily don't give two wheelers a second glance...Whatever the BMW's merits are in a contest of speed, it is still the smoothest, best finished, quietest and cleanest motorcycle it has ever been our pleasure to ride. To be honest, we think that anyone who would worry much over its performance-potential is a bit of a booby. The R69S is fast enough to handle any encounter, and it has attributes that are, in touring, infinitely more valuable than mere speed. All things considered, if we were planning a two-wheel style tour, the BMW would have to be our choice of mount."

The beautiful R69S offered here is the culmination of one man's dream, and one wife's nightmare! Warned by his wife that he'd perhaps surpassed his motorcycling days, the previous owner assumed that a sidecar outfit would be the acceptable compromise. He was wrong. After many months of searching, the vendor eventually sourced his desired matching numbers R69S in Ireland.

This bike benefitted from being offered in Class 1 condition following a re-spray with correct re-striping, re-ground piston ring valves, stainless steel exhaust system, chromed steel wheel rims, stainless steel spokes and a believed genuine 34,137 miles at the time of his purchase.

Furthermore, this bike sports the slightly larger Schorsch Meier touring fuel tank, electronic ignition system and twin seat. Upon import, a beautiful and matching coloured Steib sidecar was ordered and bespoke built to fit the R69S at a cost of more than £6,000. In total, the project costed the previous owner in excess of £18,000, and showing a mileage now of just 54.993 km.

