

BMW 507 Touring Sport



Odometer:	23793 km
Displacement:	3164 cm³
Power:	110 KW (150 HP)
Fuel type:	gasoline
Number of doors:	2/3 doors
Transmission type:	manual transmission
Initial registration:	01/1958
General/exhaust inspection:	new
Color:	white
Interior:	leather interior
Interior color:	blue/cream

Accessories:

Series two in a run of 211 vehicles

Model history:

After a very unassuming fresh start as a vehicle manufacturer in 1948, BMW surprised everyone when it presented another large luxury car already in 1951. The BMW 501, based in part on pre-war technology, brought the brand back into the limelight of car enthusiasts, although it was not able to bring the company any economic success. Even the more exclusive 502 with a V8 engine – while impressive in every detail – was not able to pull BMW out of its financial woes. Bubble cars like the Isetta were what helped to bring in funds for the loss-making big car production. Despite ongoing financial problems, the company continued down the path it had chosen. At the advice of the BMW importer for the USA, the principle efforts starting in 1954 focused on building sporty versions of type 502, mainly intended for pampered clients overseas. New Yorker Albrecht Graf Goertz, a student of the then design guru Raymond Loewy, was enlisted to design the new car. Once the BMW Board of Management had seen a few sketches drawn in the New York office of Graf Goertz, the decision was made to build type 507, a top-class roadster. Serving as the technical basis was the chassis of the 502 3.2 liter Super Limousine, shortened by 35.5 cm, with greater compression

managing to coax 150 HP out of the engine instead of 140 HP. The beautifully crafted car was finally presented in New York for the first time in the summer of 1955. Yet the hoped-for orders from the USA never came. Compared to some of its competitors, the roadster had too little engine power. And so the total BMW 507 volume at the end of production in the spring of 1959 was only 254, with three different rear axle ratios to choose from whose top speeds ranged between 190 and 220 km/h. Similar to the BMW 503, there was also an overhauled second series of the 507 beginning in 1957. These series 2 cars can be immediately identified by the fuel filler flap at the right rear. The much smaller tank, with a volume of 65 instead of 110 liters, was now beneath the trunk floor and no longer behind the seats. The dashboard also underwent changes: a higher top edge and a better installation option for the radio. Most of these exclusive and rare sports cars – considered by many to be the most beautiful BMW of all time – have survived to this day.

BMW History of the BMW 507

Special Models

Altogether, only two chassis of type BMW 507 were used for special models. One of them was acquired in 1957 by American star designer Raymond Loewy, teacher of the 507 designer Albrecht Graf Goertz. He drew up a very unusually designed, modern, two-seater coupé body for this chassis, which he had French car body construction company Pichon et Parat build out of plastic. The car was driven by Loewy for a few years and was then given to a museum.

Another 507 chassis was acquired in 1958 by Italian car body company Michelotti. Designer Giovanni Michelotti designed an angular roadster body for it with a hardtop and had the car built at Vignale. The prototype, which was a little reminiscent of a Triumph TR 4, was displayed for the first time at the car show in Turin in 1959. The car remained a unique specimen and survives to this day.

Technical data:

Production period: 1956 – 59
 Total quantity: 254 (chassis)
 Price at the start of production: DEM 26,500; hardtop: DEM 1,500

Engine	V8
Bore x stroke	82 mm x 75 mm
Displacement	3,168 cm ³
Mixture preparation	2 Zenith 32 NDIX dual downdraft carburetors
Compression	1 : 7.8
Power	150 HP at 5,000 rpm; sport engine for USA: 165 HP at 5,800 rpm
Clutch	single-disk dry clutch
Gearshift	four-speed mid shifter, fully synchronized
Gear ratios	1st gear 1 : 3.776 2nd gear 1 : 2.353 3rd gear 1 : 1.490 4th gear 1 : 1.00
Reverse	1 : 5.377
Sports gear ratios	1st gear 1 : 3.540 2nd gear 1 : 2.202 3rd gear 1 : 1.395 4th gear 1 : 1.00
Reverse	1 : 5.03

Drive ratio	1 : 3.7 (series) or 1 : 3.42 or 1 : 3.9
Alternator	200 W
Battery	12 V / 56 Ah
Spark plugs	Bosch W 24 RT 1 or Beru E 240/14 (with radio)
Body/chassis	full protection box frame with tubular cross members
Front suspension	independent suspension with 2 triangular control arms and a stabilizer
Rear suspension	banjo axle on suspension forks and a Panhard rod
Front brake	hydraulic dual brakes with servo, 284 mm in diameter
Rear brake	hydraulic single brakes with servo, 284 mm in diameter in back
Rims	4.5 E x 16
Tires	6.00 – 16
Wheelbase	2,480 mm
Track	1,445 mm in front, 1,425 mm in back
Length x width x height	4,380 x 1,650 x 1,260 mm
Empty weight	1,220 kg
Gross vehicle weight	1,500 kg
Average consumption	17 liters per 100 km
Top speed	190 – 220 km/h, depending on final drive ratio