

Sport Attack, Road Attack, TKC for GS riders and even a range for those of us with older models are all in the available range. In the last few years Continentals have been appearing on new BMWs and have gained a good reputation.

It is not only BMW Motorrad that is choosing Continental as its OEM supplier and it is not only the attraction of great tyres that is causing this change. Continental is part of a huge industrial empire and is the world's leading manufacturer and developer of ABS and traction control and general braking systems for not only automotive use but also aviation and rail. As part of any OEM deal Continental will supply, at attractive rates, off-the-shelf ABS systems that although not yet legislated are quickly becoming mandatory in a marketing sense.

Continental worked with BMW Motorrad to develop and produce class leading systems fitted to many of the current models and the black hoops mate nicely in the partnership.

Check out the tyres and the gauge at BM Motorcycles in Ringwood and even if you don't need new rubber, \$49 will get you the gauge.

On ya bike.

Cycling is the new golf. Jumping on the treddy is no longer the preserve of kids as it perhaps was when we were younger. It is a growing sport and recreational activity for people of all ages and ability. Road bikes, mountain bikes and hybrids are all finding new buyers. Even your humble correspondent has been known to jump on the family 24-gear grids and head out on the cycle tracks.

We see bikes attached to the back of cars and even the new roof racks; taking the bike away is for many an essential part



of life. For motorcyclists who also have a passion for cycling it presents an obvious problem. Until now that is.

American Garrett Blake loves both forms of two-wheeled freedom and he has produced a unique product that makes it possible to head off on a trip and also take the cycle along. 'Cycloloution' is his term for it. The rack fits neatly to the back of the motorcycle and the cycle attaches easily and does not upset the aerodynamics due to its positioning. The rack also takes care of what could be a very expensive carbon fibre bike. The mounting is done on the crank arm meaning there is no attachment or clamping on the frame. No scratched paint or in some cases damaged carbon fibre.

The 2x2 Cycle Rack is only relatively new in the market place in the USA and several BMW Motorrad dealers have already jumped on board, giving their customers the ultimate touring option for two wheel tragics. GS models are well taken care of and other BMW models are currently being developed

As yet there are no outlets in Australia but if you go to their website, I am sure Garrett would be happy to take \$US279 from you.

Have a look at www.2x2cycles.com



Above: A US Dealer supports the options to carry the pedal variants of two wheel touring. Below: The Cycle Rack



Cranking it up

Last year was a learning year for Team BMW Motorrad. In 2010 more is expected of Troy Corser and Ruben Xaus. The WSBK is one of the most competitive classes in world motor sport so it will not be easy but a podium or two is a must and the top step would be nice. The WSBK program is part of an integrated marketing plan but the bean-counters in Munich will be looking for a result; so will the hard-working team and riders.

To highlight the seriousness of the quest BMW Motorrad has 'recruited' former Ducati team manager David Tardozzi to take over team management and operational control at race weekends and in testing. At Ducati he was team principal and managed to bring to Bologna nine manufacturer's titles and eight rider Superbike World championships. He knows what he is on about.

His experience will free up other members of the team to concentrate on other tasks that need to be done to get the S 1000 RR into the pointy end of the field. Phillip Island will be his first outing with the team and David is excited at the chance to develop a new and enthusiast team.



Above: David Tardozzi to run team management at BMW Motorrad.