



BMW Boxer Classic





After more than
70 years
the time has
come for a
great farewell:

BMW
Boxer Classic.

The ultimate
edition.

„A long and
winding road...“

... comes to an end: The BMW Boxer that has been known for decades will not be around much longer. After all, the successor is already on the road – and creates quite a stir with its new ideas. This is, however, no reason at all to just dismiss its successful predecessor. The “old” Boxer has numerous friends and admirers throughout the world that love it just the way it is. So it will still be around, at least for the time being, as a special edition available in four different models. Traditional as in the BMW R 100 R or BMW R 100 R Mystic, adventurous as in the Enduro BMW R 100 GS PD or as the “world tourer” BMW R 100 RT.

Boxer Classic

That is what we have decided to name this particular edition. In reality, however, it is much more: This really is the last chance to own the “old” Boxer in the traditional sense. The ultimate edition for everybody – and especially for those riders that never intended to separate from this character. For this reason you should take the pages following as a guide to take you through the history of a great motorcycle and also as a memory of those people that were closely connected with the Boxer philosophy, the people that stand for the emotions of countless riders. If this warms the cockles of your heart then you know exactly what we are talking about: the “soul”, the unmistakable character that sets it apart from all other motorcycles.



Experience the original Boxer your own way, be it as an off-road fan, a long-distance rider or admirer of classical unfaired machines.





The
BMW Boxer:
a gem on
two wheels,
tough by nature
like nothing
before it.

**Of doers, pioneers,
and winners.**

In 1923 the time finally came – Max Friz realized his ingenious idea, the BMW Boxer was born: two cylinders that jut out into the cooling wind, plus shaft drive and a reliability hitherto unknown – that was the principle that soon caused a sensation on the roads and racetracks of the world. It spell-bound a growing number of men. Racing drivers of the “first hour” such as Otto Steinfeldner or the “flying” Ernst Henne, who broke one speed record after the other during the thirties. His World Record, established in 1937 at the incredible speed of 279.5 km/h (124.8 mph) was not defeated for almost 14 years. Just as unforgotten: Schorsch Meier’s splendid victory at the legendary Tourist Trophy on the Isle of Man in 1939. The BMW Boxer proved its toughness, stamina and perseverance in an even more impressive way in the desert, not too long ago. It was first across the finish line of the Paris-Dakar Rallye no less than four times – with the aces Hubert Auriol and Gaston Rahier as pilots.





Of globetrotters, record chasers, and relationships.

Virtually indestructible, reliable, full of character – these were attributes that the BMW Boxer possessed right from the very beginning, and that it carries as an inheritance – until today: one out of two Boxers ever built are still on the road. It therefore comes as no surprise that the BMW Boxer was the natural choice for so many long-distance adventures. Numerous names and stories recount it. Stories of globetrotters such as Helge Pedersen, who rode his BMW G/S all over the globe, visiting 75 countries and covering 350,000 kms (almost 220,000 miles). Carl Svobody beat even him, he toured nearly 700,000 kms (more than 430,000 miles) through the USA with his BMW R 60/6 that he named "Windjammer" – the absolute record. As far as we know, no other BMW went further. Bob Dubow is another rider who became especially close friends with his Boxer, not just for personal, but also for professional reasons. As a doctor in the infinite distances of the Australian outback he visits his patients on his BMW GS.



BMW Boxer Classic



R 100 RT



In memory of the
most successful
touring bike ever.

An idea took the world by storm: almost 20 years ago the classic BMW tourer was the very first touring motorcycle that offered a full fairing. It became the epitome of everything to do with long distances, sturdiness, perseverance, and comfort. Its unique silhouette remained almost unchanged until today – and now it lives on with the BMW R 100 RT. It features everything that made this BMW Boxer so great and famous: the flat twin 1000 cc engine that outputs 60 horsepower and a maximum torque of 76 Nm (56 ft/lb) at only 3,750 rpm; the generous touring fairing, outstanding seating comfort for rider and passenger, a tremendous load-carrying capacity of more than 210 kgs and now numerous details and useful extras to round it off.



BMW R 100 RT – among others equipped with: two-tone metallic paint in arctic grey and graphite, black frame, special deluxe comfort seat, cylinder crash bars, pulse air system (PAS), heated handlebar grips, voltmeter, clock, hazard warning flashers, twin disc brakes in front, silver anodised brake and clutch levers.



The sign that almost magically attracts the friends of long-distance riding. The noble and meticulous two-tone paint combination of "arctic grey" and "graphite" will do the rest.



Enjoy your trip: the complete touring equipment includes luggage and top cases plus a special deluxe comfort seat that helps to make your trip as pleasant as possible.



Already a tradition: generous aerodynamic full fairing with a large adjustable touring windshield that allows you and your passenger to truly relax.



BMW
Boxer Classic

— ◆ —
R 100 GS PD

— ◆ —
In memory of
unforgettable
successes.

The BMW R 100 GS PD will always remain the one and only original. As a large-displacement, virtually indestructible Enduro, suitable for long distance trips and adventures, it proved its skills in the toughest rallies of the world and became the model for a complete generation of motorcycles. Its torquey 1000 cc flat twin engine with 60 horsepower and 76 Nm (56 ft/lb) of torque combined with the rugged chassis with BMW Paralever, are still able to handle any type of terrain without sacrificing comfort. It was this excellent balance between touring and off-road properties that made the BMW GS PD the first choice. In addition to the above we have equipped the ultimate edition with attractive features.



BMW R 100 GS PD – among others equipped with: avus black paint, black frame, black dual seat, classic oval valve covers (such as those of the R 100 R), heated handlebar grips, high mudguard with extension, pulse air system (PAS), Michelin T 66 tyres, silver anodised brake and clutch levers. The following parts are chrome-plated: holder for luggage cases, fairing and cylinder crash bars, handlebars, passenger hand grips.



Trademark: the distinctive fuel tank for long distances with a capacity of 35 ltrs. (9.25 US.gal/1.1 Imp. gal) allows for trips of more than 500 kms (300 miles) without the need to refuel.



For long-distance riders: ergonomics and weather protection are combined in a stylish and practical fairing design, featuring solid tubular crash bars and a headlamp grid.



Super tough: the cylinders and the underside of the engine are protected against damage.



BMW
Boxer Classic



R 100 R Mystic



In memory
of the
unmistakable
joy of riding.

The BMW Boxer – a new interpretation of a sporting classic. The BMW R 100 R Mystic points the way to the future in an unmistakable way with its slender and graceful silhouette. A collector's item? Definitely one that allows for a smooth and lively ride – especially with the raw power of its 1000 cc flat twin, 60 horsepower engine and the extremely nimble chassis with sporty handlebars and low seating position. And it's great to look at too with its traditional valve covers of the early years, its sophisticated chrome detailing, cross-spoke wire wheels and round stainless steel exhaust pipe.



BMW R 100 R Mystic – among others equipped with: mystic red metallic paint, black frame, twin disc brakes in front, low-profile handlebars, classic oval valve covers, oil cooler, pulse air system (PAS), power socket.



Special look: The BMW R 100 R Mystic, the classic Boxer with a very individual touch.



A feast for the eyes: the instruments and the large round headlamp are chrome-plated and polished to a mirror finish.



Sports style: wire wheels that today only few motorcycles offer and the standard front twin disc brake that ensures tremendous safety reserves.



BMW
Boxer Classic



R 100 R



In memory
of a true
favourite.

With its unmistakable blend of traditional and modern elements the BMW R 100 R became the bestseller in Germany in 1993 and, until today, remained one of the most popular BMWs. This comes as no surprise if you look at it a bit closer: you will definitely not miss anything when it comes to the joy of riding, since its economical 1000 cc engine offers 60 powerful horses and comfort and safety are absolutely guaranteed. Its beautiful, classic details are there for all to see; and in addition to that we have chosen to paint this BMW R 100 R in the most classic colour that a motorcycle can be painted in: black.



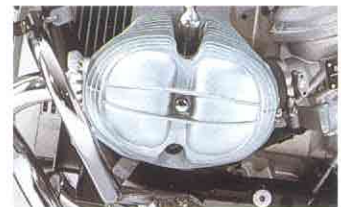
BMW R 100 R – among others equipped with: avus black paint, black dual seat, black instrument mounting plate, passenger hand grips and frame. Silver anodised brake and clutch levers, Hazard warning flashers, holder for luggage cases, cylinder crash bars with side stand, pulse air system (PAS), twin disc brakes in front.



Fine hand-painted design: the logo on the fuel tank is on a black background, surrounded by white double pinstriping.



Stylish: A large chrome headlamp like this one is a "must" for a classic Boxer.



Absolutely classic: Valve covers of the type fitted here to the BMW R 100 R were first used on the BMW R 68 of 1952, a bike that was famous as the "100 mph racer".



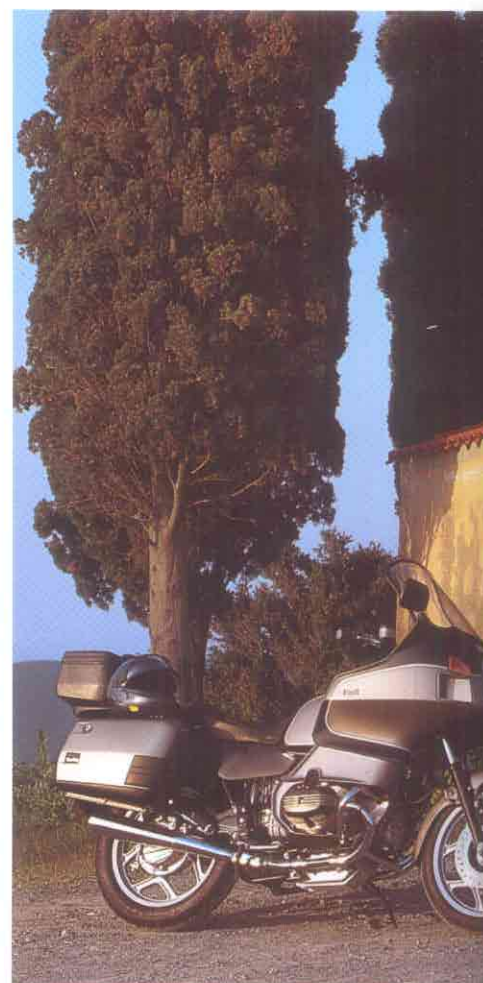
BMW Boxer Classic.



Classic.
Unique.
Limited.

... but its soul goes marching on ...

1995 will be the last year that the traditional Boxer will come off the manufacturing line. If you plan to secure a piece of history for yourself, be it for riding or simply for collecting, then do not hesitate any longer. After all, the new BMW Boxer is already more than successful on our roads and, with its new ideas and the most up-to-date technology, it shows where the future of the motorcycle will be. But it is good to know that you may easily ride a BMW Boxer Classic far into the next millenium. Not only because it is rugged enough to allow you to do that, but also because our spare parts supply and service back-up is guaranteed for many years to come. Your BMW motorcycle dealer will gladly give you his advice. And if you want to go further in tradition, why don't you ask him about our ...



Collector's item for gentlemen: The mechanical automatic watch based on the Ebel Voyager model. For the ladies: quartz watch based on the Ebel Discovery model.



... Edition "70 years of BMW Motorrad"

For the 70th anniversary of the BMW Boxer we have created a few timelessly beautiful collector's items that carry the "spirit of the legend".

The "Schorsch Meier" BMW leather suit, for example, is identical in every detail to a racing suit that went down in history. It was the suit that Schorsch Meier wore during the legendary Tourist Trophy of 1939, when he carried home the victory for BMW.

And the BMW Exclusive watch was manufactured by the famous Swiss watchmaker Ebel in a limited edition especially for BMW. Hence our recommendation: secure one for yourself.



Souvenir: Each BMW Exclusive watch is a unique masterpiece due to the engraved serial number.



BMW Schorsch Meier leather suit. There will only be a maximum number of 500 of these suits worldwide – a once-in-a-lifetime option, not only for riders, but also for collectors of classic masterpieces.

The models illustrated and the technical data are for the versions and equipment sold in Germany. They may include certain special equipment which is not part of the standard specification. Due to varying national legislation, specifications in other countries may differ from the models or equipment illustrated here. For information on the precise equipment specification, please contact your importer or dealer. Subject to amendments in design and equipment.

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