



BMW Czech Republic

Czech Republic

Media Information

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BMW R nineT Gaston Rahier Tribute.

Unique Czech conversion of the BMW R nineT Scrambler motorcycle based on the Dakar special from the 1980s.



Prague. BMW R nineT Scrambler is a special motorcycle with a two-cylinder air-cooled Boxer engine with a displacement of 1170 cm³ and a unique design referring to the rich history and traditions of BMW Motorrad. Its basis is best suited for individualization and conversions. This has resulted in a unique modification by the Czech company FSB Motor Works Brno, created in cooperation with BMW Motorrad Czech Republic and called BMW R nineT Gaston Rahier Tribute in the performance of Jan Urban and Ondřej Hruža. The whole conversion took 4 months.

From the name BMW Gaston Rahier Tribute, it is already clear that this is a tribute not only to the legendary Gaston Rahier who won the Paris-Dakar Rally in 1984 and 1985 with his BMW GS, but also to the whole incredibly successful phenomenon of the GS series. Although a number of motorcycles have been built in this vein, they have always been based on the touring GS enduro. Creating an enduro from a completely



different motorcycle category was a big challenge. Most of the replica builders based their design on the Rahier's most famous motorcycle from 1985. To differentiate, the conversion is based on the design of later motorcycles and the Playboy variant.

The basic requirement was to convert the R nineT Scrambler motorcycle so that no one would recognize it in its new coat, using as many original parts as possible. All the other components used on the motorcycle were chosen to be as identical and angular as possible, which is typical of the 1980s era. For example, the front mudguard is an original from a BMW R 100 GS.

Also worthy of note are the open air filters and the number plates at the rear of the motor-bike with the number 100 which not only refers to Gaston Rahier's starting number 101 but is also a reference to BMW Motorrad's centenary next year.

The BMW Gaston Rahier Tribute motorcycle is not just a show motor-bike, but is instead designed and prepared for the real use and to create an endless riding pleasure - especially off-road. It will be on display at various BMW Motorrad dealerships throughout the Czech Republic next year. But it will also be made available to the media for testing and will not be absent from various exhibitions.

How the BMW R nineT Gaston Rahier Tribute motorcycle was built:

1. Complete stripping of the motorcycle, leaving only the engine "levitating" in the air. The chassis was significantly raised with a special Wunderlich kit on the front fork along with a longer rear shock absorber. The result is 12 cm more ground clearance than in the original motorcycle, while the side stand also had to be lengthened.
2. In addition, the front wheel was replaced with a larger 21" wheel, and both rims are shod with off-road tyres.
3. Painting of the frame and other components in pastel colors according to the model. The goal was to have a look reminiscent of the 1986 motorcycle.
4. Thorough "cleaning" of the entire compartment behind the engine, new location of the battery, modification of the seat frame and other parts in the style of the 80s.
5. The handmade production of other key components from metal, which was in charge of Jan Urban, the expert. This included the



rear mudguard, the front "Paris-Dakar" mask, guards under the engine, side plates for the race numbers, including their attachment, and an enlargement of the original tank to meet the Dakar specifications.

6. An important aspect is the engine itself. It did not undergo any modification, as the basic requirements were trouble-free operation and meeting all the criteria of the state technical inspection.
7. The motorcycle was given a unique RP Tuning exhaust system. RP Tuning has been the backyard supplier of custom exhaust systems for FSB Motor Works projects for 12 years. The exhaust features the novelty of a special and highly durable black sprayed finish and a refracted rear muffler in the style of the original BMW GS mufflers from the 1980s.
8. Painting of the motorcycle, which was taken care of by Airbrush Studio and performed by Petr Pokorný.
9. Supplemented with special graphics by ProfiCut under the direction of Karel Vodák.
10. The seat handmade by Milita Seats and Milan Pavliš.
11. Final components fine-tuned by a CNC milling from Strapina Racing and Ing. Pavel Strapina.

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BMW Group

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