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The BMW of Bayer Leverkusen with exclusive pictures

22.07.2011 18:41 | [KUESmagazin](#) | [Comments \(12\)](#) | **Tags:** [2002 tii](#), [types of cars](#), [Bayer Leverkusen](#), [BMW](#), [coupe](#), [unique](#), [fun](#), [used car](#) [used car check](#), [General Inspection](#), [K6Z](#), [plastic car](#), [experts](#), [sports car](#), [great box](#)

Is the K67 von Bayer a style icon?

- A beautiful car
- The design is copied

- The K67 could be a series success
- Absolutely worth keeping. A piece of culture.
- Plastic was the demise of the real cars



Moisture test

30 years ago, Bayer built Leverkusen the first full plastic car in the world. The CUSA met again **the sensation of** magazine. Today we are talking about nano-tubes (carbon fiber in super lightweight) and MAKROLON (plastic Winc sensation in 1967 plastic on the car. There were bumper made of chromed steel and glass triangular window. For t reason enough at the **German industrial fair in Hannover, Germany** for the first time a complete car made of j You wanted to show so right it the steel people. Finally the Bayer top hoped that **K67 prototype BMW 1600ti ba** switch to metal, plastic. All cars will come with a plastic body, the Bayer markets would have to multiply - so it wa: even. Although our car bodies still made of sheet metal and steel, but bumper, interiors, aerodynamic parts and he made of MAKROLON & co.

In 2007 Bayer wants to revive the plastic car of yesteryear to the 30th anniversary right up. Specially the K67 fron plant in the halls a **small Rhenish vintage shop** was managed. How you can hear even on its own axis. In Ports should be revamped again of yesteryear. Exclusively the Cusa was allowed to look magazine advance behind the h operation. Bayer press Chief Gerhard Dresen but admonished us: "the K67 was once the Star von Bayer. So **treat it with respect.** " We make.



Porsche or Ferrari?

Our first impression: **Looks like a small Ferrari K67**disassembled the part. Flat, long snout, curving fenders and aerodynamically sophisticated edge. The first 1600 BMW taillights fit into the circular hatch at the rear. As Audi lat technology – so also the K67 is: **A steel construction provides the scaffolding, the bodywork was planked** all-in-one sandwich bottom group consists of glass fibre reinforced plastic.

A look under the hood reveals: the K67 was awarded an own type plate of Federal of power drive. Here is actually: **Manufacturer Bayer AG.** This prototype is not a blender, but a functional sports car, which has brought many tes motorways and torture tracks behind. The companies involved in the development of K67 are so unusual as the ca Neu-Ulm, the wagon - and Maschinenbau AG in Donauwörth and finally also BMW. The Bavarian Motor works provi cylinder BMW 1600ti. From 1967 to 1968, the 1600ti was built whole 8835mal. The two 1940s Solex twin carburet 1573 cubic proud 105 PS were his strength.

Only in 1971 came the legendary **2002tii ball Fischer injection with 130 HP.** While the relatively strong rugged new class BMW already 175 km/h made wit even better air resistance optimized K67 with same engine: with some starting over 190 km/h were in there. Bayer 1967 proudly stated in its press release: "fi designers are now new and better ways to create contemporary vehicles. You can focus their attention more on vehicle safety, reduce air resistance, weather a

sound insulation and last but not least the beautiful shape and the economy." Meanwhile the prototype K67 is restored and had his splendid performance at the returned to the Museum. There he parked as long as 40 years someone rediscovered him, restored and pulls into the public eye. Long live the plastic car. Facto



K67 front under construction



Prototype development



Looked like the ur-K67



Somehow Italian



Beautiful shape



Black was down chic



When the driving tests



Sabatini



The drawing



Plastic steel clad



Switch battery



BMW tank covers



Aerodynamic design



In the shell




Number plate light



The cockpit is reminiscent

Comments: 12

22.07.2011 19:39 |  SRAM


Beautiful photos,
beautiful documentation.

Technical documentation of Irrweges, which was corrected relatively soon (in vehicle construction with such a "great" ideas such as Vollkunststoffkarosse and lea as in construction where it briefly gave chimneys made of plastic).

The whole thing is still made of tough metals and that is a good thing.

BMW will fail miserably with the carbon fiber bomber.

Greeting SRAM

22.07.2011 19:51 |  [mousejunkie](#)

Quote:

the first full plastic car in the world [...]


A steel construction provides the scaffolding, the bodywork was planked with plastic. The self-supporting, all-in-one sandwich bottom group consists of glass that is like when the trabant, only that the underbody of cardboard out sheet is. He was rather... (1957) and even in mass production. 🚗

Quote:

Today we are talking about nano-tubes (carbon fiber in super light)

carbon nanotubes have with 'normal' carbon fiber to do virtually nothing. a fiber is in the materials technology defined as a fabric, a width to length ratio of at least 1 single nanotube. There are ranks only process individual nanotubes to a fiber together. This can fiber (at the trial stage) are up to several cm (short fibres).

otherwise: nice study. I believe that plastics have but no real future. in nearest time will increasingly hold the reinforced metals (composite materials). namely

22.07.2011 19:58 |  [norske](#)

Quote:


Originally posted by mousejunkie

that is like when the trabant, only that the underbody of cardboard out sheet is. He was rather... (1957) and even in mass production. 🚗

Just on the edge: A body made of fibreglass-reinforced plastic had and has the Corvette since 1953 as a standard... 🚗

Greetings

Norske

22.07.2011 20:55 |  [mik222](#)

Nice piece of time, automotive and industrial history!


[22.07.2011 21:32](#) |  [mousejunkie](#)

Quote:

Originally posted by norske

A body made of fibreglass-reinforced plastic had and has the Corvette since 1953 as a standard...

you see, still a vehicle that was "faster". 🏎️

[22.07.2011 23:40](#) |  [ladafahrer](#)

Hi I like disturbing Yes hate the celebration KÜS, aber...von 1967 to 2007 have no thirty or forty years,.

And soon is 2012.


[23.07.2011 08:30](#) |  [Roland0815](#)

Kind of looks like a disguised Monti a SUD front. With a Stratos tail.

But as so often: Make the "Wessi" Artsy-Fartsy "Innovations", which actually are not (more). :-D

But the Trabant was the first in which standard the fiber composite body on the frame was glued.

P.S: But it is well known that a BMW base is only good if an Italian body sits on it. :-)

[23.07.2011 09:42](#) |  [norske](#)

Quote:


Originally posted by mousejunkie

you see, still a vehicle that was "faster". 🏎️

Since Alpine A110 (1961-1977) and Victoria Sparrow (1956-1958) engage itself determines some others are spontaneous, Alpine A108 (1958-1964), fall me R

Greetings


Norske

[23.07.2011 15:28](#) |  [italeri1947](#)


That is a nice car, but a unique technology carrier of the 1960s, which showed what was at that time already possible and should also remain.

[25.07.2011 09:26](#) |  [KUESmagazin](#)

@ladafahrer - Yes, you're completely right. Now it is 40 years. I've corrected's right. By the way, a bizarre notion that the K67 is the Italianate interpretation of

[25.07.2011 17:23](#) |  [Roland0815](#)

Read more times right ;-)

[13.02.2012 17:12](#) |  [Trackback](#)

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