

Zeer mooie 1969 CJ 750. (3.750 EUR)



Locatie **Noord-Holland, Amsterdam**  
<https://www.advertentienx.nl/x-1320519-z>





This is a project bike for a motorcyclist who knows what they're doing. It's beautiful clone of the 1938 BMW R71. It runs and drives and has valid Dutch registration but will need to have things looked at before being put back on the road. It was unused for many years but thanks to my efforts and new Mikuni style carburetors it now starts, idles and runs nicely. The bike will now need to have the sidecar properly aligned or possibly have the front tire replaced because the handlebars wiggles when driven. From what I understand this isn't unusual for a sidecar rig that isn't set up properly. In addition to this, the transmission will need to be looked at. Rather odd by today's standards, the transmission can operated via three different levers. One is for hand shifting, one for foot shifting and a third lever is for engaging reverse gear. The hand shifter works as it should, however the foot shifter is not very accurate. According to online information from various owners, the foot shifter has two adjustments that need to be set carefully. However I haven't been able to find a setting that pleases me. The very desirable reverse gear (which many bikes don't have) works great. This engine also features electric start, which none of the other BMW clones offer.

I'm selling it because after playing with it, I've decided that three wheels isn't for me. I've ridden motorcycles for most of my life and I have no interest in changing my riding style. I'm tempted to remove the sidecar but honestly that would be a shame. So I'll leave it to a new owner to do what he or she wants with it.

When I acquired this bike I was told that it had been completely restored in China for a European buyer

15 years ago and then shipped to the Netherlands. It was registered here in 2007 and it has valid Dutch registration and documents which makes it a lot easier to register in any other country. The seller has a copy of the original Chinese paper work and it's listed as a 1969 BMW CJ 750.

If you know anything about the CJ 750 you'll know that they were produced for the Chinese army in the 1950's. In all probability 1969 is the date that it was first registered as a civilian motorcycle. As with all CJ 750's of his age and frame design, it started out life as a military bike until it was decommissioned and sold. Nearly all Chinese sidecar rigs have this military background and a look at them on the streets of China will reveal many of them still running around in their original olive drab paint. There are many firms in China that specialize in rebuilding, restoring and refitting these bikes into a variety of specifications and overall look.

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After its arrived in Holland it evidently spent many years as a store display and after that on display in a private collection. (This is reflected in a milage of approximately 1200 kilometers on what I assume was a new speedometer added when it was restored.) I am it's third European owner. At the moment it's been geschorst and it's not insured, meaning it can be looked at and listened to but you can't take it for a test drive. It's sold as is. Feel free to get in touch with me if you have an interest in a fun project. The price is 3750 euro which is modest for a R71/M72/CJ750 style bike. It's in great condition and the european license is going to save you a lot of time and effort.

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Here's some historical information:

The R71/M72/CJ750 series of motorcycles represents one of the longest produced designs in motorcycling history. The first iteration of the design first saw the light of day with the release of the 1938 BMW R71. The R71 was the top model in the BMW lineup and it was the first to offer rear suspension, which was mounted directly to the frame. It features a 750cc air-cooled opposed twin with a bore and stroke of 78x78mm. It was praised for its smooth, reliable power. The R71 was put to work by the German military pulling sidecars, machine guns, supplies and even light artillery pieces.

Through a complex political deal in 1939 referred to as the Molotov–Ribbentrop Pact, (a non-aggression pact between Nazi Germany and the Soviet Union prior to them going to war with each other) the BMW R71 design plans, production equipment and BMW technical support was transferred to the USSR in trade for raw materials and logistical support needed by Germany.

The BMW R71 was renamed the Ural M72 and when Germany invaded the USSR in June of 1941, it was used to fight the Germans. After the war the M-72 motorcycle continued to be produced for many decades. Eventually the design was sold to Red China. There it was renamed the Chang Jiang CJ750 and produced for the Chinese military. Production continued for about another 30 years. The CJ750 was arguably the best iteration of the original design featuring a 750cc with a bore and stroke of 78x78mm combined with the improved OHV design of the BMW R75 which powered German sidecar rigs from 1941 -1945. The CJ750 was upgraded with electric start and a reverse gear, fitted into seamlessly into a design and an iconic frame that remained virtually identical to the original 1938 R71.

Because of its long production run parts are cheap and easy to find (as a even a simple search on ebay will demonstrate). Many parts are still being produced, while others can still be found as original surplus stock in warehouses across Europe, former east-bloc countries and Asia. Many of these parts are interchangeable, inexpensive and although not of the highest quality by modern standards, they none-the-less allow owners everywhere to enjoy the ride and feel of a 1930's.