

BMW Motorrad GS Trophy 2010.

Media Guide.

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1. BMW Motorrad GS Trophy 2010.



A celebration of the GS spirit.

After eight months of preparation the waiting has come to an end:

The BMW Motorrad GS Trophy 2010 finally begins.

This event is a celebration of the spirit of the BMW GS motorcycle, bringing together those elements of leisure, adventure and challenge that these bikes engender. The 2010 edition of the GS Trophy is extra special as it's also celebrating 30 years of the GS motorcycle.

The Africa 2010 event is the second edition of the GS Trophy, the previous edition took place in Tunisia in 2008. This edition will see ten teams, comprising 30 riders from 13 nations, competing. The GS Trophy will see the competitors ride 2,000 kilometres over seven days as they cross the wilds of South Africa, Swaziland and Mozambique.

The event is not a race but a team competition, pitching the international contingent against each other in a series of special tests – and not all are riding tests. With the competitors camped nightly in a bivouac the event also fosters a sense of brotherhood and camaraderie.

“The GS Trophy is an inspiration for GS riders all around the world,” explains Hendrik von Kuenheim, General Director of BMW Motorrad. “GS riders are by their very nature both enthusiasts and adventurers, so the GS Trophy captures that essence by bringing together people from different cultures and backgrounds to ride these wonderful bikes through such beautiful and challenging landscapes. The event is quite unique, and with 2010 being the 30th anniversary of the GS this edition in South Africa will be something very special.”

Facts and figures.

On Saturday November 13, 2010 the competitors and supporting staff will arrive at the event headquarter at Touratech South Africa, for a full day of preparation. Apart from the official welcome it will be all about getting to know each other, bike allocation, rider briefings and photo taking.

The competition itself will start early in the morning on Sunday November 14 and ends in Johannesburg again on November 21.

The GS Trophy convoy will comprise 65 BMW motorcycles, most of them being BMW F 800 GS, as well as a number of accompanying cars that will transport the 90 people involved over the 2,000 km distance.

Nine marshals and guides as well as three medical cars will look after the safety and comfort of participants, media and organisation crew.

Eight tons of equipment has been shipped to South Africa, 10,000 km of route and scenery scouting have been accomplished – all to ensure that the BMW Motorrad GS Trophy 2010 will be an experience of a lifetime for all participants.

Africa waits.

In the course of the GS Trophy 2010 the competitors will be riding across the beautiful countries of South Africa, Swaziland and Mozambique.

GS Trophy co-organiser Tomm Wolf: “We will be travelling across an extremely varied landscape. South Africa will be open and very wide; we’ll experience mountains, forests and great enduro landscapes in Swaziland, while in Mozambique, it will be sand all the way. We have been able to call upon local experience and knowledge to devise a programme that ensures that the riders will enjoy a unique, authentic and diverse experience that will take in five game reserves and six different venues in total, with elevation ranges from sea level to around 2,000 metres.”

The competitors will get to test their skills and powers of endurance when they reach arguably the most extreme of all their challenges – the traverse of the infamous tracks of the Ponta do Ouro as they seek to reach the Indian Ocean on the Mozambique coast – the most easterly point of the GS Trophy’s route.

The adventure goes on into the evenings, after the riding is done. The GS Trophy convoy will – amongst others – spend a night each in the Mlilwane Wildlife Sanctuary, the Phinda Game Reserve and the Pongola Game Reserve – with stunning nature very close at hand.

Mlilwane Wildlife Sanctuary.

Mlilwane, Swaziland's pioneer conservation area, is a beautiful, secluded sanctuary situated in Swaziland's "Valley of Heaven", the Ezulwini Valley. The Sanctuary covers 4,560 hectares and comprises southern and northern sections with striking grassland plains, mountains and waterfalls. Apart from abundant bird life, there are a number of animal species to be seen including hippo, giraffe, crocodile, zebra and kudu. Seldom seen, but present in the reserve, is the ever-elusive leopard as well as a variety of smaller mammals.

Phinda Game Reserve.

Phinda Private Game Reserve encompasses an impressive 23,000 hectares of prime wilderness in KwaZulu-Natal in northern South Africa. Showcasing one of the continent's finest game viewing experiences, Phinda features Africa's Big Five – lion, leopard, elephant, buffalo and rhino. Phinda is described as "Seven Worlds of Wonder", with its seven distinct habitats - a magnificent tapestry of woodland, grassland, wetland and forest, interspersed with mountain ranges, river courses, marshes and pans waiting to be discovered.

Pongola Game Reserve.

The scenic variety of bushveld, mountains and major water bodies in combination with an abundance of space are the key ingredients of the special experience offered by Pongola Game Reserve in northern KwaZulu-Natal. The Pongola River, broad and perennial, meanders through the centre of the reserve before entering the man-made 13,276 hectare lake. The area is home to many typical plains game species, four of the Big Five (excluding lion), hippopotamus and crocodile.

The Challenge.

The GS Trophy is not a race but 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 morning starts and long days in the saddles (in the order of 300km), with so much of the riding off-road, endurance will be a significant factor in the event. So will be teamwork. In the environments the riders will be riding through it'll be imperative – for safety reasons – that they travel in groups. Each day different teams will be paired to

ride together. Along the route the competitors will face up to three special tests 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. And the wildlife does not live in cages. The successful team will be respectful of their environment, sympathetic to their machinery and understanding of their team-mates.

2. Photo competition.



Online voting on www.gstrophy.com.

For the first time, fans can follow the GS Trophy closely via new media and even influence the outcome of the event through an interactive photo competition that will take place over the course of the event.

Among their many special tests, the teams will be asked to submit their best photograph from three separate day's activities – a photo which can cover any subject, be it GS action, African wildlife, landscape or simply friendship – and these will be posted on **www.gstrophy.com** for GS fans to vote on.

The photos will be available for voting on the following days:

November 15, 10:00 through to November 16, 15:00;

November 17, 10:00 through to November 18, 15:00;

November 19, 10:00 through to November 20, 15:00.

The teams will then be awarded points in accordance with their percentage of the vote.

3. The teams.



An international best of.

The teams are truly international, coming from all corners of the globe.

The riders are enthusiasts and sportsmen – non-professional privateers who have won their positions in the GS Trophy through national qualifiers known as GS Challenges.

The GS Challenges took place between April and October this year. While the events attracted as many as 500 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 GS Challenge 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 appears over the following pages.

Team United States of America

No: 101
Rider: **Iain Moschetto Glynn**
Age: 26
Hometown: Washington
Years riding: 12

"For me an enduro is capable of any type of travel I could want to do. I like to ride without my ride being limited by my machine."

No: 102
Rider: **Billy Rex Dragoo**
Age: 55
Hometown: Norman (Oklahoma)
Years riding: 50

"I consider this event a blessing beyond my wildest dreams. We are amateur riders. Most of us could never expect to be given the opportunity to represent our country except as a tourist. With every border we cross and every fellow rider's hand I shake, I will have achieved a monumental goal of touching a new culture and sharing a bit of my own."

No: 103
Rider: **Shannon Michael Markle**
Age: 37
Hometown: Laramie (Wyoming)
Years riding: 25

"I find this whole event pretty amazing. I have never heard of any other sponsored event that takes normal owners and treats them to an exotic experience half way around the world. The GS lifestyle has opened my eyes to a whole new world."

Team Nordic

No: 111
Rider: **Per Oscar Wallin**
Age: 26
Hometown: Ostersund, Sweden
Years riding: 20

“Growing up in countryside with friends living 15km or more from home, through deep forest, enduro was just a fantastic way to visit them. Nowadays motorcycle riding and enduro is not just a hobby, it’s a way of life.”

No: 112
Rider: **Børre Skiaker**
Age: 45
Hometown: Huitsten, Norway
Years riding: 34

“Why Enduro? I like to travel and drive combined with the natural and cultural experiences.”

No: 113
Rider: **Jussi Ali-Lekkala**
Age: 39
Hometown: Forssa, Finland
Years riding: 26

“With enduro bikes everyday there is something new to learn.”

Team Germany

No: 121
Rider: **Werner Modelmann**
Age: 32
Hometown: Unterschleissheim
Years riding: 16

“Enduro never stops challenging you, this motorcycle sport forces you to explore your limits, and exceed them...”

No: 122
Rider: **Dirk Rimmel**
Age: 40
Hometown: Altomünster
Years riding: 22

“Top priority is having fun in this competition, and coming home healthy and whole. I prefer to use my head, with technique, strategy and skill.”

No: 123
Rider: **Thomas Donnecker**
Age: 47
Hometown: Bad Soden-Salmünster
Years riding: 32

“There’s no greater freedom or adventure than on an enduro.”

Team Alps

No: 131
Rider: **Bernhard Schmidtmayr**
Age: 23
Hometown: Korneuburg, Austria
Years riding: 18

"My goals for the GS Trophy are to have fun, experience new things, suffer no injuries and perhaps take a good place."

No: 132
Rider: **Christop Muri**
Age: 45
Hometown: Horw, Switzerland
Years riding: 25

"I once rode with a broken shin from Elba to Switzerland, and shifting gear was extremely painful. Seriously though, every long ride on a motorbike is an extraordinarily beautiful experience."

No: 133
Rider: **Johannes de Ciutiis**
Age: 42
Hometown: Derendingen, Switzerland
Years riding: 26

"I'm looking forward to the GS Trophy for the camaraderie and friendship. I'm hoping to not to be the last to cross the finish line!"

Team United Kingdom

No: 141
Rider: **Alistair Robert Allan**
Age: 42
Hometown: Cambridgeshire
Years riding: 35

“My goal on the GS Trophy – not to get eaten by a lion!”

No: 142
Rider: **Kevin John Hammond**
Age: 50
Hometown: Norfolk
Years riding: 45

“I enjoy the challenge of riding against the clock and pacing yourself. I also enjoy two-man enduro which means you have to work together as a team.”

No: 143
Rider: **Mark Kinnard**
Age: 42
Hometown: Hertfordshire
Years riding: 35

“My goal is to get our team to the end – and beat Team USA! A win would be good.”

Team South Africa

No: 151
Rider: **Warren Strong**
Age: 25
Hometown: Johannesburg
Years riding: 21

"My goals for the GS Trophy are that South Africa wins, to make new friends and have loads of fun."

No: 152
Rider: **Gerber Strydom**
Age: 24
Hometown: Johannesburg
Years riding: 5

"It's a huge privilege to take part in such a great event. It is going to be a fantastic experience to ride with fellow riders from all over the world. It'll be great to make new friends. We will ride through amazing terrain. I am not concerned about the riding because we are always challenging ourselves to ride difficult terrain, to have confidence in our bikes."

No: 153
Rider: **Roger Ryder Kane-Berman**
Age: 36
Hometown: Hillcrest (KwaZulu-Natal)
Years riding: 30

"Enduro offers the incredible feeling of freedom in a new way... the ability to go to remote areas, see new places, engage in new cultures and experience a different challenge on every ride. The journey quite easily and truly becomes the destination, one of fulfilment and joy."

Team Japan

No: 161
Rider: **Koji Yamauchi**
Age: 53
Hometown: Chikushino-City (Fukuoka)
Years riding: 43

“My goal for the GS Trophy is simply to perform to the best of my ability.”

No: 162
Rider: **Shigechika Aikawa**
Age: 43
Hometown: Tokyo
Years riding: 25

“I broke the speed limit at the GS Trophy qualifying day and my license was suspended for one month. If I had been riding faster I wouldn't have been able to go to the GS Trophy. I am very lucky!”

No: 163
Rider: **Yoshio Nakai**
Age: 50
Hometown: Toyota City
Years riding: 18

“My idol is Gaston Rahier. He took part in the Paris Dakar Rally. I can't forget the brave figure he made, despite his little body.”

Team Canada

No: 171
Rider: **Dominique Lemaire**
Age: 47
Hometown: Quebec
Years riding: 36

"The physical and technical aspect of hard enduro riding is what motivates me the most, and there's nothing like riding with friends."

No: 172
Rider: **Patrick Horan**
Age: 50
Hometown: Alberta
Years riding: 38

"When I look back at my life I see a constant thread involving motorcycles. I am not articulate enough to convey the emotions and feelings of events and places I have seen and been with motorcycles."

No: 173
Rider: **Brian Kiely**
Age: 42
Hometown: Alberta
Years riding: 29

"I ride enduro because there is so much to explore. Most roads in the world are dirt, and many of the dirt roads are the most scenic."

Team Italy

No: 181
Rider: **Daniele Fontani**
Age: 30
Hometown: Località San Giustino (Perugia)
Years riding: 24

“Why enduro? Because I can ride in the middle of nature!”

No: 182
Rider: **Marco De Muri**
Age: 30
Hometown: Thiene (Vincenza)
Years riding: 24

“My first goal for the GS Trophy is victory and in second I would say to get a lot of experience.”

No: 183
Rider: **Gaetano De Filippo**
Age: 44
Hometown: San Marco Evangelista (Caserta)
Years riding: 30

“Why enduro? Because it's just life for me.”

Team Spain

No: 191
Rider: **Jaime Saiz Cuena**
Age: 36
Hometown: Villasuso de Cieza (Cantabria)
Years riding: 18

"I'm here to have fun, get to know other people and make a new experience."

No: 192
Rider: **David Borchá Mateo**
Age: 50
Hometown: Valencia
Years riding: 37

"I don't have any idols but I admire the spirit of sacrifice and humility."

No: 193
Rider: **Arturo Lupon Pallas**
Age: 37
Hometown: Zaragoza
Years riding: 13

"My goals are to enjoy myself, to struggle and also to do all that is possible without any damages."

4. 30 years BMW GS.



R80 G/S – a bike that inspires.

The BMW Motorrad GS Trophy 2010 would not exist without the BMW GS motorcycles. The GS family was initially founded in 1980 with the introduction of the iconic BMW R80 G/S. 'G/S' stood for Gelände/Straße, literally translating to 'terrain / street', but perhaps better understood in English (and transposed) as road / off-road. It was – and still is – a bike that inspires.

While the photojournalist Helge Pedersen immediately set forth on his new R80 G/S on what would be a landmark ten-year circumnavigation of the earth, rally racer Hubert Auriol took another G/S to a famous win in the incredible Paris-Dakar Rally of 1981.

Since that debut the GS has passed many milestones, embracing technological and environmental change along the way, but always staying true to its spirit of adventure. So while the original R 80 G/S sold 21,864 units in the seven years of its lifetime, subsequent GS models, culminating in the current F 650 GS / F 800 GS and R 1200 GS and Adventure have seen the sales of GS motorcycles push a long way past the 500,000 marker.

Travelling the world.

BMW GS models continue to circle the globe, a symbol for open-mindedness and adventure. Notably the circumnavigation by Hollywood actor Ewan McGregor and his friend Charlie Boorman on R 1150 GS Adventures in 2002, followed by a north-south traverse of Europe and Africa on R 1200 GS Adventures in 2007, have done much to inspire a new generation of moto-adventurers.

True GS fans take their bikes anywhere – and this time to South Africa!

5. The motorcycles: BMW F 800 GS/R 1200 GS.



30 years GS special models.

The riders will be riding the “30 Years GS” special models which feature paintwork in Alpine white with the BMW Motorrad Motorsport three-coloured decals. These bikes are only available in the year 2010.

BMW F 800 GS.

The BMW F 800 GS has been designed to maximise rider fun when riding on all types of road, while also offering the stamina to take on long journeys even when the destination can only be reached by gravel tracks.

By combining road and touring capabilities with superior off-road characteristics it unifies the two worlds in a way that has never before been achieved in this class and offers the maximum possible freedom in terms of its areas of use. The F 800 GS combines balance, power and weight, excellent ground clearance, long spring travel, precise wheel guidance and sophisticated ergonomics, giving excellent off-road riding and long-distance performance.

- 85bhp/83Nm parallel twin cylinder engine (798 cc)
- 178kg dry weight
- 21” front wheel –for directional stability off-road
- state of the art engine management and low fuel consumption
- chassis specifically adapted to off-road performance
- optional BMW Motorrad ABS

BMW R 1200 GS

The R 1200 GS has been a huge success ever since its inception in 2004. With easy handling, supreme touring suitability, real off-road potential and comfort for rider and pillion, there’s simply no other motorcycle which does long distance travel enduro better.

For 2010 the R 1200 GS was significantly updated with a new DOHC engine that gave the GS more power, but as importantly more torque. And with a long list of updates to components around the bike the R 1200 GS was updated to continue its domination of this market sector.

- 100hp/120Nm flat twin cylinder engine (1170 cc)
- 203kg dry weight, with low centre of gravity
- BMW Telelever/Paralever suspension specially adapted to travel-enduro
- optional Enduro ESA
- optional BMW Motorrad Integral ABS

6. Technical specifications.



		BMW R 1200 GS	BMW F 800 GS
Power Unit			
Capacity	cc	1170	798
Bore/stroke	mm	101/73	82/75,6
Max output	kW/hp	81/110	63/85
at	rpm	7750	7500
Max torque	Nm	120	83
at	rpm	6000	5750
Configuration		flat twin	parallel twin
No of cylinders		2	2
Compression ratio/fuel grade		12.0 / 95-98 RON, max output with 98 RON, optional 91 RON SA	12.0 / Super unleaded (95 RON)
Valve/gas timing		DOHC	DOHC
Valves per cylinder		4	4
Intake/exhaust valve diameter	mm	39/33	32/27,5
Throttle butterfly diameter	mm	50	46
Fuel supply		BMS-K+	BMS-KP
Exhaust management		Fully-controlled three-way catalytic converter	Fully-controlled three-way catalytic converter
Electrical System			
Battery	V/Ah	12/14, maintenance-free	12/14, maintenance-free
Headlight	W	H7	55
Starter	kW	1.1	0.9
Power Transmission/Gearbox			
Clutch		Single-plate dry clutch	Multidisc clutch in oil bath
Transmission		Dog-type six-speed gearshift	Dog-type six-speed gearshift
Primary ratio		1.737	1.943
Gear ratios I		2.375	2.462
II		1.696	1.750
III		1.296	1.381
IV		1.065	1.174
V		0.939	1.042
VI		0.848	0.960
Rear-wheel drive		Drive shaft	Endless O-ring chain
Final drive ratio		2.91	2.62
Running Gear			
Frame		Tubular steel frame, load-bearing engine	Tubular steel frame, partly carrying the engine
Front wheel guidance		BMW Telelever	Upside-down telescopic fork
Rear wheel guidance		BMW Paralever	Double-strut swingarm
Overall spring travel, front/rear	mm	190/200	230/215
Castor	mm	101	117
Wheelbase	mm	1507	1578
Steering head angle	°	64.3	64.0
Brakes	front	Dual disc brake, 305 mm	Dual disc brake, 300 mm
	rear	Single disc brake, 265 mm	Single disc brake, 265 mm
		Optional: BMW Motorrad Integral ABS (semi-integral, on-demand)	Optional: BMW Motorrad ABS (on-demand)

		BMW R 1200 GS	BMW F 800 GS
Wheels		Cast	Spoked wheels, aluminium rims
	front	2.5 x 19	2.15 x 21
	rear	4.0 x 17	4.25 x 17
Tyres	front	110/80 R 19	90/90-21 54V
	rear	150/70 R 17	150/70-R17 69V

Dimensions and Weight

Length, overall	mm	2210	2320
Width, overall, with mirrors	mm	940	945
Handlebar width, without mirrors	mm	930	870
Seat height	mm	850/870	880
Dry weight	kg	203	178
DIN unladen weight in road trim	kg	229	207
Max permissible	kg	440	443
Tank capacity	ltr	20	16

Performance Data

Fuel consumption	90 km/h ltr/100 km	4.3	3,8
	120 km/h ltr/100 km	5.5	5,2
Acceleration	0–100 km/h sec	3.7	4,1
Top speed	km/h	200 plus	200 plus



7. The partners of the GS Trophy: Touratech and Metzeler.

Because of the nature of this 'extreme' off-road competition and the variety of terrain, riding conditions and rider ability, the F 800 GS and R 1200 GS bikes should be equipped for every eventuality. In everyday conditions the standard production machines will more than suffice, but what the 2010 Trophy participants can expect to encounter during this off-road competition will be anything but ordinary.

Touratech

As in the first BMW GS Trophy in 2008, Touratech is once again a partner of the event in 2010. Before the 50 BMW F 800 GS and 10 R 1200 GS were sent off on their long sea trip from Hamburg to South Africa, the serial production bikes were optimised for their tough mission at the Touratech headquarters in Niedereschach with the relevant accessories. Since considerable demands are made of participants in terms of riding skill, an engine guard, radiator guard and crash bars were installed as a preventive measure if the worst comes to the worst. In addition there are protective elements for the brake fluid reservoir and headlamps, pinion and chain guards, frame protectors and folding mirrors.

Other Touratech accessories such as off-road footrests, folding brake levers and adjustable gear levers, hand protectors and GPS holders are designed to significantly facilitate the riders' job when travelling over rough tracks.

Touratech also sends an experienced team of mechanics to South Africa to take care of servicing the bikes on site. Top-quality outdoor equipment is provided to ensure riders are comfortable in the camp.

Metzeler Deutschland

The tyre partner of the BMW Motorrad GS Trophy 2010 is Metzeler Germany – just as in 2008 in Tunisia.

In South Africa in 2010 participants' motorcycles and the vehicles of the marshals are fitted with Metzeler Karoo (T) tyres. The Karoo (T), a rough-tread high-performance enduro tyre, was developed by Metzeler to be able to cope with demanding off-road motorcycle adventures. The tyre has a larger knob

area than standard tyres, providing improved acceleration, optimised speed stability and increased mileage.

The Karoo (T) is perfectly suited to the tough conditions of the GS Trophy 2010. And if something does go wrong - there are plenty of spare tyres available in the service vehicle.

8. Media service.



Journalists and media organisations are invited to follow the GS Trophy via daily highlight reports, press photos and TV/internet footage that will be uploaded to the dedicated BMW Group Press Club facility which can be found at **www.press.bmwgroup.com**

The daily TV footage will also be accessible through **www.thenewsmarket.com**

A complete GS Trophy TV package (90 minutes of footage in high resolution) will be available from December 1.

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. 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 video clips.

The event will also be communicated through Facebook and Twitter:

www.facebook.com/pages/The-2010-BMW-GS-Trophy
www.twitter.com/bmwmotorrad