



# NOW WHEN YOU RUN OUT OF INTERSTATE YOU WON'T RUN OUT OF BIKE.

There is a justified sense of precariousness that one feels when venturing onto a gravel road, or even onto a winding stretch of blacktop, aboard a heavy touring motorcycle.

A sense that the machine's own inertia is much more in control of your destiny than you are.

The rider of the BMW R80G/S\* is gripped with no such anxiety.

Not because he is equipped with superior nerves for the task, but with a superior machine.

Weighing a scant 382 pounds, this 800cc bike is, according to Motorcyclist magazine, "an absolutely brilliant handling machine on curvy

pavement." For its incomparable litheness permits a rider to literally flick it through turn after turn on even the most serpentine roads.

Possessed of an extraordinary single rear swing arm that provides 50% more torsional stiffness, the G/S is no less impressive on gravel. Where, according to Rider magazine, it is "ideally suited for one of the best-known gravel roads of all: the Alaska highway."

Yet, what is most important is that this revolutionary motorcycle is propelled by the same basic, evolutionary engine that has powered all BMW's since 1923. An engine design whose reliability can be measured in decades, not merely in miles.

Which means, of course, that the R80G/S will not only carry you to where no touring motorcycle has

ever gone before. It will carry you back again.

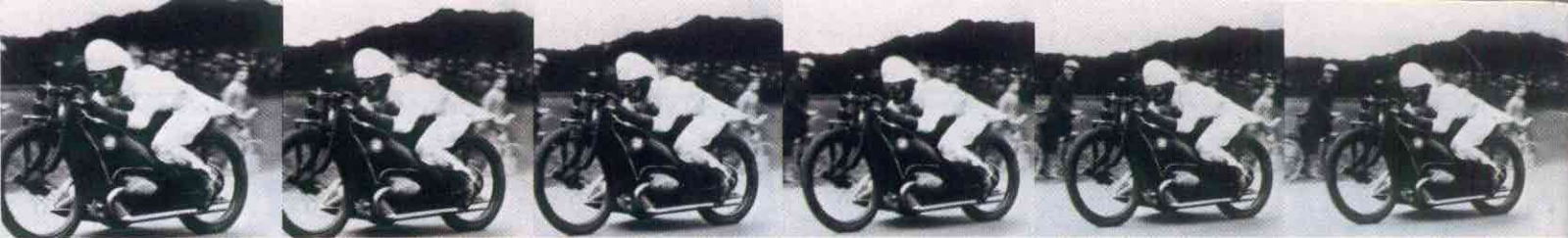
Its price? \$3,890.\*\* Expensive, to be sure. But well worth it to the rider who, for once, would like the luxury of following his curiosity instead of just the interstate.

\*1981 model \*\*Manufacturer's suggested retail price: \$3,890. Actual price will depend upon dealer. Price excludes state and local taxes, and destination and handling charges. © 1982 BMW of North America, Inc. The BMW trademark and logo are registered trademarks of Bayerische Motoren Werke, A.G.

## THE LEGENDARY MOTORCYCLES OF GERMANY.







# INTRODUCING THE LATEST HEIR TO 59 YEARS OF GERMAN ENGINEERING.

While the fine lines and sculpted features of most sport bikes spring from the drawing tables of stylists, those of the BMW R65LS had a different birthplace.

The drafting tables of German engineers.

As a result, they are the recipients of the same pragmatic consideration and evolutionary refinement as the legendary engine that powers this 650cc machine.

The shapely sport fairing, for example, provides much more than cosmetic appeal. It helps reduce front-wheel lift by over 30%.

The LS handlebars are low, compact, and help to provide a seating position that "is sporting in a way that Japanese bikes, even with red paint, have not discovered" (Cycle World). (High bars are also available.)

The bike's slender tail,

artful as it too appears, was created in one of the most aesthetically indifferent environments known to man: the massive BMW wind tunnel in Ismaning, Germany.

Even the wheels of the LS possess a beauty that goes far deeper than their gleaming enamel. Each rim section is made of a highly rigid aluminum alloy; each hub and spoke assembly is separately cast from a far more elastic aluminum alloy to provide added flexibility. And then everything—hubs, spokes and rims—is cast as

a single unit. Culminating in an exceedingly resilient "composite" wheel that not only helps

increase handling prowess but decreases unsprung weight.

In the end, the BMW R65LS is one sports bike whose graceful lines do not serve as camouflage for weak engineering. For it is a machine as adept at slicing through the wind and rounding corners as it is at turning heads.

Its price? A lofty \$3,790\*.

But as a motorcycle columnist of AutoWeek observed, "a bad motorcycle is worthless; a good motorcycle is worth whatever it costs... By that standard, the R65LS is a bargain."

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