



**Speech by**

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**BMW Motorrad Motorsport – Looking Back and Looking Ahead.**

**- the spoken word is valid -**

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Ladies and gentlemen,

I would also like to welcome you very warmly.

Before you look at our K 1300 models close-up, I would ask for a moment of your attention.

We would like to inform you briefly about our motorsports activities, especially about our Superbike project.

As far as our off-road plans for the 2009 season are concerned, we will inform you later this year.

At this point I can only say this much: we have a lot planned next year and a couple of surprises in store.

However, today I want to concentrate on on-road motorsports.

In 2007 and 2008 our factory team competed against strong competition with the HP2 Sport in a total of nine international long distance races. Famous endurance classics such as Le Mans, Bol d'Or and Daytona 200 were raced.

Considering how far the other teams were ahead of us with regards to performance and experience, we did very well and achieved the successes we were aiming for.

The encouraging reactions also clearly showed how the public welcomes the renewed BMW Motorrad commitment in on-road motorsports.

Apart from competing itself these two years were also important in preparing for the Superbike world championship.

We used the time to update our racetrack skills and knowledge and gained a lot of experience. By entering the Superbike world championship we are taking the next step.

The interesting and very emotional long-distance commitment by BMW Motorrad is thus over for the time being.

However, we are convinced that the BMW brand will be represented by private teams riding our S 1000 RR in the Endurance world championship.

This brings me to our Superbike project.

Let me say a few words about our S 1000 RR – our series motorcycle – before I talk about our racing activities.

I can already promise you that this completely new motorcycle with 1000 cc inline four-cylinder engine will be an absolutely convincing and competitive offer both with regards to price and technology.



I will point this out by highlighting a few details:

With its compact cylinder head the engine has a very slim design.

The valves are operated by very small, compact and light cam followers whose dimensions are at Formula One level. This type of construction ensures very high engine speeds and permits the greatest degree of freedom in designing the engine with regard to torque and output.

The motorcycle will weigh less than 205 kg fully fuelled.

That means we will be right up front next year regarding output-to-weight ratio.

Overall the entire package is very compact and light.

Which of course mainly benefits the handling of the motorcycle.

And, ladies and gentlemen,

Thanks to specially developed electronics components on the S 1000 RR, BMW Motorrad is once again the trailblazer in this area.

A dynamic traction control will be available for our supersports bike.

The functional principle of this traction control is taken directly from motorsports.

In addition a completely new Sport ABS will be available for the series model.

We are totally convinced that we have here exactly what the customer wants.

The S 1000 RR will be thrilling to ride both on the road and on the racetrack. Handling, output delivery and output-to-weight will be at top level.

A great deal of inventive details will contribute to the S 1000 RR achieving an illustrious place in the series of four-cylinder motorcycles.

The motorcycle can be ordered from spring 2009.

As far as our motorsports preparations for the Superbike world championship are concerned we have been able to win over two real Superbike racing personalities for our team – Ruben Xaus and Troy Corser. We are very proud of having these two riders in our Motorsport Team.

With the Spaniard Ruben Xaus we have a great, aggressive rider capable of enormous emotion and racing passion who has Superbike WC and MotoGP experience and is consistently up at the front in this year's Superbike World Championship.

I don't need to tell you much about Troy Corser. With over 300 races the Australian is the most experienced rider in the Superbike World Championship. Two World Championship titles and countless victories and podium positions speak for themselves.



These two riders are ideal for us. I would even go so far as to say they are the absolute dream team. Their long years of experience will be very valuable especially in the challenging early stages. They will contribute greatly to us reaching the level of the top teams as fast as possible. As we already announced, BMW Motorrad is not joining the Superbike World Championship just for the fun of taking part. Our mid-term goal is quite clearly to win the World Championship title.

We are exactly on schedule regarding the development of the race bike.

As you know our racing activities are carried out in close cooperation with our partner Alpha-Racing.

The newly built racing team headquarters near Rosenheim have been operational for some time and will be officially opened this month. Our racing bike will be further refined in the workshops there as well as on diverse test tracks. The entire team is highly motivated and can't wait for the first race.

In April of this year we presented the first racing bike prototype. Some of you have already witnessed us testing the bike on the race track.

Today we are proud to be able to present to you the official race bike for the Superbike World Championship 2009.

May I ask our head of motorports Berti Hauser and our model series manager Markus Poschner to join me up on the stage.

Ladies and gentlemen,

Here is the race bike by BMW Motorrad Motorsport Team Alpha Racing for the season 2009.