

BMW Motorrad International GS Trophy North America 2014. Media Guide. Contents.



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1. Foreword.



Welcome to the BMW Motorrad International GS Trophy North America 2014!

Now celebrating its fourth edition, we're very proud of this special motorcycle adventure event that brings together BMW GS riders from around the world for an experience of a lifetime.

The GS has been close to our heart at BMW ever since 1980, when we debuted the R 80 G/S. That and subsequent GS models have taken their owners on journeys of discovery all over this planet, some have truly circumnavigated the globe. Others have discovered adventure closer to home – such as GS Trophy 2014 competitor Maciej Gryczewski, who found his GS gave him a whole new way of discovering his native Poland. This gift for discovery has made the GS more than just a motorcycle, it's a bike that's created a worldwide community, and it's brought the many cultures of this world into the lives of so many owners.

The BMW GS Trophy is intended to celebrate this extraordinary relationship. It will challenge the riders' riding skills, but also wider qualities – their practical skills, their problem solving and importantly their teamwork. Even competing teams will find they have to come together, to form working relationships and friendships, to succeed. They may come from many countries, but they are all from the one world.

This edition set in the Canadian Rockies is set to maintain the tradition of this being a very special event, I'm sure that every one of the riders will thoroughly enjoy their experiences and will return home with fantastic stories to tell. And with a renewed love for their motorcycle and their planet. And, indeed, to have lived an experience of a lifetime.

Heiner Faust
Head of Sales and Marketing
BMW Motorrad

2. BMW Motorrad International GS Trophy North America 2014.



What is the BMW Motorrad GS Trophy?

The GS Trophy is a celebration of the spirit of the BMW GS motorcycle, bringing together those elements of leisure, adventure and challenge that this bike engenders. The North America 2014 event is the fourth edition of the GS Trophy, the previous editions took place in South America in 2012, South Africa in 2010 and Tunisia in 2008. This edition will see 16 teams, comprising 48 riders from 19 nations, competing.

The GS Trophy will see the competitors ride nearly 2000 km over seven days as they cross the mountainous region of the Canadian Rockies through the provinces of British Columbia and Alberta. The event is not a race but a team competition, pitching the international contingent against each other in a series of special tests – not all are riding tests. With the competitors camped nightly in a bivouac the event also fosters a sense of brotherhood and camaraderie.

GS Trophy organiser Tomm Wolf:

“It is a fantastic country for adventure. It's very peaceful, but also very rough and tough in places, especially up in the Rocky Mountains. The support has been great from BMW Motorrad Canada and I know we'll have very nice landscapes, huge forests and many great riding opportunities when the Trophy comes to town.

“Canada is definitely the perfect country for GS riders – in the time you can ride a motorcycle there! There are huge areas with no people, very nice gravel roads and of course the Rocky Mountains. I'm always concerned to try and keep the level as high as previous GS Trophies and I'm sure we're going to have a fantastic event yet again.”

The event begins on September 6, 2014 when the competitors will arrive at the event HQ in Calgary for a programme of rider briefings, bike allocations and media meetings. The competition itself will start at 08:00 am on September 7 and ends on September 13.

Where does it take place?

The riders of the GS Trophy are set to enjoy a fantastic outdoor experience as they ride the Canadian Rockies through Alberta and British Columbia.

With a low rural (human) populations many wild species prosper here and the riders may well encounter all manner of fauna, from the magnificent if somewhat worrying grizzly and black bears, wolves, coyotes, even mountain lions, through to more 'passive' mammals such as moose, elk and marmots. there's world class coarse fishing to be had here – if the riders find the time!

The ride will stay predominantly in the mountains – so delivering coniferous forests, glaciers, lakes and even hot springs, but it won't be lost on the riders that Alberta is a prairie province, part of the great plains of North America (Alberta borders Montana and North Dakota) and that brings cultural links to the past, remembering the Plains Indians and the cowboy culture that followed – they may well find a surprise or two on that account...

The region's more modern history brings to mind oil – for this underpins so much of the region's economy, while Calgary is remembered by many for hosting the Winter Olympics of 2010, and tourism has become a significant local industry in itself.

Above all this is an adventure, and once up in the mountains – and off the beaten track – the riders are going to experience plenty of that!

The Challenge.

The GS Trophy is not a race. But it is a competition and so the teams will be tested, not only in their riding skills, but in broader challenges that will fully engage their intellectual as well as physical capacities.

With overnight bivouacs followed by early starts and long days in the saddles (in the order of 300km), with so much of the riding on gravel and single-track, endurance will be a significant factor in the event. So will be navigation and teamwork – in the environments the riders will be riding through it'll be imperative – for safety's sake – that they travel in groups. Along the route the competitors will also face up to three special per day (details of which will be revealed as the competitors meet them for themselves).

Wild country also throws up wild challenges, tracks do not have road signs and rivers do not always have bridges. The successful team will be respectful of their environment, sympathetic to their machinery and understanding of team-mates.

3. Photo competition.



An interactive photo competition was debuted in the 2010 event and proved so popular, with over 20,000 fans voting, that it became a permanent inclusion. So, on days two and four of the GS Trophy 2014 the teams themselves will be photographing all aspects of their adventure. The subject matter for the competition is entirely open, it might be an action shot of team-mates, or a spectacular landscape, maybe a unique aspect of local life. Each team will then submit their best photo at the end of the two days, to be posted on the GS Trophy website where fans will be invited to vote for their favourite.

The photos will be posted on www.gstrophy.com, with voting open on each occasion for just 24 hours, starting on the following days:

Tuesday September 9, 12:00 (CET)

Thursday September 11, 12:00 (CET)

The teams will then be awarded points toward their overall competition score in accordance with their performance in the votes.

4. Teams.



For the 2014 event the number of teams has grown to 16, including new teams from Mexico and Korea. The teams are truly international, coming from all corners of the globe. The riders are enthusiasts and sportsmen – non-professional riders who have won their positions in the GS Trophy through national qualifiers.

The qualifiers took place in 2013 and earlier this year. While the events attracted as many as 250 riders, the goal was always the same: to determine a three-man team to go forward to represent the country/region in the GS Trophy.

To ensure that the finalists are of a comparable standard the qualifying events posed a series of tests that corresponded to a standardised level throughout the world. So while the national qualifying rounds will have had their own distinctive character we can be assured that none of the finalists in the GS Trophy will be faced with challenges that are insurmountable.

The full list of the finalists appears over the following pages.

Team Alps.

No: 111

Rider: Thomas Ringler

Age: 46

Hometown: Romanshorn, Switzerland

Years riding: 7

Quote:

“Preparation is very important for the GS trophy. We have organised several joint training sessions this year as a team in order to prepare. In addition to motorcycling, it was also important to get to know each other.”

No: 112

Rider: Ernest Heggli

Age: 41

Hometown: Wigoltingen, Switzerland

Years riding: 29

Quote:

“I’m looking forward to simply being there! The feeling of being among the best of the GS riders and enjoying the surroundings of Canada makes my heart beat faster. I am looking forward to the trials and the mountains with their forests.”

No: 113

Rider: Manfred Preloschnick

Age: 55

Hometown: Vienna, Austria

Years riding: 13

Quote:

“For me the GS Trophy will be the adventure of my life. I'm only a little sad that I started motorbike riding so late (when 42). But please be sure: it's never too late! I wish all participants a lot of fun, team spirit and a safe trip.”

Team Argentina.

No: 221

Rider: German Guntern

Age: 52

Hometown: Tucumán

Years riding: 38

Quote:

“Preparing for the GS Trophy has been fun. I've been practicing trail biking on extreme routes, as well as mountain biking and trekking. I'm looking forward to connecting with riders from different countries and putting the GS to the test.”

No: 222

Rider: Exequiel Hermida

Age: 41

Hometown: Buenos Aires

Years riding: 26

Quote:

“To date the 150,000km on my GS have been the best, bringing exciting emotions all the time – an unforgettable experience. I'm looking forward to the GS Trophy, to be part of the history of an incredible brand.”

No: 223

Rider: Julian Quiroga

Age: 22

Hometown: Mendoza

Years riding: 18

Quote:

“To be ready for the GS Trophy I've been racing the Argentinian and Chilean National Enduro Championships. I also I ride my HP2 every weekend. The thing I enjoy most about riding motorcycles is getting to know places that would not be reachable without one.”

Team Brazil.

No: 241

Rider: Alvaro Luiz Scheffer Junior

Age: 30

Hometown: Ponta Grossa

Years riding: 25

Quote:

“This is going to be an unique opportunity to get to know people from all around the world who share the same interest: motorcycles. In addition, I'll get to know a country the way I like the most: riding a motorbike.”

No: 242

Rider: Cássio de Oliveira Kossatz

Age: 27

Hometown: Ponta Grossa, Paraná

Years riding: 23

Quote:

“With the GS I believe that I can go anywhere. Another reason to love my GS is because my wife loves to ride with with me and we have the opportunity to get to know new places and she can travel comfortably, enjoying the trip and I have company to share my best moments.”

No: 243

Rider: Carlos Eduardo Prates Sachs

Age: 52

Hometown: Piracicaba

Years riding: 34

Quote:

“I love the GS because it´s very good to ride, easy and comfortable, I can go a off-road, single tracks and long trips. For the GS Trophy I train every day at the gym and sometimes do extreme enduro training. The GS Trophy is a dream trip.”

Team Canada.

No: 181

Rider: Cory Hanson

Age: 37

Hometown: Calgary, Alberta

Years riding: 12

Quote:

“My training has been pretty intense too. On my F 800 GS, I won first place at the StumpJumpers Desert 100 race (ADV class) then I swapped to road tyres, added my panniers and left for a 14,000km road trip in the US.”

No: 182

Rider: Matt Wareing

Age: 43

Hometown: Calgary

Years riding: 8

Quote:

“It’s an honour to be representing my country on home soil and I am looking forward to meeting all the riders from around the world and showing off our amazing playground. In training I recently completed a 4000-mile trip in the USA, riding the Pacific Coast Highway to Mexico then heading north through Arizona and Utah off-road for the majority of the time.”

No: 183

Rider: Patrice Glaude

Age: 54

Hometown: Lery, Quebec

Years riding: 42

Quote:

“I love travelling around the world, I have with my wife crossed over 50 countries by motorcycle, so far. Also participating in six GS Challenges here in Canada it’s great at last to qualify for the GS Trophy itself”.

Team Central Eastern Europe (CEEU).

No: 161

Rider: Karel Řeháček

Age: 23

Hometown: Prague, Czech Republic

Years riding: 16

Quote:

“The GS Trophy is a big challenge so I will be riding a navigational rally in the Czech Republic in preparation and I am trying to get physically stronger. I'm most looking forward to the new experiences and challenges.”

No: 162

Rider: Maciej Gryczewski

Age: 26

Hometown: Warsaw, Poland

Years riding: 15

Quote:

“The GS motorcycle is very special, it's changed my world – riding it in the wild through unique terrains in Poland: I didn't realise they were so beautiful before. I'm looking forward to Canada, the unique terrain, the beauty of the Rocky Mountains and of course riding the new R 1200 GS.”

No: 163

Rider: Wojciech Zambrzycki

Age: 38

Hometown: Pawlikowskiego, Poland

Years riding: 23

Quote:

“I'm really looking forward to meeting with international people, admiring the beautiful Canadian landscape and the new challenges the GS Trophy brings.”

Team France.

No: 121

Rider: Bruno N'Diaye

Age: 49

Hometown: Mouries

Years riding: 35

Quote:

“To get ready for the GS Trophy I work out every day, and to this I add some motorbike trips. I’m really looking forward to my participation in the GS Trophy as it will offer the possibility to meet new people, see new landscapes.”

No: 122

Rider: Jean-Luc Donath

Age: 47

Hometown: Epfig, Alsace

Years riding: 33

Quote:

“My best motorcycle experiences was my first participation in the GS Trophy France in 2011. I left my home on my bike and rode 900km not knowing what I would find there. And the result surpassed all my expectations: I was a finalist and I had extraordinary encounters. Above all I want to undergo an adventure, feel the GS spirit and take advantage of every second of this adventure.”

No: 123

Rider: Vincent Biau

Age: 27

Hometown: Millau

Years riding: 23

Quote:

“I find the GS just incredible, you can do everything with this bike (off-road, travel etc.). The GS is more than a bike, there is also a big community – I love the GS Spirit, I am an addict of BMW GS!”

Team Germany.

No: 101

Rider: Markus Eichberger

Age: 38

Hometown: Peissenberg

Years riding: 23

Quote:

“My best motorcycle experience so far was to sit under the stars in the desert with my G/S and friends, enjoying the peace and calm of North Africa. I’m really looking forward to the GS Trophy.”

No: 102

Rider: Roman Wusch

Age: 34

Hometown: Wiesbaden

Years riding: 18

Quote:

“Of course I'm looking forward to the amazing panoramas in store for us in the huge expanse of the Rocky Mountains – particularly since it's almost the perfect time of year for this unique adventure! The other highlight will be to be with other like-minded individuals – that will be great.”

No: 103

Rider: Thomas Becher

Age: 48

Hometown: Stephanskirchen

Years riding: 32

Quote:

“My most exciting moment with a motorcycle was the first time sitting on a bike and moving without using my own muscles! But there were many more. The GS Trophy is about adventures, team spirit (and I already know we have this spirit in the German team) and personal challenge.”

Team Italy.

No: 131

Rider: Alessandro Bustacchini

Age: 29

Hometown: Ravenna

Years riding: 19

Quote:

“The GS Trophy is a unique challenge so I try to improve my skills on the motorbike, train my body and above all my mind because living on a motorbike for a week will not be easy. It may not be easy, but we will see spectacular landscapes and places that none of us could see without a motorbike.”

No: 132

Rider: Nicola Di Piero

Age: 29

Hometown: Ancona

Years riding: 17

Quote:

“I love my GS because it is a motorbike that allows me and my girlfriend to discover the world on the road and off-road, too. I’m looking forward to Canada – beautiful landscapes, a fantastic experience with friends – the trip of a life-time!”

No: 133

Rider: Ugo Carlo Bronzoni

Age: 48

Hometown: Parma

Years riding: 34

Quote:

“I’m sure I’ll enjoy this competition with my team and a lot of international teams, and make new friends with a common love of bikes, exploring wonderful places, nature and wildlife together.”

Team Japan.

No: 201

Rider: Kunimasa Takebe

Age: 49

Hometown: Toyama

Years riding: 30

Quote:

"I have always wanted to travel in Europe and North America by motorcycle, so part of this dream has now come true. I'm looking forward to getting together with GS fans from many countries."

No: 202

Rider: Takahiro Katsuta

Age: 41

Hometown: Saitama

Years riding: 26

Quote:

"I'm taking the physical preparation very seriously. Physical workouts are performed on weekdays. The program is 40km by road bike, three weight training sessions per week and core training every day. And I ride my motorbike at the weekend, of course!"

No: 203

Rider: Taro Mizutani

Age: 48

Hometown: Aichi

Years riding: 43

Quote:

"Because of the GS trophy I bought a 2014 R 1200 GS Adventure! I always wanted the new water cooled GS but my F 800 GS was very good so I wasn't planning to trade it in. Then I heard that the new GS will be used in the 2014 GS Trophy. I couldn't stand it anymore!"

Team Korea.

No: 211

Rider: Jae Sun Lee

Age: 45

Hometown: Daejeon

Years riding: 5

Quote:

"I've been able to ride an international event in Mongolia (in August 2013), completing 3700 km in seven days. Now I'm focusing on physical training. It will be wonderful experience to ride a bike in Canada with its beautiful nature, and I'm looking forward to meeting friends from all over the world."

No: 212

Rider: Jung-tak,Choi

Age: 36

Hometown: Gyeonggi-do

Years riding: 10

Quote.

"I meet up with my team members on the weekends to find challenging roads to train on. Additionally, BMW Korea's Enduro Park is one of the best places to train, but to travel to Spain and train with Tom Wolf was a dream come true!"

No: 213

Rider: Ahn Duk Hyun

Age: 33

Hometown: Seoul

Years riding: 16

Quote:

"I think the most important thing in the GS Trophy is the teamwork. We train together every weekend to build on this and make it strong. My dream motorcycle trip is from South Korea to North Korea – through a united Korea."

Team Latin America.

No: 231

Rider: Alejandro Gómez Papili

Age: 28

Hometown: San José, Costa Rica

Years riding: 19

Quote:

"I have liked motorcycles since I was a kid, I like fishing, camping, kayaking, climbing and all outdoor activities... the GS is the best way to mix all these! The GS Trophy will be special – meeting people from all around the world."

No: 232

Rider: Andres Camilo Patiño Revelo

Age: 31

Hometown: Bogota, Colombia

Years riding: 24

Quote:

"One of my best motorcycle experiences was a trip of 700km and 16 hours, passing through different climates and terrains. After torrential rain things started to get difficult and we had to overcome challenges such as trees and rivers. By working in a team were we able to overcome all these obstacles."

No: 233

Rider: Esteban Ferrer Posada

Age: 27

Hometown: Medellín, Colombia

Years riding: 23

Quote:

"Participating in the Latin American GS Trophy was my best motorcycling experience, so I'm really looking forward to sharing with people from different parts of the world the GS Trophy experience – I'm sure I'll learn so much!"

Team Mexico.

No: 191

Rider: Frederico Uriel Gonzalez Lecuona

Age: 37

Hometown: Mexico City

Years riding: 31

Quote.

“There’s so much to anticipate: the views, the experience, meeting people, the fun. This is the competition of my life. Every day I practice cross-fit and go running and swimming. I ride my bicycle twice a week and ride enduro.”

No: 192

Rider: Leonardo Noyola Vogel

Age: 40

Hometown: Mexico City

Years riding: 37

Quote:

“When I was younger I used to think BMW motorcycles were boring or for older people. Maybe my taste has improved or I have just matured! I’m a GS fan because of what it represents (freedom/adventure). I’m looking forward to getting together with guys who share the same passions and dreams.”

No: 193

Rider: Diego Perez Galivan Echarte

Age: 23

Hometown: Mexico City

Years riding: 16

Quote:

“My favourite motorcycle experience was the GS Challenge here in Mexico! I’m looking forward to the experience of being in the GS Trophy, and also me and my team will be representing our country: I won’t ride to win, I will ride to enjoy.”

Team Russia.

No: 151

Rider: Sergey Korchagin

Age: 39

Hometown: Moscow

Years riding: 6

Quote:

“The GS Trophy in Canada is far away from Russia and far away from my regular life. To have the opportunity to go on this adventure is very nice!”

No: 152

Rider: Pavel Dolgov

Age: 37

Hometown: St. Petersburg

Years riding: 14

Quote:

“My most exciting experience was my trip with my friends and the Enduro Park Hechlingen team to North Africa: the Sea of Sands, Sahara, Star Wars decorations – and GS motorcycles. I am looking forward to meeting new people, seeing a new place, feeling new emotions and acquiring new skills.”

No: 153

Rider: Vladimir Gavrilov

Age: 20

Hometown: Moscow

Years riding: 7

Quote:

“My first most memorable riding experience was in the Viking Rally 2013. It is an amateur competition in off-road orienteering on a 110-km route through woods, bogs and fords. I completed it successfully on R 1200 GSA. I'm looking forward to the GS Trophy, I expect it to be a great challenge for me, and a lot of fun!”

Team South Africa.

No: 251

Rider: Francois van den Heever

Age: 34

Hometown: Bredell

Years riding: 24

Quote:

“From the first time I saw the 1200 Adventure, I knew that that was the bike for me. It is by far the most beautiful bike on the road. Now I’m looking forward to riding a GS over the Rocky Mountains and the challenges in store for us. “

No: 252

Rider: Jaco van der Linde

Age: 32

Hometown: Hartebeespoortdam

Years riding: 20

Quote:

“In 2012 I had the wonderful opportunity to ride a 1400km trip through Alberta with friends. We had a discussion soon after the tour of how awesome it would be to do the same trip in a super car. To have the opportunity to tour on GS bikes never came up, but I feel it’s a much better idea than a super car!”

No: 253

Rider: Ruan de Lange

Age: 30

Hometown: Capetown

Years riding: 15

Quote:

“I love the GS, it is the most reliable bike in Africa – it opens up a new world, away from the hustle and bustle of busy city life. The GS Trophy will be great, meeting the other teams and experiencing awesome riding.”

Team UK.

No: 141

Rider: Marcus Arrowsmith

Age: 47

Hometown: Bayton

Years riding: 41

Quote:

“I’ve been working on my fitness since qualifying for this. I’m looking forward to working as a team in what is going to be a real motorcycle adventure.”

No: 142

Rider: Jon Crockett

Age: 50

Hometown: Hereford

Years riding: 36

Quote:

“My best motorcycle experience was the GS Trophy qualifier. I entered it for a fun weekend and ended up third – and with a place in the team going to Canada – which was a shock to say the least! To be a part of this competition, with like-minded GS riders is a trip of a lifetime.”

No: 143

Rider: John Small

Age: 44

Hometown: Hereford

Years riding: 34

Quote:

“This is a dream trip. I’ve been cycling, running and riding my motorcycle as much as possible and eating healthily to make sure I’m fighting fit. I’m looking forward to the team camaraderie and seeing the Rocky Mountains.”

Team USA.

No: 171

Rider: Benjamin Joseph Profitt

Age: 37

Hometown: Apex, North Carolina

Years riding: 30

Quote:

"I am a GS fan because of the wonderful riding machine and wonderful people that ride a GS. The folks that ride a GS love to ride and spend a lot of time riding and looking for adventures. I'm expecting the GS Trophy to be physical so I'm off-roading, riding my bicycle, running, doing pull-ups and push-ups!"

No: 172

Rider: Robert "Bobby" Wooldridge Jr

Age: 40

Hometown: Atlanta

Years riding: 35

Quote:

"We had our qualifier prior to the announcement it was going to be in Canada. We were looking forward to an exotic locale such as Australia or Malaysia but anytime you can ride a GS for a week is a heck of an opportunity!"

No: 173

Rider: Thomas Blair Young

Age: 45

Hometown: Belmont

Years riding: 31

Quote:

"I want to be fit for the GS Trophy so I'm doing lots of bicycling (both mountain and road) and riding my KTM 200 XC-W off-road. I think the highlight of the GS Trophy will be riding with others who enjoy taking these big bikes off-road."

5. BMW R 1200 GS.



The “BMW GS” concept has embodied riding pleasure and the desire for adventure for over 30 years. This applies especially to the GS motorcycles with the opposed-twin “boxer” engine. The “big GS” allows motorcyclists to explore the most remote corners of the world - an idea that has already inspired numerous globetrotters to set off on their travels.

But the GS was and still is much more than this. Whether sports-style cornering on winding country roads, excellent travel times due to high motorway speeds, relaxed tours with a passenger or daring rides over rough terrain - every GS has offered supreme mastery of these skills in its respective era and this won't change with the new version.

It is the unique integrated concept of the big travel enduro bike with boxer engine, complete with authentic charm and a powerful, high-torque engine, which is loved by legions of motorcycle fans all over the world to this day. It is not for nothing that the “big BMW GS” with boxer engine has been the undisputed frontrunner in its market segment for many years and is the best-seller within the BMW Motorrad model range. BMW is now beginning a whole new chapter in GS history: the most popular travel enduro in the world has been brought to perfection.

The challenge: how to improve even more following nine years at the top.

Even in its ninth year of production, the current BMW R 1200 GS is still setting the benchmark in its segment in comparative tests with its outstanding overall concept and innovative technology. With over 170,000 units sold, it is the most successful and top-selling travel enduro in the world.

So the challenge facing the BMW Motorrad development department was considerable: to further optimise the GS - an icon of three decades - improve it in all areas and equip it with innovative technical solutions to ensure it is in good shape for the future.

The development goals of the new BMW R 1200 GS:

- Further increase performance overall - without neglecting its well-established virtues.
- Perfect its touring suitability.
- Increase off-road suitability.
- Achieve superior figures within the travel enduro segment and beyond in terms of engine and riding performance.
- Ensure preparation for the future in terms of noise and exhaust emissions.
- Suspension with top handling, optimum traction and increased off-road performance.
- Increase active and passive safety.
- Unmistakable BMW Motorrad design in typical GS style.
- Top quality as is characteristic of BMW Motorrad.

Newly designed air/water-cooled boxer engine with vertical through-flow, integrated gearbox and left-hand cardan shaft drive.

Geared towards the above goals, the entire R 1200 GS was completely redefined, particularly the drive concept.

The performance aspired to, as well as adherence to future anticipated requirements in terms of noise and exhaust emissions, is ensured among other things by a change in the cooling system. The boxer engine in the new R 1200 GS continues to use air/liquid cooling, however, the coolant oil has been replaced by a glycol-water mixture. This ensures a high level of heat absorption capacity of the cooling liquid for more efficient heat dissipation.

So-called precision cooling (a principle similar to that used in Formula 1) involves only those engine elements being cooled with coolant, which are particularly exposed to thermal stress. The engine still continues to use air cooling, thereby preserving the characteristic appearance of the opposed twin boxer engine. The two radiators are small and inconspicuously integrated.

The through-flow is now vertical instead of horizontal for improved filling, and the engine housing integrates the 6-speed gearbox as well as a wet clutch with anti-hopping function instead of the dry clutch as was used previously. What is more, the secondary drive now runs via the well-established cardan shaft on the left-hand side. With an output of 92 kW (125 bhp) at 7750 rpm and 125 Nm at 6500 rpm, the new engine offers superior power and performance in the travel enduro segment and beyond.

The empty weight (ready for the road) according to DIN of the R 1200 GS is 238 kg including standard BMW Motorrad Integral ABS.

E-gas and cruise control.

An electromotive throttle actuator is now used for the first time in a GS motorcycle. Here, rider commands are passed on directly by the sensor in the accelerator twist grip to the engine control system; this then regulates the throttle valve electronically. The use of the E-gas system provides a significant improvement in terms of controllability and response. What is more, the rider can adapt engine characteristics to the situation on the road by means of five modes (optional extra). It was also possible to include an electronic cruise control function (optional extra).

ASC and riding modes as an optional extra: five freely selectable modes - "Rain", "Road", "Dynamic", "Enduro" and "Enduro Pro".

For optimum adaptation to the rider's individual needs and purpose, the new R 1200 GS now offers five freely selectable riding modes for the first time: these are an ex works option and feature three different E-gas settings and with varying engine characteristics. Linked to this is Automatic Stability Control ASC with a special enduro configuration. If this option is chosen, BMW Motorrad ABS, ASC and - if installed - the semiactive suspension are all adapted to the respective profiles of these five modes

Semiactive suspension: BMW Motorrad Dynamic ESA for optimum riding dynamics in every situation as an ex works option.

The new semiactive suspension BMW Motorrad Dynamic ESA (Electronic Suspension Adjustment) taps into a whole new range of possibilities as well as providing maximum riding safety and performance. Dynamic ESA monitors the vertical movement of front and rear wheel control as well as other parameters by means of a spring travel sensor in each position, and adapts the damping automatically to the situation depending on riding conditions and the manoeuvres being carried out. Damping adjustment at front and rear is effected by means of electrically controlled regulation valves.

New chassis with tubular steel bridge frame and specially adapted wheel/tyre dimensions of 120/70 R19 at front and 170/60 R17 at rear as a world first.

The chassis of the R 1200 GS uses a completely newly developed tubular all-steel bridge frame with a bolt-on rear frame. Along with the newly designed

Telelever at the front and the EVO Paralever at the rear, this has resulted in a further significant increase in torsional stiffness and hence ride stability and steering precision. Optimised handling qualities are the result of refined master geometric chassis data, and a longer swingarm provides further improved traction - especially when riding over rough terrain.

A globally unique feature of the new R 1200 GS are the tyres in the sizes 120/70 R19 at the front and 170/60 R17 at the rear, specially adapted to improve performance.

Revised brake system with radially mounted Brembo Monobloc brake calipers and BMW Motorrad Integral ABS as standard.

The brake system of the R 1200 GS has been extensively revised, too. There are now radially mounted Brembo Monobloc brake calipers at the front and a larger brake disc at the rear.

In line with the BMW Motorrad principle "Safety 360°" the new GS is also fitted as standard with the BMW Motorrad ABS, here in the part integral version.

The first motorcycle in the world with LED main headlight including integrated daytime running light for even greater safety when riding during the day and at night as an ex works option.

Even in its standard trim the new R 1200 GS has a main headlight with optimised light efficiency. In order to be seen even better during the day, BMW Motorrad also offers a daytime running light as an ex works option. For excellent road illumination and therefore even greater safety both day and night, an LED main headlight with integrated daytime running light is fitted in a motorcycle for the first time ever. It comprises innovative LED technology with a sophisticated cooling and decondensation concept.

Electrical system with new vehicle power supply and Multi-Controller for the BMW Motorrad Navigator IV.

The new R 1200 GS has the innovative new vehicle power system with altered function partitioning as already used in the 6-cylinder models K 1600 GT and GTL. As before, CAN bus (Controller Area Network) and LIN bus technology (Local Interconnect Network) enables significantly reduced wiring as compared to a conventional system. The previous central vehicle electronics has been partitioned into two separate control units.

The Multi-Controller, newly available for the GS, allows fast and convenient operation of the BMW Motorrad Navigator IV. It is located on the inside of the handlebar grip. This means that selecting functions is much less distracting than pressing buttons and does not require hands to be removed from the handlebars.

Aerodynamically optimised windshield with one-hand operation and optimum ergonomics.

The newly developed windshield of the R 1200 GS offers further improved wind and weather protection while also reducing wind noise. Adjustment is simple: an easily accessible and ergonomically optimised selection wheel is operated using one hand.

The new R 1200 GS has extended adjustment options for optimum seating comfort. The rider's seat can now be adjusted in height and tilt angle and the passenger seat can be shifted longitudinally to obtain the ideal distance between rider and passenger. The new handlebars can easily be turned upwards and, together with the optimised knee grip in the fuel tank area, they ensure an even better standing position for off-road riding. The improved knee grip can be clearly felt when seated, too. A high and a low seat, as well as an adjustable footrest system and adjustable foot controls, round off the program of special accessories offering individual adjustment facilities.

An overview of highlights of the new BMW R 1200 GS.

- Completely newly designed engine for top-level riding dynamics within the travel enduro segment.
- Capacity 1170 cc, rated output 92 kW (125 bhp) at 7750 rpm and a maximum torque of 125 Nm at 6500 rpm.
- Cylinder heads with vertical through-flow for increased efficiency and performance.
- Compact air/water cooling for optimum heat management.
- Basic engine with compact, light and yet rigidity-optimised crankshaft.
- Vertically separated case in open deck construction.
- 6-speed gearbox integrated in engine housing, including wet clutch with anti-hopping function and reduced lever operation force.
- New intake system for optimum output and torque with 52 mm throttle valve diameter.
- E-gas for improved ridability, running smoothness and special functions.

- Innovative exhaust gas system with electronically controlled exhaust flap for optimum performance characteristics and an earthy boxer sound.
- Freely selectable riding modes “Rain”, “Road”, “Dynamic”, “Enduro” and “Enduro Pro” with three different electromotive throttle actuator settings in conjunction with ASC (Automatic Stability Control), ABS and ASC settings for off-road riding as well as different mode-specific Dynamic ESA settings (option ex works).
- New suspension with torsionally stiff tubular steel bridge frame and bolt-on rear frame.
- Optimised lightweight cardan shaft drive now running on the left-hand side.
- Newly developed and optimised Telelever at front and EVO Paralever at rear for an even more precise ride feel.
- Refined master chassis geometry data and long swingarm for excellent traction.
- Optimised seating width and position, and adjustable handlebars for even greater comfort.
- Optimised ground reach for rider (inner leg length).
- Tyre/wheel dimensions of 120/70 R19 at front and 170/60 R17 at rear as a world first, tailored specially to the R 1200 GS.
- Revised BMW Motorrad brake system with radially mounted Brembo Monobloc brake calipers at front and 2-piston floating caliper with enlarged brake disc at rear (Ø 276mm, previously 265mm).
- BMW Motorrad Integral ABS as standard.
- Semiactive suspension Dynamic ESA (ex works option).
- Main headlight with optimised light efficiency and LED daytime running light (ex works option).
- World’s first motorcycle with LED main headlight featuring integrated daytime running light (ex works option).
- New vehicle electrical system with partitioning of functions.
- Extended electric switch units.
- Electronic cruise control (ex works option).
- Preparation for navigation unit with Multi-Controller to operate the BMW Motorrad Navigator IV (ex works option).
- Windshield with one-hand operation for excellent wind and weather protection.
- Seat with multiple adjustment functions for perfect ergonomics.
- Number plate carriers quick to dismount for off-road riding.

- Increased ground clearance (+ 8 mm)
- New instrument cluster with on-board computer as standard. PRO on-board computer as an option.
- Four main paint finishes to choose from:
Alpine White, Racing Red, Blue Fire and Thunder Grey Metallic.
- Extensive range of special accessories and rider equipment.

6. Partners.



Touratech AG

The GS Trophy 2014 will be conducted in close cooperation with Touratech AG as before in 2008, 2010 and 2012. The BMW R 1200 GS serial production motorcycles have been fitted with Touratech's own as well as BMW Motorrad accessories to ensure optimum preparation for the heavy-duty use on the demanding terrain in North America. Touratech is also sending over a team of mechanics to provide technical support. Thanks to the fact that the motorcycles are prepared and maintained so well, no motorcycle so far has had to drop out of the GS Trophy due to a technical defect.

Herbert Schwarz, joint-CEO at Touratech, and his wife (and journalist) Ramona Schwarz will be accompanying the GS Trophy 2014 as official event photographers and will also be reporting from North America.

Metzeler.

Metzeler has been the official tyre partner of the GS Trophy since 2008 and all the motorcycles in the GS Trophy will be fitted with special-edition Metzeler Karoo (T) tyres. These all-terrain high performance enduro tyres have been developed by Metzeler to handle even the most demanding – and above all off-road – motorcycle adventures.

Marmot.

Marmot Mountain Europe GmbH has been the official outdoor-equipment supplier and partner to the GS Trophy since 2012. The tradition-steeped brand attaches top priority to innovation, quality, performance and functionality. So GS Trophy participants will be able to rely entirely on the Marmot Limelight 2P tents and Cloudbreak 20 sleeping bags just as on the weather resistant Artemis jacket and the Variant jacket. Furthermore Marmot provides the official GS Trophy 2014 participant shirt as well as a GS Trophy Summit Hat and logo cap. Equipment is rounded off with the XL Long Hauler duffle bag and the Inter Hauler daypack.

Media service.



Journalists and media organizations are invited to follow the GS Trophy 2014 and to find free access to GS Trophy resources – which during the event will be updated daily with news stories, photos and videos – through the dedicated BMW Group Press Club facility which can be found at www.press.bmwgroup.com.

More ways to follow the GS Trophy.

Through www.gstrophy.com BMW Motorrad has created an internet destination where GS fans will be able to find all the background information that they could want on the event and its participants (past and present). As well, just as with the BMW Press Club, the site will be updated after each day's competition with a review of the action by way of words, images and television footage.

The event's excitement will also be relayed with many more words, photos and videos of a more informal kind via BMW Motorrad's social media service posting:

www.facebook.com/bmwmotorrad

www.twitter.com/bmwmotorrad (#gstrophy)

www.youtube.com/bmwmotorrad

www.instagram.com/bmwmotorrad