

----- Weitergeleitete Nachricht -----

Betreff:AW: BMW 507 - Fahrgestellnummer 70171

Datum:Tue, 4 Apr 2023 11:35:59 +0000

Von:hdz.info@bmwgroup.com

An:bastian@bastianvoigt.de

Sehr geehrter Herr Voigt,

vielen Dank für Ihre E-Mail.

Der BMW 507 FIN 70171/Motornummer 40183 wurde am 17.09.1958 produziert und am 26.09.1958 in die USA ausgeliefert. Die Originalfarbe war Papyros.

Der Name des Empfängers ist leider nicht eindeutig zu erkennen, es handelte sich aber nicht um einen der üblichen Importeure (Fadex oder Hoffman).

Wir hoffen, Ihnen damit weitergeholfen zu haben.

Mit freundlichen Grüßen

Andreas Harz

BMW Group

Andreas Harz

BMW Group Classic BMW Group Archiv

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BMW Group

AK-52

80788 München





Hirschmann

An den Wagenbesitzer

In Ihrem Wagen ist eine Hirschmann-Antenne eingebaut, die dafür sorgt, daß Sie stets einen guten Empfang mit Ihrem Autosuper haben.

Sie können Ihre Antenne wahlweise als normale Versenkantenne benutzen oder, wenn Sie den Stülpkopf abnehmen (siehe Fig. 1—3, Seite 2—4), als Schlüsselantenne. Diese ist gegen mutwillige Beschädigung von außen geschützt, da sie nur mit dem beiliegenden Schlüssel wieder herausgezogen werden kann. Wenn Sie wollen, können Sie den Stülpkopf später wieder aufsetzen.

HIRSCHMANN wünscht Ihnen gute Fahrt und guten Rundfunkempfang!



Rute (oberstes, dünnes Teleskopteil) in das nächste Rohr (zweites Teleskopteil) einschieben.

Fig. 1

2



Stülpkopf durch seitlichen Druck abknöpfen (hierzu empfiehlt es sich, ein Tuch zu benutzen)

Fig. 2

3



987378

GARANTIEUNTERLAGEN

SERVICE BOOKLET CHÉQUIER GARANTIE LIBRETA DE GARANTIA

Autosuper

becker *Mexico*

DAS DEUTSCHE AUTORADIOSPEZIALWERK · MAX EGON BECKER · KARLSRUHE UND ITTERSBUCH



Name des Kunden / Name of Customer / nom
de client / nombre del cliente

Anschrift / Address / adresse / dirección

Verkaufsdatum / Selling date / Date de la vente
Tag Day Monat Month Jahr Year
Tag Day Monat Month Jahr Year
Tag Day Monat Month Jahr Year

Verkäufer (Stempel und Unterschrift)
Seller Agent (Stamp and Signature)
Agent de vente (Sello y firma)

Es wird bestätigt, daß der Zentrator funktioniert
It is hereby confirmed that the vibrator is brand
new. / Il est certifié que le vibreur est en état
nouveau. / Es certificado que el vibrador es de es-

Datum, Stempel und Unterschrift / Date, stamp
and signature / Date, cochet et signature / fecha,
sello y firma.

becker SERVICE

Betriebsspannung
Operation Voltage
Tension de branchement
Tensión de servicio

6/12 V

Leistungsaufnahme (Gegentakt-Endstufe)
Power input (push-pull output)
Consommation (étape final push-pull)
Potencia necesaria (etapa final push-pull)
Leistungsaufnahme (einfache Endstufe)
Power input (single output)
Consumption (étape final simple)
Potencia necesaria (etapa final simple)

45 W

55 W

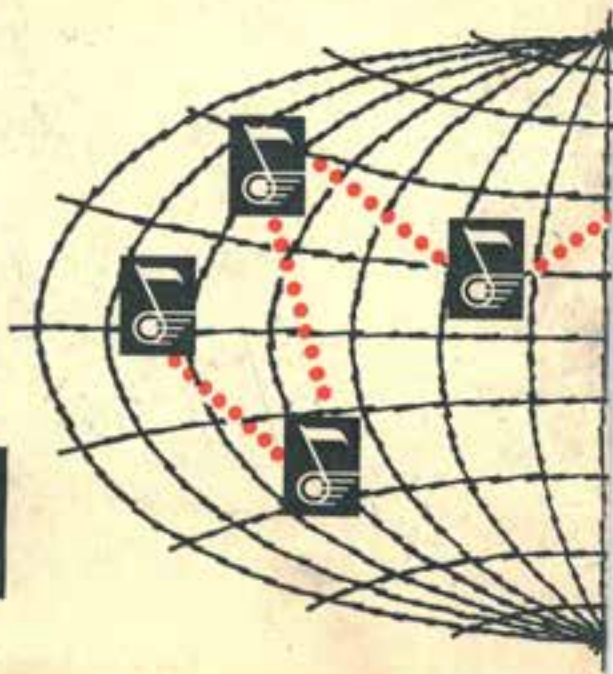
becker

SERVICE



Adressen-
Liste № 12

becker
autoradio





becker

autoradio

Mexico

SCHALTPLAN

CIRCUIT DIAGRAM

Gültig von / Valid from No. 953 000



BECKER - AUTORADIO bittet, im Falle einer Reklamation diesen Schein einzusenden.

In case of any complaints please return this ticket to BECKER - AUTORADIO.

Toute réclamation doit être accompagnée de ce bon. BECKER - AUTORADIO

En caso de alguna reclamación la casa BECKER - AUTORADIO les ruega, remitir esta tarjeta.


Endnehmer

967376
Gerätenummer

Packer

RECLAMATION

ANTWORTKARTE

Porto
zahlt
Becker-
Autoradio

Firma

MAX EGON BECKER

Autoradiowerk

Techn. Leitung

KARLSRUHE

Rüppurrerstraße 23

- Germany -

Absender:

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De:



BEDIENUNGSANLEITUNG
OPERATION INSTRUCTIONS
INSTRUCTIONS DE MANIEMENT
INSTRUCCIONES DE SERVICIO

becker *Mexico*

Sie können jederzeit an dieses Gerät einen zweiten Lautsprecher, eine Fernbedienung oder zur Erweiterung des Empfangsbereiches einen Kurzwellen-Adapter REIMS anschließen. Anschluß für eine automatische Antenne ist vorhanden.

You may connect to this radio a second loudspeaker, a remote control or a short wave adapter "REIMS", if you like to extend the possibilities of reception. Built-in jack for electrical antenna.

Possibilité de brancher un deuxième haut-parleur et un adaptateur d'ondes courtes REIMS, ainsi qu'une commande à distance ou une antenne automatique.

A todo tiempo Vd. puede conectar un altavoz más, un comando a distancia o sea un adaptador a onda corta tipo REIMS I-IV, para extender el alcance de onda. — Además existe una posibilidad de conectar una antena automática.

Antenne:

für besten Mittelwellen-Empfang: Antenne ganz ausziehen,
für besten UKW-Empfang: Antennenlänge ca. 1,10 m.

Antenne:

Best AM reception: fully extended antenna.
Best FM reception: antenna length 1.10 m (43 inch.).

Antenne:

Réception sur ondes moyennes: antenne sortie complètement.
Réception sur ondes FM (ultracourtes) longueur idéale: 1,10 m.

Antena: Para obtener la más favorable recepción a:

Onda media: Extiéndase la antena a la máxima longitud.
Onda ultracorta: Extiéndase a 110 cms. (m.o.m. 43 pulgadas inglesas).

Das Deutsche Autoradio-Spezialwerk



becker

autoradio

Max Egon Becker · Karlsruhe und Ittersbach (Germany)

2. 59 5 · Karl A. Schäfer, Pforzheim

Porto
zahlt
Becker
Autoradio

Antwortkarte

Firma

MAX EGON BECKER
AUTORADIO WERK

KARLSRUHE

ROPPURRER STR. 23

Bitte tun Sie uns den Gefallen und beantworten Sie nach-
stehende Fragen. Wir wären Ihnen für diese kleine Mühe
sehr dankbar, denn Sie geben uns mit Ihren Antworten
die Möglichkeit, unsere Kundendienstorganisation zu ver-
bessern und Schlüsse für die Weiterentwicklung unserer
Geräte zu ziehen.
Ihre Angaben sind für Sie natürlich völlig unverbindlich.
Kreuzen Sie bitte einfach nur das Zutreffende an. Noch-
mals besten Dank im voraus!

Hier abtrennen

1. Wurde Ihr Wagen
 - a) mit eingebautem Becker-Autosuper vom Werk geliefert? ☐
 - b) oder ließen Sie erst später Autoradio einbauen? ☐
2. Wer führte den nachträglichen Einbau aus?
 - a) Becker-Kundendienststelle? ☐
 - b) Ihr Autohändler? ☐
 - c) Ihre Autoreparaturwerkstatt? ☐
 - d) Ihr Radiofachgeschäft? ☐
3. Welchen Wagentyp fahren Sie?
(Bitte Typ und Baujahr) _____
4. Fahren Sie vorwiegend
 - a) weite Strecken? ☐
 - b) mehr am Ort? ☐
 - c) oder beides? ☐
5. Besaßen Sie bereits früher ein Autoradiogerät? ☐ ja ☐ nein
6. War es ein Becker-Autoradio? ☐ ja ☐ nein
7. Wie wurden Sie auf Ihren Becker-Autosuper aufmerksam? Durch
 - a) Anzeigen in Illustrierten? ☐
 - b) Empfehlung von Bekannten _____ ☐
 - c) Empfehlung Ihres Autohändlers _____ ☐
 - d) Empfehlung Ihres Rundfunkhändlers _____ ☐
 - e) Gute Erfahrung mit einem Becker-Autoradio _____ ☐
 - f) Bei der Abholung des Wagens im Werk _____ ☐
8. Empfehlen Sie Ihren Bekannten die Anschaffung eines Autoradios, weil Sie festgestellt haben, daß das Autoradio
 - a) Sie auf Ihren Fahrten gut unterhält _____ ☐
 - b) Ihre Wartezeiten verkürzt _____ ☐
 - c) Ihre Fahrsicherheit erhöht, weil Sie nicht so leicht ermüden _____ ☐
 - d) Sie gutgelaunt und fröhlich macht _____ ☐
 - e) Sie immer auf dem laufenden hält
(Nachrichten, Straßenzustandsbericht) _____ ☐
 - f) oder welchen Grund führen Sie sonst an? _____ ☐
9. Bitte, geben Sie uns noch Ihren Beruf an _____ ☐

Vielen Dank, weiter gute Fahrt und viele Freude an Ihrem Becker-Autoradio

MAX EGON BECKER
Autoradiowerk

BMW contractants in all the world



Germany
1150

Europe
1717

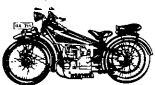
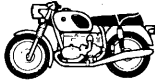
• Oversea
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Automobiles

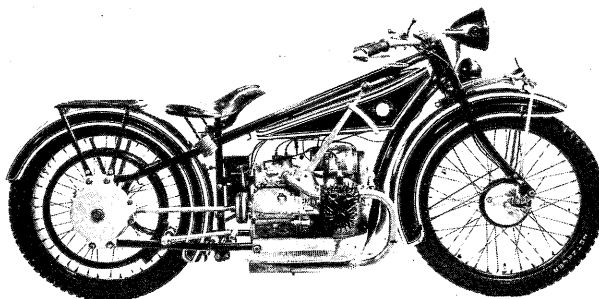
Model	Year	Units
Dixi, 303, 309, 315, 319, 320, 326, 327, 328, 329	1928–1942	89 229
501, 502, 506	1952–1964	21 851
503	1955–1960	413
507	1955–1959	253
3200 CS	1962–1965	603
700, 700 C, 700 LS	1959–1965	188 121
1500, 1600-4, 1800, 1800 Ti	1962–1971	198 042
2000, 2000 Ti, 2000 TiLUX, 2000 tii	1966–1971	165 050
2000 C, 2000 CS, 2000 CA	1965–1970	13 691
1600-2, 1600 Ti, 1602*, 1802*, 2002*, 2002 Ti, 2002 tii*	1966–1971	383 353
2500*, 2800*, 3.0 S*, 3.0 Si*	1968–1971	97 276
2800 CS, 2800 CSA, 3.0 CS*, 3.0 CSI*	1968–1971	13 315
touring 1600*, 1800*, 2000*, 2000 tii*	1971	10 061

ged in production, Total end of year 1971
 es production 1928–1971 1.411.40

Motorcycles

	R 32, R 35, R 37, R 39, R 42, R 51, R 52, R 61, R 66, R 71, R 75	1923–1944	177 925
	R 24, R 25, R 26, R 27	1948–1966	167 371
	R 51, R 50, R 60, R 67, R 68, R 69,	1950–1969	101 632
	R 50/5*, R 60/5*, R 75/5*	1970–1971	31 059

* Models unchanged in production, Total end of year 1971
 Total Motorcycles production 1923–1971 477.987



statistics

1965	1966	1967	1968	1969	1970	1971
56,2	66,7	68,8	64,5	73,6	76,1	83,3

000,— DM

1970	86.478
1971	87.759
1970	66.099
1971	78.296
1970	211,2 Mio.
1971	150,0 Mio.
1970	22.913
1971	23.307

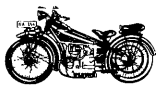
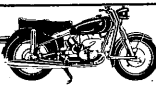
Automobiles

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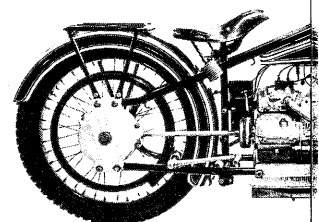
Total Automobiles production 1928—1971 1.411.40

Motorcycles

	R 32, R 35, R 39, R 42, R 52, R 61, R 71, R 75
	R 24, R 25, R 27
	R 51, R 50, R 67, R 68, R 69
	R 50/5*, R 60/5, R 75/5*

* Models unchanged in production

Total Motorcycles production 1928—1971 1.411.40



BMW statistics

	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971
1900											
1800											
1700											
1600											
1500											
1400											
1300											
1200											
1100											
1000											
900											
800											
700											
600											
500											
400											
300											
200											
100	248,6	294,8	433,1	515,1	590,7	755,6	870,8	1032,4	1443,4	1684,9	1940,2

Total sales in Mio DM

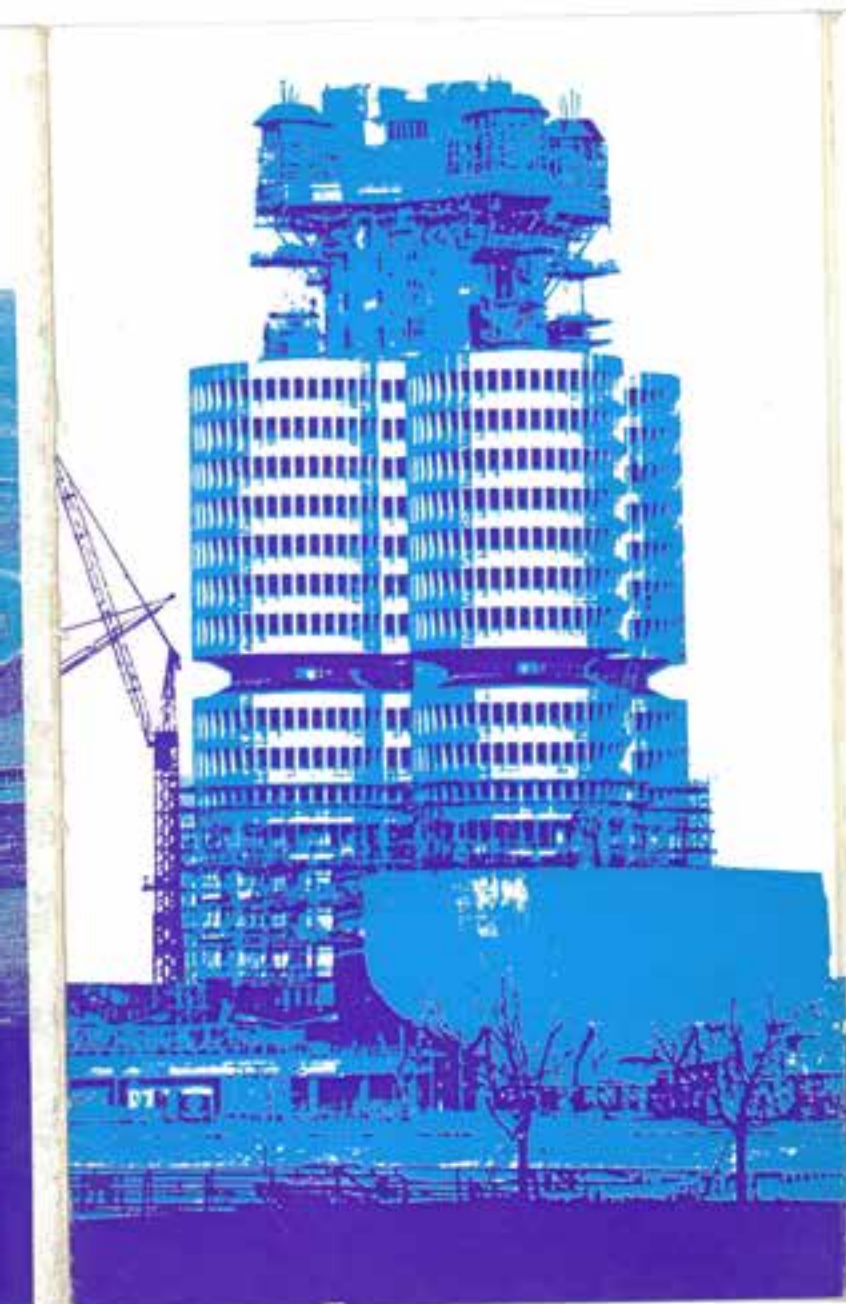
Automobile production	1970	161.165
Increase 2,2 %	1971	164.697
Motorcycle production	1970	12.287
Increase 52,8 %	1971	18.772

BMW statistics

	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971
100											
90											
80											
70											
60											
50											
40											
30											
20											
10											
	36,1	36,9	44,9	49,9	56,2	66,7	68,8	64,5	73,6	76,1	83,3

Turnover per employee in 1000,— DM

Inland registrations	1970	86.478
Increase 1,4 %	1971	87.759
Export	1970	66.099
Increase 18,4 %	1971	78.296
Capital investment	1970	211,2 Mio.
	1971	150,0 Mio.
Total employees	1970	22.913
	1971	23.307



Milestones of history

-
- 1916 Foundation of the Bayerische Motoren Werke in Munich
-
- 1917 Construction of the first Aircraft motor
-
- 1923 Premier of the first BMW motorcycle (R 32)
-
- 1928 The take-over of automobile production in the factory in Eisenach (Dixi)
-
- 1932 Construction of the first BMW 6-cylinder (Typ 303)
-
- 1936 Beginning of the production of the famous BMW 328 sports car
-
- 1945 Dismantling, dissolving of the firm, production forbidden
-
- 1948 Reopening of the motorcycle production in Munich
-
- 1951 Reopening of automobile production in Munich (6- later 8-cylinder limousines)
-
- 1961 Birth of the "New Class" the BMW 1500, later BMW 1800 and 2000
-
- 1965 BMW 2000 goes into production
-
- 1966 The anniversary model BMW 1600, later BMW 2002, BMW 2002 ti (50 years BMW)
Take-over of the Glas automobile factory, Dingolfing
-
- 1968 New BMW 6-cylinder group BMW 2500, BMW 2800, BMW 2800 CS Coupé, BMW sales go over the DM 1.000 Mio.
-
- 1969 Presentation of the new motorcycle programme, 500, 600, 750 ccm
-
- 1970 Most successful racing car in Formel II races
-
- 1971 Presentation of BMW 3.0 S, 3.0 Si, 3.0 CS, 3.0 CSI and BMW touring
Inauguration of the test yard
-

BMW contractants in all the world



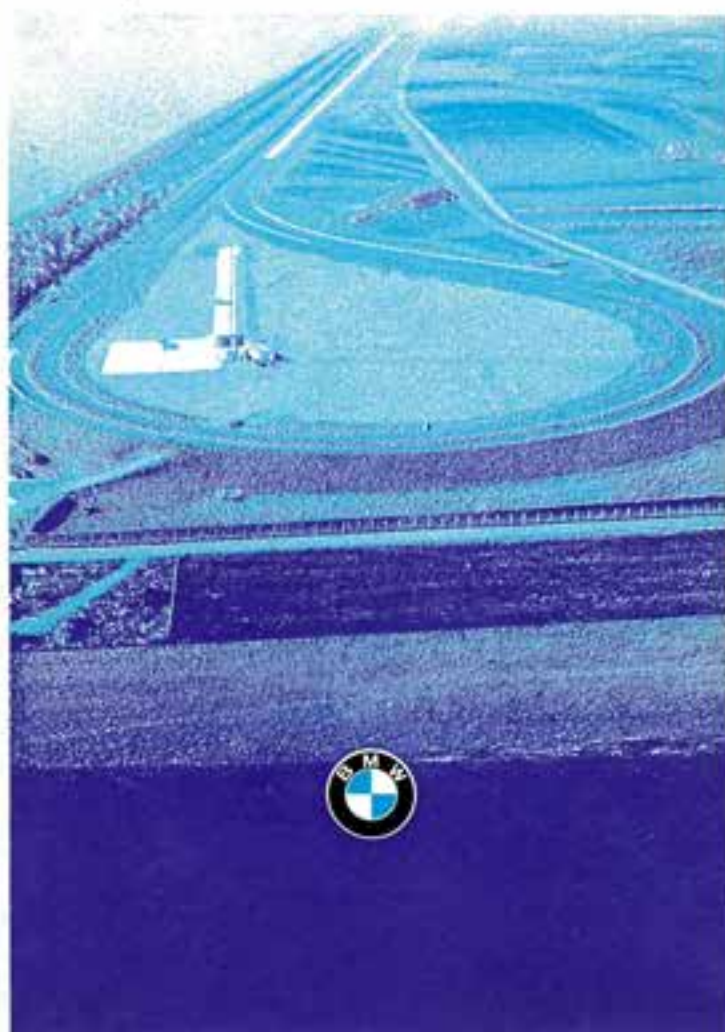
Germany
1150

Europe
1717

• Oversea
1226

VM 31 3072 Bass.-Nr. 01 81 9772 434 - Printed in Western Germany

Test area at Speichersee



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Inauguration of the test yard
-



HÄNDLERVERZEICHNIS

BMW

**MOTORRÄDER
ISETTA
600
AUTOMOBILE**

Allegria

Barnett

LA SELAURANTE

INNENLICHT

2820584

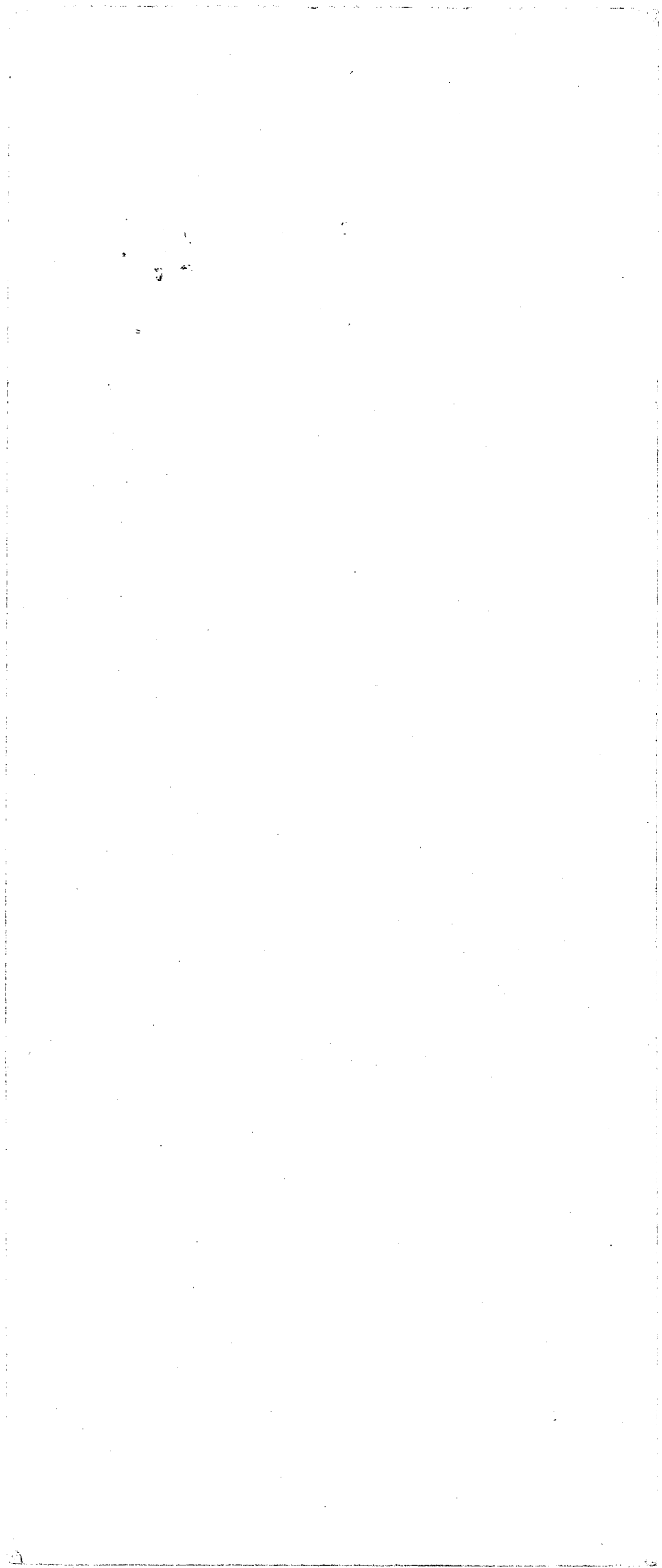
BMW an allen Straßen

Sie gehören zu der großen Gemeinschaft der BMW Fahrer. Fühlen Sie sich zu ihr gehörig und erfreuen Sie sich vor allem auch jener vielen Vorteile, die Ihnen eine so große Familie in aller Welt zu bieten hat. Natürlich wird Ihnen Ihr BMW Fahrzeug nicht nur ein treuer Freund im beruflichen Alltagsleben sein, sondern Ihnen auch die schönsten Reisewünsche erfüllen. Sicher und schnell werden Sie überall am Ziele sein. Und wo das Ziel auch liegen mag, immer wird BMW mit seiner großen Organisation bestrebt sein, Ihnen das beruhigende Gefühl heimatlicher Geborgenheit zu vermitteln.



U. S. DISTRIBUTOR

THE HOFFMAN MOTOR CAR CO., INC.
443 PARK AVENUE • NEW YORK 22, N. Y.



You are cordially invited to attend an important
Dealer Meeting and Luncheon in the Jade Room of the Waldorf-
Astoria in New York on February 7th, 1957, at twelve noon.

U. S. DISTRIBUTOR
THE HOFFMAN MOTOR CAR CO., INC.
443 PARK AVENUE • NEW YORK 22, N. Y.

R.S.V.P.

The purpose of the meeting is to introduce the sensational New BMW American Model 507 two-seater Sports Convertible which is one of the most interesting sports cars in the American Market, in price, quality, finish, performance, and styling.

The full BMW line will be shown, including the 502 Sedan, 503 Coupe and 503 Convertible. All cars are equipped with 8 cylinder 3.2 litre engines.

Please notify us immediately the number of people who will attend from your organization.

THE HOFFMAN MOTOR CAR CO., INC.



507
8

INSTRUCTION MANUAL
NOTICE d'ENTRETIEN
LIBRO de INSTRUCCIONES





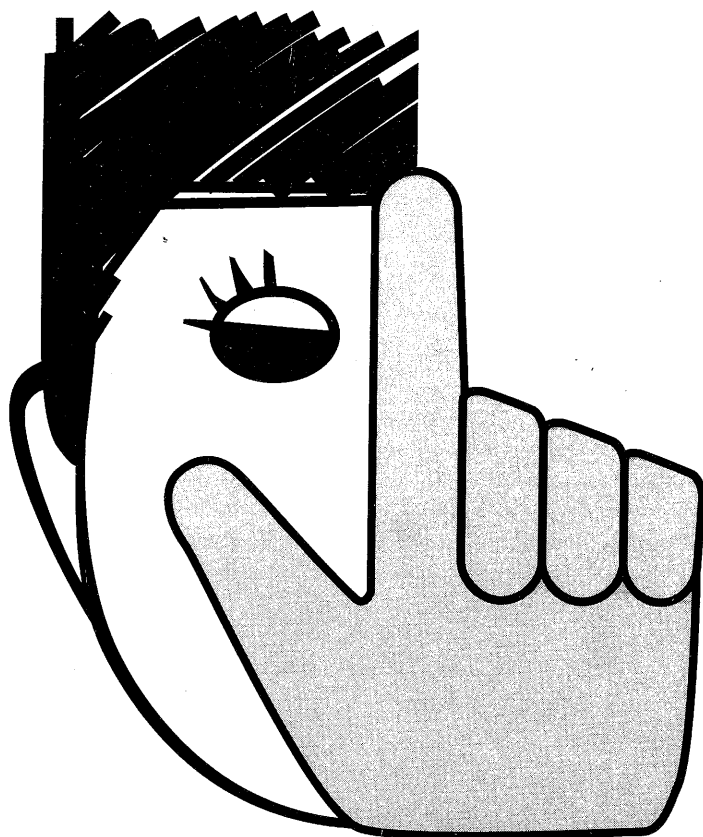
507



INSTRUCTION MANUAL
NOTICE d'ENTRETIEN
LIBRO de INSTRUCCIONES

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**LOOK
BUT DON'T
TOUCH**

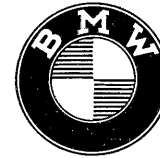


BETRIEBSANLEITUNG

507
8 ZYLINDER

BAYERISCHE MOTOREN WERKE AG MÜNCHEN





BETRIEBSANLEITUNG

507

8 CYLINDER

BAYERISCHE MOTOREN WERKE AG. MÜNCHEN

W 154. 1. 57. 500



OM
OL
FM

AUTORADIO
MODELLO 923
«INDIANAPOLIS»

NUOVA SERIE



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FABBRICA APPARECCHI RADIO E TELEVISIONE S.p.A.
ROMA

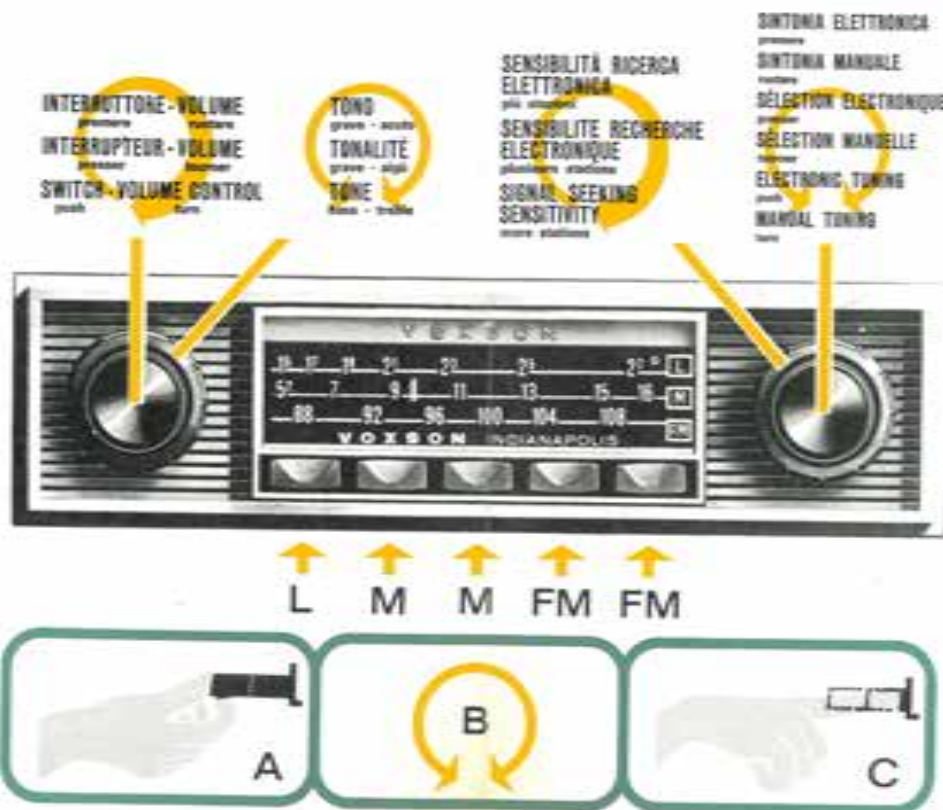
caratteristiche caractéristiques characteristics

- Circuito tutto transistor con 25 semiconduttori
- Funzionamento istantaneo all'accensione
- Tre gamme d'onda: Modulazione di frequenza, Onde Medie, Onde Lunghe
- Ricerca elettronica delle stazioni a 3 livelli di sensibilità di «stop»
- Sintonia a pulsanti con predisposizione di 5 stazioni con commutazione automatica di gamma
- Sensibilità molto spinta per l'ascolto di stazioni deboli e lontane
- Comande di tono a variazione continua
- Stadio finale in push-pull di grande potenza per un perfetto ascolto anche viaggiando ad alta velocità
- Alimentazione predisponibile per tensione di batteria di 6 o di 12 V con positivo o negativo a massa
- Minimo assorbimento di corrente che non determina alcuna sollecitazione per la batteria
- Presa per convertitore onde corte, presa per giradischi o fonori-produttore

- Circuit entièrement transistorisé avec 25 semi-conducteurs
- Fonctionnement immédiat de l'appareil à l'allumage
- Trois gammes d'onde: FM - MO - LO
- Recherche électronique des stations à 3 niveaux de sensibilité de «stop»
- Clavier à touches avec présélection de 5 stations et commutateur automatique de gamme
- Super sensibilité pour la réception des stations très faibles et lointaines
- Etage de sortie en «push-pull» de grande puissance
- Réglage continu de la tonalité
- Alimentation: 6 ou 12 V avec positif ou négatif à la masse
- Consommation réduite de courant
- Prise pour adaptateur ondes courtes, prise pour tourne-disques ou lecteur de bandes

- Completely transistorized circuit with 25 semiconductors
- Instantly operating when switched on
- Three waves bands: FM - MW - LW
- Signal seeking at 3 levels of «stop» sensitivity
- Push-button tuning with pre-setting of 5 stations; automatic wave band changing
- High sensitivity
- Continuously variable tone control
- Output push-pull stage of high power for perfect reception even at high car speed
- Power supply: 6 or 12 V positive or negative ground
- Low power absorption
- Plug for short waves converter, plug for record-player or tape-recorder

comandi contrôles controls



AVVERTENZA

Effettuare la predisposizione con il tasto relativo alla gamma che interessa.
Per la predisposizione agire come segue:
a) Estrarre il tasto come indicato in figura.
b) Con il comando manuale sintonizzare perfettamente la stazione voluta.
c) Premere il tasto a fondo corsa e lasciarlo ritornare nella posizione di riposo. In tale modo il tasto è predisposto per la selezione automatica della stazione prescelta.

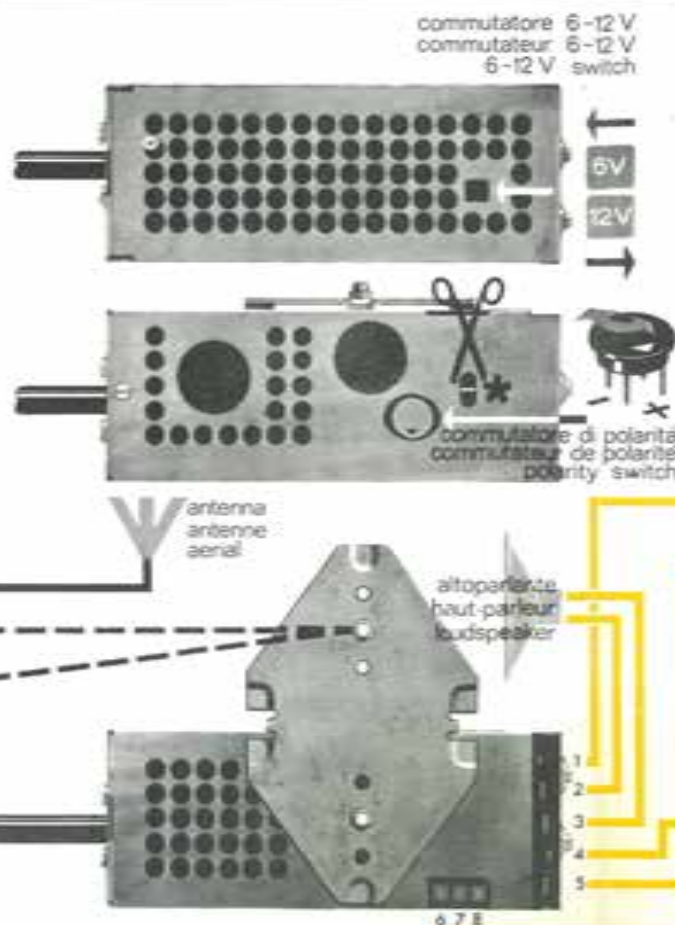
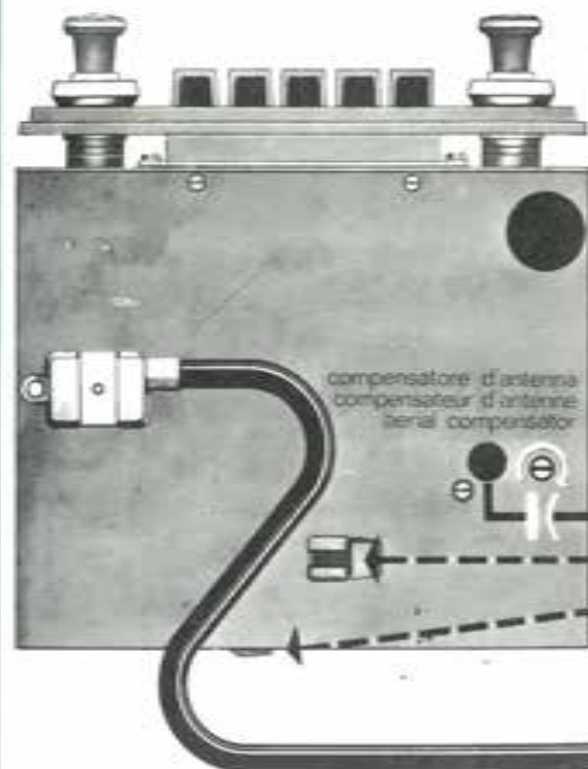
NOTE

Effectuer la présélection avec une touche correspondante à la gamme choisie.
Pour la présélection, agir comme suit:
a) Tirer à fond la touche comme indiqué dans la figure.
b) Rechercher et Accorder manuellement la station choisie.
c) Pousser à fond la touche et la laisser. De cette façon la touche est réglée pour la sélection automatique de la station choisie.

NOTE

Make the pre-setting using the push-button of the relative band.
For pre-setting do as follows:
a) Pull out the button as indicated in figure.
b) Tune the desired station manually with the knob.
c) Press the button completely in and release it. The button is then pre-set for the automatic selection of the chosen station.

collegamenti connexions connections



comando a distanza
telecommande
remote control



IMPORTANTE:
Per connettere il convertitore Onda Corta, il giradischi e il fonografo, utilizzare gli inserti « Faston Miniatura ».
Quando il giradischi e il fonografo tagliare il portello accessibile dall'esterno attraverso il foro contraddistinto dalla freccia.

IMPORTANT:
Pour connecter l'adaptateur à ondes courtes, le tourne-disques ou le lecteur de bandes, utiliser les contacts « Faston Miniature ».
Si vous utilisez un tourne-disques ou un lecteur de bandes, couper la connexion, qui est accessible à l'extérieur à travers le trou indiqué, par les ciseaux.

IMPORTANT:
To connect the short wave converter, the record-player or the tape-recorder, use the « Faston Miniature » plugs.
Using the record-player or the tape-recorder, cut the wiring connection which is accessible through the hole indicated by the scissors.

INNESTI:
1 Comando a distanza
2-3 Altoparlante
4 Alimentazione accessori (medesima tensione e polarità dell'impianto della vettura)
5 Alimentazione del ricevitore
6 Comune di T e S
7 Ingresso fonos
8 Uscita radio

CONNEXIONS:
1 Telecommande
2-3 Haut-parleur
4 Alimentation des accessoires (même tension et polarité que la batterie de la voiture)
5 Alimentation du récepteur
6 Commun de T et S
7 Entrée phono
8 Sortie radio

PLUGS:
1 Remote Control
2-3 Loudspeaker
4 Power - supply accessories (same voltage and polarity as the car battery)
5 Receiver power supply
6 Common of T and S
7 Phono input
8 Radio output



6 7 8

installazione installation installation

VARI MODI DI INSTALLAZIONE

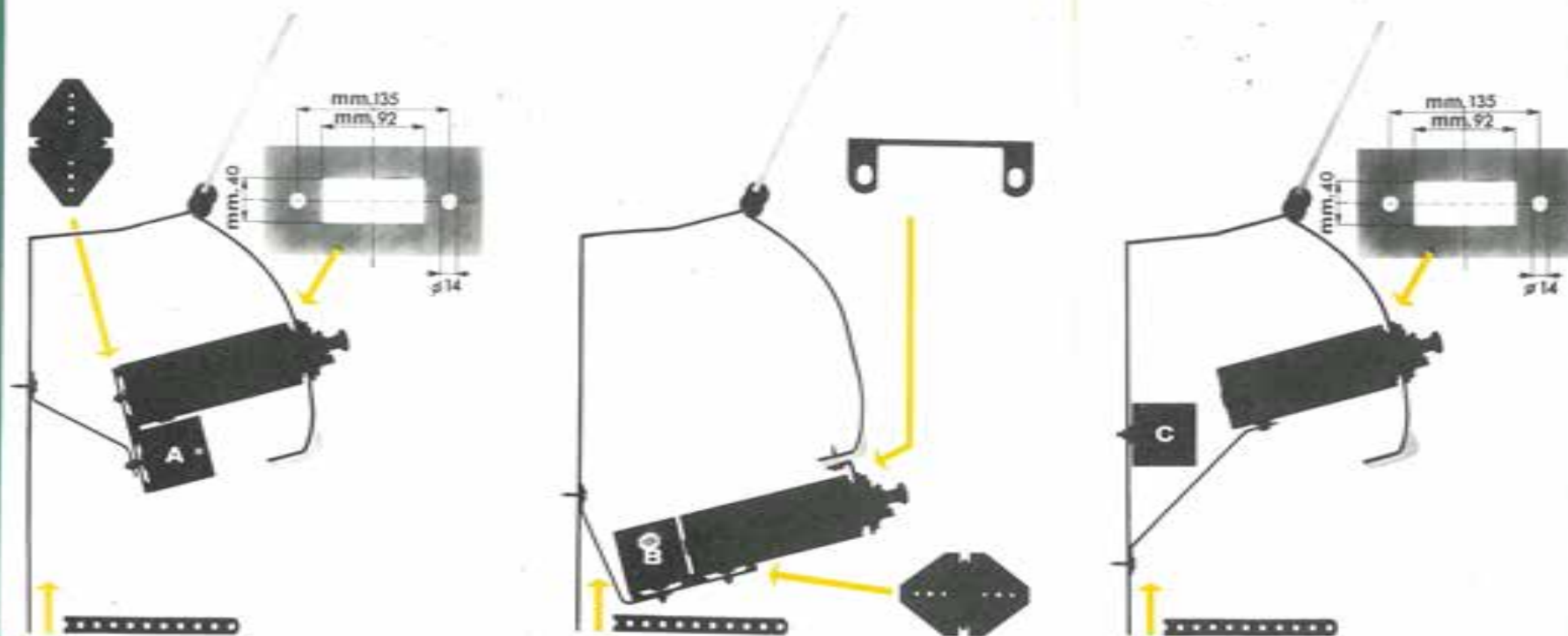
Il ricevitore può essere installato in plancia o sotto plancia monoblocco e biiBlocco a seconda dello spazio disponibile. Le figure sottoriportate rappresentano alcuni esempi di installazione.

DIFFERENTS SYSTEMES D'INSTALLATION

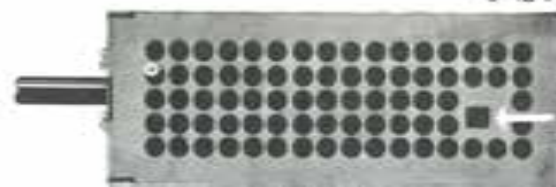
Le récepteur peut être installé dans ou sous le tableau de bord selon la place disponible. Les figures ci-dessous représentent des exemples d'installation.

VARIOUS WAYS OF INSTALLATION

The receiver can be fitted on or under the dash-board, in a single or double unit depending on the available space. The figures shown below represent some examples of installation.



collegamenti connexions connections



commutatore 6-12 V
commutateur 6-12 V
switch 6-12 V

comando a distanza
telecommande
remote control



IMPORTANTE:
Per connettere il commutatore
Onle Corle, il gradale o il
funzionamento, utilizzare gli in-
nesti « Faston Minutars ».
Quando il gradale o il funzio-
namento tagliare il ponticello
scorrendo dall'interno attri-
verso il foro contraddistinto
dalla lettera H.

IMPORTANT
Pour connecter l'adaptateur à on-
des courtes, le tourne-disques ou le lecteur de bandes, utili-
ser les contacts « Faston Minutars ».

Nr.	Pflegedienstarbeit	Travaux à effectuer	Pflegedienst Service		
			A	B	C
13	Prüfung auf Betriebssicherheit (Lenkung, Bremsen, Motorlauf, Kupplung, Beleuchtung, Reifendruck, Probefahrt)	Vérifier au point de vue sécurité (direction, freins, fonctionnement du moteur, embrayage, éclairage, pression des pneus, essai sur route)	☐	☐	☐
14	Unterbrecherabstand (0,4 mm) und Zünd-einstellung prüfen, eventuell nachstellen	Vérifier l'écartement des pointes du rupteur (0,4 mm), et le colage de l'allumage; les régler si nécessaire		☐	☐
	○ in Verteilerschmiernippel (a) einige Tropfen Motoröl geben	Mettre quelques gouttes d'huile pour moteurs sur le graisseur (a) du distributeur			☐
15	Zündkerzen reinigen und Elektrodenstand (0,9 mm) prüfen	Nettoyer les bougies et vérifier l'écartement des électrodes (0,9 mm)		☐	☐
	Zündkerzen mit Prüfgerät auf Zündfähig-keit prüfen	Vérifier l'allumage à l'aide d'un appareil destiné à cet usage			☐
16	Keilriemenspannung (5–10 mm Durchhang bei Fingerdruck) prüfen	Vérifier la tension de la courroie de ventilateur (5 à 10 mm de jeu lorsqu'on appuie sur son côté avec le pouce)		☐	☐
17	Wasserschleider mit Sieb (vor Kraftstoff-pumpe) reinigen	Nettoyer le séparateur d'eau et le tamis à l'entrée de la pompe à essence		☐	☐
18	Vergaser- und Scheibenwischergestänge Gelenke ölen	Huiler les jointures de commandes des essuie-glaces et du carburateur		☐	☐
19	Motorhauben- und Kofferraumdeckelver-schlüsse sowie Tür-Schloßstern leicht ein-fetten, Tür-Schließkeil leicht folgen.	Graisser légèrement les serrures du couvercle de la malle AR et du capot ainsi que les verrous rotatifs des portières; appliquer un peu de suif sur les gâches des portes		☐	☐
20	Scharniere für Türen, Kofferraumdeckel und Motorhaube ölen	Huiler les charnières des portières, du couvercle de la malle AR et du capot		☐	☐
21	Fensterführungen und Türabdichtungen mit Pinsel reinigen, hernach mit Talkum ein-reiben	Nettoyer à la brosse les coulisses latérales des glaces et les brosses des portières, et les enduire avec du talc		☐	☐
22	Kupplungs-spiel (1–1,25 mm) an Ausrück-hebel am Motor bei Bedarf nachstellen. Nehmerzylinder bei zu großem Hebelweg an (a) entlüften	Régler le jeu de l'embrayage (1 à 1,25 mm) au moyen du levier de débrayage au moteur, si néces-saire. Purger le cylindre d'embrayage (a) si le jeu de la pédale d'embrayage est trop grand		☐	☐
23	Handbremse bei Bedarf am Hebel (a) unter Motorhaube nachstellen	Ajuster le frein à main au moyen du levier (a) situé sous le capot		☐	☐
24	Federhebellager, Motorenöl auffüllen	Ajouter de l'huile moteur aux paliers des bielles-tes de suspension			☐
25	Federstabeinstellung nachprüfen	Vérifier le réglage des barres à torsion			☐
26	Bremsanlage überprüfen und wenn nötig Bremszylinder (Hinterrad 1, Vorderrad 2) an (a) entlüften	Vérifier le dispositif des freins et, si nécessaire, purger les cylindres récepteurs (a) (un par roue AR, deux par roue AV)			☐
	Alle 36 000 km bzw. jährlich bei Brems-prüfung an Bremsverstärker nach mehr-maligen Betätigen des Fußbremshebels Öl-stand prüfen evtl. Stoßdämpferöl an (c in Teilbild 5) nachfüllen, sowie Ate Hydraulik-flüssigkeit an 2 Entlüftern (b in Teilbild 5) entlüften	Dispositif de renforcement pour freins: Tous les 36 000 km ou une fois par an, lors d'une vérification des freins contrôler le niveau d'huile de ce disposi-tif après avoir actionné plusieurs fois la pédale de frein, éventuellement compléter avec de l'huile pour amortisseurs (arifice c en Figure 5) et purger la canalisation du liquide Ate au moyen des deux vis-bouchons (b en Figure 5)			☐
	Kühlersystem entleeren, durchspülen und auffüllen. Entlüftung an Gemischverteiler oben (b in Teilbild 7) und an Heizwasserleitung (b in Teilbild 8)	Vidanger le système de refroidissement, le rincer et remplir. Effectuer la purge par les bouchons prévus au collecteur d'admission (b en Figure 7) et au tuyau de chauffage (b en Figure 8)			☐

○ = Original Ate-Bremsflüssigkeit
= Liquide de frein Ate

□ = Kühlwasser (Kühlerinhalt 10,5 Liter)
= Eau de refroidissement (Capacité du système de refroidissement 10,5 L.)

Nr.	Pflegedienstarbeit	Travaux à effectuer	Pflegedienst Service		
			A	B	C
1	a) Motor-Ölstand am Maßstab bei jedem Tanken prüfen.	a) Vérifier le niveau d'huile du moteur lors de chaque remplissage du réservoir à essence			
	Öl im Motor (b) und Filter (c) bei noch warmem Motor wechseln (Filterpatrone jeden Pflegedienst 8 wechseln)	Changer l'huile dans le moteur (b) et dans le filtre (c), à moteur chaud. Remplacer la cartouche du filtre lors de chaque Service 8			
	d) Kurbelwannendeckel abnehmen, Ölpumpensieb ohne Ausbau reinigen	d) Enlever le couvercle du carter inférieur, nettoyer le tamis de la pompe à huile			
2	a) Getriebe-Ölstand prüfen, eventuell nachfüllen	a) Vérifier le niveau d'huile de la boîte de vitesses, refaire le plein si nécessaire			
	b) Getriebeöl noch warm wechseln	b) Changer l'huile à chaud			
3	a) Hinterachsgetriebe-Ölstand prüfen, eventuell nachfüllen	a) Vérifier le niveau d'huile du pont AR, refaire le plein si nécessaire			
	b) Hinterachsgetriebe-Öl noch warm wechseln	b) Changer l'huile du pont AR, à chaud			
4	Lenkgetriebe- und Vorderachsölbehälter (a) links und (b) rechts Ölstand prüfen, eventuell nachfüllen	Engrenages de direction et réservoir d'huile de l'essieu AV (a) à gauche et (b) à droite. Vérifier le niveau d'huile, refaire le plein si nécessaire			
	Lenksäulen-Schiebegelenk 3 Nippel (e) mit Fett abschmieren	Mécanisme télescopique de la colonne de direction: Trois graisseurs (e)			
	Lenkung bei geradeausstehenden Rädern auf Spielfreiheit prüfen (Nadstellsegment (c) und Stellschraube (d) für Achspiel am Lenkgetriebe)	Vérifier la direction avec les roues en position droite, si elle est sans jeu (le segment (c) et la vis (d) servent au réglage du jeu axial dans le boîtier des engrenages de direction)			
5	Kupplungs- und Bremshydraulik (a) Flüssigkeitsstand (1 cm unter oberem Rand) prüfen, eventuell nachfüllen	Système hydraulique (freins et embrayage) (a). Vérifier le niveau du liquide (1 cm au-dessous du bord supérieur), refaire le plein si nécessaire			
6	Spurslangengelenke (a) abschmieren	Graisser les rotules de la barre d'accouplement (a)			
	Kardanwelle (b) abschmieren	Graisser l'arbre cardan (b)			
7	Vergaser-Luftfilter (a) abnehmen, in Benzin reinigen und mit Öl benetzen	Enlever les épurateurs d'air (a) des carburateurs, les nettoyer à l'essence et les enduire d'huile			
8	Kühlernetz ausblasen	Souffler le faisceau du radiateur			
	Luftfilter (a) für Wagenbelüftung unter der Motorhaube ausblasen, eventuell erneuern	Souffler le filtre d'air du système de ventilation situé sous le capot, éventuellement remplacer			
9	Batterie-Säurestand prüfen, eventuell destilliertes Wasser nachfüllen, Klemmen mit Polfett leicht einfetten	Vérifier le niveau de l'électrolyte de la batterie, (compléter avec de l'eau distillée). Enduire les bornes avec un peu de vaseline			
10	Stoßdämpfer auf Dichtheit nachsehen und Befestigungen nachziehen	Vérifier si les amortisseurs télescopiques sont étanches. Vérifier les vis de fixation et resserrer si nécessaire.			
11	Laufräder auswuchten und auswechseln	Faire équilibrer les roues et intervenir la monte des roues.			
	Bremsbeläge auf Abnutzung prüfen und Bremsen von Belagabrieb reinigen	Vérifier l'usure des garnitures de frein, nettoyer les freins des abrasifs			
	(c) vordere Radnaben mit Wälzlagerfett auffüllen	Remplir les moyeux des roues AV avec de la graisse à roulements			
	Vorderrad-Vorspur (1-3 mm) prüfen	Vérifier la convergence des roues AV (0 à 3 mm)			
12	Ventilspiel (0,25 mm) bei warmem Motor prüfen, eventuell nachstellen, Entlüfterfilter reinigen	Vérifier le jeu des soupapes (0,25 mm) lorsque le moteur est chaud, régler le jeu si nécessaire. Nettoyer le filtre d'aération			

○ = HD-Motoröl SAE 20 W/40 oder 10 W/30 (Motor 6 Liter + Filter 0,5 Liter, Lenkgetriebe, Vorderachse, Federhebelgelenke)
 - Heile motor HD SAE 20 W/40 ou 10 W/30 (moteur 6 L., + filtre 0,5 L., boîtier de direction, train AV, paliers des l.)

Maintenance Survey BMW 507

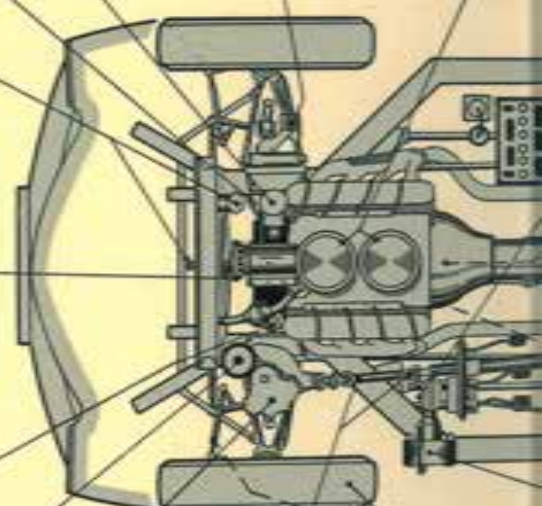
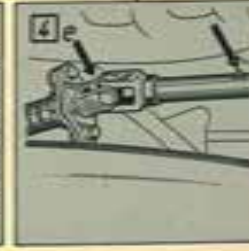
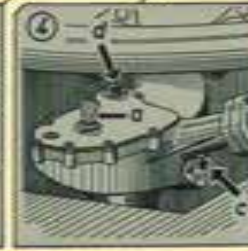
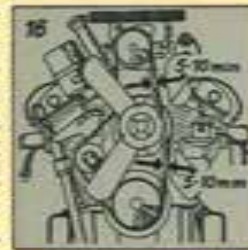
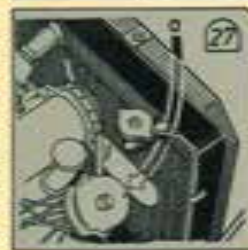
"Running-in" service I at 1000 km:

Follow "A" and additionally change oil in gear box and rear axle differential, tighten fixing bolts on cylinder head (at 43 lbs. ft.), carburetors, float chamber, fuel pump, intake and exhaust manifolds, and wheels. Adjust torsion bars to 7 1/4" at front, and 7 1/4" at rear, the distances being measured from ground to the lower face of the chassis side member, the fuel tank filled, car unladen.

"Running-in" service II at 3000 km:

Follow "A" and additionally check disc contact breaker gap (.016"), tension of (1/4 to 1/2") applying thumb pressure, bolts for tight fit.

At thousand
km Maintenance
service



6 B
9 A
12 C
15 A
18 B
21 A
24 C
27 A
30 B
33 A
36 C
39 A
42 B
45 A
48 C
51 A
54 B
57 A
60 C
63 A
66 B
69 A
72 C
75 A
78 B
81 A
84 C
87 A
90 B
93 A
96 C
99 A
102 B
105 A
108 C
111 A
114 B
117 A
120 C

No.	Jobs to be performed	Operaciones que han de realizarse	Service Servicio		
			A	B	C
1	a) Check engine oil level on dipstick at every fill-up	a) Verificar el nivel de aceite a cada relleno del depósito de combustible			
	Change oil in engine (b) and filter (c), when oil is hot. Renew the filter element at every Service B	Cambiar el aceite del motor (b) y del filtro (c) con el motor caliente. Sustituir el cartucho del filtro a cada Servicio B			
	d) Remove oil sump opening plate, clean oil pump filter without removing it	d) Quitar la tapa de la caja inferior del motor, limpiar el filtro de la bomba de aceite			
2	a) Check oil level of gear box and top up if necessary	a) Verificar el nivel de aceite del cambio, rellenar si es necesario			
	b) Change oil in gear box, when it is hot	b) Cambiar el aceite del cambio con el motor caliente			
3	a) Check oil level in rear axle differential, top up if necessary	a) Verificar el nivel de aceite del diferencial, rellenar si fuera necesario			
	b) Change oil in rear axle differential, when it is hot	b) Cambiar el aceite del diferencial con el motor caliente			
4	Steering gear (a) and oil reservoir (b) for idler arm shaft. Check oil level and top up if necessary	Caja de dirección (a) y depósito de aceite del árbol auxiliar (b). Comprobar el nivel del aceite y agregar lubricante, si fuera necesario			
	Telescopic mechanism of steering column. 3 Nipples (a)	Mecanismo telescópico de la columna de dirección. Llenar con grasa los tres engrasadores (a)			
5	Check steering with road wheels set straight ahead, for freedom of backlash (segment (c) and screw (d) for adjustment of end float of steering arm shaft)	Comprobar la dirección con las ruedas en posición todo seguido, con respecto a ausencia de holgura. (El segmento (c) y el tornillo (d) sirven para regular el juego axial en la caja de dirección.)			
	Hydraulic system for clutch and brakes (a). Check fluid level (1 1/4" from the top of the supply tank) and top up if necessary	Sistema hidráulico de los frenos y del embrague (a). Comprobar y, si fuera necesario, restablecer el nivel del líquido (1 cm. debajo del borde superior)			
6	Grease track rod joints (a)	Engrasar los rótulos de la barra de acoplamiento (a)			
	Grease propeller shaft (b)	Engrasar el árbol de cardan (b)			
7	Remove carburetor air filters (a), wash in gasoline and wet them with oil	Sacar los filtros de aire para carburadores (a), lavar con gasolina y mojar con aceite			
	Blow through the radiator core	Utilizando aire comprimido soplar la red del radiador			
8	Blow through the air cleaner (a) of the air conditioning system below the bonnet, replace if necessary	Soplar el filtro (a) del equipo de aireación. Sustituirlo, si fuera necesario			
9	Check electrolyte level in battery cells, top up if necessary with distilled water. Smear terminals with terminal grease	Comprobar el nivel del electrolito de la batería y, de hacer falta, agregar agua destilada. Engrasar los bornes con vaselina			
10	Check shock absorbers for leakage. Check fixing bolts for tight fit, retighten if necessary	Comprobar los amortiguadores con respecto al buen cierre hermético. Comprobar los tornillos de fijación con respecto al debido apriete de los mismos y apretarlos si fuera necesario			
11	Rebalance the wheels and change them round according to the given instructions	Equilibrar las ruedas y cambiarlas de posición en el vehículo			
	Check brake linings for wear and clean the brakes	Verificar los forros de freno y limpiar los frenos			
12	Fill up front wheel hubs with an approved bearing grease	Agregar grasa a los rodamientos de las ruedas delanteras			
	Check toe-in of front wheels (1/4 to 1/2")	Comprobar la convergencia de las ruedas delanteras (0 a 3 mm)			
12	Check valve clearances with engine warm (0.01") and adjust if necessary. Clean breather filter	Verificar y, si fuera necesario, reajustar el juego de las válvulas (0,25 mm) con motor caliente. Limpiar el filtro ventilación motor			

HD engine oil SAE 20 W/40 or 10 W/30 (engine 1.3 imp. gal. + oil filter .9 imp. pints, steering gear, idle shaft, torque trim bearings)

Acilite para motores HD SAE 20 W/40 o 10 W/30 (motor 0.5 L, filtro + 0.5 L, caja de dirección, eje delantero, apoyos de las palancas de suspensión)

△ = Gear oil SAE 90 (Gear box 2.2 imp. pints) Hypoid gear oil SAE 90 (Rear axle)

Acilite para engranajes SAE 90 (Caja de cambio 1.25 litros) Acilite para engranajes

Maintenance Survey BMW 507

"Run-in" service I at 1000 km:

Follow "A" and additionally change oil in gear box and rear axle differential, tighten fixing bolts on cylinder head (at 40 lbs. ft.), carburettor, float chamber, fuel pump, intake and exhaust manifolds, and wheels. Adjust torsion bars to 7 1/4" at front, and 7 1/2" at rear, the distances being measured from ground to the lower face of the chassis side member, the fuel tank filled, car unladen.

"Run-in" service II at 3000 km:

Follow "A" and additionally check distributor contact breaker gap (0.016"), tension of fan belt (1/4 to 1/2") applying thumb pressure, bolts and nuts for tight fit.

Plan de mantenimiento BMW 507

Servicio de rodaje I al alcanzar 1000 Kms:

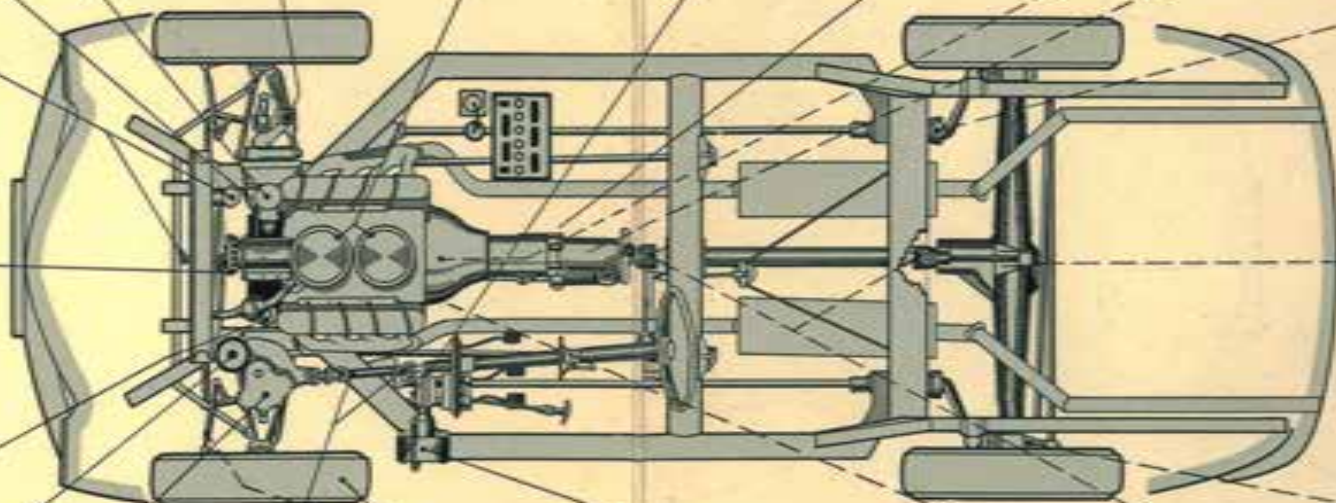
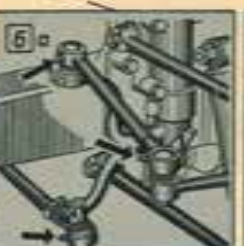
Seguir "A" y adicionalmente cambiar el aceite del cambio y del diferencial, apretar los pernos de fijación de la culata (a 5 Kgs), del carburador, de la cámara del flotador, de las tuberías de admisión y escape, y de las ruedas. Ajustar las barras de torsión, las delanteras a 200 mm, las traseras a 190 mm, las distancias siendo medidas desde el suelo hasta la cara inferior de los largueros, el coche con gasolina, sin carga.

Servicio de rodaje II al alcanzar 3000 Kms:

Seguir "A" y adicionalmente verificar el replanteo del distribuidor, la tensión de la correa del ventilador, la tensión de juego del ventilador de la cámara del flotador, las distancias de juego al empujar con el dedo que las tornillos y los tuercas apretados.

At... thousand
km Mainten-
ance service

6 B
9 A
12 C
15 A
18 B
21 A
24 C
27 A
30 B
33 A
36 C
39 A
42 B
45 A
48 C
51 A
54 B
57 A
60 C
63 A
66 B
69 A
72 C
75 A
78 B
81 A
84 C
87 A
90 B
93 A
96 C
99 A
102 B
105 A
108 C
111 A
114 B
117 A
120 C



que rim bearings) = Gear oil SAE 90 (Gear box 2.2 imp. pints) Hypoid gear oil SAE 90 (Rear axle differential 1.5 imp. pints)
yos de las palancas de suspensión = Aceite para engranajes SAE 90 (Caja de cambio 1.25 litros) Aceite para engranajes hipoides SAE 90 (Punto trasero 2.0 litros) = High pressure lubricating grease = Graso de alta presión = Cooling water (Capo = Agua de refrigeración

Pflegedienstplan BMW 507

Pflegedienst I nach 1000 km wie A und zusätzlich:

Vorderrad- und Hinterachsöl wechseln. Befestigungsschrauben nachziehen. Pleierschlauch mit 6 mkg. Vergaser, Schwimmglocke, Kraftstoffpumpe, Ansaugleitung, Auspuffleitung und Lachfrüher. Federstütze einbauen auf vorne 200 mm und hinten 190 mm Abstand vom Boden bis zur Unterbodenplatte bei beladenem, unbelastetem Wagen.

Einheitspflegedienst II nach 3000 km wie A und zusätzlich prüfen:

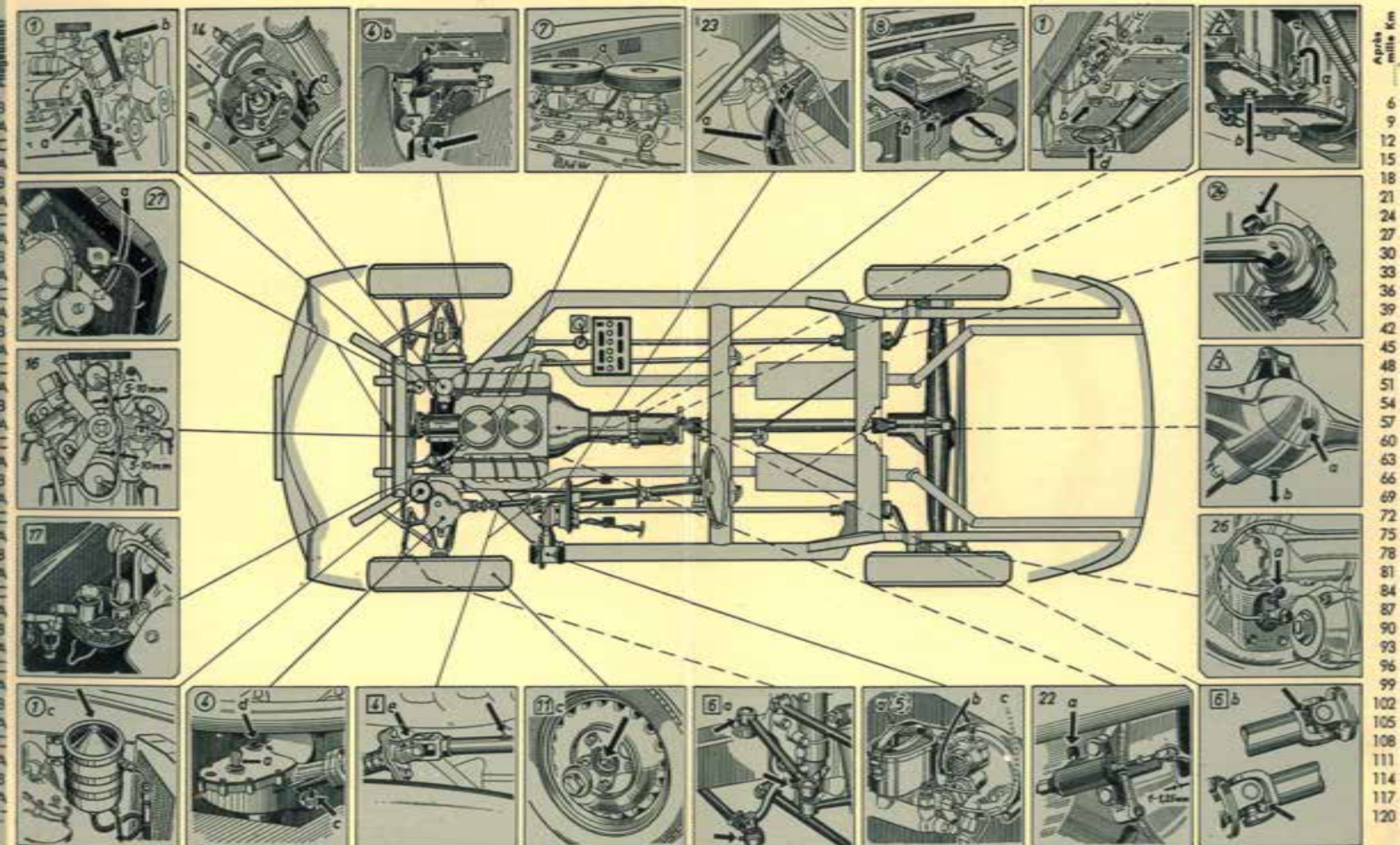
Zündverteilerrunterbrecherabstand 0,4 mm, Keilriemenspannung 5—10 mm Durchhang bei Fingerdruck, Fettsitz von Schrauben u. Muttern.

Plan de services BMW 507

Service de rodage I après 1000 Kms: Suivre «A» et additionnellement changer l'huile dans la boîte de vitesses et dans le différentiel, serrer les boulons de la culasse à 6 mkg, les vis de fixation des carburateurs de la pompe à essence, des tuyaux d'admission et d'échappement, et les écrous des roues. Ajuster les barres de torsion à 200 mm en avant, et à 190 mm en arrière, les distances étant mesurées depuis le sol jusqu'à la face inférieure des longerons, la voiture à vide, avec essence.

Service de rodage II après 3000 Kms:

Suivre «A» et additionnellement vérifier l'écartement du rupteur du distributeur (0,4 mm), la tension de la courroie trapézoïdale (5 à 10 mm de jeu lorsqu'on appuie sur son côté), contrôler si les vis et écrous sont bien serrés.



△ = Getriebeöl SAE 90 (Getriebe 1,25 Liter) Hypoid Getriebeöl SAE 90 (Hinterachs Antrieb 2,0 Liter)
 - Huile à engrenages SAE 90 (Boîte de vitesses 1,25 L.) Huile à engrenages hypoides SAE 90 (Pont AR 2,0 L.)
 □ = Hochdruck Abschmierfett
 - Graisse à haute pression
 ○ = Wälzlagerfett 180° C Tropfunkt (Radnabe)
 - Graisse à roulements (degré de fusion 180° C.) Moyeux roue

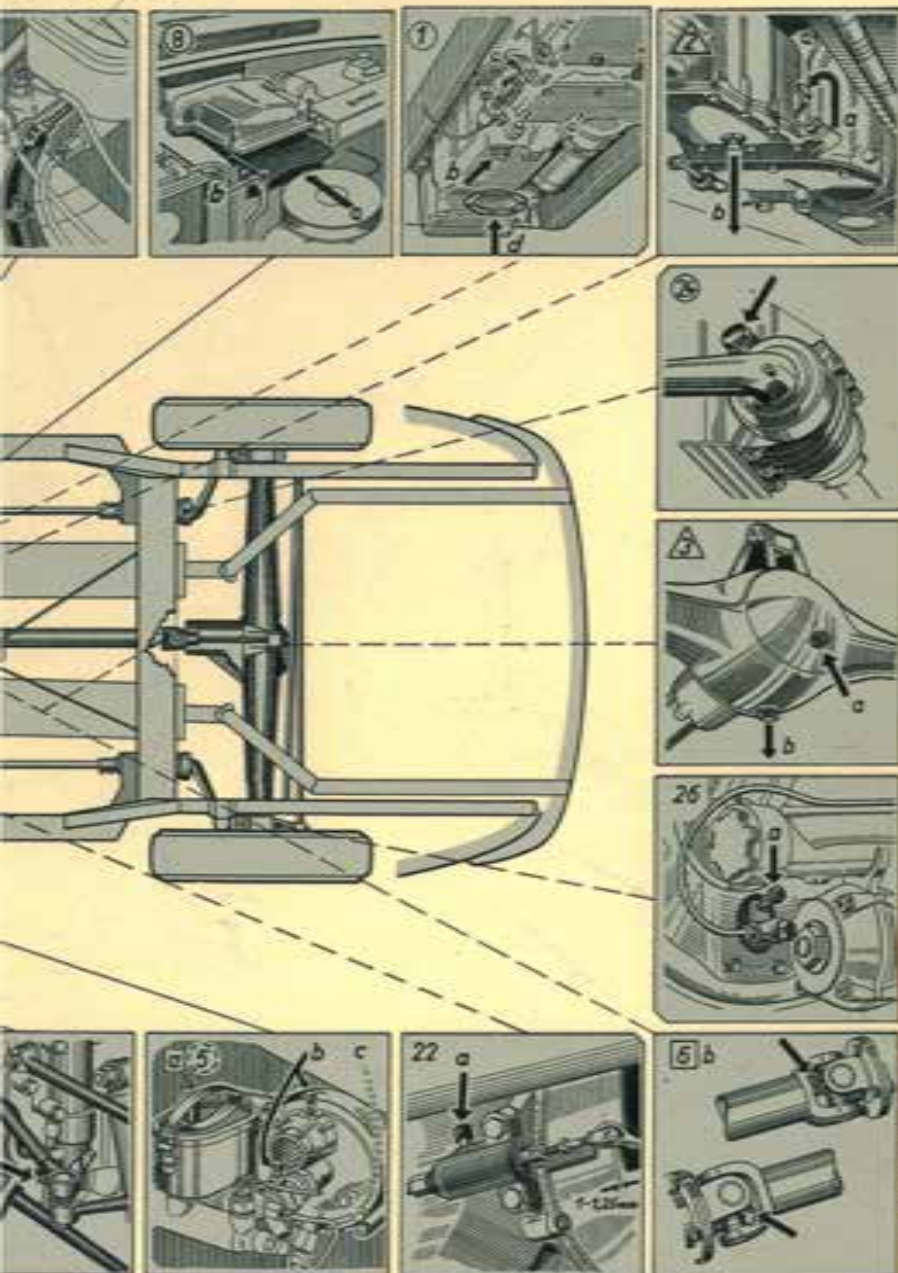
Plan de mantenimiento BMW 507

En el rodaje I al alcanzar 1000 Kms:

A* y adicionalmente cambiar el aceite del cambio y del motor, apretar los pernos de fijación de la culata (a 6 Kgs), el arador, de la cámara del flotador, de las tuberías de escape, y de las ruedas. Ajustar las barras de torsión, las muelles a 200 mm, las bridas a 190 mm, las distancias siendo desde el eje hasta la cara inferior de las largueras, el eje a gasolina, sin carga.

Servicio de rodaje II al alcanzar 3000 Kms:

Seguir "A" y adicionalmente verificar la apertura del ruptor del distribuidor (0,4 mm), la tensión de la correa del ventilador (5 a 10 mm de juego al empujar con el dedo) y comprobar que los tornillos y las tuercas estén bien apretados.



Al alcanzar mil Kms Servicio

6 B
9 A
12 C
15 A
18 B
21 A
24 C
27 A
30 B
33 A
36 C
39 A
42 B
45 A
48 C
51 A
54 B
57 A
60 C
63 A
66 B
69 A
72 C
75 A
78 B
81 A
84 C
87 A
90 B
93 A
96 C
99 A
102 B
105 A
108 C
111 A
114 B
117 A
120 C

No.	Jobs to be performed	Operaciones que han de realizarse	Service Servicio		
			A	B	C
13	Check with respect to driving safety (steering, brakes, engine running, clutch, lighting, tyre pressure, road test)	Controlar con respecto a la seguridad de manejo (dirección, frenos, funcionamiento del motor, embrague, alumbrado, presión de los neumáticos, ensayo por carretera)	☐	☐	☐
14	Check contact breaker gap and ignition timing and adjust, if necessary, to .016"	Verificar la apertura del ruptor (0,4 mm) y el reglaje del encendido; ajustarlos si fuera necesario	☐	☐	☐
	○ Add a few drops of engine oil in the distributor lubricating nipple (a)	Echar algunas gotas de aceite en el engrasador (a) del distribuidor de encendido	☐	☐	☐
15	Clean sparking plugs and adjust electrode gaps to .036"	Limpieza las bujías y verificar la separación entre los electrodos (0,9 mm)	☐	☐	☐
	Check sparking plugs for correct operating conditions, using a testing equipment	Verificar el encendido con un dispositivo de prueba	☐	☐	☐
16	Check tension of fan belt. (.2 to .4" with the thumb placed against the belt)	Verificar la tensión de la correa del ventilador (5 a 10 mm de juego al empujar con el dedo)	☐	☐	☐
17	Clean water trap and dirt gauze in fuel line before the fuel pump	Limpieza la cámara de evacuación así que el tamiz delante de la bomba de alimentación.	☐	☐	☐
18	Oil linkage joints of carburettor and windscreen wiper system	Lubricar las articulaciones del varillaje del carburador y de las limpiaparabrisas	☐	☐	☐
19	Slightly grease locking devices of rear bonnet lid and bonnet as well as the rollers of door locks, and give striker plate a light smear of talc	Engrasar ligeramente las cerraduras de las tapas del capot y del portamaletas así que las cerraduras giratorias de las puertas; tratar las placas de cierre con un poco de talco	☐	☐	☐
20	Oil hinges of doors, rear bonnet lid and bonnet	Lubricar los bisagras de las puertas y aquellas de las tapas del capot y del portamaletas	☐	☐	☐
21	Clean window channels and door sealing surfaces with a brush, and rub them with talcum powder	Limpieza las guías de las ventanas y los galones de goma de las puertas con una brocha, y tratarlos con talco	☐	☐	☐
22	Adjust clutch backlash with the clutch release lever on engine to .34 to .35", if necessary. Bleed clutch actuating cylinder at (a), if clutch pedal travel is too great	Ajustar el juego de la palanca de desembrague (1 a 1,25 mm) al motor si es necesario. Purgar el cilindro del embrague, por (a), si el pedal tiene un juego demasiado grande	☐	☐	☐
23	Adjust hand brake with the lever (a) under the bonnet, if necessary	Ajustar el freno de mano a la palanca (a) situada debajo del capot	☐	☐	☐
24	Suspension arm bearings: Top up with engine oil.	Apoyos de las palancas de suspensión: Agregar aceite para motores.	☐	☐	☐
25	Check adjustment of tension bars	Comprobar las barras de torsión con respecto al debido ajuste	☐	☐	☐
	Check brake system and, if necessary, bleed wheel cylinders (one on rear, two on front wheel) at (a).	Verificar la instalación de los frenos y, si fuera necesario, purgar los cilindros mando zapatas (uno sobre la rueda trasera, dos sobre la delantera), por (a).	☐	☐	☐
26	Hydovac brake booster: Every 35000 kilometers or once a year, when inspecting the brakes, check the oil level after having actuated the brake pedal several times, eventually fill up with damper oil at (c) in Figure 5) and bleed the Ate fluid line by means of the 2 plugs provided (b in Figure 5)	Amplificador de freno Hydovac: Cada 35000 km. ó cada año, durante una comprobación general de los frenos comprobar el nivel de aceite del citado amplificador después de haber accionado algunas veces el pedal de freno y, si fuera necesario, agregar aceite para amortiguadores por (c en Figura 5) y purgar la canalización del líquido Ate por los dos tapones destinados a tal efecto (b en Figura 5)	☐	☐	☐
27	Drain cooling system, flush through and refill. Bleed the system by means of the plugs on intake manifold (b in Figure 7) and heater tube (b in Figure 8)	Vaciar el sistema de refrigeración, lavar el interior y rellenar. Purgar el sistema por los tapones en el colector de admisión (b en Figura 7) y el tubo destinado a la calefacción (b en Figura 8)	☐	☐	☐

□ = High pressure lubricating grease ○ = Cooling water (Capacity 2,2 lms, excl.)

○ = Original Ate Brake fluid

○ = Bestlon grease (Melting point 350° F.) for front wheel hubs



SERVICE

BMW

2,6 · 2,6 LUXUS

3,2 · 3,2 SUPER

503 · 507

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Fahrzeughalter — Possesseur du véhicule — Owner of the vehicle —

Poseedor del vehículo:

Anschrift — Adresse — Address — Dirección:

Zulassungs-Nr. — No d'immatriculation — License plate No. —

No. de la matrícula:

Motor-Nr. — Moteur No. — Engine No. — Motor Nr.:

Fahrgestell-Nr. — Châssis No. — Chassis No. — No. del chasis:

Auslieferungstag — Date de livraison — Date of delivery —

Fecha de entrega:

Überreicht durch Fa. (Stempel) — Remis par la Maison (timbre) — Handed over by
firm (stamp) — Entregado por la casa (sello):

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Auf Grund unserer langjährigen Erfahrungen haben wir die Pflegedienstarbeiten für eine Fahrleistung bis 100 000 km in diesem Pflegedienstheft zusammengestellt. Wir übergeben Ihnen dieses Heft mit der Bitte, davon Gebrauch zu machen, damit Sie stets einen störungsfreien Fahrbetrieb haben und Ihnen der Wert Ihres BMW erhalten bleibt.

INTRODUCTION

Le plan des services d'entretien établi dans ce livret, fruit d'expériences recueillies de nombreuses années précédentes, comprend les travaux de service prévus jusqu'à un kilométrage de 100.000 Km. C'est à vous qu'il appartient maintenant de faire effectuer régulièrement ces travaux qui sont d'une importance primordiale pour la sécurité de service et le maintien de la valeur de revente du véhicule.

INTRODUCTION

The maintenance scheme set forth in this service voucher on the basis of experience of many years covers the necessary service operations for 100,000 kilometers. We earnestly recommend that careful attention is paid to the following instructions and the appropriate service carried out at the suggested periods. Regular servicing is essential in order to keep your car in safe operating conditions and to retain its new appearance and value.

INTRODUCCIÓN

De acuerdo con nuestra experiencia adquirida a través de los años hemos resumido en este folleto los servicios de mantenimiento hasta un kilometraje de 100 000 km. Por lo tanto le recomendamos hacer uso de este folleto para eliminar al máximo los trastornos de funcionamiento y al mismo tiempo conservar el valor de su vehículo BMW.

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

— Modèle — Model — Modelo:

alter — Possesseur du véhicule — Owner of the vehicle —

el vehículo:

Adresse — Address — Dirección:

Nr. — No d'immatriculation — License plate No. —

atrícula:

Moteur No. — Engine No. — Motor Nr.:

Nr. — Châssis No. — Chassis No. — No. del chasis:

stag — Date de livraison — Date of delivery —

rega:

urch Fa. (Stempel) — Remis par la Maison (timbre) — Handed over by

— Entregado por la casa (sello):

n Germany

EINLEITUNG

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BAYERISCHE MOTOREN WERKE

Aktiengesellschaft

Untenstehende Abschnitte geben die Fälligkeit eines Pflegedienstes nach dem Fahrkilometerstand des Wagens an. Die einzelnen Abrisse können als Auftrag für die Arbeitskarte der Werkstätte verwendet werden.

Les coupons suivants indiquent l'échéance de chaque service. Etant détachables, ils peuvent servir d'ordre de travail pour l'atelier.

The following coupons indicate the sequence of the scheduled services and the intervals at which they should be carried out. Being detachable, these coupons may also serve as orders for the workshop.

Los cupones siguientes indican el vencimiento de los servicios según el kilometraje. Los cupones podrán también ser utilizados como órdenes de trabajo para las notas de trabajo del taller.

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28.



2.



3.



4.



21.



22.



23.



24.



ELVIS PRESLEY'S 507

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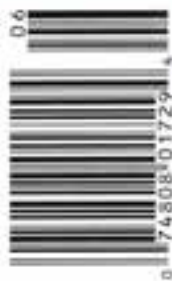


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ELVIS' 507, LOST AND FOUND

Deep inside a warehouse on the California coast, we uncover the most famous BMW of all: Elvis Presley's 507.



By Jackie Jouret Photography by Helmut Werb



Of the millions of cars that have ever been built, only a handful of individual vehicles are truly legendary: James Dean's Porsche 550 Spyder, Ingrid Bergman's Ferrari 375 MM, Frank Sinatra's Dual Ghia, The Lincoln Continental in which John F. Kennedy was assassinated. There are others, of course, but it's a short list in any case.

And no matter what the criteria, only two BMWs truly deserve to be on it. One is the Touring-bodied 328 coupe that won the Gran Premio di Brescia in 1940; the other is the 507 owned by Elvis Presley while stationed in Germany with the U.S. Army.

Both cars' lives have been marked by mystery. The 328 probably would have vanished into dust had tracking it down not become Jim Proffitt's obsession; it now resides in the BMW Museum in Munich.

The fate of Elvis' 507 was even more obscure. A 507 bearing serial number 70192 had been auctioned as "Elvis' 507" by Barrett-Jackson in 1997, but we were pretty sure that wasn't the car Presley had driven in Germany.

Instead, we deduced that Elvis had instead owned 70079, the ex-factory demonstrator raced by Hans Stuck in 1958. Trouble was, 70079 hadn't been seen in almost 50 years, having apparently vanished without a trace upon Presley's discharge from the U.S. Army.

Imagine our astonishment, then, when we peel back the tarp on this red 507, open the hood and find the number "70079" stamped onto its chassis. If there's a Holy Grail among BMWs, this is it, and we're standing right in front of it.

Mind-blowingly, 70079 had been practically on our doorstep for decades, stored in a pumpkin warehouse barely an hour south of San Francisco.

Deductive reasoning

We'd been wondering about the location of 507 number 70079 for years, ever since we explored the matter on the "Back Page" of *Bimmer* #63 in December 2006.

Multiple sources claimed that Elvis had purchased a car raced by Hans Stuck; if that were true, he could only have owned 70079, the car identified as Stuck's 507 in Dr. Karlheinz Lange's definitive history of the model, *The Legendary BMW 507* published by BMW Mobile Tradition.

Dr. Lange, it should be noted, is the former head of BMW's powertrain division and the author of the two-volume *BMW Engines* that we reference frequently in these pages. His knowledge of the marque's history is unparalleled, and so is his access to the BMW Archive.

We asked our sources at the BMW Archive to confirm our assumption, and although they couldn't "communicate serial numbers directly," they did reveal that Elvis' car was indeed the same car raced by Stuck in 1958. (In addition to 70079, Stuck also raced 70145, but not until 1959, by which time Elvis had already taken possession of his 507.)

We asked our readers for tips on where 70079 might be today. Legend had it that the car had returned to the States with Elvis in 1960, but it wasn't at Graceland, and it hadn't been given to Ursula Andress in 1963.

Not long after *Bimmer* #63 appeared, we received an e-mail from a fellow named Jack Castor, who said he owned a 507 with serial number 70079. He couldn't confirm that it had really been Elvis' car, but he thought it might be; even if it hadn't, it was an ex-Hans Stuck car, which was significant in itself. It didn't run, but we were welcome to come down and see it any time.

A retired aerospace engineer with a passion for vintage bicycles, especially those treacherous 19th-century contraptions known as high-wheelers or penny farthings, Castor is a serious automotive enthusiast who regularly drives a long-wheelbase Ferrari 250 GT California Spider, a D-type Jaguar replica and a Kaiser Traveler, among other cool vehicles.

He's also a seriously knowledgeable enthusiast, one who's accumulated a wealth of information about his vehicles. He's traced the history of his cars with an engineer's precision, and his dossier on the 507 is impressive. He's gotten help from Dr. Lange, but Castor has pursued much of the car's history on his own, contacting anyone who might have information and collecting every scrap of documentation he can find that might verify its provenance. Most importantly, he's looked at that documentation critically, and he refuses to accept information that won't stand up to scrutiny even if it suggests Presley's prior ownership.

The 507's lengthy gestation

Before we get into the story of 70079, it's worthwhile to recall the tortuous gestation of the 507 itself. As Dr. Lange's model history recalls, BMW had planned a post-war successor to its 328 roadster as early as 1946, but the actual R&D process didn't get underway until 1953.

Even then, the 507 as we know it didn't take shape until 1954, when BMW's U.S. importer Max Hoffman enlisted Albrecht Graf von Goertz to design a roadster that would appeal to American customers.

The first two examples of the Goertz-designed car—70002 and 70003—were built in 1955 and equipped with 3.2-liter V8

[Menu](#)

	Shania 9 weeks old Trust & Confidence!		Sidney 9 weeks old Trust & Confidence!	 PuppySpot
AUCTIONS				

A BMW 507 fit for a (multi-sport) world champion

[Kurt Ernst](#) on at 8:59 am



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BMW 507 FOR SALE

*John Surtees' 1957 BMW 507. Photos
courtesy Bonhams.*

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Introduced in 1956, BMW's 507 Roadster wasn't the fastest or most agile sports car on the market, nor was it the most luxurious. To many, a list that would include motorcycle world champion — and later, F1 world champion — John Surtees, it was among the most beautiful and best balanced, which perhaps explains why Surtees kept his own example for six decades, until his death in March 2017. On July 13, Surtees' one-owner 1957 BMW 507 will cross the auction stage in Goodwood, England, part of Bonhams Festival of Speed sale.



From a business perspective, building a halo car like the 507 made little sense for a struggling automaker in postwar Europe, but BMW's U.S. importer, Max Hoffman, convinced company executives that his customers wanted a sports car positioned between the Mercedes-Benz 300SL and the more common — and more affordable — MGs and Triumphs. At a proposed price point of \$5,000, Hoffman predicted the car would be a success, even before a final design was penned.



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For this task, Hoffman once again exerted his influence on BMW, requesting that Count Albrecht Goertz be tasked with the car's design. Born in Germany in 1914, Goertz emigrated to the United States in 1936 and began his automotive design career by modifying Ford Model As. Later, his Paragon coupe — built atop a Mercury chassis — was displayed at the 1939 World Exhibition in New York.

Goertz enlisted in the U.S. Army during World War II, and following his service, happened to meet Raymond Loewy, then head of Studebaker design. Impressed by Goertz's Paragon, Loewy sent Goertz to school for a degree in design, later hiring him at Studebaker in Indiana. By 1953, however, Goertz had established his own design business and, via Hoffman, ultimately was tasked by BMW with designing the 507 and its larger stablemate, the 503.



BMW no longer owned the design for the straight-six engine used in the prewar 328, so BMW aluminum V-8 for use in the 507 and 503.

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lightweight overhead valve engine was fed by a

pair of Zenith carburetors, producing an output of 150 horsepower at 5,000 rpm. Mated to a four-speed close-ratio transmission, it was capable of propelling the 2,900-pound 507 from 0-60 mph in around 10 seconds, on the way to a top speed of 122 mph.

The 507 was built upon a 503 frame, shortened by roughly 13.5 inches and equipped with an independent front suspension using double wishbones and torsion bars. Out back, the live rear axle also used a torsion bar suspension, in conjunction with a Panhard rod and a transverse-mounted A-arm. Early cars were fitted with drum brakes, while late-production examples used Girling disc brakes up front and drums in the rear.



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The 507's body was hand-formed from aluminum, meaning that no two were exactly alike. An aluminum hardtop was an available option, but variances between the bodies meant the hardtop had to be fitted to the individual body, likely reducing the number of post-sale requests. Such labor-intensive production methods drove up costs significantly, and by the time deliveries began in late 1956, the price had risen from the projected \$5,000 to \$9,000. The price would later rise to \$10,500, greatly impacting the number of cars sold — and nearly bankrupting BMW in the process.

John Surtees first encountered a BMW 507 at Hockenheim, Germany, in May of 1957. Surtees, who'd won the 1956 FIM Road Racing World Championship title while riding for MV Augusta, was smitten with the roadster's styling and, when tossed the keys by BMW team director Alex von Falkenhausen, was equally impressed with the car's performance and road manners. Knowing that Count Augusta wanted to present him with a gift for winning the 1956 championship, Surtees suggested the BMW. The Count balked at the sports car's steep price tag, but agreed to contribute half the purchase price, with Surtees funding the rest on his own. In July 1957, Surtees took delivery of chassis 70067, an early Series 2 example complete with the matching aluminum hardtop.





After driving the car for some time, Surtees pointed out to BMW that the car he'd piloted in Germany felt more powerful than his own 507, so the Munich automaker agreed to tune the car for additional output. With different carburetors, a bump in compression, revised timing, and ported heads, horsepower increased by roughly 20 percent, and later, Surtees would volunteer his car – and his talents – in testing Dunlop disc brakes for BMW.

In 1960, after capturing six more motorcycle world championships, Surtees made a career change from two wheels to four, signing on with Lotus in Formula 1. The 1961 and '62 seasons saw him racing for the Yeoman Credit Racing Team, but prior to the start of the '63 season, Surtees received an offer from Ferrari, and drove to Maranello in his BMW to sign the paperwork. Enzo Ferrari was not amused, and insisted that

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Surtees change brands in order to race for the Scuderia. Unable to resist racing for a top-tier team, Surtees agreed — though he may have had second thoughts when he found that the cost of a Ferrari 330GT had been deducted from his first paycheck.



The Ferrari may have been his company car, but Surtees still found time to drive the BMW. Eventually, it was placed in storage as other demands for his time and attention took precedence, and in 1981 it was set aside for a comprehensive restoration. Once the car was examined with a more critical eye, however, the decision was made to simply repaint the 507 in its original shade of silver gray, leaving the original upholstery.

Up until Surtees's death, the car was still driven occasionally in good weather. As a one-owner specimen of a rare automobile, with just 252 examples built over four years, the 507 is already a desirable lot. Given its provenance as a preferred car from



eight-time world champion John Surtees' collection, however, Bonhams is predicting a selling price between £2-£2.2 million (currently \$2.8-\$3.1 million) when the BMW crosses the stage in July.



For more on the Goodwood Festival of Speed sale, visit [Bonhams.com](https://www.bonhams.com).

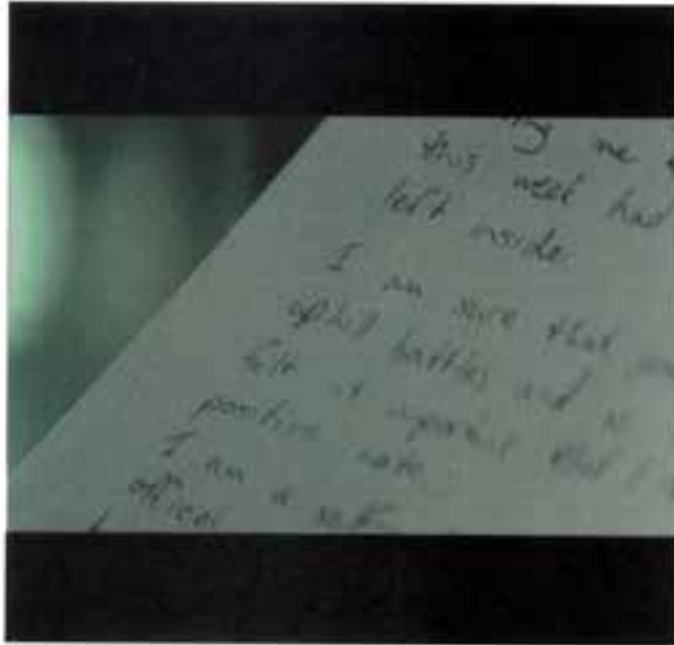
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1968-1976 BMW 2002



THE 507 CEILING - BMW 507

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E°E says: March 30, 2018 9:15 am

I'm hardly going out on a limb if I opine that the 507 is one of the most beautiful cars ever made. Sometimes it's OK to state the obvious.

➔ [Reply](#)

Kurt Ernst says: March 30, 2018 9:20 am



Frank says: March 30, 2018 9:31 am

Thirds

➔ **Reply**

DaveB says: March 30, 2018 9:21 am

A very interesting car. I think that with aggressive marketing, it could have been very popular.

Any pictures with the top removed?

➔ **Reply**

Kurt Ernst says: March 30, 2018 9:33 am

Dave, unfortunately, the answer is "no." It looks like all the photos were shot with the top in place.

➔ **Reply**

Paul Goodwin says: March 30, 2018 9:27 am

These are amazing looking cars

➔ **Reply**

Danny Plotkin says: March 30, 2018 9:29 am

In my view the Germans strength was in engineering and execution, styling never seemed their priority. Yet this 507 is strikingly beautiful as was the 3.0 CS and 633/635 CSI and the great Z8 that followed it, all Gorgeous coupes that were at the same time rolling exhibitions of beauty and mechanical excellence.

Danny Plotkin



bill licker says: March 30, 2018 9:56 am

I agree Danny, My 635csi was one of the best cars I ever owned!
Looked great and even with 200k on it still could drive at illegal
highway speeds all day long!!!

➔ **Reply**

Case says: March 30, 2018 10:24 am

The men and woman that built this weren't just craftsmen, they
were artisans. Stunning, with impeccable pedigree and provenance.
I wonder what might have been the muse for the Toyota 2000??

➔ **Reply**

Leave a Reply

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(Email will not be published)

Comment



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29718 BMW





TERRENCE K. KNUDSEN
ATTORNEY AT LAW



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FAX 414-273-5198
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WISCONSIN
CERTIFICATE OF VEHICLE REGISTRATION

LICENSE NUMBER

VEHICLE IDENTIFICATION NUMBER

AUT BMW507 A

70171

This Registration Certificate is not a Title
Not Valid for Transfer of Ownership

EXPIRES END OF

Month

Year

000534

JAN

94

YEAR

MAKE

Body Style

Gross Wt.

VEHICLE TYPE

Title No.

Fleet Number

59

BMW

RDR

AUTO

7920642021-6

AMOUNT RECEIVED

\$55.00

REGISTERED TO:

R2358022169001



KNUDSEN TERRENCE K
904 EAST DONGES RD
BAYSIDE WI 53217-1422

MV4 690



WISCONSIN
CERTIFICATE OF VEHICLE REGISTRATION

LICENSE NUMBER

VEHICLE IDENTIFICATION NUMBER

AUT BMW507 A

70171

This Registration Certificate is not a Title
Not Valid for Transfer of Ownership

EXPIRES END OF

Month

Year

N102110

JUN

95

YEAR

MAKE

Body Style

Gross Wt.

VEHICLE TYPE

Title No.

Fleet Number

59

BMW

RDR

AUTO

7920642021-6

AMOUNT RECEIVED

\$77.92

REGISTERED TO:

R4012018233001

KNUDSEN TERRENCE K
904 EAST DONGES RD
BAYSIDE, WI 53217

MV4 690



WISCONSIN
CERTIFICATE OF VEHICLE REGISTRATION

LICENSE NUMBER

VEHICLE IDENTIFICATION NUMBER

AUT BMW507 A

70171

This Registration Certificate is not a Title
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EXPIRES END OF

Month

Year

007926

JUN

97

YEAR

MAKE

Body Style

Gross Wt.

VEHICLE TYPE

Title No.

Fleet Number

59

BMW

RDR

AUTO

7920642021-6

AMOUNT RECEIVED

\$55.00

REGISTERED TO:

R6136034393001

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**SPECIAL FEATURE: GIUGIARO,
A LIFE'S WORK IN DESIGN**



**BMW 507
ITS HISTORY
AND ITS FUTURE**



Sporting Jewels from Munich

BY KARL LUDVIGSEN

PHOTOGRAPHY COURTESY OF LUDVIGSEN LIBRARY

After the war, BMW struggled to find a new mission for its automotive products. The enthusiasm of its sales chief, an important importer and a fine designer resulted in two of the company's most respected models, the 503 tourer and 507 sports car.

In 1951, BMW introduced its first post-war car, the 501, to moderate applause. Overbodied and underpowered, with lines that won it the "Baroque Angel" nickname, it wasn't the lithe, sporty machine that lovers of the pre-war BMWs had hoped for. Even with the V-8 engine introduced in 1954—making it the 502—it wasn't everyone's idea of a true BMW.

Especially eager to have something more marketable was sales chief Hanns Grewenig. He pressed for something new, something sporty. The first to respond to this requirement was Ernst Loof, the former head of BMW motor sports who had left Munich to build his own Veritas sports and racing cars. At the end of 1952, BMW had acquired Veritas—and Loof.

Triggered by a request from Grewenig, Ernst Loof gained BMW chief Kurt Donath's approval to modify a V-8-powered 502 chassis and rebody it as a two-seater sports car. With the help of Stuttgart coachbuilder Baur, by early 1954 Loof had completed a

prototype, a clean-lined albeit naive open roadster that owed much to his Veritas sports cars.

Sales of such a car would depend heavily on the American market, where Max Hoffman was a leading importer of European best cars. Although not an official BMW agent, the resourceful Hoffman had bought and resold 30 of the 502 V-8 sedans. He was happy with the cars because they were reliable, but his dealers had found them just as difficult to sell as had their counterparts in Germany.

For Hanns Grewenig, Max Hoffman was an important weathervane to check the way the winds were blowing in America. Early in 1954, with engineer Fritz Fiedler, Hoffman stopped over in Stuttgart to see what Loof had wrought with Baur. He was dismayed by its lack of style and panache. With a few photos of Loof's car in his dispatch case, Hoffman flew back to New York and its automobile show.

More by chance than design, at the

THE 507 CEILING

Betting on the blue and white



Pte Mountain 99

Katrina broke his heart

JAZZ CLARINETIST Pete Fountain appears to be recovering well after quadruple bypass heart surgery Monday night, the Associated Press reported.

He was up and walking yesterday, said Fountain's agent Benny Harrell. "He's doing great," Harrell said. "He looks good. He's already up and around."

Surgeon Nick Moustoukas performed the procedure at East Jefferson General Hospital in Metairie, La., Harrell said. He said Fountain, 75, had to miss a Friday night benefit performance in New Orleans because his doctor advised him not to play.

Fountain hadn't been feeling well since Mardi Gras. His Half Past Marching Club made its trek down St. Charles Avenue without him on Fat Tuesday — for the first time in 46 years.



BLITZ STEEL/ASSOCIATED PRESS

Jazz great Pete Fountain, a New Orleans native, is recovering from heart surgery.

Fountain, a New Orleans native, lost his \$1.5 million house, as well as his gold records and 10 musical instruments, to Hurricane Katrina.

3/23/06

Mel Weiss
President

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WWW/Email: mweiss@cpiclabs.com

Pte Mountain 99

STATE OF NEW JERSEY INSURANCE IDENTIFICATION CARD

NAIC 392 FOREMOST INSURANCE COMPANY

NAME AND ADDRESS OF INSURED

MELVIN WEISS

POLICY NUMBER		EFFECTIVE DATE 11/11/2009	EXPIRATION DATE 11/11/2010
Applicable with respect to the following Motor Vehicle:			
YEAR 1959	MAKE/MODEL BMW 507	VEHICLE IDENTIFICATION NUMBER 70171	
Name and Address of Insurance Company, Agency or Office Issuing this Card J.C. Taylor Antique Auto Insurance, Inc. 320 South 69th Street, Upper Darby, PA 19082 (800) 345-8290			

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POLICY NUMBER		EFFECTIVE DATE 11/11/2008	EXPIRATION DATE 11/11/2009
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POLICY NUMBER		EFFECTIVE DATE 11/11/2007	EXPIRATION DATE 11/11/2008
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POLICY NUMBER		EFFECTIVE DATE 11/11/2006	EXPIRATION DATE 11/11/2007
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POLICY NUMBER		EFFECTIVE DATE 11/11/2013	EXPIRATION DATE 11/11/2014
Applicable with respect to the following Motor Vehicle:			
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POLICY NUMBER		EFFECTIVE DATE 11/11/2012	EXPIRATION DATE 11/11/2013
Applicable with respect to the following Motor Vehicle:			
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NAIC 11185 Foremost Insurance Company Grand Rapids, Michigan

NAME AND ADDRESS OF INSURED

MELVIN WEISS

POLICY NUMBER		EFFECTIVE DATE 11/11/2011	EXPIRATION DATE 11/11/2012
Applicable with respect to the following Motor Vehicle:			
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POLICY NUMBER		EFFECTIVE DATE 11/11/2017	EXPIRATION DATE 11/11/2018
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YEAR 1959	MAKE/MODEL BMW 507	VEHICLE IDENTIFICATION NUMBER 70171	
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POLICY NUMBER		EFFECTIVE DATE 11/11/2016	EXPIRATION DATE 11/11/2017
Applicable with respect to the following Motor Vehicle:			
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POLICY NUMBER		EFFECTIVE DATE 11/11/2015	EXPIRATION DATE 11/11/2016
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POLICY NUMBER		EFFECTIVE DATE 11/11/2014	EXPIRATION DATE 11/11/2015
Applicable with respect to the following Motor Vehicle:			
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POLICY NUMBER		EFFECTIVE DATE 11/11/2019	EXPIRATION DATE 11/11/2020
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POLICY NUMBER		EFFECTIVE DATE 11/11/2018	EXPIRATION DATE 11/11/2019
Applicable with respect to the following Motor Vehicle:			
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R126210848

Raymond P. Martinez, Chief Administrator

MELVIN F WEISS

Motor Vehicle
Commission

NEW JERSEY

VEHICLE REGISTRATION



PLATE NO: GOOD THRU: 07/2019
VIN: BMW7017159
BMW 1959 2 DR WT 507 GW:2 AX:2
MELVIN F WEISS HISTORIC VEH 84
DL:W23115386610343
RENEWAL PT:QQ
RP201613099946501

2016133000848

DEAR REGISTERED OWNER:
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R138379511

Raymond P. Martinez, Chief Administrator

MELVIN F WEISS

Motor Vehicle
Commission

NEW JERSEY

VEHICLE REGISTRATION

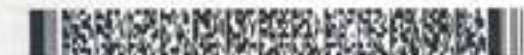


PLATE NO: GOOD THRU: 07/2022
VIN: BMW7017159
BMW 1959 2 DR WT 507 GW:2 AX:2
MELVIN F WEISS HISTORIC VEH 84
DL:W23115386610343
RENEWAL PT:QQ
RP201911508927501

2019120001799

DEAR REGISTERED OWNER:
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R114695089

Raymond P. Martinez, Chief Administrator

MELVIN F WEISS

Motor Vehicle
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NEW JERSEY

VEHICLE REGISTRATION



PLATE NO: GOOD THRU: 07/2018
VIN: BMW7017159
BMW 1959 2 DR WT 507 GW:2 AX:2
MELVIN F WEISS HISTORIC VEH 84
DL:W23115386610343
RENEWAL PT:QQ
RP201312337611801

2013130001327

A Closer Walk

The Pete Fountain Story

by Pete Fountain
with Bill Neely





Pete loves fast cars almost as much as he loves music. Shown are Pete and his Bugatti.

Pete with former world land speed record holder Craig Breedlove.



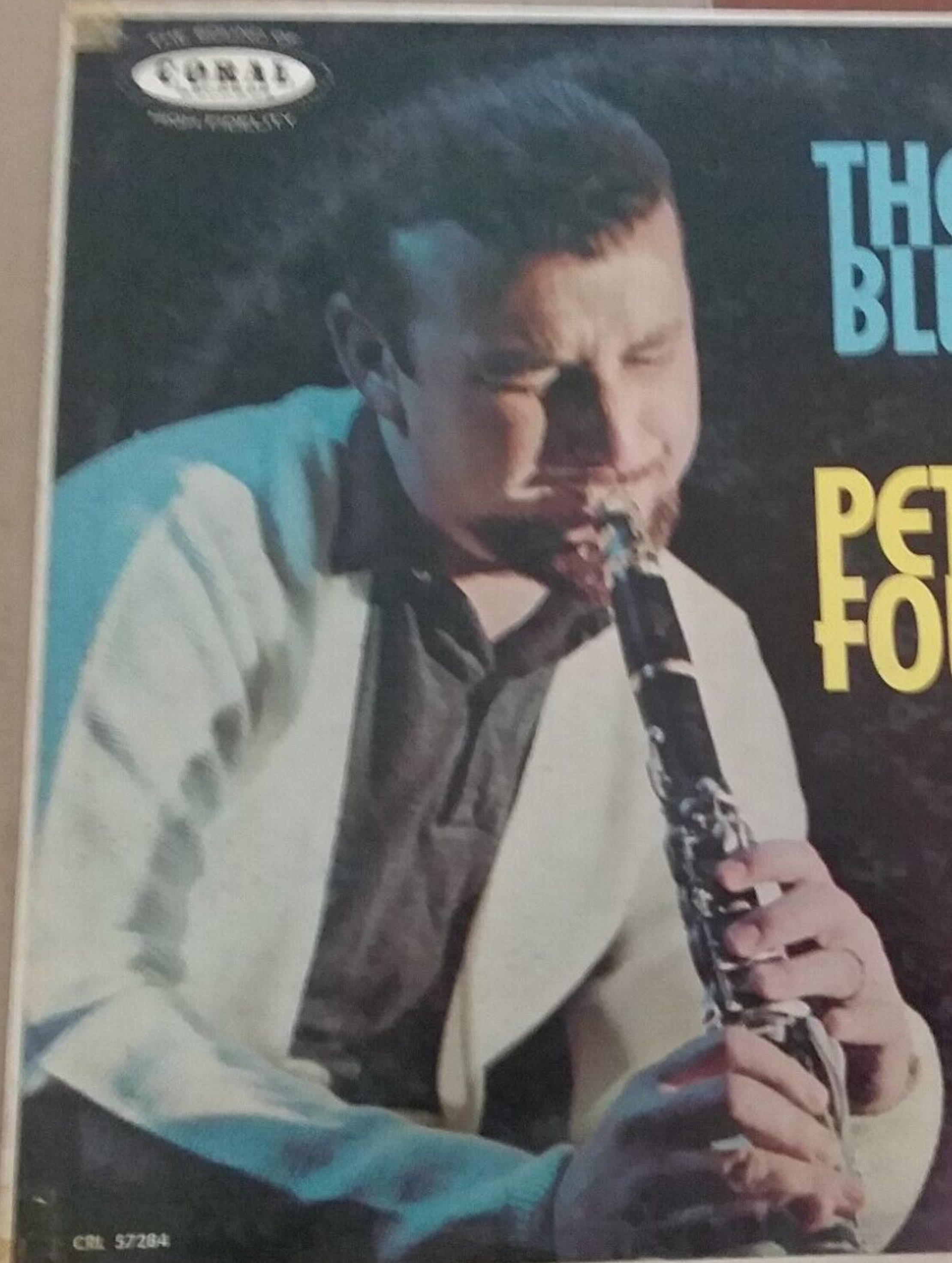
Pete and his BMW 507.



The *Half-Fast*, Pete's boat.



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CONAL
HORN QUALITY



THE BLUES

PETE FOUNTAIN

CBL 57284

PETE FO
New Orleans

SOUTH BAY
SUN
IN THE SHA

SAY
WHEN T

