

Troy talks business

Troy Corser is one of the most successful motorcycle racers in recent history. In his long and illustrious career, he has won the Australian Superbike Championship, the AMA Superbike Championship and has twice won the World Superbike Championship, stepping on to the podium an incredible 128 times – 33 of which have been on the top step. In 2009, the 37-year-old is riding for the BMW Motorrad Motorsport team in its debut World Superbike Season and early signs show that the Australian has quickly got to grips with the S 1000 RR factory race bike.

Prior to appearing in the World Superbike Championship for the first time in 2009, the BMW Motorrad team faced the unenviable challenge of joining one of the most competitive race series' on the planet and one that has attracted representation from all the major manufacturers. However, BMW Motorrad Motorsport's first season has already been spectacularly successful, given that the all-new effort has been measured against many more experienced teams in this category of the sport.



Equipped with an expert team of technicians and the awesome, but unproven S 1000 RR, BMW Motorrad Motorsport needed to find two riders with an established track record on the world stage and the experience necessary to develop the new Superbike into a genuine race-winning contender. In the form of Troy Corser and Ruben Xaus, the team formed its ideal line-up and quickly got to work in preparation for the start of the 2009 season.

“It wasn’t a difficult decision to join BMW Motorrad Motorsport because it is a great opportunity to help a new manufacturer in World Superbikes,” Troy reveals. “I bring experience, the skills to develop a bike and the ability to work with Ruben so that we can develop the bike more quickly. BMW Motorrad Motorsport wanted me to be part of the team and they were happy for me to bring in some experienced technicians, and that has been a benefit for all of us.”

Indeed, results so far this season have highlighted that despite being newcomers to the championship, BMW Motorrad Motorsport are reaping the reward for implementing extensive planning, possessing superb technical expertise and employing two immensely talented riders. At the first round of the championship in Phillip Island – BMW’s first ever appearance in the World Superbike Championship – Corser set the fastest lap of race one, ultimately crossing the line in eighth position. The Australian was unable to recreate that form after becoming embroiled in a mid-field battle in race two. However, two weeks later in Qatar, Corser piloted his BMW S 1000 RR to ninth

position in both races, leading to widespread praise for the BMW Motorrad Motorsport team.

Corser comments on the early season form: "At Phillip Island, the chassis was working well, the balance of the bike was good and it also felt stable. The engine felt strong - on top speed and acceleration. Considering how little track time we have had on the bike, it felt comfortable. The bike's base is good, but of course there is room for improvement. After our first race in Phillip Island we got a lot of information which you cannot get during a test and that is good for all of us. We are all still learning, but the bike has good potential for sure."



Corser, who has ridden for Ducati, Aprilia, Petronas, Suzuki, and Yamaha teams in the past – winning titles with Ducati and Suzuki in 1996 and 2005 respectively – is no stranger to developing new World Superbike race machines. It is precisely this experience that makes his relationship with BMW Motorrad Motorsport a match made in heaven.

Apart from considerable success with established factory outfits, Corser's machine development skills have helped several newcomers to the competitive world of Superbike racing. In 2000 the Australian joined the Aprilia team, winning the team's first World Superbike Championship race later that season. Then in 2002, Troy joined the Foggy Petronas team and spent a year developing the bespoke machine before taking it racing in 2003 and 2004, with a best result of second place at Misano in 2004.

According to Corser, there is no secret to developing a new race package. The answer is simple – hard work. "I start by trying different things, comparing telemetry with my previous knowledge. Then there is a lot of trial and error as it is an all-new bike. This is a clean start, so everything is worth trying out.

"The team are fantastic to work with and they have a lot of experience in different areas of motorsport, including Formula One and Le Mans racing. The people we've brought

in have helped our learning process a lot. Everybody is working hard and all the team members are focussed and determined to make this project succeed.”

Having established itself firmly on the world stage in such a short space of time, the BMW Motorrad Motorsport team is poised to improve further as the season progresses. Corser is optimistic of the team’s chances in this, its first season in the World Superbike Championship.



“I’d like to think that the bike will be good at all the tracks on the calendar,” he says. “I feel that the input from Ruben and myself, together with all the work the team does, is going to make the bike competitive at every circuit and we’re looking forward to catching up with the top teams as the season progresses.”

The next round of the World Superbike Championship takes place on April 5 in Valencia, Spain. Watch this space for an exclusive interview with Ruben Xaus next week.