

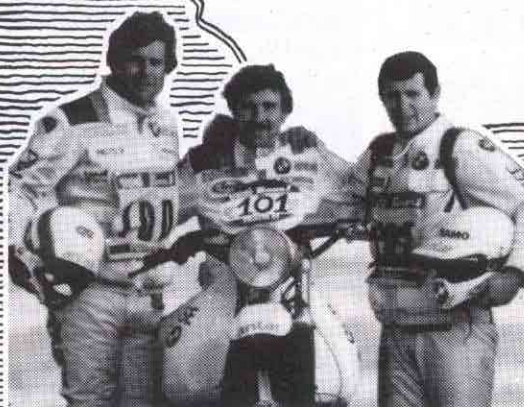
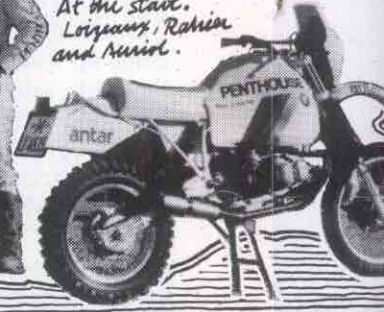
ONCE AGAIN, BMW RACE MOST BIKES DO

6TH RALLYE 1984
PARIS
 TO
DAKAR

PARIS

Hundreds of thousands of spectators jamming thoroughways

At the start, Loizeaux, Rabier and Amiel.



The winners: 2nd Amiel, 1st Rabier, 5th Loizeaux

Last strategy on ferry to Africa

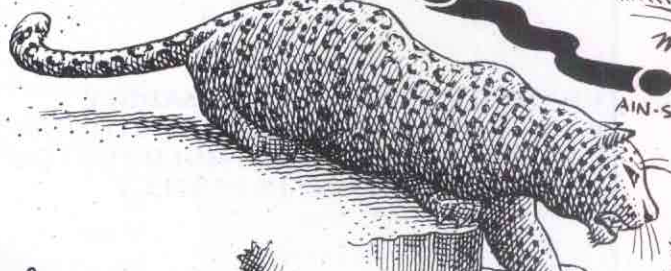
ALGER
 The last vestige of pavement for 6000 miles.

Sharp ravines. 309 miles

MEDITERRANEAN

AIN-SALAH

Many streams



Ford tributaries of Niger. Then bare track. 756 miles

NIAMEY

Long stretch of fern, fern (living sand). 522 miles.

Narrow, tortuous track, lots of animals. 417 miles.

YAMOOUSSOUKRO

Dense jungle. 242 miles

Bamboo rain forests; flimsy narrow bridges. 322 miles.

KISSIDOUGOU

LABE

TAMBACOUNDA

SALI PORTUDAL

DAKAR
 The race to finish. 105 miles

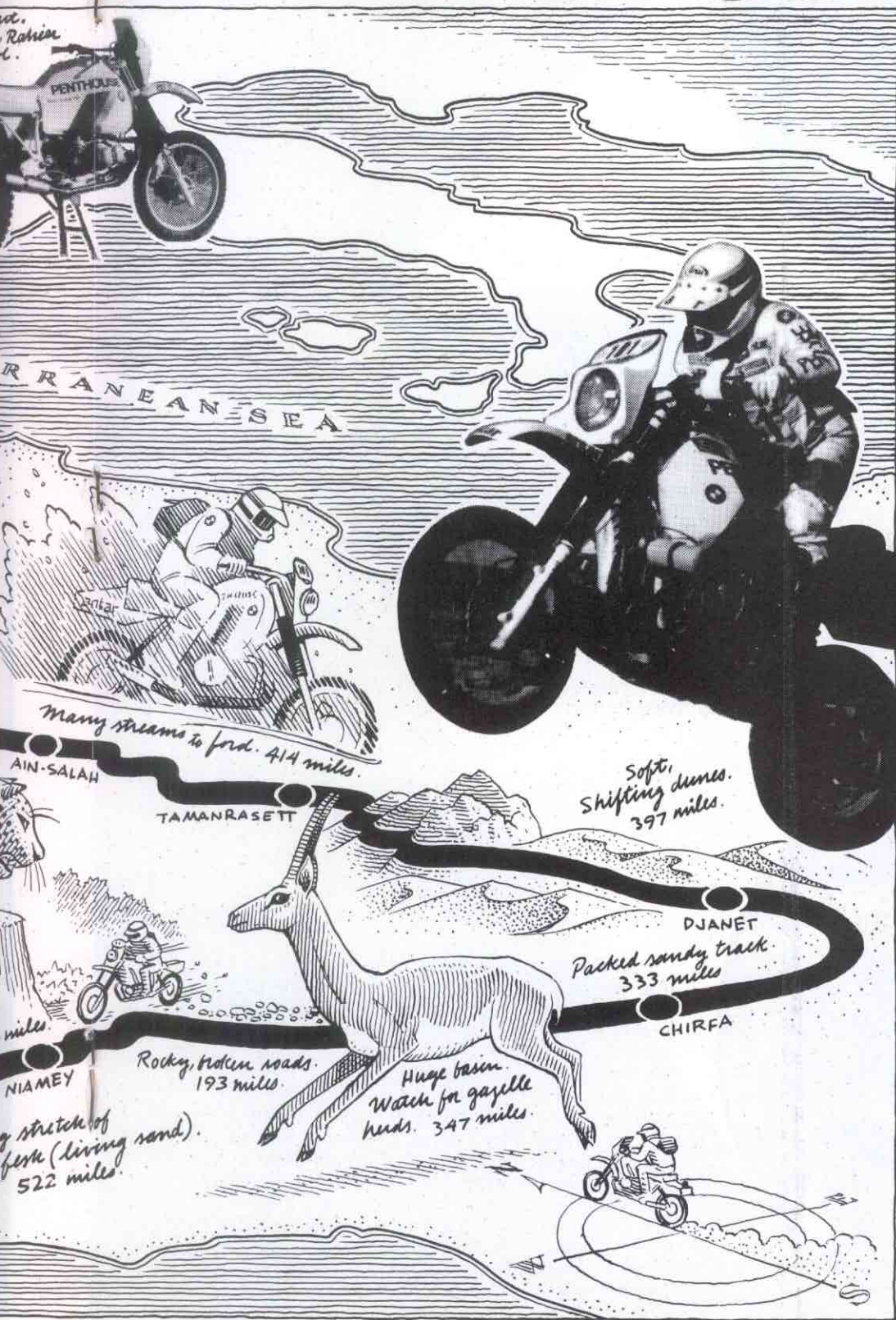


Mountain passes. 686 miles.

FREETOWN

RON BARRETT

BMW HAS WON THE DON'T EVEN SURVIVE.



It spans more than 7,000 miles. Down the four-lane highways of southern France. Across the Mediterranean by ferry. And into the narrow ravines of the Algerian mountains.

Over the "desert of deserts," the lifeless Tenere. And through jungles teeming with more kinds of life than a lone rider cares to see.

Then it's into "fesh-fesh" territory, the vast dust basins that choke the airflow from machines and men alike. Through the dense rain forests of Touba. And finally, for a fortunate few, out into the clear sea breezes of the West African coastline for the final run to the finish.

This is Paris-Dakar, motorcycling's greatest melodrama. The all-out charge from the City of Light to the Dark Continent that each year claims more motorcycles than any course yet devised.

The race always begins on January 1. And, twenty days later, nearly always ends the same way: with the familiar horizontally-opposed-twin silhouette of a BMW roaring over the horizon long before any other machine.

This year, the race results once again read more like a survivor list. Gaston Rahier rode his BMW to first. Two-time winner, Hubert Auriol, rode his BMW to second. Another BMW ridden by Raymond Loizeaux finished fifth. And 74 out of the original 125 starters didn't finish at all.

Strikingly short of moving parts, BMW's 1000cc opposed-twin engines showed their innate ability to keep on moving. To outrun smaller bore bikes on the flatlands. And, because of their lower center of gravity, to outmaneuver other bikes through ravines and cutbacks alike.

Inspiring the competition to once again go back to the drawing boards. So that they can return with newer, bigger, faster engines next year.

Which, of course, is what they did last year. And the year before that. And the year before that...

**THE LEGENDARY
MOTORCYCLES OF
GERMANY.**

