



Phone: 905-317-7154

[WWW.dpconsult.ca](http://WWW.dpconsult.ca)



1971 BMW R 60/5

Owner :



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The purpose of this appraisal is to provide the vehicle owners with an unbiased written estimate of the condition and value. The appraisal should satisfy the requirements of the classic and collector car insurance industry of Ontario.

The appraisal is provided to help the owner and insurance company in substantiating the OPCF 19A ("Agreed value") and not the ACV ("Actual Cash Value") of the vehicle prior to possible claims of damage or loss. The overall condition is identified with detailed reporting of various aspects (e.g., paint, interior etc.). Photographs are also provided to help validate the condition at the time of the appraisal.

Validation of certain statements made by the owner about the vehicle and unseen latent or inaccessible aspects of the vehicle's condition or history are outside the scope of the appraisal. Nonetheless, the owner's statements about the vehicle may be included in the appraisal in order to provide information that may be helpful. It remains the responsibility of the owner, however, to verify such facts with supportive documentation if required by the insurance company.

The conclusion of the appraisal is an assessment of overall condition based on a complete list of specific areas of concern (e.g., vehicle history, body, suspension, drive train, paint finish, interior, etc.) The final condition evaluation was then related to standard categories, as set forth in the most recent and established publications and industry guides. Collector car value guides typically use a scale of 1= very best 2= very good 3= average 4= Good 5= poor and 6= parts car. The overall value based on condition is then equated with as much market value research as possible. Published asking prices in various sources were not central to this process.

Finally the appraisal is a stand alone snapshot in time of the condition and value as recorded by the appraiser. Increase in evaluation from a previous appraisal could be due to change in market, collector demand or increase in condition due to restoration. Decrease in value could be the result of a previous appraisal that may have been poorly researched, decrease in demand or the car may have actually deteriorated.

The appraiser takes no responsibility for errors or omissions in this appraisal once it has been accepted and forwarded to the insurer for a 19A policy. This appraisal was the opinion of the appraiser. We are not responsible for any financial losses All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail as well as information supplied by the owner. **NOTE: This Appraisal satisfies the minimum to obtain a 19A policy from most insurance companies**

This Appraisal has not been developed for resale purposes or any other purpose except for insurance company in substantiating the OPCF 19A or a 19 policy.

### **Owners**

As owners you are responsible for having the proper coverage on your classic or custom car.

Please understand the difference between a 19 A Policy and a 19 policy . For more information please visit our Web site at [WWW.dpconsult.ca](http://WWW.dpconsult.ca)

# D & P Consulting And Appraisals Phone: 905-317-7154

**Customers Name:** \_\_\_\_\_ **Address** \_\_\_\_\_ **City/Town** \_\_\_\_\_ **Province** \_\_\_\_\_  
**Country** Canada \_ **Phone** \_\_\_\_\_ **Postal Code** \_\_\_\_\_ **Mileage** 38,381 Km  
**Body Colour** Black **Vehicle Year** \_1971 **Vin Number** \_\_\_\_\_ **Brand** BMW



RV Type				Comments	Body Condition	Exle	Aver	Poor	Comments
Travel Trailer					Grill				
Park Modle Trailer					Hood				
Motor Boat					Front light	X			
Sail Boat					Right front	X			
Personal Water Craft					Right front	X			
ATV					Right rear	X			
Snow Mobile					Right rear	X			
Motor Cycle	X				Windows				
Utility Trailer					Winshield	X			
Motor Home					tire wear	X			
Other					Other				

Interior Condition	Exel	Aver	Poor	Comments	Mechanical Condition	Exel	Aver	Poor	Comments
Front Upholstery	X				Engine Running	X			
Rear Upholstery					Engine Visual	X			
Carpeting					Transmit ion	X			
Dash					Clutch	X			
Interior panels					Exhaust	X			
					Steering	X			

Option List	Yes	No	Option List	Yes	No	Option List	Yes	No
Power Steering			Power locks			Traction Control		
Power Brakes			Power Trunk			Anti lock Brakes		
Leather Upholstery			Automatic transmit ion			Over Drive		
Bucket seats			Manual Transmit ion			Tilt Wheel		
Power mirrors			Power seats			Cruise control		
Power windows			Power doors			Alarm System		
Aluminium Wheels			Running boards			Driving lights		
Traction control			Trailer tow package			Rear back up sensing		
Privacy Glass			4 wheel drive			Awning		

Engine size/ Number of Cylinders	Fuel type	Over all condition	Appraised value
3 Cyl	8 Cyl	Excellent	<b>Whole Sale</b>
4 Cyl	10 Cyl	Above Average X	<b>Retail USD</b>
6 Cyl	12 Cyl	Average	<b>Retail CAD</b>
Gas x	Natural Gas	Poor	
Diesel	Dual Fuel	Rough	
Propane			

Comments \_\_\_\_\_

SEE Summery Report page 2

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Appraised By \_\_\_\_\_

Date \_\_\_\_\_

**Special Note:** This appraisal was the opinion of the appraiser listed above. We are not responsible for any financial loses All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail.

**Bibliography and Reference Martial:**

**Auto Trader publication On line**  
**Nada Appraisal Guide**  
**Owners Records**  
**Company Records**  
**Cycle Trader.Com**  
**Hogs 4 Sale .Com**  
**Bike Trader .Com**  
**Bike Trader.ca**  
**RM Auctions**

**Summary:**

This is an appraisal for a 1971 BMW R60/5 600cc Motor cycle. The first impression of this Bike is excellent Pride of ownership is evident . The bike has been of a private collection for a number of years and always kept inside . I rate this bike a #2 quality An extremely presentable vehicle showing minimal wear, or a well restored vehicle. Runs and drives smooth and tight. Needs no mechanical or cosmetic work. All areas (chassis not required, but may be) have been fully detailed. Beautiful to look at but clearly below a #1 vehicle The BMW R50/5, R60/5, and R75/5 form a range of boxer twin motorcycles manufactured in Berlin, Germany, by BMW for model years 1970-1973 and featuring electric starting and telescopic forks. Close up of BMW roundel badge on a part-painted and polished chrome fuel tank side panel . For the 1970 model year, BMW launched three new models having engine capacities of 500 cc (R50/5), 600 cc (R60/5), and 750 cc (R75/5). The R75/5 could reach 110 mph (177 km/h).[1] Model year 1972 saw the introduction of the 15 L (3.3 imp gal; 4.0 US gal) rectangular tank with chrome side panels. For the second half of the 1973 model year, BMW lengthened the rear swing arm 2.5 inch (6.4 cm), resulting in the "long-wheelbase" (LWB) models. This enabled a larger battery, while retaining the kick starter. The /5 series was the first series to be manufactured completely in Berlin,[citation needed] as by 1969 all of Munich's production capacity was needed for automobiles. "Berlin with its well-trained workforce was an obvious choice. So in 1969 the Berlin Plant started production of the all-new BMW /5 Series, a completely new design and construction following a modular principle all the way from the suspension to the flat-twin power unit. In 1970, 12,287 units were manufactured and by July 1973, when the /5 model series reached the end production, a significant volume of 68,956 motorcycles had left the Berlin Plant, production increasing five-fold within three years. During this period, BMW manufactured its 500,000th. In 1974, BMW introduced the "/6" models, which offered front disc brake, revised instrumentation, and a five-speed transmission. The single disc brake was a hybrid cable/hydraulic system, whereby a cable from the handlebar lever actuated the master cylinder underneath the fuel tank. The rectangular tank was dropped. All /5 models featured both electric starter and kick starter, with kick starters remaining available on some BMW motorcycles up to model year 1980.

Appraised By Daniel Sporbeck  
Business Number 120798590

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**Summary Continues:**

Top-down view of a black R75/5 showing that the cylinders which protrude out of each side of the bike are not directly opposite each other . Boxer engine offset cylinders . The /5 models are air-cooled, four-stroke, opposed-twin (boxer) engines with hemispherical combustion chambers. The engine is built around a one-piece tunnel crank-case. The camshaft is driven by a duplex chain and is located below the crankshaft (unlike the /2 series which had the gear-driven camshaft above the crank). This reversed arrangement improves ground clearance for the same center of gravity and assists lubrication of the camshaft. Valves are actuated by the camshaft through hardened followers, push rods, and rocker arms. The 500 cc and 600 cc models are equipped with Bing slide-type carburetors with 26 mm throats. The R75/5 comes with 32 mm Bing CV (Constant Vacuum/constant depression) type carburetors. As in all BMW motorcycles at the time, the clutch is a single-disk dry clutch. Final drive is by shaft, running from the transmission by universal joint to an oil bath within the right rear swing arm and connecting to a bevel gear and ring gear on the other end. Unlike the /2 models (with the exception of the 1969 R69US), the /5 models are equipped with telescopic front forks, 12-volt alternator and electrics, and standard tachometer and turn signals.

**Paint:**

The paint seems to be original to the bike. The bike is Black in colour. The paint show some signs of age with some scratches and stone chips but still in good condition.

**Body:**

The frame is original straight and solid. The gas tank and Fenders in very condition. There is a saddle bags and trunk all in very good condition.

**Tires:**

After market Front tires. Radial tires 100/ 90/19 with 85% tread left  
After market Rear tires. Radial tires 120 / 90 /18 with 85% tread left

**Wheels:**

The rims are original steel true spoke wheels in excellent condition .

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**Transmission:**

Manual gear box original number matching. The gear box, primary and the clutch are all in good working condition.

**Exhaust:**

Exhaust is factory original in good condition.

**Chrome:**

The chrome mostly original and in good condition.

**Seat :**

The seat is the original seat in good condition.

**Engine:**

This particular bike is powered by a rebuilt 600 cc motor. This engine is original numbers matching to this bike. The engine runs excellent there are no sign of oil leaks or other defects with no smoke from the exhaust.

**Mechanical:**

Mechanically this bike is in excellent condition the engine runs perfectly. The Front end suspensions is in good condition . The brakes front and rear have been inspected with no issues .

**Value:** \$

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Odometer Reading



Vin Tag

