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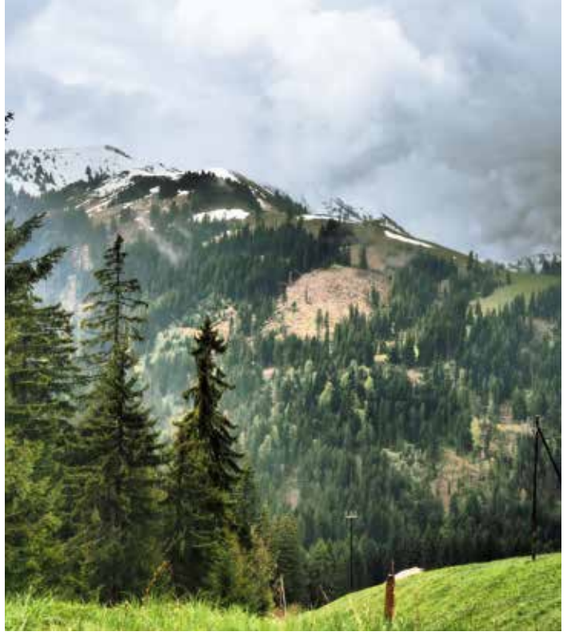


10 Minutes with David Zurcher

It's day two of the 'Schwiiz Tour', a three-day ride organized by BMC for its employees, and David Zurcher just rode up the breath-taking but grueling Jaun Pass. All part of a typical day in the life of the Chief Executive Officer of BMC?
No.

But nevertheless, David Zurcher is not your typical CEO…

“In order to win, the whole team needs to work together and have the same mission”







David Zurcher

We are at the top of a pretty steep Alpine pass in the French-speaking Vaud region of Switzerland, and David Zurcher is at his happiest…on a bike. A passionate cyclist, his roots lie in motocross and mountain biking, which is what led him to the bike industry almost two decades ago. His enthusiasm for all things cycling-related is infectious; bike tech, riding bikes, and of course…the bike business. He believes that there is no better way to foster closeness and a sense of family among a group of people working at a bike company than riding bikes together. So organizing a three day ride in the Swiss Alps for his ‘work family’ is just the type of project he encourages. It’s this down-to-earth approach that has injected life into BMC and led to unprecedented sales success over the past two years.

BMC is growing, from a small to a medium sized company. How do you manage this transition phase?

I believe that having a strong sense of belonging to a team and the feeling that we are all moving in the same direction together is really important. Take the example of a successful road cycling team: in order to win, the whole team needs to work together and have the same mission. Everyone shares the work and supports each other, there is no underdog. It’s this commitment we have to each other, trust in one another, team-spirit, and the fun we have along the way that makes all the difference at BMC. Although this sense of unity is harder to maintain the bigger the company gets, we foster it with events like the Schwiiz Tour, daily lunch rides, and beers together after work and so on.

Most people are familiar with BMC’s core values; Swiss, Premium Performance Cycling – but really how present are these?

Although most people consider me a typical French guy, my family heritage is actually 100% Swiss. Because of this I identify closely with the country’s culture and its people. One of the first things that hit me when I joined BMC is how Swiss the company is in many ways. The focus on high precision engineering and meticulous attention to detail are just two examples. These are two qualities that are synonymous with products from Switzerland and two well-known characteristics of BMC bikes. Our investments into research and development and a facility such as the Impec Lab just down the street from the headquarters, is absolutely unique in the bike industry and this commitment to producing the best is undeniably Swiss.

When we talk performance, it’s not just about the performance of our sponsored teams and athletes such as Julien Absalon or Greg Van Avermaet it’s about the performance of our bikes and how we make this available to every rider. When you ride a BMC bike, we want you to think “wow, this is amazing… how it handles, accelerates, climbs, corners” we stop at nothing to achieve this ride feeling. Iteration after iteration and the stringent testing procedures of prototype bikes takes place at the Impec Lab until the engineers are satisfied that the bike is as close to perfect as possible.

We view premium as a value-related standard. When you buy a BMC bike you know you are getting value for your money, regardless of the level of investment. You have chosen quality, exceptional engineering, and a bike that commands attention because of its great design. It really is true that these values are what we live and breathe and they are present in everything we do and make – whether it’s a highly engineered bike for our teams or a bike for the discerning cyclist.

Where do you see BMC going in the near future?

Who knows what cycling will mean for people in ten years’ time – no one can look that far into the future. The bike industry is a fast-paced, competitive one and things are constantly evolving: the level of innovation is very high. With the Impec Lab at our disposal we can be agile and responsive. We can experiment and quickly develop new technologies and try them out. That’s something unique in the industry.

Our ultimate goal is to improve the rider’s experience with new and highly innovative cycling solutions. In terms of the company – we strive to have a happy workforce, strengthen the sense of being part of a family, and keeping our feet on the ground. Basically we are trying to have a realistic approach to everything – while continuing the pursuit of excellence and innovation.

Pretty Swiss!

Enduro Riders the Same... yet Different

Since the formalization of the sport with the introduction of the Enduro World Series in 2012, Enduro mountain biking has been enjoying a boom. More and more races are popping up all over the world, and riders are migrating to the sport from other MTB disciplines such as Cross-country and Downhill. Although visible differences between the riders might be subtle to the onlooker, the diversity in their riding styles certainly isn't. François Bailly-Maître and Lewis Buchanan of the BMC Factory Trailcrew, are two of those riders that epitomize the diversity within the sport.



“Suddenly these two riders are working towards the same goal: to win Enduro World Series races”

Enduro racing still follows a relatively open and undefined format; race tracks cover a variety of terrain more diverse than any other discipline in cycling, and riders need to have a strong base level of fitness (‘endurance’ is where the name Enduro comes from) to cope with pedaling their way to the trailheads of timed stages. They ride flat out on strategically placed uphill segments, engage their upper body strength into gnarly, steep pitches and manage their equipment in a risk/reward fine line of control. Simply put, a good Enduro rider needs to have a personal toolbag consisting of a fine mix of XC fitness and DH skills.

Lewis Buchanan’s previous life on wheels was all about high speed, staying low, and perfecting every move he had to make on the bike. His bike was big, slack and capable of flat-landing 10m drops. Gym sessions and shredding local trails played a big part of training, which was about gaining split seconds on technical descents and screeching down a mountainside at jaw-dropping speeds. The risks were high, the time spent pedaling was very short but intense, and the focus was on honing skills and carrying speed. Buchanan comes from the Downhill scene – born and bred in Scotland, he spent his weekends riding in the Highlands and Fort William with his buddies and is one of the new generation of riders coming to Enduro.

François Bailly-Maître comes from a background in Cross-country mountain biking. He used to wear lycra and trained to pedal efficiently and develop his stamina. His bike was all about being light, and his skills were honed to pick smooth lines on the descents, conserving energy for pushing his body to the limits and sprinting up the hill afterwards. François is French and comes from the high, pre-Alpine region of the Jura Mountains near the Swiss border.

Suddenly these two riders are working towards the same goal: to win Enduro World Series races. Finding common ground in this new world, they have quickly become good friends and teammates, learning from each other’s different skillsets and riding styles.





Lewis (Lew) Buchanan

What is the difference between your riding style and François'?

I am more over the front of the bike and keeping the traction there while Francois is hanging out over the back of the bike which is most likely coming from his Cross-country days. I think I am also more aggressive whilst François is more steady and calm on the bike.

What are the advantages of having a background in Downhill mountain biking?

I wouldn't say I have a particular advantage coming from a DH background apart from not having to play catch up on finding speed and confidence on the descents. The disadvantage I have is not having the experience the current guys have. I am still getting into the whole schedule of the races and finding the pace and how it all works really.

Would you say you somehow represent a "new era" of enduro riders?

Maybe I do, but again it's hard to say. I am just one of the younger guys making a mark on the enduro scene – which is cool.

Where could you improve where François is already pretty strong?

I feel like I am in a good spot right now as far as my riding and all that, but I would like to continue on building and getting stronger for the stages that are flatter and more pedally. Francois is great on flat and physical stages. I feel strong on the stages that are wide, open and fast with a lot of gnarly rocks etc. I can just let go of the brakes and charge which again I think comes from my downhill background.

Where do you have an advantage over François?

I think maybe just that little extra confidence to let the bike go and do what it wants on the rougher parts of tracks. I have only raced with and against him a few times so for me it's still too early to figure out what advantages I have over him.

You are riding the Trailfox 02. What do you think about it?

The Trailfox 02 is a sensational bike. The angles & geometry on it feel perfect and when I'm on it everything works out just how I'd like it to. It can perform on a flat trail center track and then it can race down a full-on DH track and be competitive and hold up just fine. Very impressed...



François Bailly-Maître (FBM)



What is the difference between your riding style and Lewis'?

First of all, Lewis is younger and has ridden only downhill. So his position on the bike is really different to mine. He's more on the front of the bike, more aggressive and able to change of direction very quickly. He's really strong on the fast and open trails.

What are the advantages of your background in cross-country racing?

A background in cross-country has taught me how to ride fast on downhill sections right after a very intense physical effort. So I learned really quickly at the beginning. Probably the biggest disadvantage is my position on the bike. Its hard to teach an old dog new tricks and to change that!

Would you say that the differences in your riding styles also come from your different backgrounds (Cross-country vs. Downhill)?

Yes for sure, and also our ages. Lewis rides like the new generation.

Where do you have an advantage over Lewis?

Right now, in the technical and low trails with tight switchbacks for example, and on the physically demanding stages.

You've been riding the Trailfox 01 for a couple of years now. What do you like the most about it?

First of all and easy to start with – you feel comfortable the second you swing a leg over it! Then I feel confident on the bike. The 29inch wheels have a huge advantage on the off-camber sections, its more grippy and stable.







Horses for Courses?

The diversity of the trails involved in Enduro racing has set a new challenge for bike manufacturers. Just like the riders, the bikes have to be super versatile; capable enough to handle technical terrain, yet pedal-efficient enough to get the riders to the start of the next stage. Whether coming from XC, DH or another mountain bike discipline, riders are all looking for bikes that will help them go faster everywhere. Not an easy task when their skillsets are so diverse.

Lewis and François both agree that an enduro-specific mountain bike should be put somewhere between pure XC machines and DH racing sleds. “The bike I race needs to support the surprises thrown at us at races and a bunch of riding styles. It should be light and comfortable to be pedaled efficiently to the trailhead and on the “rest” stages, but it also needs to perform excellently on the descents,” says François.

In their quest for gold, Lewis and François are equipped with the ultimate package of XC efficiency and DH control, the BMC Trailfox. A bike that set a new standard in the design of enduro mountain bike engineering. Designed around 29inch wheels, the Trailfox was, and still is at the forefront of modern enduro mountain bike geometry with its Big Wheel Concept technology. Its long, low and slack geometry numbers, dubbed with fast rolling 29inch wheels and renowned APS suspension results in an unmatched blend of speed, control and efficiency for race-orientated or those who take mtb stoke very seriously!

Isn’t that what every all-mountain biker wants?

#IN**LOVE**WITH**SWITZERLAND**
now that her heart also beats faster in the breaks.

Emily Fielding

Switzerland.
get natural.



Find spectacular routes and information at **MySwitzerland.com/bike**

Our partner BMC SWITZERLAND

Trailfox

A brilliant collision of fun and high-performance

There aren't many bikes in this world that perform as well in the 'fun' category as they do the 'race' category, but the Trailfox is one of those rare exceptions. Originally designed for the Enduro World Series racing circuit for our BMC Factory Trailcrew Team, the Trailfox has quickly become a crowd-pleaser among non-racers. The 150mm pedal-focused 29er makes quick work of climbs and lets riders fully embrace the 'fun' side of the hill. With a long font-center and short chainstays, the progressive Big Wheel Concept geometry makes for an awesome day on rugged terrain.

see more on page 83 or at bmc-switzerland.com





The Roadmachine: Riding Beyond the Peloton

"The destination, the number of miles logged, and the equipment involved to get you there doesn't matter. This time it's all about the ride."

It's 6:00 am on Saturday. The warmth of your coffee has faded and the first morning light is peaking over the horizon. Your breath hangs visibly in the cool air as you turn your first pedal stroke. As you move through your neighborhood, the regular crew falls in line. The dawn's silence is broken by the familiar whirr of coasting hubs and banter about the day's route. The usual one or something more adventurous? Maybe that epic climb that's usually saved for special occasions? What about exploring the rough pavé on the old route through the valley?

It's a familiar debate, but this time it just makes you smile. The destination, the number of miles logged, and the equipment involved to get you there doesn't matter. This time it's all about the ride. You've heard the call of the open road and answered. You've got your Roadmachine and you are ready for anything.



A high-performance all-rounder has been born

The One-bike Collection

The BMC Granfondo and Teammachine are both legendary in their own right. From the podium in Roubaix to the yellow jersey on the Champs-Élysées, both of these iconic bikes are the definition of their respective categories in the world of road cycling. But what about everything in-between? What lies beyond the tight pacelines of the professional peloton? Is there a way to realize the benefits of an endurance bike in a truly performance-orientated package?

Finding answers to these questions has been challenging for our engineers. They have been tasked to look beyond what today's road cyclists accept as the norm, to explore the need for a bike that bridges the gap between the Classic races like Roubaix and the endless switchbacks of the legendary Stelvio – without sacrificing performance or comfort. We wanted to create a bike that defies categorization and embodies the race-ready attitude of the Teammachine, the compliance of the Granfondo, and the integration and dynamic fit of the Timemachine Road. With the Roadmachine, we set out to build a "one-bike collection".

To achieve this goal we needed to stick within the bounds of reality while remaining creative. We focused on balanced front-to-back vertical compliance, more pedaling efficiency, and overall integration methods that result in an attractive design. The Roadmachine has stiffness where it counts so when riders put metal to the pedal the bike responds, it has a dynamic fit to support personal tastes, it is light - therefore a nimble climber, and its optimized front-to-back vertical compliance keeps legs fresh on long rides. To top it all off, our innovative integration methods give it a super-sleek and aerodynamic look.





It's all in the Details

Integration

For more than a decade, BMC has led the industry in integration and design – creating systematic engineering solutions that have been copied time and time again. Born in the Impec Lab, the patented Integrated Cockpit System (ICS) has yet again elevated our approach to sleek and functional integration. Using proprietary engineering methods for the frame, fork and stem, ICS eliminates external cables and housing from the Roadmachine's handlebar to rear axle. In addition to clean cable presentation, we've taken integration a step further with cleverly integrated computer and GoPro style mounts, a chain catcher, and an internal seatpost clamp. The result is a design that is attractive, yet serves clear purpose.



"The Roadmachine has it all; stiffness, vertical compliance, and the adjustability you need to explore roads off the beaten path on Saturday to the ones leading to the podium on Sunday"

Rider Fit
Fit can be a polarizing issue when it comes to a rider's experience on a bike. Many bikes on the market favor either an aggressive or a relaxed position, ultimately alienating riders that prefer one or the other. With the introduction of ICS technology, we're able to offer a solution to this issue using an integrated Dual-Stack Top Cone. This easy-to-implement mechanism allows riders to fix the stack of the Roadmachine to mimic either the aggressive race fit of the Teammachine or the more relaxed fit of the Granfondo.

Carbon Tuning
Defining the performance and compliance characteristics of the Roadmachine frame was no easy task. We wanted a bike that maximized compliance without sacrificing WorldTour-level performance. Too much flex leaves the rider feeling inefficient and disconnected from the road. Too much stiffness and the ride quality can feel harsh and unforgiving. In order to address this dichotomy, we called upon our expertise in carbon tuning and reimagined our Tuned Compliance Concept (TCC) and Angle Compliance. By affecting the details of the carbon layup and tube shape throughout the bike, our engineers have delivered a ride quality that strikes the perfect balance between compliance and stiffness.

Modern Expectations
Modern riders expect their bike to be a well-conceived machine. As a Swiss company, we understand and anticipate these expectations better than anyone else and stop at nothing to deliver a product that surpasses them. Along with being one of the lightest production bikes commercially available at 930g, the Roadmachine's frame features flat-mount disc brake mounts, front and rear thru-axles, ample tire clearance, and the ability to accommodate a mechanical or electronic drivetrain via our DTi system (Dual Transmission Integration).

Hitting the Mark

The Roadmachine has it all. Stiffness, vertical compliance, and the adjustability you need to explore roads off the beaten path on Saturday, to the ones leading to the podium on Sunday. From axle to axle, it delivers sleek and integrated technologies, offering a hint of free speed at every angle. Combined with the ultimate advancements in a Re-Tuned Compliance Concept (TCC), this bike re-defines the endurance bike category; it is lightweight, sleek and incredibly integrated with brilliant pedaling efficiency and the ideal level of compliance for legendary days in the saddle.

The climb crests and you emerge from the trees. A quick glance over your shoulder confirms the rest of the group has fallen off. It must have been the roughly paved section on the climb out of the valley. You smile to yourself realizing that it used to give you trouble too, but this time your lungs are strong and your legs feel fresh. You take a moment to embrace the calm and take in the view. As you look across the valley toward home you remember that best part of the ride is yet to come. The wind begins to whistle through your helmet as you start the final descent. The Roadmachine feels like it is on rails as you enter the first turn. The disc brakes and thru-axles are doing their job. Your smile returns. It's amazing how a road that you've ridden a hundred times can feel so new and exciting.

Roadmachine

The One-bike Collection

Who said you couldn't have it all? Due to the ultimate advancements in a re-Tuned Compliance Concept, this bike challenges the traditional road bike categories. From axle to axle, the new Roadmachine delivers sleek, integrated technologies and hints at free speed from every angle. It is lightweight, fast, and incredibly integrated. Brilliant pedaling efficiency and the ideal level of compliance for legendary days of riding leave you with no doubts; this bike has it all.

see more on page 76 or bmc-switzerland.com



It is there.
You feel it brushing against the hair on your arms.
Invisible, inaudible, odorless, untouchable – yet there.

Air. On the move aka 'Wind'

THE ART OF AERO

But what does wind mean to the cyclist? To you and I? It can help us go faster, but once we've crossed the threshold of our physical limits it is often the catalyst that cruelly breaks us. There aren't many natural elements that possess such powerful polarities for a cyclist. The wind is our best friend and our worst enemy, a curse and a blessing. It has also been the object of an all-consuming obsession at BMC for decades. Our unrelenting search for ways to cheat it like an enemy, or work with it as a friend has been one intriguing journey...

Our First Attempts at Outsmarting Mother Nature

The balancing act of shunning or embracing, and loving or hating wind can be torturous. Throughout the year in Switzerland, we go through the same ritual as you do. We pedal harder on the way to work in the prevailing headwind, we try to escape, we crouch lower and lower, and we look forward to the free-speed offered by the tailwind on the journey home – but just like you we can never escape its effects. And because of that, since the earliest days of making radical tube shapes for aerodynamic advantage, we've been trying to outsmart mother nature and her curse on cyclists.

In 2002, BMC engineers first embarked on a mission to create a time-trial bike that would be the superlative of anything ever seen before. Every facet of aerodynamic research was referenced to gain a comprehensive understanding; sailing, Formula 1 racing, airplanes, bobsledding, luge, kite surfing, golf balls, an endless list. If a highly-engineered performance vehicle has interacted with wind, you can bet BMC engineers have studied it. We even drew knowledge from fields far removed from anything related to two wheels. However, our initial research proved that manipulating bicycles to beat the Great Mother was going to be more of a challenge than it seemed. The more we learned, the more of a challenge it became. But after two years of learning and growing, one conclusion was reached; the unique combination of rider and bike was critical. Aerodynamic efficiency comes from far more than just the form of the bike – it comes from a personalized, unique machine that is an extension of the rider. The rider and the bike must be viewed as a complete vehicle.

Enter the **2004** Time Machine TT01. The most cutting-edge aerodynamic time trial bike the world had ever seen was, of course, made to order in Switzerland. Each bike was created from scratch, with proprietary aerodynamic technology and customized rider position solutions that left the rest of the cycling industry lightyears behind, and copying our technologies for years to come.

The fact that the rider is responsible for 70-80% of the overall aerodynamic resistance equation was no secret. But due to its complexity, it had been almost ignored by other frame designers. While the Timemachine TT01 was built for speed and introduced the industry to hinge-fork designs and integrated cockpits, the most important introduction was the concept that rider-positioning is as critical to effective aero performance as tube shape design is.

While each Timemachine TT01 frameset was hand crafted on an individual basis, quality was high, and the direction of BMC aerodynamics was set in place – aerodynamic frame shapes plus aerodynamic and sustainable rider positions would be a truly winning equation for years to come.



The original Timemachine TT01 was so ground-breaking that for years after, a game of chasing single-digit percentage gains took place.



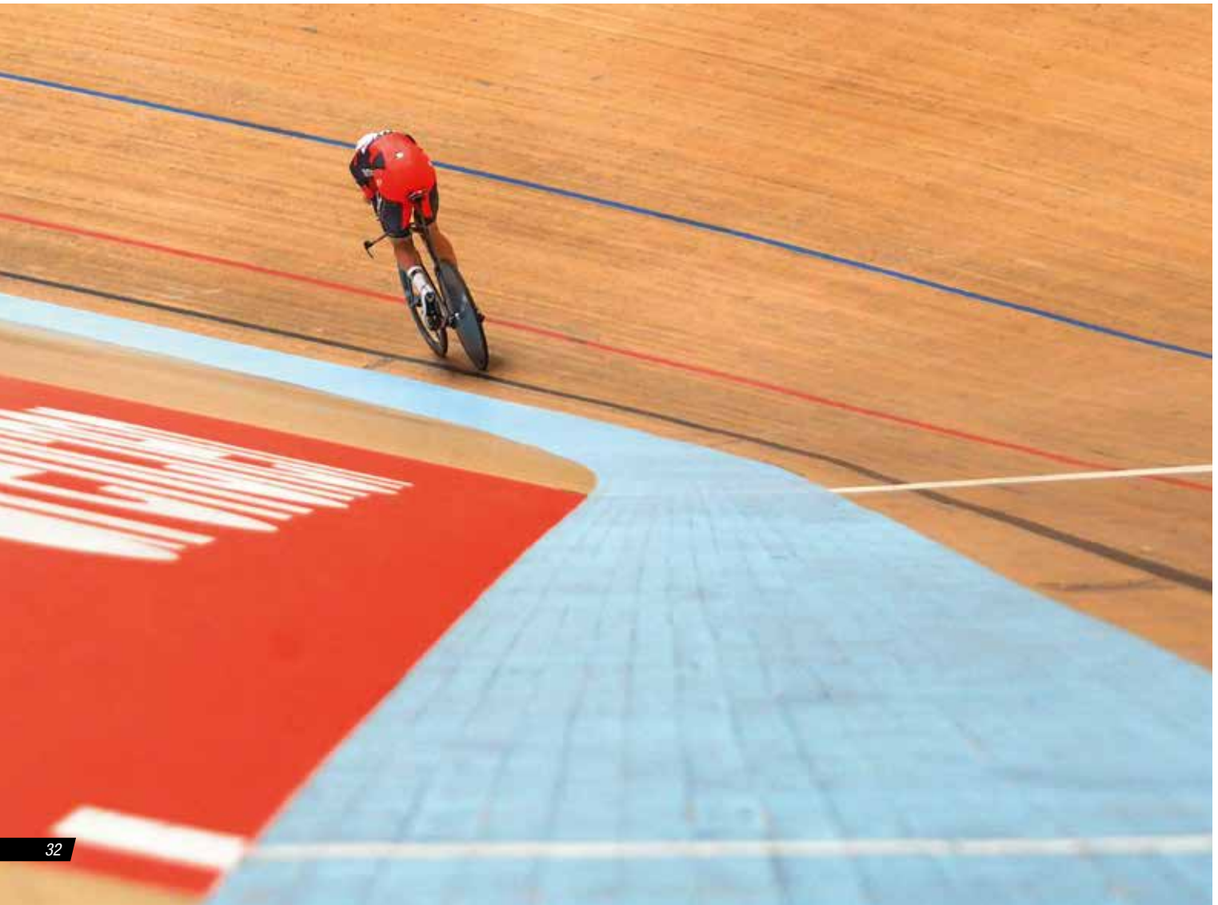
World record-breaking performance over the ironman distance by Andreas Raelert 2009
© Sebastian Kuhn

"Aerodynamic efficiency comes from far more than just the form of the bike – it comes from a personalized, unique machine that is an extension of the rider. The rider and the bike must be viewed as a complete vehicle."



Left:
2011 Tour de France Winner Cadel Evans honing his position in the wind tunnel

Below:
Stefan Küng on a BMC prototype at the Velodrome Suisse



Putting the Rider in the Center of the Equation

Immediately after the launch of the 2004 Timemachine, the search for new knowledge began again. With various molded resin pieces and multiple carbon prototypes at hand, our engineering and design teams set off on a global mission of working with the most knowledgeable players in the bicycle aero game. After more than a half-dozen stops in the premier North American and European wind tunnels, we recognized a pattern in our findings. The exposed frontal area should become as lean as possible, and hardware needed to be hidden. But perplexing to us, there were still virtually no conversations about the rider, except in the context of professional riders getting lower and lower and lower again. While we leverage our professional road racing and triathlon teams in the design phase of new products, we know they are capable of attaining positions on the bike that most of us could never achieve. They are paid to be aero, and they have an army of trainers and physios to help them achieve this. For the rest of us, folding ourselves in half is simply not an option.

Vmax = p2p x subA:
an Unbeatable, World Record-breaking Formula

Making the reality of aerodynamics for the masses come to fruition, in a truly commercial application, was an exciting challenge for our engineers...one that resulted in the development and launch of the 2011 Timemachine TM01 with the aerodynamics recipe of Vmax = p2p x subA.

For our professional athletes, the results were immediate and impactful. An overall Tour de France victory coming by way of a resounding win by Cadel Evans in the Individual Time Trial, followed by a world record-breaking bike split from Andreas Raelert in an Ironman distance triathlon.

Since then, there have been back-to-back Team Time Trial World Championship Titles (BMC Racing Team 2014 and 2015), and countless long-course triathlon titles including two Ironman 70.3 European Championship wins.

Amateurs go Aero too

But equally as important as Ironman and WorldTour high-speed validation is the adaptability of rider-positioning with the Position-to-Perform (p2p) concept. A highly adjustable stem and seatpost lets the rider create an ideal and sustainable position, eliminating the loss of aerodynamic performance on the bike. Any rider can achieve their most sustainable, best high-performance position without sacrificing overall aerodynamics and integration. The popularity of BMC aero bikes among 'amateur' riders has been validated over and over again at the annual Kona Bike Count at the Ironman Triathlon World Championships.



2014 and 2015 Team Time Trial World Champions BMC Racing Team

Our Next Generation Project – Extending the Lead

While our engineering and design position is clear (that riders are accountable for 70%-80% of the aero equation), the only way to ensure aero performance is to promote the likelihood of the rider maintaining that aero position throughout the event. Simple. And facilitating this has been our goal for over a decade. From axle-to-axle, and head-to-toe we have enabled riders to create sustainable aerodynamic positions, with frame shapes and component integration to support the look, feel, and performance of what a truly aero bike should be.

Since the launch of the 2011 Timemachine, we have continued our passion for matching riders with powerful frame aerodynamics, while behind closed doors in our Impec Lab, we have been working on some revolutionary designs to once again turn clocks forward.

Our recent partnership with leading Swiss Formula 1 aerodynamics specialist, Sauber Engineering, has opened the doors to a world of possibilities. The world-class, technologically advanced Sauber Engineering Wind Tunnel in Hinwil, Switzerland has been the testing ground for our most recent explorations in aerodynamics. Leveraging their proprietary data acquisition methods and series of room-filling supercomputers, we have engaged in the relentless pursuit of studying frame and component design and integration with painstaking detail.

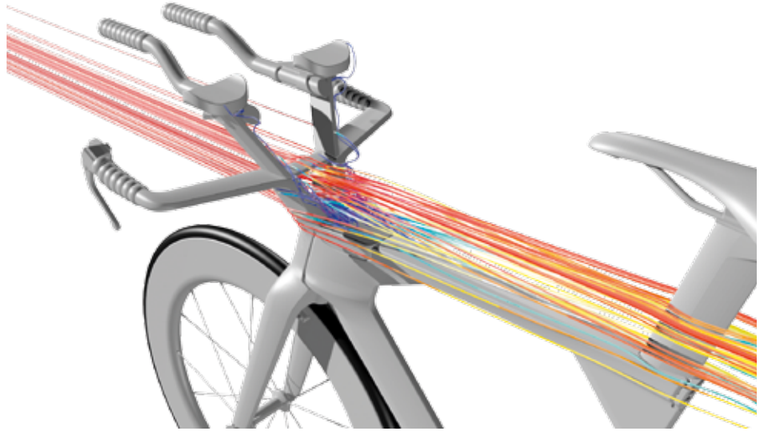
Now, a three-year project aimed at defining the most balanced tube shapes in aerodynamic headwind and crosswind stability has driven us towards creating the most cutting-edge and purposeful Triathlon and Time-trial bike ever seen. With no compromise in our focused rider-position adaptability, our latest creation gives clock-racers the free-speed in headwinds and stability in crosswinds to predictably ensure records are beaten, over and over again.

Yet again, we have come a few steps closer to outsmarting Mother Nature and her curse on cyclists, with another wind-defying machine.

Coming to a BMC Dealer near you in 2017!









TICK,
TOCK...

timemachine

The BMC Altitude Series: 15 Years of Thoroughbred Race Machines

Our Altitude Series has been the backbone of BMC road bike innovation and evolution since 2001.

A legacy of bike engineering and design excellence, validated by the Pro Peloton with victories at the Tour de France, the World Championships and all major World Tours, these bikes are designed with one goal in mind; to cross the line of the world's toughest races in first place…

Very few cycling brands have been as unrelentingly steadfast in the pursuit of pushing the limits of bike design over the years as BMC Switzerland. For over a decade, we have been producing thoroughbred road bikes with timeless core values; to be the fastest, to break world records, to challenge the limits of the imagination, and to win the toughest of races – like the Tour de France. Our partners in this pursuit of excellence have been the professional racing teams we sponsor. Their demand for cycling technologies that deliver an extra edge over the competition has been the catalyst and inertia behind the design and development of our road bikes since the turn of the 21st century.

2000

The first BMC road bike is launched

Lets turn back the clocks to the year 2000. BMC Racing (as BMC Switzerland was called back then) is a small, Swiss, bike manufacturer that had just been bought by its main investor, the well-known Swiss businessman, Andy Rihs. Rihs' world-leading hearing aid company was also the title sponsor of the Swiss, professional, Phonak Cycling Team at the time. A passionate patron of road racing, Rihs had a very clear vision; a Swiss company will produce a bike capable of winning the Tour de France – preferably ridden by a team he also sponsors.

Within a year, the first BMC road bike, the Team Machine SLT01, was launched at the Tour de Suisse. A frame composed of a mix of triple-butted aluminum with carbon seat stays, its integrated 'Crosslock Skeleton' nodes were a revolutionary solution for joining the bike's toptube, downtube and seat stays.

Key Technology

Wishbone design and Crosslock Skeleton

BMC invented the Team Machine SLT01's carbon seat stays with the pioneering 'Firefork' wishbone construction method – widely adopted afterwards by other cycling brands. The other main technology, it's 'Crosslock Skeleton' nodes would remain a mainstay of BMC bike design and technology for years to come.







2004

A Team Machine Make-over

Inspired by Phonak Racing Team's success on the 2001 Team Machine, BMC engineers got to work on a new, improved Team Machine. The ultimate goal being to increase rigidity without adding extra weight. In 2004, the Team Machine's successor was launched. Its stiffness to weight ratio and steering precision placed it in a league of its own and raised the bar for other bike manufacturers.

Key Technology

Carbon Nano-Tubesets Introduced

A new carbon Easton CNT Nanotubeset was jointed with re-iterated, CNC-cut Crosslock Skeleton nodes, resulting in much stiffer joints. This enabled engineers to experiment with tube lengths and material too. The new Team Machine also got carbon top and downtubes to replace the aluminum ones of its predecessor.







2006

BMC's first Full-carbon race Bike – the Pro Machine SLC01

By 2005, the transition to a full-carbon frame had been made and the new Pro Machine SLC01 replaced the Team Machine as the bike of choice for the Phonak Cycling Team riders. It was one of the first full-carbon frames ever used in the professional peloton. The only metal component on the sub-1kg frame being the thread on its bottom bracket.

The Pro Machine was the first bike frame in the world made entirely using Easton CNT-Nanotechnology; an advanced resin system combined with carbon nanotubes (CNT). The advantage behind this particular approach were fibres that were strong enough to create a full-carbon frame. Its rear dropouts, integrated headset bearing seats, built-in seatpost clamp, and even the moulded-in housing stops were all composed of carbon.

Its unique combination of unidirectional carbon fiber with the Multi-Mold system, and a fully integrated Skeleton Concept iSC, enabled BMC engineers to continue to shave off valuable milligrams from the overall frame weight over the following years. When Oskar Pereiro won the 16th stage of the 2005 Tour de France on the Pro Machine, no-one was surprised to hear him crediting his bike.



Racing Team Disappointment

A couple of years of unfortunate events with the BMC- sponsored racing teams, Phonak Cycling Team and ProTeam Astana, meant results achieved on the Pro Machine were somewhat marred. This lead to the eventual dissolution of the Phonak Racing Team. However, at the end of 2005, an American U23 team had caught Andy Rihs' eye. He liked what he saw, and BMC began to sponsor the team that would eventually become the BMC Racing Team. The team progressed to a UCI Pro Continental team by 2008, and a new era for BMC's professional cycling sponsorship was born.



2009

Teammachine re-Invented – a Perfect Equilibrium

Although the Teammachine took a back seat while the Pro Machine stood in the racing limelight between 2005 and 2009, during this time, BMC engineers had been working on a re-launch of the much-loved Team Machine. So a new, re-invented Teammachine SLR01 was unveiled at Eurobike in 2009. The first of a new generation of 'superlight' frames, what made the new Teammachine SLR01 stand out from the pack was its superior ride qualities. Although it was light and stiff, it was also highly compliant, and perfectly balanced to endure the hardships of the Grand Tours.

The new Teammachine SLR01 displayed a new proprietary BMC technology called the Tuned Compliance Concept (TCC). An engineering and design concept that helps to achieve the right balance between stiffness and comfort, since 2009 TCC has been a feature of many of BMC's road bikes.

Just as exciting as the launch of the new Teammachine was the announcement that George Hincapie and Cadel Evans would join the BMC Racing Team for the upcoming 2010 season.

Key Technology

The Crosslock Re-invented

Although the geometry of the new Teammachine SLR01 was still similar to its predecessor, a re-invented 'Crosslock' function at the seat stay, top tube and seat tube junction enabled engineers to lower the seat stays and increase the rear-triangle stiffness and vertical compliance. The top tube was 'split' into two pieces to provide enough dynamic support and the seat tube was joined at two locations, allowing a more optimal distribution of forces at that junction.



Winning Bikes & Winning Riders

The years following the re-introduction of the BMC Teammachine in 2009, have been some of the most exciting in the history of the bike. It has been ridden to victories at the most difficult races on the UCI WorldTour circuit, leaving no doubt that it truly is a machine worthy of being ridden by the most powerful and talented cyclists in the history of the sport.

2010



Tour de France Warm-up
Hincapie and Evans; the Dream Team

In 2010, Cadel Evans, the reigning world champion and new signee of the BMC Racing Team, catapulted his world champion-striped Teammachine SLR01 into the limelight with a win at La Flèche Wallonne and one of the most heroic stage wins at the Giro d'Italia on the Strade Bianche. That same year he wore yellow on two stages of the Tour de France before pushing a fractured elbow over multiple mountain passes proved too agonizing. He finished 26th overall and the team gained a ProTour license for the 2011 season.

2011



BMC Racing Team wins the Tour de France

In its very first season as a UCI WorldTour team, the BMC Racing Team were written into the history books when Cadel Evans became the first Australian to win the Tour de France. Heading into the penultimate stage, Evans was lying in third place overall – just 57 seconds off the lead. In a spectacular feat of pure power and determination, he powered his BMC Timemachine TM01 to a runner-up finish in the 42.5 km Time Trial. Evans had gained more than enough time to take the lead on the eve of the final ride into Paris. Andy Rihs' dream of a BMC bike being ridden to win the Tour de France became a reality.

2012



Gilbert's World Championship Title
Acceleration on the Cauberg

Team success gained momentum after Cadel Evans' Tour de France win. After winning two stages of the Vuelta a España, the Belgian rider Philippe Gilbert capped off his first season with the BMC Racing Team by soloing to win the World Road Championships title in Valkenburg, the Netherlands. His unforgettable attack on the final push up the infamous Cauberg put enough distance between him and the group that he could freewheel his BMC Teammachine SLR01 across the finish line.

2013

34,000 Prototypes in One Year a New, Improved Teammachine is Launched

After winning the Tour de France, the UCI World Championships, and other legendary professional races, improving the Teammachine SLR01 would be a very tall order.

The solution was found with ACE Technology; a proprietary computer software that digitally simulates prototypes. After more than 34,000 computerized iterations a new 'super light' Teammachine, weighing in at just 790 g, with record-setting stiffness-to-weight values was produced by BMC engineers in Grenchen. Although 'Acceleration Redefined' was the tagline for the new race machine, what really surprised riders was its smooth ride quality. BMC proved that a trade-off in comfort for speed is not necessary and this is what has won the approval of cyclists all over the world. Finally a stiff, light, race bike with impressive vertical compliance values, had been born.

Key Technology

ACE Technology (ACE)

A proprietary computer software especially created to digitally simulate prototypes and lead to the most optimal frame.



2013



A Truly International Outfit

By 2013, BMC Racing Team had become a diverse, multi-national team with athletes from no less than 11 nations on its roster. Although no major wins were delivered, consistency was key and the team's 30 victories included Stage wins at the Vuelta a España, the USA Pro Challenge, the Artic Race of Norway and the Amgen Tour of California.

2014



BMC Racing Team's First Classic Win

Philippe Gilbert continued to write his name into the cycling history books when he put in a resounding attack on the infamous Cauberg to ride to a solo victory at the Amstel Gold Race. The win was the team's first in a Spring Classic.

2015



Major Grand Tour Stage Wins

In 2015 BMC Racing Team riders had stage wins at all the major Grand Tours; two stages of the Giro d'Italia and the Vuelta a España, three stages of the Tour de France (two of those on their time trial bikes, the BMC Timemachine), and the overall win at the Tour Down Under.

2016



Greg Van Avermaet wins Olympic Gold

Three thrilling days in the yellow jersey at the Tour de France were the perfect warm-up for the 31-year-old Belgian rider who added an Olympic gold medal to his collection with a spectacular sprint finish in front of the Copacabana in Rio de Janeiro, Brazil.

More than just one Teammachine – a Family of Fighters

So loved has the Teammachine been, that a Teammachine SLR02, Teammachine SLR03 and now even an aluminum version, the Teammachine ALR01, have been created over the years.

All Teammachines are based on original Teammachine geometry and hold true to the philosophy of the Teammachine being the most perfectly balanced bike when it comes to stiffness and lightness: true 'acceleration re-defined'.



SLR01 Dura Ace Di2



SLR02 Ultegra Di2



SLR03 Ultegra



ALR01 Ultegra

Teammachine

Acceleration re-defined

The requirements for the Teammachine family were defined by the demands of WorldTour racing – a delicate balance of ultra-lightweight for those grueling, above-category climbs, and rapid-fire acceleration for laying down aggressive attacks. In response, our engineers outdid themselves and developed our proprietary ACE Technology. With this, they accelerated the design and engineering process and developed 34,000 virtual prototypes in just one year.

The end result is the Teammachine SLR – offering the world's finest balance of lightweight, stiffness and compliance.

see more on page 74 or at bmc-switzerland.com



Julien Absalon
a Rider Re-born



No need for an introduction, you all know Julien Absalon; the man who is more at ease on his bike than in of the camera, who prefers to let his results do the talking. He is undeniably the greatest mountain biker of all time, still riding with the same passion and motivation as when he first started riding mountain bikes 20 years ago. This quiet, gentle character has been at the pinnacle of his sport for over a decade – but it hasn't always been smooth sailing. He is infamous for his meticulous attention to race and equipment preparation, but what many don't know, is that these were also the greatest obstacles to his success. In order to stay at the top of his game he would have to learn the hardest lessons of all – to take risks, try new equipment, lose some control, perhaps fail – and take something from them all to become the absolute greatest of all time.

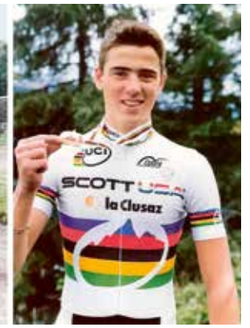
An Evolving Sport

The discipline of cross-country mountain biking has changed dramatically over the last twenty years. Any mountain biker during this time has had to constantly adapt to the evolution of the sport: races are shorter, the courses are more compact and technical and include artificial features like rock gardens, drops, jumps and berms. As a result, race tactics and training has also evolved – as well as bike technology.

Julien Absalon started racing in 1994 on an aluminum hardtail, it had 26" wheels, caliper brakes, a 550mm bar and three chain rings. For many years, he was obsessed with the weight of his race bikes – trying to shave off every very possible gram became a hobby. At one point he even went as far as replacing the metal screws on his bike with plastic ones. "In the past, when it came to material, most of my decisions were driven by having the lightest bike possible" admits Absalon. "The ratio between weight and power was very important at the time. Race courses favored good climbers and I wanted to have everything on my side to be the fastest".

However, technology was passing him by – Absalon was the only top 20 rider still racing with 26'' wheels at the 2012 Olympic Games in London. "I was feeling good on the bike at the time, so didn't feel the need to go for bigger wheels". Since then, he joined the BMC MTB Racing Team and now he dominates the world's best with a BMC Fourstroke; a carbon, full-suspension mountain bike with 29" wheels and disc brakes, a single chainring, electronic shifting, suspension lockout, and 700mm bar. He has even tuned it with a 65mm dropper seat post for the 2016 season! "It was inconceivable four years ago when Julien joined the team, that he would try out a full-suspension bike, never mind actually race one", confirms Alex Moos, Team Manager of the BMC MTB Racing Team. So how did the Frenchman overcome this fear of change, not only adopting new technology but embracing it?





Julien Absalon's first World Championship race resulted in a rainbow champion's jersey.

Mont-Sainte-Anne 1998

It's all about the Bike

In the early days of mountain bike racing, bikes and components were a simple affair. Riders were essentially competing in downhill and cross-country races on bikes that were fundamentally the same. Equipment has evolved dramatically since then. There are so many equipment decisions to be made before the gun goes off; hardtail or fully? What tire type and pressure is optimal? What should the fork and shock settings be? For an athlete to be successful, a team of world-class mechanics and advisors are required as so many technical elements come into play these days. "Julien gives very high priority to his material. He is very meticulous and pernickety but he has a real feeling for it. Change something on his bike without telling him and he'll notice at the first pedal stroke" says Moos. This type of sensitivity to change has been intrinsic to new technology development at BMC Switzerland and other team partners such as Shimano. "He is great at giving precise feedback, which is something the BMC engineers and team partners appreciate a lot. It helps them to develop their products further" adds Stefan Christ, Head of Products at BMC Switzerland.

Julien Absalon worked very closely with Shimano to develop the XTR Di2 groupset that was launched in Spring 2015. According to Cor Van Leeuwen "He helped us a lot in the development of the product. He was the first rider we tested XTR DI2 with; that was early 2013 already". Once he's convinced that a new piece of technology can be impactful, the five-time World Champion behaves like a child with a new toy. He can't stop playing with it. "He wanted to race with it straight away while it was still a prototype. Julien is the most professional MTB rider out there, so he is the perfect person to test our products. If he thinks it is good, everybody will think it is perfect. He helped us out big time with the developments of XTR Di2".





What really happened: Hafjell 2014

Absalon joined the BMC MTB Racing Team in 2013 after a disappointing season, and arrived with a collection of old habits. Although okay with some of them, team management also had to impose its conditions. "He had a trouble moving on to new equipment" remembers Moos, "when he liked something, it was really hard to make him try something else, he would become very attached. So we had to compel and oblige, and even force him sometimes" said Moos, with a glint in his eye. "That was certainly the case with the 26'' wheels that he still wanted to continue to use in 2013. But on joining the BMC MTB Racing Team, he had no other choice than to start riding 29'' wheels".

Despite the initial teething pains typical with a transfer to a new team, a relationship of trust quickly developed between the rider, Moos, and the team mechanics. "The team was always very reactive, had really good advice, and I realized I was getting better". But despite evidence to the contrary, weight was still on Absalon's mind. "He always refused to ride our team-issue BMC Fourstroke, the full-suspension mountain bike" remembers Moos. "Because it was heavier than the hardtail Teamelite. He lost a few races because of the gaps his competitors were able to create with their full-suspension bikes, on the descents of the particularly technical courses. I wasn't there with the team in North America for the Mont-Sainte-Anne and Windham World Cups, but I watched them carefully on TV. It was obvious that a full-suspension would have helped him a lot in those races, so, without telling Julien, I decided to have a bike built for him. I presented him with the bike at the World Cup finals in Méribel a few weeks later. Initially, he didn't want to try it but I put my foot down. I forced him to do one lap on the course with it. He came back saying 'It wasn't that bad' and that he might use it at Roc d'Azur". However, Moos is more than a one trick pony. After the race in Méribel, where Absalon finished second behind his archrival, Nino Schurter, he had Absalon's race and training Teamelite packed up to be transported directly to the World Championships in Norway, leaving the 2014 World Cup winner with only the BMC Fourstroke to ride. "That was the only bike he had to ride until the World Championships two weeks later. I faked an excuse, so he also had to take it with him to Norway where the use of a full-suspension bike made real sense. Although he was still attached to his Teamelite, I forced him once again to go for a couple of laps of the course on the Fourstroke, and he never came back to the paddock! We had to stop him from training!"

Absalon discovered a new toy and had so much fun with it that he left behind the pressure of the World Championships. We all know how the race unfolded. Absalon won his fifth World Championship title, seven years after the last. "This was incredible. I truly believe that the change of equipment was what gave me the competitive edge. Although it was a huge risk to make such a big change so close to the race, it was just what I needed".

The 2014 World Championships were a turning point in Absalon's career. He realized that it wasn't all about weight, and that a bit of extra weight could easily be justified by the benefits of technologies. The following Spring, he adopted the re-launched Teamelite complete with Micro-Travel Technology (MTT) and won his 30th World Cup.



Absalon Improves with Time like a Good French Wine

In 2016, Absalon, ever in search of optimized material, has gone a step further and come up with the idea to try out a dropper seat post in racing. This piece of equipment shifts the saddle post up and down and is pretty much essential amongst Enduro mountain bikers since it allows for more saddle clearance and freedom in the steeper race sections. “The dropper seatpost changes my riding style: I can and save energy on steep obstacles and ride faster downhill”. However, it comes with a significant weight penalty of 400 g. “It is definitely not a negligible weight but it has so many pros. In the end, what made the balance tilt in its favor is the fun I have riding with it”. After a few training sessions, he decided to use it in competition and became one of the first top riders to use it at XCO World Cup level. He’s pretty sure we will see more cross-country riders using them soon.

Absalon has become a trend setter. Who would have believed it five years ago? “Not even myself!” he says, with a big smile across his face.















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FOX



Teamelite

A racing evolution

The high-performance discipline of cross-country racing has become, quite literally, a race to the top. Grueling, all-out sprints to the finish are supported with bikes whose maximum efficiency and minimum weight ethos pay no heed to compliance – until now.

The 2016 BMC Teamelite is the culmination of an evolution of race bike performance. Its unique combination of efficiency, traction, and fatigue-fighting compliance technology places it in a category of its very own, and raises the bar by setting new industry standards.

see more on page 80 or at bmc-switzerland.com

NEVER SECOND GUESS YOUR FIRST INSTINCT

Julien Absalon - BMC Mountainbike Team

01
SHIFTING SYSTEMS
Di2 / MECHANICAL

Two options, one precise shifting system. Available in mechanical or Di2, you can shift with ease, in all conditions and circumstances. The perfect gear is always at your control at any crucial moment.

02
DRIVETRAIN SYSTEMS
1x11 / 2x11 / 3x11

XTR delivers drivetrain options for your individual riding style, whether it's 1x11, 2x11 or 3x11, a wide-range cassette gives you the right gear to tackle long climbs or pass your friends on a technical descent.

03
BRAKING SYSTEMS
XCR / TRAIL

With Shimano Ice Technologies, XC Race & Trail brakes provide confident braking through high power and superior modulation to conquer your daily ride with control.

SHIMANO XTR ENGINEERED FOR THE WAY YOU RIDE.

www.ridextr.com

THE DIFFERENTIATOR

It's not always easy to spot the difference between bike brands. At face value, it's the distinctive 'look' of the bike, the colors, the shapes and the logos. But looks are one thing, and to seasoned cyclists, the difference is experienced and quickly noted when the bike is first ridden. We chase the perfect ride experience in a similar way that surfers chase the perfect wave. Except our perfect wave doesn't happen by chance, our engineers make it happen by creating high-tech cycling solutions at our Impec Lab in Switzerland.

The word we want you to have on your lips the first time you swing a leg over a BMC is "Wow" and the reaction that goes with it should be an inward smile. From the moment we crawl onto our bikes in the morning to ride to work, to when we leave in the evening, we are preoccupied with creating a ride experience for you that is more than just satisfying. It has to be thrilling. It's what we work so hard for. Behind every BMC cycling technology painstakingly invented by our engineers is a story of awesomeness worth telling. Here are just a few.



Where bikes are born and engineers play; the BMC Impec Lab

Angelo Visini, an architect by trade, is a prototype technician at the Impec Lab. After ten years of working with construction blueprints Angelo got tired of operating within the strict boundaries of Swiss building regulations, so he changed direction to a more creative role as a prototype modeller. This change led him to BMC's Impec Lab where he now combines his passion for riding bikes with a job that appreciates his expert skills in CAD modelling, CNC machinery operation and, most importantly, one that affords him the freedom to explore his creativity. The perfect match.

Angelo's job is about transforming far-flung dreams into reality. If he, or any other BMC employee, comes up with an idea that could truly benefit cyclists he puts pen to paper and begins to sketch a picture of how it could look and function. As soon as the idea has taken shape on paper, a tactile model is created. This model can be produced from carbon, alloy, plastic, or whatever does the job to represent the idea best. Engineers and designers get involved, riders are quizzed, and rounds of discussion and refinement follow. Once the concept has been approved, a working aluminum or carbon prototype part is created and put to the test.

Attention to detail is almost a creed by which BMC engineers live. Nothing leaves their desks unless it has already been prototyped, machine-tested, and ridden – until they are 100% satisfied that it is ready to go to production. Even then, the production process is surveyed in person to ensure our high, Swiss, quality standards are being met.

For almost a decade, advanced cycling technologies have been created under the Impec Lab's roof by highly skilled engineers and technicians like Angelo. This freedom to experiment, together with having all the tools imaginable at the Impec Lab is a luxury that few, if any, other brands in the industry have. Additionally, BMC's history in frame production in Switzerland, has fostered highly specialized skillsets in areas like load-specific carbon fibre, weave technologies, resin matrices, layup schedules and tube shapes. This combination of know-how, together with the Impec Lab facility at its disposition, puts BMC in a league of its own when it comes to cycling technology and engineering standards in the bike industry.



World-Record Breaking Customization

When Rohan Dennis announced that he would take a stab at breaking the UCI World Hour Record on the track in December 2014, we knew it was going to be big. The young Australian had just proved he was up for the challenge with a winning performance at the Tour Down Under. A few weeks later, he would hop on a flight to Europe to race the clock on the boards at the Velodrome Suisse, BMC's hometown arena.

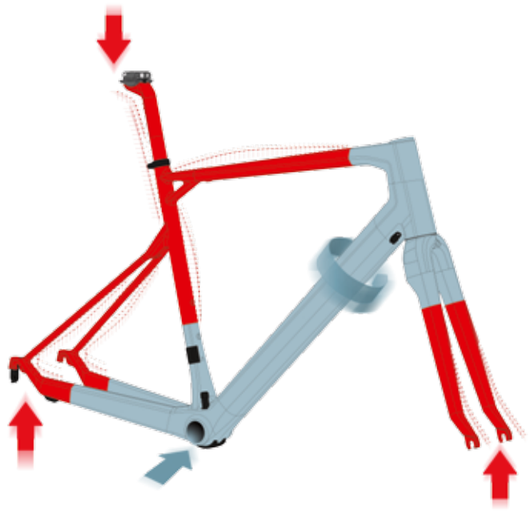
An hour in the velodrome is like an eternity in real life. The rider needs to be able to produce maximal values for 60 minutes and must feel comfortable yet be aerodynamic on the bike. Any discomfort will be magnified at that intensity, costing the rider valuable seconds, and in this case – a record breaking distance. A lot was at stake.

We got a call from the team director just one month before the event. They wanted to know if there was something we could do to shave seconds off of Dennis' attempt. Although most bike manufacturers would have gone about creating a specific bike for such feats, we knew that the Trackmachine was already the best tool for the job. However, based on performance data gathered during a training session in Melbourne, and examintion of the frontal area of the bike together with Rohan's position, we saw that the cockpit could benefit from some customization. Our Impec Lab engineers got to work and within a week delivered an integrated stem and handlebar for the Trackmachine 01 that Rohan would use to challenge the World Hour record.

When the Velodrome burst into cheer on the 8th of February, we knew it was worth it. Fifty-two kilometers and four-hundred and ninety-one meters worth the effort.

BMC Bikes Featuring Impec Lab Customization:

Rohan Dennis' Trackmachine,
BMC Racing Team's TTT Timemachines,
Granfondo RBX, Julien Absalon's Fourstroke 01
Cadel Evans' TdF-winning Timemachine



No Compromise.
Bikes that are Forgiving yet Fast

It's not easy to imagine compliance and stiffness working as one, but our Tuned Compliance Concept (TCC) does just that. This technology was initially our response to the BMC Racing Team's demand for a bike that could perform at the Classics, and rider's seeking a bike that keeps them fresh during epic days in the saddle. It was first seen and experienced on our Granfondo endurance bike. TCC has since been re-invented and applied to the Roadmachine – our new high performance road bike that combines the most appreciated values of our altitude series with those from our endurance family of road bikes.

Although vertical compliance is not a typical feature built into road bike frames, this certainly doesn't mean that there is no compliance at all – a frame with optimized levels of vertical compliance can save up to 15% of a rider's energy, tweaking the design of the frame and seat post, changing the shape or the direction of the carbon fiber, or playing with the tube dimensions results in vertical flexion without lateral or torsional deformation. This makes for a smoother ride without the loss of the hard-earned power you transfer to the pedals. We invented the 'Tuned Compliance Concept' to maximize these effects.

To create the Tuned Compliance Concept, we introduced thin, angled and low seat stays, offset dropouts, carbon fork tips, and we re-designed our seat post to allow the frameset to flex vertically. In doing so, the disturbing sensations on your ride, like the jarring hits and rocky vibrations, are not transferred directly to your body – your rear wheel stays in contact with the ground, and the ride becomes effortlessly fast, regardless of the condition of the road.

Why re-invent the wheel? For the new Roadmachine, engineers at the Impec Lab re-worked the Tuned Compliance Concept by applying TCC and Angle Compliance Technology to specific areas of the frame. Although still keeping the seat stays low, in comparison to our previous generation endurance bikes, they have been significantly beefed up, increasing stiffness in the rear end of the bike. The result is a livelier, more efficient ride experience than is usually associated with an 'endurance' bike, without losing any of the benefits that typically come with it.

BMC Bikes Featuring TCC:

Roadmachine, Granfondo







Rocket Science
= Rocket Fast

Adding compliance to the rear end of a mountain bike is one thing. Doing so without the loss of drivetrain efficiency, torsional rigidity, or steering responsivity is near rocket-science. When Julien Absalon came to us asking for a bike that was just a little more forgiving in the rear to get extra traction and control without having to play with tire pressure, we went straight to the drawing board. It took two years of research and development to create MTT, our new proprietary mountain bike technology that was launched in 2015 with the new Teamelite 01.

MTT is a 360-degree solution. While the performance of the chain stays and seatstays of the Teamelite 01 has been improved through the application of highly complex carbon layups, a dual-guide, fully-integrated 'XCell' damper has been integrated to the bike's seat stays, adding 15mm of compliance and remarkable benefits. With these improvements, riders now maintain better contact with the trail on steep climbs while MTT's dual-guide design promotes torsional and lateral stiffness, saving a ton of energy on the climbs. The enhanced compliance in the rear end of the bike provides more control and traction on the downhills – directly translating to more speed. Every little advantage is magnified when you are racing for gold against the world's elite – just ask the top team in the world.

BMC Bikes Featuring MTT:

Teamelite 01

From Alinghi to Teammachine: ACE Technology

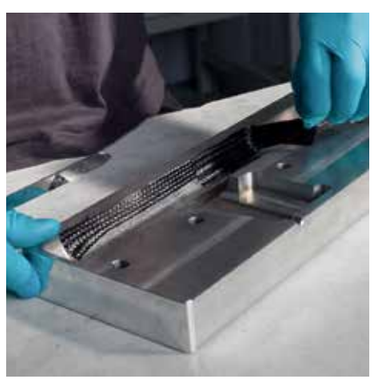
When Cadel Evans won the Tour de France in 2011, he did so on a Teammachine. Although many bike brands would sit on their laurels after such a win, our engineers were already tasked with creating something better. Impossible...or so we thought.

Traditionally, altitude bikes prioritize two of three principle characteristics; they are light and stiff, but comfort takes a lower priority and is often sacrificed for the sake of performance. Besides, taking all three properties into equal consideration is near impossible. But this is where our development team saw an opportunity. What if you could have a bike that is so light it climbs like a feather, so responsive it handles like a F1 race car, and so smooth you could ride for hours and hours without discomfort? Our goals were set with BMC Racing Team riders as a reference – they independently confirmed that it's great to have a bike that screams up and down the mountains. But they ride up to seven hours a day and also need to stay fresh…so a bit of comfort would be nice.

The amount of time it would take to embark on a new development process using traditional methods would have meant that by the time our engineers were finished, the materials and methods they used would be obsolete. This is where ACE Technology came into play. ACE Technology is a computer software that is typically used in the aerospace industry.

In 2012 we took a particular version of the program that had already been used to develop the America's Cup-winning Alinghi 5 sailboats and used this supercomputer to analyse the proposed shapes of a new Teammachine for 24 hours a day, 7 days a week over the course of an entire year. We produced 34,000 variations of tube shapes, laminates, and performance characteristics to make a huge leap forward in the development of a new Teammachine. The gains realized during this process were so massive that the current Teammachine 03 model actually outperforms the Teammachine SLR01 that Cadel Evans used to win the Tour de France in 2011.

Our willingness to look outside the industry and break convention resulted in the creation of a bike that is light, stiff and comfortable: a perfectly balanced race bike that has won more races than any other in the professional peloton.







The Roots of Rear Suspension

Dating all the way back to 1997, BMC's roots actually lie in the creation of mountain bike suspension systems. The LOMAX damper, first seen on the Synfinity mountain bike, was developed from scratch, in-house at BMC. It worked by managing the flow of hydraulic oil through valves arranged on two different levels which independently regulated compression and rebound. A few years after the LOMAX was invented, BMC's Quasimodo mountain bike with its 'ИVER-Suspension' system was launched, earning its spot as a precursor to modern day full-suspension bike technology.

The knowledge and expertise honed over almost a decade of toying with suspension systems lead to the creation of the Advanced Pivot System (APS). Making its debut in 2004 and pre-dating any other system of its kind, APS is considered one of the most efficient rear suspension systems in the world.

APS technology has become the backbone of our approach to full-suspension. It has been re-created, refined and adapted over the years to offer riders the perfect combination of efficiency and traction. The beauty of APS lies in the fact that it can be applied to all MTB ride experiences from XC to Enduro. This versatility is achieved through iterative calculations that fine-tune leverage ratio and pivot placement, control the axle path and eliminate negative influences such as pedal kick-back. The result is a light, easy to service, stiff and compact structure that provides excellent control and maximum efficiency for the rider.

BMC Bikes Featuring APS:

Speedfox, Trailfox, Sportelite, Fourstroke, Speedfox Trailcrew



Altitude Series

teammachine SLR01

Dura Ace Di2

- ACE Technology, 01 Premium Carbon
- Teammachine SLR, 01 Premium Carbon
- Shimano Dura Ace Di2
- Shimano Dura Ace
- DT Swiss Mon Chasseral RC 38 C Carbon Clincher



Dura Ace

- ACE Technology, 01 Premium Carbon
- Teammachine SLR, 01 Premium Carbon
- New Shimano Dura Ace
- New Shimano Dura Ace
- DT Swiss 240S/RC 38 C Carbon Clincher Custom build



Ultegra Di2

- ACE Technology, 01 Premium Carbon
- Teammachine SLR, 01 Premium Carbon
- Shimano Ultegra Di2
- Shimano Ultegra
- DT Swiss RC 38 C Spline Carbon Clincher



Ultegra

- ACE Technology, 01 Premium Carbon
- Teammachine SLR, 01 Premium Carbon
- Shimano Ultegra
- Shimano Ultegra
- DT Swiss R-23 Spline



Frameset DTi

- ACE Technology, 01 Premium Carbon
- Teammachine SLR, 01 Premium Carbon



teammachine SLR02

Ultegra Di2

- ACE Technology, 02 Carbon
- Teammachine SLR, 02 Carbon
- Shimano Ultegra Di2
- Shimano Ultegra
- Shimano RS21



Ultegra

- ACE Technology, 02 Carbon
- Teammachine SLR, 02 Carbon
- Shimano Ultegra
- Shimano Ultegra
- Shimano RS21



105

- ACE Technology, 02 Carbon
- Teammachine SLR, 02 Carbon
- Shimano 105
- Shimano 105
- Shimano RS11



teammachine SLR03

Ultegra

- ACE Technology, 03 Carbon
- Teammachine SLR, 03 Carbon
- Shimano Ultegra / 105 / RS500
- Shimano BR-R561
- Shimano RS11



105

- ACE Technology, 03 Carbon
- Teammachine SLR, 03 Carbon
- Shimano 105 / RS500
- Shimano BR-R561
- Shimano RS010



Tiagra

- ACE Technology, 03 Carbon
- Teammachine SLR, 03 Carbon
- Shimano Tiagra
- Shimano Tiagra
- Shimano R501



Sora

- ACE Technology, 03 Carbon
- Teammachine SLR, 03 Carbon
- New Shimano Sora
- New Shimano Sora
- Shimano R501



teammachine ALR01

Ultegra

- Al-13 Premium Triple-butted, Hydro-formed, Smooth-weld Aluminum
- Teammachine SLR, 03 Carbon, Full carbon
- Shimano Ultegra / 105 / RS500
- Shimano BR-R561
- Shimano RS11



105

- Al-13 Premium Triple-butted, Hydro-formed, Smooth-weld Aluminum
- Teammachine SLR, 03 Carbon, Full carbon
- Shimano 105 / RS500
- Shimano BR-R561
- Shimano RS010



Tiagra

- Al-13 Premium Triple-butted, Hydro-formed, Smooth-weld Aluminum
- Teammachine SLR, 03 Carbon, Full carbon
- Shimano Tiagra
- Shimano Tiagra
- Shimano R501



Sora

- Al-13 Premium Triple-butted, Hydro-formed, Smooth-weld Aluminum
- Teammachine SLR, 03 Carbon, Full carbon
- New Shimano Sora
- New Shimano Sora
- Shimano R501



For detailed specifications please refer to bmc-switzerland.com

Endurance Series

roadmachine 01

Dura Ace Di2

- TCC 01 Premium Carbon, Angle Compliance Technology
- Roadmachine 01 Premium Carbon, Integrated Cockpit, Disc-specific
- Shimano Dura Ace Di2
- Shimano BR-RS805, hydraulic
- DT Swiss RC38 C Spline Carbon Clincher, Thru-axle



Ultegra Di2

- TCC 01 Premium Carbon, Angle Compliance Technology
- Roadmachine 01 Premium Carbon, Integrated Cockpit, Disc-specific
- Shimano Ultegra Di2
- Shimano BR-RS805, Hydraulic
- 3T Discus C35 Team Stealth Carbon Clincher, Thru-axle



Ultergra

- TCC 01 Premium Carbon, Angle Compliance Technology
- Roadmachine 01 Premium Carbon, Integrated Cockpit, Disc-specific
- Shimano Ultegra
- Shimano BR-RS805, Hydraulic
- DT Swiss R32 Spline, Thru-axle



Frameset DTi

- TCC 01 Premium Carbon, Angle Compliance Technology
- Roadmachine 01 Premium Carbon, Integrated Cockpit, Disc-specific



roadmachine 02

Ultegra Di2

- TCC 02 Carbon, Angle Compliance Technology
- Roadmachine 02 Carbon, Disc-specific
- Shimano Ultegra Di2
- Shimano BR-RS805, Hydraulic
- 3T Discus C35 Pro, Thru-axle



Ultegra

- TCC 02 Carbon, Angle Compliance Technology
- Roadmachine 02 Carbon, Disc-specific
- Shimano Ultegra
- Shimano BR-RS805, Hydraulic
- DT Swiss R24 Spline, Thru-axle



105

- TCC 02 Carbon, Angle Compliance Technology
- Roadmachine 02 Carbon, Disc-specific
- Shimano 105
- Shimano BR-RS505
- Novatec 30 SL, Thru-axle



roadmachine 03

105

- Al-13 Triple-butted, Hydroformed, Smooth Weld, TCC, Angle Compliance
- Roadmachine 03 Carbon, Disc-specific
- Shimano 105
- Shimano BR-RS505
- Novatec 30 SL, Thru-axle



Tiagra

- Al-13 Triple-butted, Hydroformed, Smooth Weld, TCC, Angle Compliance
- Roadmachine 03 Carbon, Disc-specific
- Shimano Tiagra
- Shimano BR-RS405
- Novatec 30, Thru-axle



granfondo GF02

Ultegra

- TCC 02 Carbon, Angle Compliance Technology
- TCC 02 Premium Carbon Compliance-Fork
- Shimano Ultegra
- Shimano Ultegra
- Shimano RS11



105

- TCC 02 Carbon, Angle Compliance Technology
- TCC 02 Premium Carbon Compliance-Fork
- Shimano 105
- Shimano 105
- Shimano RS010



Tiagra

- TCC 02 Carbon, Angle Compliance Technology
- TCC 02 Premium Carbon Compliance-Fork
- Shimano Tiagra
- Shimano Tiagra
- Shimano R501



Road – MY17

Aero Series

timemachine TMR01

Ultegra

- Aerodynamic 01 Premium Carbon, Vmax Aero Technology
- Aero 01 Premium Carbon, Hinge-design, Vmax Aero Technology
- Shimano Ultegra
- Vmax Aero integrated design (F&R)
- DT Swiss R46H C Carbon Clincher Hybrid



Frameset DTi

- Aerodynamic 01 Premium Carbon, Vmax Aero Technology
- Aero 01 Premium Carbon, Hinge-design, Vmax Aero Technology
- Vmax Aero integrated design (F&R)



timemachine TMR02

Ultegra

- Aerodynamic 01 Premium Carbon, Vmax Aero Technology
- Aero 02 Carbon, subA Aero Technology
- Shimano Ultegra
- Vmax Aero integrated design (R) / Shimano Ultegra (F)
- Shimano RS330



105

- Aerodynamic 01 Premium Carbon, Vmax Aero Technology
- Aero 02 Carbon, subA Aero Technology
- Shimano 105
- Vmax Aero integrated design (R) / Shimano 105 (F)
- Shimano RS010



Track Series

trackmachine TR01

Frameset

- Aerodynamic 01 Premium Carbon, Vmax Aero Technology
- Aero 01 Premium Carbon, Hinge-design, Vmax Aero Technology
- Vmax Aero Integrated Design / P2P Technology
- Vmax Aero Post, 01 Premium Carbon, P2P and SubA Technology



trackmachine TR02

Ultegra

- Al-13 Premium Triple-butted, Hydroformed Aluminum
- Aero 02 Carbon, subA Aero Technology
- Miche Advanced Pista
- DT Swiss Track Aero



Cross Series

crossmachine CX01

Force XC1

- ACE Technology, 01 Premium Carbon, Tuned Compliance Concept
- TCC 01 Premium Carbon Compliance-Fork, Disc-specific
- Sram Force CX1
- Sram Force HRD-A1, Hydraulic
- DT Swiss R23 Spline



Frameset DTi

- ACE Technology, 01 Premium Carbon, Tuned Compliance Concept
- TCC 01 Premium Carbon Compliance-Fork, Disc-specific



crossmachine CXA01

Tiagra

- Al-13 Premium Triple-butted, Hydro-formed Aluminum
- TCC 01 Premium Carbon Compliance-Fork, Disc-specific
- Sram Rival 1
- Sram Rival HRD-A1, Hydraulic
- DT Swiss X-1900 Spline



Crosscountry Series

teamelite 01

XTR Di2

- 01 Premium Carbon, Tuned Compliance Concept, DTi
- Fox Float 32 SC, Factory, FIT4, Kashima, iRD
- Shimano XTR Di2
- Shimano XTR Race
- DT Swiss XRC 1200



XT Di2

- 01 Premium Carbon, Tuned Compliance Concept, DTi
- Fox Float 32 SC, Performance Elite, FIT4, Remote
- Shimano XT Di2
- Shimano XT
- DT Swiss XR 1501 Spline ONE



XT

- 01 Premium Carbon, Tuned Compliance Concept, DTi
- Fox Float 32 SC, Performance Elite, FIT4, Remote
- Shimano XT
- Shimano XT
- DT Swiss XR 1501 Spline ONE



Frameset DTI

- 01 Premium Carbon, Tuned Compliance Concept, DTi



teamelite 02

XT

- 02 Carbon, Tuned Compliance Concept, DTi
- Fox Float 32 SC, Performance Series, Grip, Remote (100mm)
- Shimano XT / New SLX
- New Shimano SLX
- DT Swiss X1700 Spline



SLX

- 02 Carbon, Tuned Compliance Concept, DTi
- Fox Float 32 SC, Performance Series, Grip, Remote (100mm)
- Shimano SLX / XT Shadow Plus
- Shimano SLX
- DT Swiss X1900 Spline



Deore-SLX

- 02 Carbon, Tuned Compliance Concept, DTi
- Rockshox Reba RL, Solo Air, Remote
- Shimano SLX / Deore / M677
- Shimano BR-M615
- DT Swiss / Shimano



teamelite 03

SLX-XT

- Al-13 Premium Triple-butted, Hydroformed Aluminum
- Rockshox Recon Gold RL, Solo Air, Remote
- Shimano XT / SLX / Deore / M677
- Shimano SLX
- DT Swiss / Shimano



Deore-SLX

- Al-13 Premium Triple-butted, Hydroformed Aluminum
- RockShox Recon Silver, Solo Air, Remote
- Shimano SLX / Deore / M617
- Shimano BR-M355
- DT Swiss / Shimano



fourstroke 01

XTR Di2

- 01 Premium Carbon (F&R), DTi
- Fox Float 32 SC, Factory, FIT4, Kashima, iRD
- Fox Float DPS, Factory, Evol, Kashima iRD (100mm)
- Shimano XTR Di2
- Shimano XTR Race
- BMC MWX01 Carbon Clincher (by DT Swiss)



XT Di2

- 01 Premium Carbon (F&R), DTi
- Fox Float 32 SC, Performance, Grip, Remote
- Fox Float DPS, Performance Elite, Evol, Remote (100mm)
- Shimano XT Di2
- Shimano XT
- DT Swiss XR 1501 Spline ONE



XT

- 01 Premium Carbon (F&R), DTi
- Fox Float 32 SC, Performance Elite, FIT4, Remote
- Fox Float DPS, Perfomance Elite, Evol, Remote (100mm)
- Shimano XT
- Shimano XT
- DT Swiss XR 1501 Spline ONE



Frameset DTi

- 01 Premium Carbon (F&R), DTi
- Fox Float DPS, Perfomance Elite, Evol, Remote (100mm)



fourstroke 02

XT

- 01 Premium Carbon (F), Al-13 Triple-butted Aluminum (R)
- Fox Float 32 SC, Performance, Grip, Remote
- Fox Float DPS P-SE, Evol, Remote (100mm)
- Shimano XT / New SLX
- New Shimano SLX
- DT Swiss X1900 Spline



Deore-SLX

- 01 Premium Carbon (F), Al-13 Triple-butted Aluminum (R)
- Fox Float 32 SC, Performance, Grip, Remote
- Fox Float DPS, Performance Elite, Remote (100mm)
- Shimano Deore / XT10 / M627
- Shimano BR-M615
- DT Swiss / Shimano



Trail Series

speedfox 01

XT-XTR

- 01 Premium Carbon (F&R), Internal cable management
- Fox Float 34, Factory, FIT4, 3-Pos, Kashima
- Fox Float DPS, Factory, Evol, 3-Pos, Kashima (130mm)
- RaceFace Next Carbon / Shimano XTR / XT
- Shimano XT
- DT Swiss XM 1501 Spline ONE



speedfox 02

XT

- 01 Premium Carbon (F), Al-13 Triple-butted Aluminum (R)
- Fox Float 34, Performance, Grip, 3-Pos
- Fox Float DPS, Performance, Evol, 3-Pos (130mm)
- Shimano XT
- Shimano XT
- DT Swiss M1700 Spline



SLX-XT

- 01 Premium Carbon (F), Al-13 Triple-butted Aluminum (R)
- Fox Float 34, Performance, Grip, CTD or 3-Pos
- Fox Float DPS, Performance, Evol, 3-Pos (130mm)
- Shimano SLX / Deore / XT 10 / M627
- Shimano SLX
- DT Swiss / Shimano



speedfox 03

SLX-XT

- Al-13 Premium Triple-butted Aluminum (F&R)
- Fox Float 34, Performance, Grip, 3-Pos
- Fox Float DPS, Performance, 3-Pos (130mm)
- Shimano SLX / Deore / XT10 / M627
- Shimano SLX
- DT Swiss / Shimano



Allmountain Series

speedfox 02 trailcrew

X01

- 02 Carbon (F), Al-13 Triple-butted Aluminum (R)
- Rockshox Pike RC, Solo Air
- Cane Creek DB Inline (150mm)
- RaceFace Turbine / Shimano XT
- Shimano XT
- DT Swiss E 1700 Spline ONE



speedfox 03 trailcrew

SLX

- Al-13 Premium Triple-butted Aluminum (F&R)
- Rockshox Pike RC, Solo Air
- Cane Creek C-Quent (150mm)
- RaceFace Aeffect / New Shimano SLX
- New Shimano SLX
- New Shimano SLX / Alex



NX

- Al-13 Premium Triple-butted Aluminum (F&R)
- Rockshox Yari RC, Solo Air
- Fox Float DPS, Performance, 3-Pos (150mm)
- RaceFace Aeffect / SRAM NX
- Shimano BR-M615
- Shimano / Alex



trailfox 01

XX1

- 01 Premium Carbon (F&R), Internal Cable Management
- Rock Shox Pike RCT3, Solo Air
- Cane Creek DB Inline (150mm)
- Sram XX1
- Shimano XTR Trail
- DT Swiss EX 1501 Spline ONE



trailfox 02

X01

- 01 Premium Carbon (F), Al-13 Triple-butted Aluminum (R)
- Rock Shox Pike RC, Solo Air
- Cane Creek DB Inline (150mm)
- Sram X01
- Shimano XT
- DT Swiss E1700 Spline



trailfox 03

X1

- Al-13 Premium Triple-butted Aluminum (F&R)
- Rock Shox Pike RC, Solo Air
- Cane Creek DB Inline (150mm)
- RaceFace Aeffect / SRAM X1
- Shimano SLX
- DT Swiss / SRAM



Sport Series

sportelite APS

Deore

- Al-13 Premium Triple-butted, Hydro-formed Aluminum
- RockShox Recon Silver, Solo Air, Lockout
- BMC AF-2 Rebound & Lockout (100mm)
- Shimano Deore / XT10
- Shimano BR-M445
- Shimano / Alex



sportelite SE

SLX-XT

- Al-13 Butted, Hydroformed Aluminum
- RockShox Reba RL, Solo Air, Lockout
- Shimano SLX / XT10
- Shimano Deore
- Shimano / Alex



Deore-SLX

- Al-13 Butted, Hydro-formed Aluminum
- Rockshox 30 Silver, Solo Air, Lockout
- Shimano Deore / SLX
- Shimano BR-M365
- Shimano / Alex
- Red or Stealth





ALivio

- Al-13 Butted, Hydro-formed Aluminum
- SR Suntour XCM, Preload Adj, Lockout
- Shimano Acera / Alivio / M371
- Shimano BR-M365
- Shimano / Alex
- Blaze or Blue





sportelite SE24

Acera

- Sportelite 24
- SR Suntour M3010 Coil (50mm)
- Suntour / Shimano
- Tektro Alloy V-brake
- Shimano / Alex





sportelite SE20

Acera

- Sportelite 20
- SR Suntour M3010 Coil (30mm)
- Lasco / Shimano
- Tektro Alloy V-brake
- Joytech / Alex





Lifestyle Series

alpenchallenge AC01 IGH

Alfine 11

- Al-13 Premium Triple-butted, Hydro-formed Aluminum
- Alpenchallenge AC01, Full carbon
- Gates CenterTrack / Shimano Alfine 11 Rapidfire +
- Shimano M506
- DT Swiss / Shimano



Alfine 8

- Al-13 Premium Triple-butted, Hydro-formed Aluminum
- Alpenchallenge AC01, Al-13 aluminum
- Gates CenterTrack / Shimano Alfine 8 Rapidfire +
- Shimano M506
- DT Swiss / Shimano



Nexus 8

- Al-13 Premium Triple-butted, Hydro-formed Aluminum
- Alpenchallenge AC01, Al-13 aluminum
- Shimano Nexus / Alfine 8 Rapidfire / Hebie 350 Chainglider
- Shimano M506
- DT Swiss / Shimano



alpenchallenge AC01

105

- Al-13 Premium Triple-butted, Hydro-formed Aluminum
- Alpenchallenge AC01, Full carbon
- Shimano 105
- Shimano M506
- DT Swiss / Shimano



Sora

- Al-13 Premium Triple-butted, Hydro-formed Aluminum
- Alpenchallenge AC01, Al-13 aluminum
- New Shimano Sora
- Shimano M396
- DT Swiss / Shimano



alpenchallenge AC02 IGH

Alfine 8

- Al-13 Butted, Hydro-formed Aluminum
- Alpenchallenge AC02, Al-13 aluminum
- Gates CenterTrack / Shimano Alfine 8 Rapidfire +
- Shimano M506
- DT Swiss / Shimano



Nexus 8

- Al-13 Butted, Hydroformed Aluminum
- Alpenchallenge AC02, Al-13 aluminum
- Shimano Nexus / Alfine 8 Rapidfire + / Hebie 350 Chainglider
- Shimano M506
- DT Swiss / Shimano



alpenchallenge AC02

Tiagra

- Al-13 Butted, Hydro-formed Aluminum
- Alpenchallenge AC02, Al-13 aluminum
- Shimano Tiagra
- Shimano M506
- DT Swiss / Shimano



Deore

- Al-13 Butted, Hydro-formed Aluminum
- Alpenchallenge AC02, Al-13 aluminum
- Shimano Deore / T521
- Shimano M396
- Shimano / Alex



Alivio

- Al-13 Butted, Hydro-formed Aluminum
- Alpenchallenge AC02, Al-13 aluminum
- Shimano Alivio / T3010
- Shimano M355
- Shimano / Alex



For detailed specifications please refer to bmc-switzerland.com

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BMC Racing Team: Tim de Waele
BMC-Etixx Pro Triathlon Team p/b Uplace: BrakeThrough Media
BMC Mountainbike Racing Team: EGO-Promotion, Armin M. Küstenbrück
BMC Factory Trailcrew: Jérémie Reuiller

Suppliers

v8 equipment, www.v8-equipment.com
POC Sports, www.pocsports.com
Giro, www.giro.com

Special thanks to:

Switzerland Tourism, www.myswitzerland.com
Verbier Bike Park, www.verbierbikepark.ch

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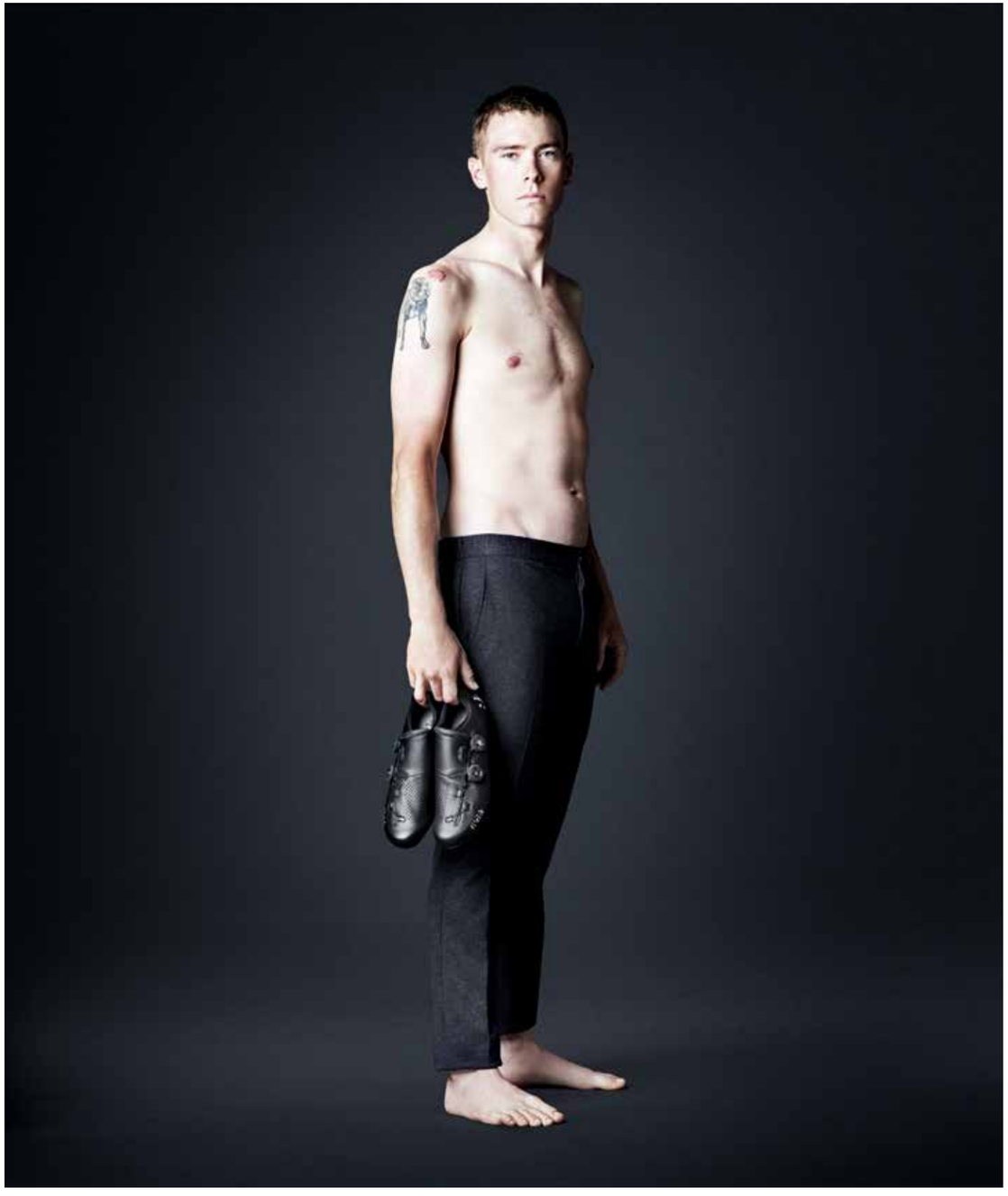
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CHOOSES R1B UOMO.**

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