

BMW Motorrad International GS Trophy Southeast Asia 2016 MediaGuide. Table of contents.



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1. Foreword

Welcome to the BMW Motorrad International GS Trophy 2016 - a very 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 for 35 years, ever since we debuted the first R 80 G/S in 1980. That G/S and subsequent GS models have proven their rugged go-anywhere capability by carrying their owners reliably across every continent, on road and track, collectively for millions of miles. Of course today's GS motorcycles feature state-of-the-art technology, but it's the connection that the GS allows between the rider and his environment that makes them so special. This gift for connection and 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 Motorrad GS Trophy is intended to celebrate this capability and extraordinary relationship. Bigger than ever, with 19 teams competing – comprising 57 riders and 19 embedded journalists – the GS Trophy will offer seven very intense days of competition that will challenge the riders' riding skills and their 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.

This edition set in Northern Thailand is a new chapter as for the first time we venture onto the Asian continent and into the Tropics. I am sure that every one of the riders – man and woman – will thoroughly enjoy their experiences, and no doubt will immediately be sharing those experiences with the world through social networking while looking forward to returning home with fantastic stories to tell in the old fashioned way.

'Make life a ride' is our maxim at BMW Motorrad, but on this occasion we're hoping the riders will experience the ride of a lifetime.

Heiner Faust

Executive Vice President Sales and Marketing BMW Motorrad

2. BMW Motorrad International GS Trophy Southeast Asia 2016.



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 Southeast Asia 2016 event is the fifth edition of the GS Trophy, the previous editions took place in Canada in 2014, South America in 2012, Southern Africa in 2010 and Tunisia in 2008. This edition will see 19 teams, comprising 57 riders from 25 nations, competing.

The GS Trophy riders will on this occasion be challenged to riding the tight snaking trails through the densely forested regions of the hill district of Chiang Mai in Northern Thailand. 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 for the first time sisterhood – and camaraderie.

GS Trophy sportive director Tomm Wolf:

“This will be a very different GS Trophy: no mountain pistes, no vast plateaux, no veldt, no dunes, and – after Canada – no snow! We can expect temperatures in the high 30s (degrees Celsius), high humidity and we’ll be riding tight single-track trails through the forests. It’ll be slower, but hotter and more technical.

“Culturally this will be an exciting experience. This is a Buddhist region with wonderful gentle people – not to mention an incredible reputation for cuisine. Temples and Tom Kha Gai (spicy chicken soup)! I’ve fallen in love with the region, with the people – I expect the GS Trophy riders will too!”

When does it take place?

The event begins on February 26, 2016 when the competitors will arrive at the event HQ in Chiang Mai for a programme of rider briefings, bike allocations and media meetings. The competition itself will start at 08:00 am on February 28 and ends on March 5.

The location.

The riders of the GS Trophy will be riding through the hilly, sometimes mountainous and often forested regions that surround Chiang Mai in the very northernmost region of Thailand, about 500 miles north of Bangkok. Chiang Mai is known as the cultural capital of Northern Thailand, made famous for the many Buddhist temples to be found in the city and surrounding region – this is a region with a history of spiritualism thousands of years old. But the region is also known for its beautiful highland scenery and the GS Trophy riders will – when not being dealing with the challenges of the course and special tests – enjoy such splendid vistas such as those found in the glorious Doi Inthanon National Park as well as natural attractions such as the waterfalls and thermal hot springs as found near the small town of Pai – closer to the border with Myanmar. Bathing may well on the minds of many riders as they can expect daytime temperatures to averaging around 35°C and as this is a period before the annual rains it's most like to be dry and dusty too.

Tomm Wolf: “As for the tracks we will ride on, yes they should be dry and probably quite dusty, but much smaller than those we encountered in Canada and South America. There will be more single track, up-and-down, enduro-type trails, rather than the huge forest roads of the previous GS Trophy. The speeds will definitely be lower and the trails will be more challenging to ride, but extremely nice.”

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 –start times are between 07:00 and 08:00 with schedule finishes at 17:00, and with so much of the riding on single-track, endurance will be a significant factor in the event. Along the route the competitors will also face up to three special tests per day (details of which will be revealed as the competitors meet them for themselves).

The successful team will be respectful of their environment, sympathetic to their machinery and understanding of team-mates.

3. Photo competition.



The interactive photo competition was debuted in the 2010 event and proved so popular, with over 20,000 community members voting, that it has become a permanent fixture of the event.

So, on days two and four of the GS Trophy 2016 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 both days, to be posted on the GS Trophy website www.gstrophy.com, while voting will be accessed through www.bmw-motorrad.com/voting.

As before, the photos are posted without credit, so the fans will vote for the best photo, not their favourite team. But as in previous years we can expect the teams to reveal their identities one way or another...!

Note that the time for voting will be limited to just 18 hours on each occasion as the results will need to be fed back into the competition and to accord with the time difference between Munich and Chiang Mai:

Photo competition 1

Voting opens Feb 29, 16:00 (CEST), closes March 1, 10:00 (CEST)

Photo competition 2

Voting opens March 2, 16:00 (CEST), closes March 3, 10:00 (CEST)

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

4. Teams.



For the 2016 event the number of teams has increased by three over the last edition to now number 19, including new teams from China, Southeast Asia, and an International Female Team. The teams are truly international, coming from all corners of the globe. The riders are enthusiasts and sportsmen and sportswomen – non-professional riders who have won their positions in the GS Trophy through national and international qualifiers.

The qualifiers took place in 2015. While the events attracted as many as 250 riders, the goal was always the same: to determine a three-person 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 or dangerous.

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

International Female Team.

No: 281
Rider: Stéphanie Bouisson
Age: 30
Country: Toulouse, France
Occupation: Medical laboratory assistant

Quote:

"I'm looking forward to the offroad experience, especially with a huge bike as the R 1200 GS. So in preparation I will continue doing sports and I will train on the bike. Moreover, I will take English lessons."

No: 282
Rider: Amy Harburg
Age: 40
Country: Sydney, Australia
Occupation: Entrepreneur

Quote:

"I want to show what female GS riders can do, so I'm going to practice a lot with the bike. Additionally, I'll go to the gym for sure to be prepared for the GS Trophy."

No: 283
Rider: Morag Campbell
Age: 44
Country: Johannesburg, South Africa
Occupation: Architect and university lecturer

Quote:

"I'm looking forward to meeting new people at the GS Trophy, learning new skills and riding in the Golden Triangle in Thailand. In preparation I'll be acquiring new skills on the R 1200 GS, becoming physically fit and getting used to the climate in Thailand."

Team Alps.

No: 101
Rider: Alfred Scheurer
Age: 55
Hometown: Aspang, Austria
Occupation: Technical expert in machine construction

Quote:

"I love adventuring, my biggest adventures have been to ride from Montenegro to Kosovo, making an Atlantic crossing with a 40ft boat and a 14-day off-road trip through Albania."

No: 102
Rider: Andreas Tettamanti
Age: 39
Hometown: Arni, Switzerland
Occupation: IT manager

Quote:

"I've been preparing for the GS Trophy by participating in enduro trainings and doing long rides with the GS, plus fitness training like ice hockey, skiing and mountain biking."

No: 103
Rider: Filippo Fania
Age: 52
Hometown: Hauenstein, Switzerland
Occupation: Electrician

Quote:

"My biggest adventure was an overland world trip through Europe, Asia, Australia, and all the way to New Zealand, together with my wife Heike and her GS. In total we were on the go for two years. In fact if I could name only one thing I would take on the adventure of my life it would be Heike."

Team Argentina.

No: 111
Rider: Patricio Raitzin MacLoughlin
Age: 49
Hometown: Tigre near Buenos Aires
Occupation: Construction

Quote:

“My biggest adventure was a journey to Uyuni Salar and Bolivia with friends. I think sharing the journey with friends is important and we’ll see this in the GS Trophy too, with the partnership between competitors.”

No: 112
Rider: Gastón Quiroga
Age: 22
Hometown: Mendoza
Occupation: Student

Quote:

“I love BMWs! My rides include my HP2 and sometimes the R 1200 GS and an old R 69 S. But it’s about the people too – the spirit and passion the GS Trophy transmits is just incredible.”

No: 113
Rider: Lucas Rudolfo Arri
Age: 33
Hometown: Cordoba
Occupation: Lawyer

Quote:

“The GS Trophy demands you exhaust the maximum power machines and to get your body and mind to achieve the objective. Also, to enjoy the motorcycle and the landscapes, to work together in groups and share the experiences with new friends.”

Team Brazil.

No: 121
Rider: Fernando Estevão Deneka
Age: 37
Hometown: Imbituva, Paraná
Occupation: Lawyer

Quote:

“I will take with me my dedication, determination and teamwork. This will become the air that I’ll breathe in Thailand and what will make me move.”

No: 122
Rider: Felipe Augusto Pacheco Limonta
Age: 30
Hometown: São Paulo
Occupation: Businessman

Quote:

“So far, my biggest adventure has been, without doubt, participating in the GS Trophy. The dynamics of competition are really magnificent.”

No: 123
Rider: Sandro Ceratti
Age: 43
Hometown: São Paulo
Occupation: Radiologist

Quote:

“I’m preparing myself physically and mentally for this. I’m doing functional gymnastics training, cross-fit and mountain bike training in the forests of my region. I’m also focusing, under professional guidance, on a specific and proper nutrition for the kind of tests that we will face. I’m doing some research on group activities techniques to strengthen the team spirit. In addition, for the mental part, I’m increasing the daily periods of transcendental meditation that I have been doing for a while.”

Team Canada.

No: 131
Rider: Danick Cyr
Age: 40
Hometown: St-Calixte, Quebec
Occupation: Paramedic

Quote:

“For me the GS Trophy is a unique experience in friendly competition: 19 international teams in a paradise – that is priceless. It has to be won with hard work.”

No: 132
Rider: Scott McDonald
Age: 40
Hometown: Balgonre, Saskatchewan
Occupation: Automotive technician

Quote:

“This is probably the happiest I've been for a long time, it's great to be here, a real privilege. It's hot though, so we have to adapt, but that's what we do us Canadians – adapt!”

No: 133
Rider: Cory Villeneuve
Age: 44
Hometown: Ottawa, Ontario
Occupation: Insurance broker

Quote:

“It's a passion, the bikes, I've been riding since the age of four but never before competed, so to be here with a bunch of folks sharing the same passion, that's special.”

Team CEEU.

No: 141
Rider: Robert Figurski
Age: 37
Hometown: Gdansk, Poland
Occupation: Sales representative for BMW

Quote:

“For me there are three key aspects to the GS Trophy: adventure, off-road riding and competition. For the adventure of my life there will always have to be the motorcycle.”

No: 142
Rider: Jan Zlabek
Age: 24
Hometown: Prague, Czech Republic
Occupation: Motorcycle mechanic

Quote:

“The GS Trophy is about experiencing a foreign continent, riding a motorcycle there and meeting new friends from all over the world.”

No: 143
Rider: Zbigniew Tarnawski
Age: 39
Hometown: Katowice, Poland
Occupation: Businessman

Quote:

“My biggest adventure to date has been a trip through the Dolomites in Italy, so I’m really looking forward to this experience.”

Team China.

No: 151
Rider: Wen-Gao Liang
Age: 35
Hometown: Ningbo City, Zhejiang Province
Occupation: International trade and logistics

Quote:

“For me the GS Trophy is about meeting tough bikers from all over the world and competing with them. And having a chance to represent my country. I will travel to Spain for two months in order to improve my GS skills before arriving in Thailand.”

No: 152
Rider: Ji-Wu Cai
Age: 42
Hometown: Hangzou, Zhejiang Province
Occupation: Electronic engineering

Quote:

“I have practiced six hours per day non-stop for three months for the GS Trophy Qualifying – killing two pairs of tires. For the honourable opportunity to participate in the GS Trophy 2016 I will train even harder.”

No: 153
Rider: Tao Ma
Age: 37
Hometown: Ningbo City, Zhejiang Province
Occupation: International forwarding

Quote:

“I’m very happy to be here especially because we got to ride our BMWs here, from China it was a four day ride, so we are already warmed up and ready to go!”

Team France.

No: 161
Rider: Marc-Antoine Peltriaux
Age: 30
Hometown: Villejuif, Paris
Occupation: Salesman in wood constructions

Quote:

“For me the GS Trophy is a way to push it to the limit, to test my level. It’s also a sharing and bilateral aid experience in a friendly atmosphere.”

No: 162
Rider: Julien Batier
Age: 31
Occupation: Sales technician

Quote:

“The GS Trophy combines two of my passions: for bikes and the discovery of new cultures – in France and other countries.”

No: 163
Rider: Sébastien Saphores
Age: 42
Hometown: Carresse-Cassaber
Occupation: Farmer

Quote:

“I’ll prepare for the GS Trophy with the ‘Off-Road Evolution’ association and will participate in several off-road trips. The social groups (BMW Motorrad Club France, “Fou de GS”, BMW Motorrad France), my family, my friends – they all support me unconditionally – I’d like to return the favour and offer them the best GS Trophy experience.”

Team Germany.

No: 171
Rider: Peter Kopf
Age: 42
Hometown: Naabeck
Occupation: Police officer

Quote:

“Going into the GS Trophy I’m anticipating a large serving of excitement, a little bit stage fright, a little courage and the right team spirit.”

No: 172
Rider: Jens Andres
Age: 37
Hometown: Lichterfelde
Occupation: IT business consultant

Quote:

“To be a part of the GS Trophy has been a dream for me, and finally this dream comes true. Riding a BMW is not just riding a motorcycle; it also means to be a member of a particular culture. For me, the GS Trophy is the greatest challenge for a private rider.”

No: 173
Rider: Steffen Rahn
Age: 34
Hometown: Flieden
Occupation: Motorcycle riding instructor

Quote:

“What do you take on an adventure on a lifetime? A Swiss military knife, a Garmin GPS device, sunglasses, fireproof underwear, a long rope, a lot of cable ties and a role of duct tape...”

Team Italy.

No: 181
Rider: Giovanni Sala
Age: 42
Hometown: Piacenza
Occupation: Artisan and fireman

Quote:

“My biggest adventure has been my participation in the GS Trophy Qualifying. Before the GS Trophy in Southeast Asia I will do some off-road riding and athletic exercises but for the adventure of my life most importantly I will take my persistence in doing things.”

No: 182
Rider: Mattia Ferrari
Age: 22
Hometown: Scandiano
Occupation: Sports specialist

Quote:

“My biggest adventure has been riding Hell's Gate on an enduro bike. For this adventure, if Giovanni brings persistence, Massimo tenacity, then I'll bring all possible energy!”

No: 183
Rider: Massimo Doretto
Age: 50
Hometown: Fiorano
Occupation: Entrepreneur

Quote:

“I'm looking forward to the unique GS experience in Southeast Asia. For this adventure of a lifetime, if Giovanni is taking persistence then I will need my tenacity!”

Team Japan.

No: 191
Rider: Tsukasa Kimura
Age: 25
Hometown: Saitama Prefecture
Occupation: Electrical engineer

Quote:

“Before the GS trophy I will practice my Enduro skills intensively. But when we get there the most important thing will be to have the feeling of enjoying challenges!”

No: 192
Rider: Yasuhiko Nakamura
Age: 57
Hometown: Kanazawa City
Occupation: Electrical engineer

Quote:

“The GS Trophy gives everybody a chance to participate. Representing Japan is like a dream coming true for me.”

No: 193
Rider: Tsutomu Morohara
Age: 41
Hometown: Nagano Prefecture
Occupation: Police officer

Quote:

“I was totally amazed when I watched my first GS Trophy in 2008. I participated three consecutive years in the GS Trophy Japan Qualifying. This time I finally made it and I am so excited about it!”

Team Latin America.

No: 211
Rider: Sergio Piedrahita
Age: 45
Hometown: Medellin, Columbia
Occupation: Pork production

Quote:

"I'm 100% happy to be here, I'm going to give all my energy to this event, we are here to win, but also to enjoy the event and the friendships."

No: 212
Rider: Raul Mendez Leiva
Age: 21
Hometown: Guatemala City, Guatemala
Occupation: Recycling of leather and other material

Quote:

"I'm very happy to bet the first Guatemalan to ride in the GS Trophy. I'm looking forward to riding with the team, our goal is to be the 7th place of the last Latin American team."

No: 213
Rider: Carlos Lopez
Age: 41
Hometown: Medellin, Colombia
Occupation: Mechanic

Quote:

"I love motorcycles, being here is a real pleasure and I'm very motivated to give my best and to enjoy the event."

Team Mexico.

No: 221
Rider: Leoncio Reynoso Sosa
Age: 18
Hometown: Mexico City
Occupation: Student

Quote:

"It's fun to be the youngest rider here, it's the most significant thing to have happened in my life so far. I might have more energy, being so young, but my teammates have the experience, the knowledge to make the difference. It's about teamwork."

No: 222
Rider: Carlos Castillo Avila
Age: 32
Hometown: Mexico City
Occupation: Restaurateur

Quote:

"I'm looking forward to us winning! Honestly, it's amazing to come to Thailand and be in such a unique competition as this."

No: 223
Rider: Jorge Marroquin Bascos
Age: 40
Hometown: León, Guanajuato
Occupation: Manufacture of hide for shoemaking

Quote:

"I'm so happy to have qualified, I'm going to do my best for Mexico, and I'm looking forward to the friendships that will come from the meeting of so many people who share this passion for BMW bikes."

Team Russia.

No: 261
Rider: Nikita Chekov
Age: 20
Hometown: Moscow
Occupation: Student in international relations

Quote:

“The GS Trophy is a unique mixture of team spirit and contest, an atmosphere of friendship and of people from different countries who share the passion for Enduro. And, of course, it is another chance to upgrade my off-road riding skills. One of the most appealing things about the GS Trophy is that it is a great honour for me to represent Russia there.”

No: 262
Rider: Ivan Chekov
Age: 22
Hometown: Moscow
Occupation: Graduate student in rocket engines

Quote:

“My biggest adventure has been the 15-day Altai-Tyva off-road trophy (somewhere between south-west Siberia and Mongolia), but the GS Trophy is special, a unique experience on the opposite side of the world.”

No: 263
Rider: Roman Soldatov
Age: 28
Hometown: Moscow
Occupation: Student

Quote:

“The GS Trophy is an opportunity to increase my riding skills and to communicate with the other participants. In preparation I do exercises every morning and I try to spend every weekend in the woods near Moscow.”

Team South Africa.

No: 231
Rider: John Harris
Age: 31
Hometown: Johannesburg
Occupation: Banker

Quote:

"In the run-up to the GS Trophy I'll continue to spend time on the bike, trying new things with fellow riders. Pushing personal boundaries and seeing the bike's real capabilities in doing so."

No: 232
Rider: Byron Coetsee
Age: 23
Hometown: Cape Town
Occupation: Software engineer

Quote:

"To ride with some of the best GS riders in the world is something special. It is also a pipe dream of mine to compete on an international level in motorsport. So I plan not to injure myself, charge my action cam and deal with the excitement!"

No: 233
Rider: Charl Moolman
Age: 37
Hometown: Cape Town
Occupation: Industrial project manager

Quote:

"Preparing for the GS Trophy is about getting physically fit, mentally preparing myself to work with my fellow team members when things get tough. Knowing where I need to be mentally stronger to complement the rest of the team."

Team Southeast Asia.

No: 241
Rider: Mohd Faizal Sukree
Age: 39
Hometown: Malaysia
Occupation: Businessman

Quote:

"I have owned several GS models: The G 650 XChallenge, the BMW G 650 Sertao, the F 800 GS and the R 1200 GS. My biggest adventure was riding around the world for three years across six different continents and more than 55 countries with my F 800 GS."

No: 242
Rider: Peerapat Woratham
Age: 44
Hometown: Songkhla, South Thailand
Occupation: Irrigation engineer

Quote:

"In preparation for the GS Trophy I will need to improve my body and soul, including my physical strength and riding skills, individually and with the team. I will also improve my English skills for the GS Trophy."

No: 243
Rider: Tommy Lee Boon Jun
Age: 47
Hometown: Singapore
Occupation: Businessman

Quote:

"I ride a BMW GS so every ride is an adventure. The GS Trophy is about pushing man and machine to the limit and to take part in a global event."

Team South Korea.

No: 201
Rider: Saehyeong Cho
Age: 32
Hometown: Seoul
Occupation: Personal trainer

Quote:

"I think the most appealing thing about the GS Trophy is what we can achieve together in Southeast Asia. Riding rough roads together and sharing a passion with each other. I believe that most riders who will take part in GS Trophy 2016 are like me."

No: 202
Rider: Seung-Yup Lee
Age: 33
Hometown: Seoul
Occupation: Automotive financial product developer

Quote:

"While preparing for the GS Trophy national qualifying, my life has changed. I've got a sound body, sound mind, nice body balance and more."

No: 203
Rider: Du-Yeol Choi
Age: 32
Hometown: Anseong
Occupation: Architect

Quote:

"My life is full of GS Trophy this year. I am doing weight training every day after work and visit GS Trophy 2014 South Korea Team members to learn and get advice on the GS Trophy. I've been trying to conquer all the mountains in Korea with my GS. For better riding skills I've been watching YouTube clips uploaded by GS riders worldwide. I'll continue my practice until the international GS Trophy 2016 and my skills will be well developed."

Team UK.

No: 271
Rider: Oliver Twigg
Age: 27
Hometown: Sheffield
Occupation: Motor vehicle retailer

Quote:

"I have ridden the UK Qualifier three times and each time with friends and family – I really enjoyed the qualifying weekend. The thought of riding a GS off-road in a distant country with my teammates for a week is very exciting and I know I will enjoy every minute."

No: 272
Rider: Gordon Blackley
Age: 44
Hometown: Halton, Aylesbury
Occupation: works with the Royal Airforce

Quote:

"The GS Trophy is an amazing opportunity to go on the trip of a lifetime and use the GS as it was intended with a bunch of awesome riders being challenged all the way. It reminds me of the Camel Trophy events from years ago."

No: 273
Rider: James Berrill
Age: 39
Hometown: Kempston
Occupation: Motorcycle engineer

Quote:

"The GS Trophy is a combination of great teamwork and striving for individual excellence at the same time, meeting new people and facing new challenges. So in preparatiuon I've spent lots of time training, riding and spending time with my team mates, which builds a strong team spirit."

Team USA.

No: 251
Rider: Charles Lucht
Age: 49
Hometown: Richmond, Virginia
Occupation: Self-employed in cleaning services

Quote:

“My biggest adventure was most recently, joining my teammate, Tom Asher, to ride a trail that, to most people, would seem impassable with a GS.”

No: 252
Rider: Thomas Asher
Age: 47
Hometown: Johnstown, Ohio
Occupation: Mechanic

Quote:

“I will take my past experiences to give me confidence. Love, to interact with the people I encounter and the will to survive. That will see me through to the end!”

No: 253
Rider: Dennis Godwin
Age: 56
Hometown: Buena Park, California
Occupation: General contractor

Quote:

“My greatest adventure was with my son. Three month from Los Angeles to Alaska. I think the most appealing thing about the GS Trophy is to compete with fellow adventurers from around the world in a tropical setting.”

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 “old” BMW R 1200 GS was 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 was 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 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 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 rideability, 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).
- 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.
- Extensive range of special accessories and rider equipment.

Model year 2014.

As of model year 2014 the BMW R 1200 GS became available with the following altered standard features and options:

- The two modes "Rain" and "Road", along with ASC as standard.
- New "Pro" mode with three additional riding modes "Dynamic", "Enduro" and "Enduro Pro", including harmonised ASC and ABS as an optional extra.
- Dynamic ESA can now be ordered separately, independently of the riding modes.
- The existing five modes are no longer available as an optional extra.
- Steering damper as standard.

6. BMW R 1200 GS. Technical specifications.



- White-coated coil springs with the option Dynamic ESA
- Altered features for the package options "Dynamic Performance", "Comfort" and "Touring".
- All options can now be ordered separately except for the on-board computer Pro.

Model year 2015.

As of model year 2015, the R 1200 GS became not just be available with new paint finishes. With a view to enhanced running smoothness, it has also been fitted with a crankshaft with increased gyrating masses as in the R 1200 GS Adventure and R 1200 RT. In addition, the R 1200 GS can also be fitted with the BMW Motorrad Keyless Ride System as an ex-works option. This enables both the steering lock and the fuel filler flap to be locked and unlocked. The motorcycle is started using the starter button as before. With Keyless Ride, the key can always remain in the rider's clothing. The Shift Assistant Pro available as an option ex works allows the rider to shift up without clutch, enabling acceleration virtually without torque interrupt. It also allows downshifting without using the clutch.

- Increased gyrating masses in the crankshaft
- Shift Assistant Pro (option)
- Keyless Ride (option)
- New paint finish Alpine white in conjunction with drive and suspension components in black
- New paint finish Frozen dark blue metallic
- New paint finish Black storm metallic

Of the previous paint finishes, Thunder grey metallic and Bluefire are no longer available.

Model year 2016:

With a view to enhanced motorcycling safety, the range of special equipment features is extended to include the banking-optimised ABS Pro and the dynamic brake light (in conjunction with the Riding Modes Pro option).

- ABS Pro and dynamic brake light as a special equipment feature (dynamic brake light currently for EU markets only).
- Light white non-metallic replaces the existing Alpine white 3 non-metallic
- The paint finish Black storm metallic will no longer be available.

BMW R 1200 GS

Engine

Capacity	cc	1,170
Bore/stroke	mm	101/73
Output	kW/bhp	92/125
at engine speed	rpm	7750
Torque	Nm	125
at engine speed	rpm	6500
Type	air/water-cooled 2-cylinder boxer engine	
No. of cylinders	2	
Compression/fuel	12.5:1 / Premium unleaded (95 RON)	
Valve actuation	DOHC	
Valves per cylinder	4	
Ø Intake/outlet	mm	40/34
Ø Throttle valve	mm	52
Carburetion	BMS-X	
Emission control	Closed-loop 3-way catalytic converter	

Electrical system

Alternator	W	620
Battery	V/Ah	12/12 maintenance-free
Headlight	W	H7 / LED (SA)
Starter	kW	0.9

Power transmission - gearbox

Clutch	Anti-hopping wet clutch	
Gearbox	Constant mesh 6-speed gearbox	
Primary ratio	1.65	
Transmission ratios	I	2.438
		1.714
II		1.296
III		1.059
IV		0.943
V		0.848
VI		
Rear wheel drive	cardan shaft	
Transmission ratio	2.91	

Chassis

Frame construction type	Tubular steel bridge frame, engine self-supporting	
Suspension, front	BMW Telelever	
Suspension, rear	BMW EVO Paralever	
Spring travel, front/rear	mm	190/200
Wheel castor	mm	99.6
Wheelbase	mm	1507
Steering head angle	°	64.5
Brakes	front	Hydraulically actuated twin disc brake, Ø 305 mm
	rear	Single-disc brake Ø 276 mm
	BMW Motorrad Integral ABS (standard, part intergal, disengageable)	

7. BMW R 1200 GS “GS Trophy 2016”.

BMW R 1200 GS		
Wheels		Light alloy cast wheel
	front	3.0 x 19"
	rear	4.5 x 17"
Tyres	front	120/70 R19
	rear	170/60 R17
Dimensions and weights		
Total length	mm	2207
Total width with mirrors	mm	953
Seat height	mm	850/870
DIN unladen weight, ready for road	kg	238
Permitted total weight	kg	450
Fuel tank capacity	l	20
Performance figures		
Fuel consumption		
90km/h	l/100km	4.1
120km/h	l/100km	5.5
Acceleration		
0-100km/h	s	3.6
Maximum speed	km/h	>200

8. GS Trophy 2016 equipment.



Colour:

- Alpinewhite.
- GS Trophy 2016 sticker kit.

Options:

- Exhaust, chrome.
- Heated grips.
- Hand protectors.
- RDC.
- Gear shift assist Pro.
- Dynamic ESA.
- ASC.
- Riding modes Pro.
- LED headlight.
- LED white turn indicators
- Spoked wheels.

Original BMW Motorrad Accessories – to make the good even better.

To master the extreme conditions that the bikes will be exposed to in the course of the GS Trophy, certain details of the R 1200 GS motorcycles – which are already extremely well equipped in their standard configuration – have been subjected to further modification. Selected Original BMW Motorrad Accessories make the bikes even more resistant to the stresses and adversities typical of the GS Trophy that far exceed the usual norm.

- Headlight guard (for off-roading only).
- Aluminium enduro engine guard.
- Steel crash bars.
- Valve cover guards, stainless steel.
- Enduro footrests.
- Adjustable footbrake lever.
- Safety plug for the oil filler neck.
- Rear seat pocket.

The modification package is rounded off by the Metzeler Karoo 2 off-road tyres.



The GS Trophy 2016 riders are issued with special personal equipment to ensure their comfort and safety during the event. This includes the following:

Clothing.

- Marmot Official GS Trophy 2016 participant shirt.
- Marmot Bugsaway Convertible Ziwa trousers & pullover.
- Marmot GS Trophy logo cap.
- Marmot Bugsaway adventure mesh hat.
- BMW Motorrad Swim trunks / Bikini.
- BMW Motorrad Flip-flops.

Camping.

- Marmot Long Hauler duffle bag.
- Marmot Mini Hauler toiletry bag.
- Marmot Tungsten 2P tent.
- Marmot Nanowave55 sleeping bag.
- Marmot Cirrus Down pillow.
- Coleman CHT15 headlamp
- Coleman Inflatable thermal mat.

Riders' gear.

- BMW Motorrad Rallye jacket, with GS Trophy 2016 motifs.
- BMW Motorrad Rallye pants.
- BMW Motorrad Rainlock jacket
- BMW Motorrad functional shirts.
- BMW Motorrad functional pants.
- BMW Motorrad functional socks.
- BMW Motorrad Rallye gloves.
- BMW Motorrad jersey.
- BMW Motorrad neck brace system.
- BMW Motorrad EasyTube.
- Leatt Body armour.
- Marmot Kompressor Speed hydration system.



9. Partners.

Original BMW Motorrad Accessories.

Mud, gravel and dust – anyone who is en route in demanding terrain needs to have confidence in all of the brought-along equipment.

As the exclusive supplier for the International GS Trophy bikes, it is of great importance to us that we can provide all participants with the ideal preconditions to master the challenges of the International GS Trophy effectively. With the original BMW Motorrad accessories, used by the participants in the areas of safety, ergonomics, and comfort, as well as storage space, you can also upgrade your own GS for the next adventure.

Advantec Original BMW engine oil.

The ADVANTEC Original BMW engine oil was exclusively developed for the BMW Motorrad high-performance engines. In the process, it passed the regular tests, as well as the specially developed and demanding testing procedures by BMW, with outstanding results.

The name ADVANTEC stands for our commitment to quality and to the participants – allowing them to fully rely on their bikes during the International GS Trophy.

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 Metzeler Karoo 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 International GS Trophy participants will be able to rely entirely on the Tungsten 2P tents and NanoWave 55 sleeping bags. The Kompressor Speed with its 2L hydration pack will quench the thirst of the riders during long trips under high temperatures.

Furthermore Marmot provides the official GS Trophy 2016 participant with a soft travel pillow, trousers, a T-shirt and a hat produced by travel brand EXOFFICIO (bugsbaway clothing) as well as the official GS Trophy 2016 t-shirt and the cap with logo. To complete the equipment, a long hauler duffel bag

will be given to the participant so that he can pack the equipment inside and carry it along the way.

Since Marmot is fully committed to social and ecological sustainability, the International GS Trophy T-shirt is made of organic cotton. There are also many other products in the Marmot collection which are made of recycled polyester and other environmentally compatible materials.

Leatt.

Leatt is the protective equipment supplier to the International GS Trophy and a long-standing partner of BMW Motorrad.

The Body Protector 5.5 is a hard shell reinforced CE certified 3DF body protector that offers optimal hard shell chest, back, elbow, shoulder & flank safety for riders who are interested in maximum protection offered by any Leatt body protector!

Designed by medical doctors, biomedical engineers and independently backed by science, Leatt is redefining protection with a range of high-performance personal safety equipment for off-road riders.

Renowned for the award-winning Leatt-Brace®, Leatt has extended their range to include revolutionary helmets, body protectors, hydration systems, knee braces, elbow guards, protective gloves and other leading-edge products that are redefining protection and inspiring confidence in the world of extreme sports.

Independently backed by science and testing – and trusted by some of the fastest riders in the world – Leatt® protects athletes who constantly push the limits.

Tropicare.

Tropicare's care-plus product series protects the International GS Trophy 2016 participants against insects and sunburn.

Tropicare® stands for carefree travelling and carefree summers. Travels and outdoor fun are unique experiences, but involve health risks. Hence, the travelers' and outdoorsy people's health comes first – before, during and after the holiday period. The company has established its travel & health concept for travelers worldwide.

The innovative Care Plus® product range is available in 27 European countries and covers insect and sun protection, first aid kits as well as toiletries. Tropicare also offers comprehensive information on risk awareness and solutions for outdoor trips.

The Company is located in Almere (NL) with a subsidiary in Düsseldorf (GER) and was founded in 1991 out of a wholesale for vaccines and had a breakthrough four years later with the introduction of Care Plus® Deet, the most powerful insect repellent on the European market.

Shangri-La Hotel, Chaing Mai.

Conveniently located in the bustling centre of the culturally rich city, Shangri-La Hotel, Chiang Mai is a beautiful “city resort” hotel, designed to cater for the needs of the most discerning guests, for either business or leisure. The hotel’s prime location offers guests a great opportunity to explore this legendary city, with just a few steps away from the famous night bazaar and only 10 minutes drive from Chiang Mai International Airport. The hotel is situated within nearly seven acres of lush greenery, ensconced herself in the shadow of frangipani, bamboo and ginger with serene lotus ponds.

10. Media service.

Daily updates to the media.

Journalists and media organisations are invited to follow the GS Trophy 2016 and to find free access to GS Trophy resources – which during the event will be updated daily with news stories and photos – through the dedicated BMW Group PressClub 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). The site will be updated each day with a review of the action by way of words, images and video clips.

The event's excitement will also be relayed with much more information of a more informal kind via BMW Motorrad's social media sources:

BMW Motorrad Facebook fan page www.facebook.com/bmwmotorrad

Twitter www.twitter.com/bmwmotorrad (**#gstrophy**)

Youtube www.youtube.com/bmwmotorrad

Instagram www.instagram.com/bmwmotorrad