



GG QUAD North America



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GG Quad North America 2006 Media



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Introduction

This media coverage is the result of a lot of phone calls and driving around the country. In retrospect, this process seems simple. Call a magazine, find the editor and tell him about our product and offer to let them see it. Go visit them and then wait for a few months and see what they wrote.

The hard part is doing all this on my own. No help from an add agency or administrative assistant, just my wife and my traveling partner and future business partner, Ray Donaldson.

An example of how crazy it can get is driving from California to Washington, D.C. I spent ten days in Southern California in early June. While I was there doing magazine interviews and demonstrations, the folks at NHTSA called. They had received my petition for rulemaking and wanted to see the Quad. Could I be in D.C. by June 13th? No problem, just pack up and drive 3000 miles. I had to arrange dealer visits along the way, stop by home in Dallas to let my family know I was fine (and do some laundry,) and service the van & trailer. All in a days work.

I give lots of thanks to Beth, my wife for putting up with me. She is letting me live out my dream of participating in the motor sport business. She has allowed me to spend both money and time on this start-up venture. I have been gone on road trips this year to Indianapolis, California (twice), the East Coast, and Colorado.

Ray has been an unpaid assistant on a few of these trips. He has been a great help in driving, keeping the Quad in top operational shape, and helping in the marketing efforts.

While we have had fun, it has not all been a smooth road. In fact, we had quite a bit of damage to the Quad on a press demo. See the Fort Worth Star Telegram article. We have had the wheels dinged, the reverse knob fall off, and countless miles wasted on the tires from big, smoky burnouts.

I want to give a big thanks to the media. The folks I have met are enthusiasts, just like me. They love to ride & drive cool hardware and write about the experience. Most have been very kind in their writings. Thanks for the help. I hope we can return the favor.

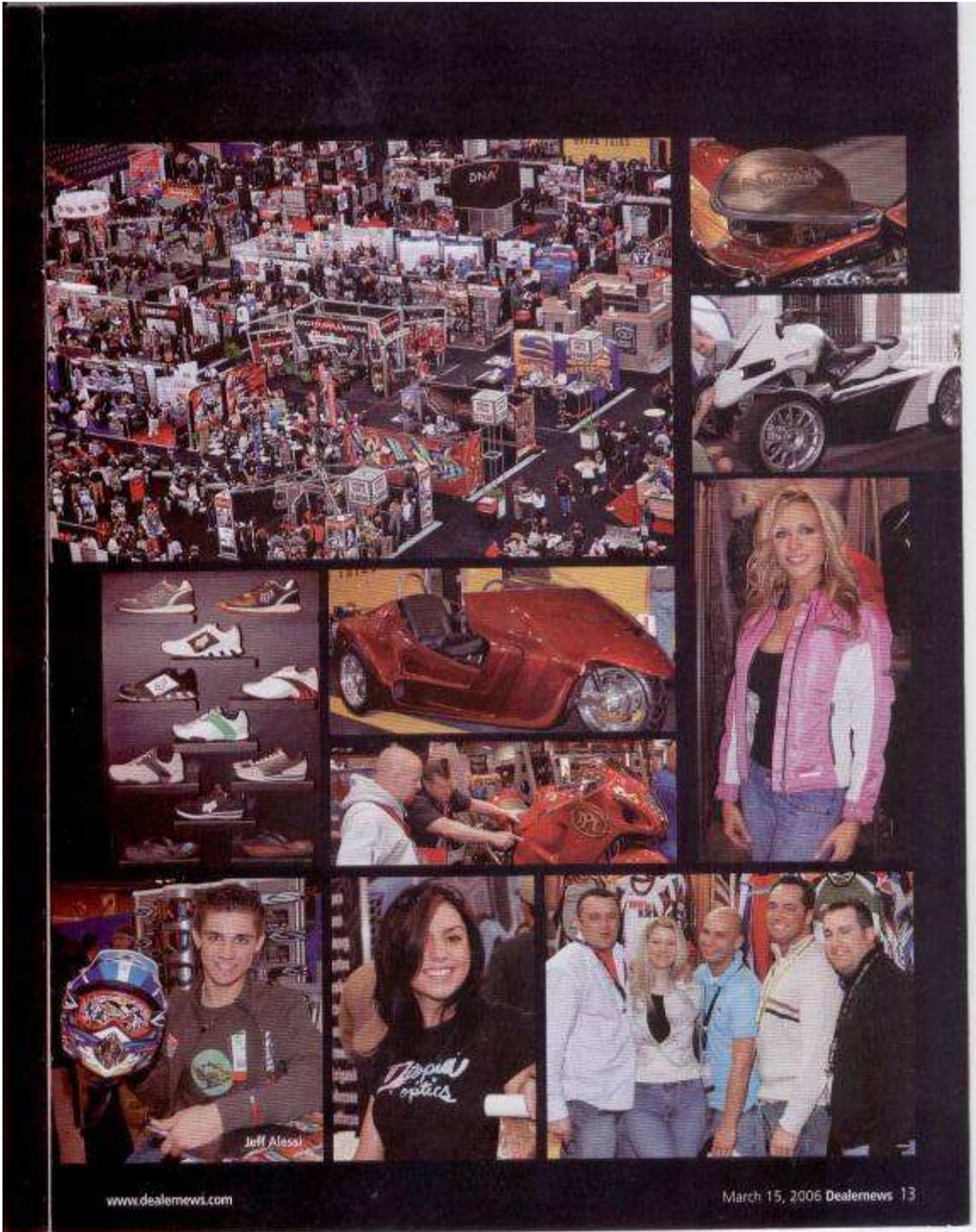
The question comes up frequently “how did you get into the Neiman Marcus Christmas Catalog?” I would like to claim that I am a marketing genius. The truth is that I thought NM would be a great placement in 2007. I thought that since they were right here in Dallas, I could locate someone who knew the right contact at NM and I could start to pester them. Then in May I got this e-mail forwarded from Switzerland. “Hello - I am the fantasy scout for the Neiman Marcus Christmas Book. In the book, we feature approximately 10 fantasy gifts each year and I am interested in speaking to you about possibly offering the GG-Quad this year. Please contact me as soon as possible. Thanks!” Now the folks in Switzerland had no idea about Neiman Marcus. They thought it was a person named Mr. Marcus, Neiman Marcus. I called and told them I was the US importer and I could show the Quad to them. They said when and I said how about

lunch? The rest is history. The hard part was keeping the secret. One day while having some DVDs copied at a local DVD rental store, the owner saw the Quad and the DVD of the Quad. He said I should get the Quad in NM and that he knew the VP at NM. Well this was the same lady at NM I was working with. Turns out they are good friends and not having him tell her was quite fun.

Well, kick back with a fine glass of Swiss wine and enjoy the reading.

Keith Smith

Dealer News, March 15, 2006



Wheels

THURSDAY, APRIL 20, 2006

PARK CITIES PEOPLE

2007 GG-Quad: Four (Wheels) for the Show

One Park Cities resident's investment takes the stage at the Dallas Auto Show

By David Bodet
Special Contributor

Some 45 years ago, a Dallas man who was looking to retire from racing was scratching around Dallas, Detroit, and L.A., trying to put a sports car together.

That man, Carroll Shelby, ultimately connected a rolling chassis, supplied by England's AC Cars, with Ford power. The end result, which Shelby dubbed "Cobra," is still making history, both as the inspiration for countless replicas and the litigation those replicas have spawned.

Forty-five years later, Park Cities resident Keith Smith is taking a similar path to power. Smith, 47, has loved bikes since he was a kid. His teenage is sprinkled liberally with both sport bikes and race replicas, confirming that on a two-wheeled level, he remains a kid. The track bike is Ducati's 916; BMW's R1100S supplies sport touring potential, and Suzuki's Katana 1100 will appear front-and-center when *Architectural Digest* (or *Cycle World*) comes calling.

An electrical engineer by trade, Smith's day job (until

recently) had been the construction of power lines. A nice gig, but when the company sold, Smith took the proceeds and didn't look back. With his love of two-wheeled transport he gave some thought to motorcycle retail, but ultimately thought the time commitment would prove too much. And then, on a visit to Intermark, the European show devoted to the motorcycle trade, he spotted the GG-Quad, a BMW-derived four-wheeler that caught both his fancy and investment kitty.

The inspiration of Walter Grueter, a BMW motorcycle retailer outside of Lucerne, the GG-Quad combines BMW's air-cooled, 1130cc flat twin drivetrain with a design-specific 4-wheel platform. The riding position for pilot and passenger is not unlike that of an ATV, but that's where any comparison with the ATV industry ends.

The chassis is specific to the Quad, and enjoys a design ethic more similar to a formula car than your neighbor's Yamaha. Everything, from chassis to bodywork, is fabricated in-house. Suspension is independent, braking is supplied

by hydraulically actuated discs at all four corners, and the cast aluminum wheels boast 16-inch rubber up front and 17-inch on the rear. Notably, while the

Quad is tightly dimensioned, the differential is fitted with a reverse gear; be sure you mention it to your valet attendant when parking.

With an upright riding position, motorcycle switchgear, and windscreen integrated into the front fascia, the overall impression is the end result of Mad Max had appeared in Kubrick's *Space Odyssey*. This



PHOTOGRAPH BY GREGORY HEISLER

result, with a small number of Quads available to an equally small number of well-heeled enthusiasts, will be worth it. This is a singular piece of engineering and, in a brief demonstration on and around Lovell Lane, an absolute blast to operate. And while the \$50,000 investment may seem a lot for this uber-ATV, it's not inappropriate when you consider \$30,000 Ducatis and \$80,000 choppers. You pay your money and you take your choice.

At this year's Dallas Auto Show, Smith and his Quad were prominently displayed. Because of legal commitments Shelby, regrettably, couldn't attend.

it wouldn't look out of place in Australia's Outback; it is probably better suited to Germany's Autobahn. As this is written, Smith is putting the pieces in place for Washington), but the end

BMW MOA – Motorcycle Owners of America, May 2006



*If I had a million dollars,
I'd buy you a house.
If I had a million dollars,
I'd buy you furniture for your house.
And if I had a million dollars,
Well, I'd buy you a K-Car.
If I had a million dollars I'd buy you love.*

- Barcnaked Ladies

Forget the house, car, and love – if I had a million dollars I'd spend it at the Dealer Expo.

The annual Indianapolis mega-show is a feast for the senses. This year more than 21,000 attendees filled the Indianapolis Convention Center and RCA Dome, the Indianapolis Marriott Downtown and the Westin Indianapolis during the four-day event. It is the motorcycle industry's largest trade-only event. It is, in a word, huge.

Fortunately for this editor, a couple of seasoned MOA Owners News veterans were on hand: Art Director Michael Cohen, and Advertising Director Ted Moyer. At least they knew where they were going. They had both told me to wear comfortable shoes, and be rested. They weren't kidding.

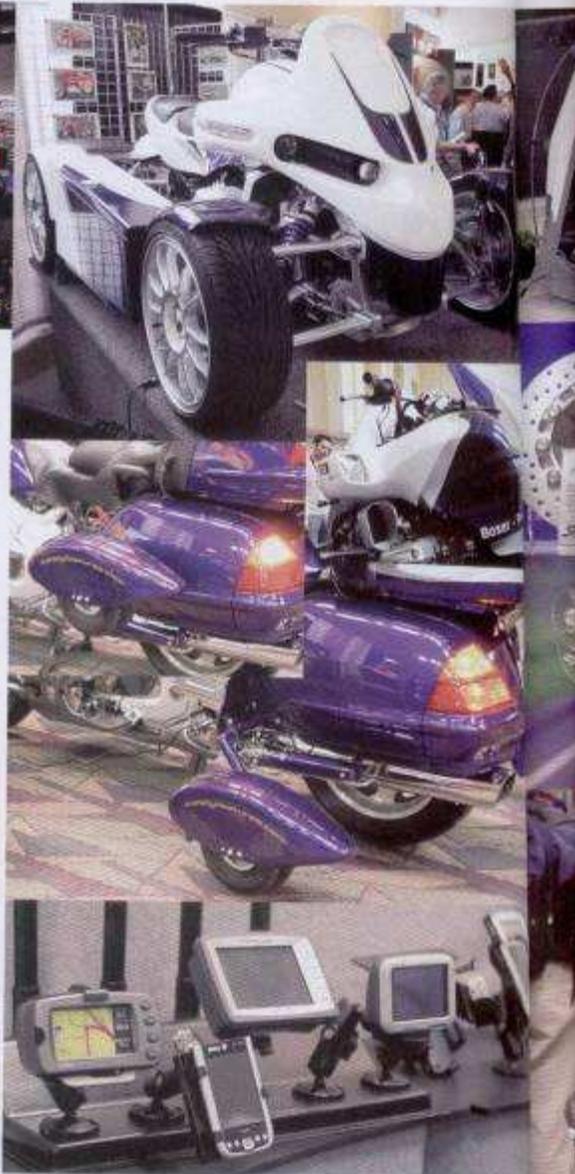
The three of us met with a lot of the great folks who advertise in this magazine. We saw the latest technology, clothing, tires, boots, helmets, lubricants, locks, covers, windshields, side bags, gloves, tools, and just about any other accessory you could possibly ever imagine.

In the coming months we'll be testing and reviewing much of what we saw at the show. So stay tuned to the Owners News.

- Vince Winkel, Editor

The Wonders of the

Dealer Expo



Dirt Wheels, June 2006

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INDY

Electro Cycles is looking into what it would take to make their Swiss-made, high-tech quad legal for the street and highways in the United States. This quad uses a BMW motorcycle main-frame and ultra-trick machined aluminum suspension components. They are currently being used and are very popular in some European countries. If you can help in any way give them a call. Contact (214) 559-4597.



Tyler Sports had a display of officially licensed Marvel Comics painted helmets. The series of 599 painted helmets includes Spiderman, Captain America, The Punisher and Ghost Rider. The helmets are D.O.T certified and available in XS to XL sizes. Contact (212) 563-1082.



Not to be outdone by the Green Goblin quad, Spiderman had his own tricked out quad on display at Indy. The Web Slinger also had "OuttaControl" Racing's Quinn Michael fabricate and custom build his machine for the show. Our Spidey sense tingled as we passed it crawling up a convention wall.



Mattracks recently introduced an all-new side-by-side track system as well as a redesigned traction pattern. The new system has shape-changing suspension characteristics. Called the Lightfoot, the new tread pattern is thirteen inches wide and has paddle lugs an inch and three quarters deep. Contact (218) 436-7000.

www.dirtwheelsmag.com

PHOTOS BY TIGER JONES

RACE
TRAC
Front
6-p
Rear
Tosk

www.11

Cycle News, June 21, 2006

The GG Quad!

Most people come home from a motorsports trade show with T-shirts, posters, or maybe a set of tires. Keith Smith of Dallas, Texas, came home from Intermot, the European motorcycle trade show, with a quad-import business.

With plans to begin importing this fall, the self-described two-wheel addict calls the GG Quad the "Rolex of quads." This hybrid of sports car and motorcycle is built to order by Gruter and Gut, better known as just "GG." The Swiss-designed, billet-aluminum chassis surrounds a BMW flat-twin 1150cc motorcycle engine and controls. This 100-horsepower quad is more Autobahn than Outback, going 0-60 in five seconds, with a top speed of 115 mph. Weighing in at 880 pounds, luckily the quad's six-speed gearbox includes reverse.

Stopping is not a problem, either, according to GG, as the four-piston brakes with full-floating rotors will bring the quad back to zero from 60 in less than 100 feet. For the \$50,000 price tag, GG North

America says you get Formula-car stability and control on the OZ wheels with 17- and 16-inch Dunlops, and adjustable hydraulic shock absorbers. There is plenty of storage space on the unit, and you can customize from the extensive list of options, which include a custom paint job that varies from "mild to wild," a differential lock, heated grips, an intercom system, and more.

The company intends to deliver 100 units per year, and Smith is sorting out the DOT and EPA requirements while seeking interest from BMW motorcycle dealerships - specifically to provide retail sales and service. And if you happen to be in Switzerland, stop by the factory.

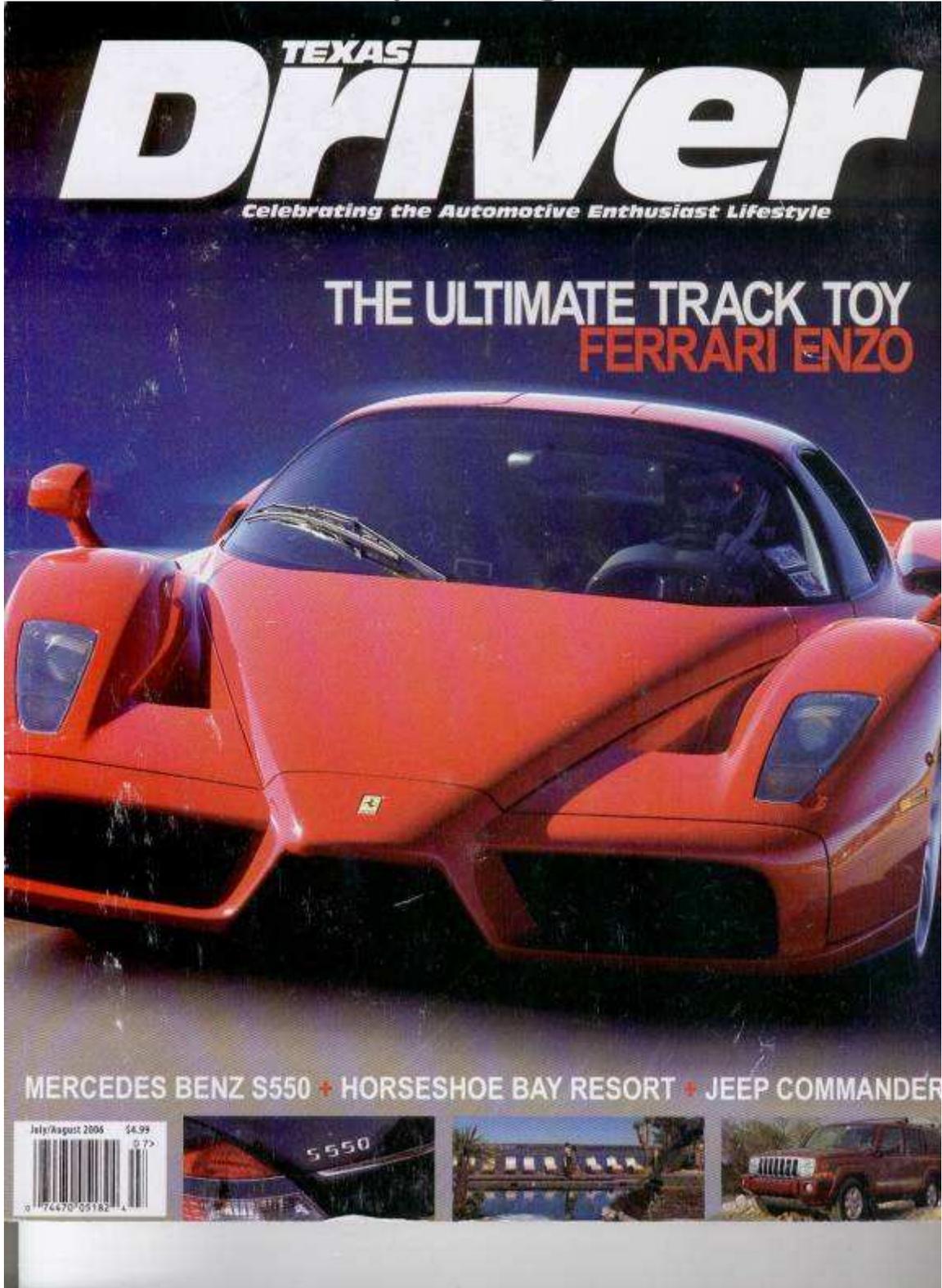
"Customer tours to the factory and a week of fun riding around the European Alps will be offered to owners and potential customers, too," Smith said.

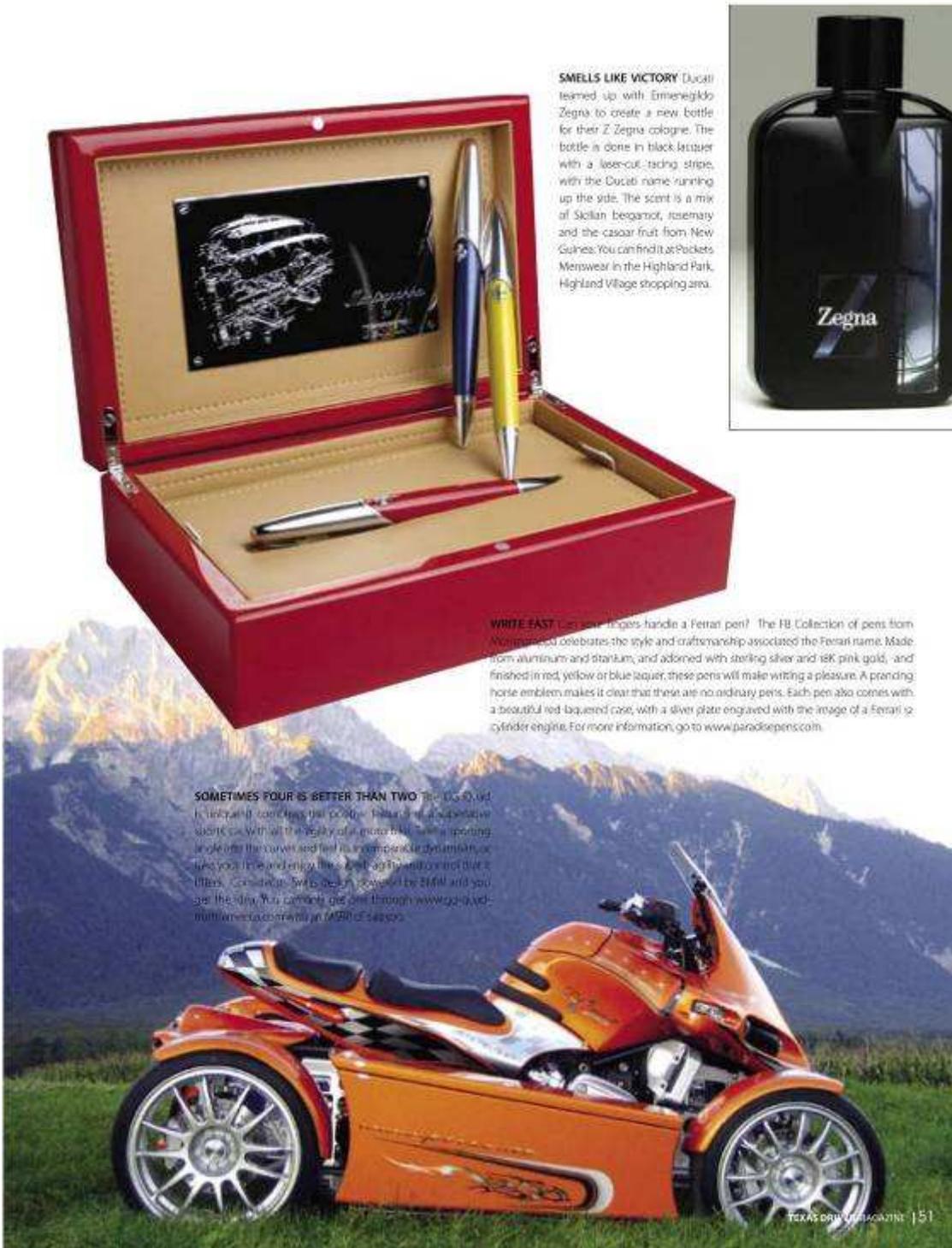
Find out more by calling 214/559-4597 or check out the website at www.GG-Quad-NorthAmerica.com.

Michelle Baird



Texas Driver, July – August 2006





SMELLS LIKE VICTORY Ducati teamed up with Emanuele Zegna to create a new bottle for their Z Zegna cologne. The bottle is done in black lacquer with a laser-cut racing stripe, with the Ducati name running up the side. The scent is a mix of Sicilian bergamot, rosemary and the casioar fruit from New Guinea. You can find it at Pockets Menswear in the Highland Park, Highland Village shopping area.

WRITE FAST Can your fingers handle a Ferrari pen? The FB Collection of pens from Montblanc celebrates the style and craftsmanship associated the Ferrari name. Made from aluminum and titanium, and adorned with sterling silver and 18K pink gold, and finished in red, yellow or blue lacquer, these pens will make writing a pleasure. A prancing horse emblem makes it clear that these are no ordinary pens. Each pen also comes with a beautiful red lacquered case, with a silver plate engraved with the image of a Ferrari 12 cylinder engine. For more information, go to www.paradisepens.com.

SOMETIMES FOUR IS BETTER THAN TWO The Ducati is a unique combination of four wheels, a superb engine, a superb suspension, and all the beauty of a motorcycle. When you get on the scooter, you feel its incomparable dynamism, you feel you're in control, and you enjoy the control that it offers. Consider this design, you will be amazed and you get the idea. You can only get one through www.ducati.com or www.ducatiusa.com in MSRP of \$4,499.

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Motorcycle Consumer News, August 2006

Motorcycle Consumer NEWS®

Volume 37
Number 8
August 2006
\$7.00

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First Impression

G+G Quad: Is it a motorcycle or a car? You decide!

by Dave Searle

THE HANDLEBARS in your hands feel familiar, as does the regular firing of the BMW boxer engine beneath you, but you're idling at a stoplight and you still have your feet on the pegs. If you look around, you'll see that the car drivers around you are doing their best to photograph you with their cell phones, and once you get moving, they keep trying and their antics can be pretty dangerous as they try to do two things at once.

The machine is the first of its kind to turn a tire in America, so you can understand their fascination. It looks like a cross between a formula racing car and a ATV. If you remember the photos from *Intermot* a few years ago, you'll recognize it as the Grütter+Gut Quad, undoubtedly one of the most interesting vehicles we've seen in years. With its suspension hewn from billet aluminum and supporting some serious rubber: 195/40-16" fronts and 225/35-17" rears, mounted on forged OZ wheels, the machine makes quite a purposeful impression. The bodywork is shapely and flawless in execution, providing a mask-like face with deep slits for eyes, each sporting a pair of projector beam headlights with an air scoop in between. Our tester looks a bit like an oversized go-kart, as it wears the optional aluminum side pods between the wheels, which not only provide some side impact protection but function as luggage boxes as well, so that you've got 80 liters of storage capacity in each side.

The chassis is quite stiff, and is basically comprised of a pair of stacked, steel-tube, ladder-type frames made of what appears to be 50mm tubing, joined by milled aluminum suspension mounting plates at each end. The boxer engine is also a stressed member.

Wilbers makes the shocks, which are adjustable both for preload and rebound damping. It was mentioned that differences in rider weight are not so significant to suspension adjustment for the Quad, as its near 900-lb. wet weight is shared by four wheels, not two.

Braking is handled by specially crafted four-piston calipers, two each on each front wheel and a single caliper on the rear, gripping 280mm floating discs all around. The brake system doesn't use BMW's ABS, but the rear is a linked design, using a simple race-car-type balance bar to provide 70% front 30% rear pressure, while the handlebar lever works the extra set of front calipers separately. Stopping forces greater than one G are a simple matter to achieve with so much rubber on the road.

Although you might imagine that such a machine is just a one-off custom, in fact G+G Motorradtechnik GmbH in Switzerland has been selling the machines since the fall of 2004, and BMW has signed a 15-year contract with G+G to supply the type R259 oil-head



Priced at \$49,500 before options such as custom paint or the luggage boxes pictured, the G+G Quad is marvelous addition to a high-roller's stable of exotic vehicles, but could pave the way for more cost-effective street quads in the future.

boxer engines in RT/RS-spec tune (rated at 97 hp). In addition to the motor, the machines also use BMW GS-type handlebars and handlebar controls, BMW engine management ECUs, airboxes and driveshafts.

If you know anything about dirt quads, you know that their typical live rear axle design makes these machines a handful on pavement as their lack of a differential resists steering efforts unless vigorous cornering force can unload one of the rear wheels. This would be a serious drawback on a dedicated street machine, so the G+G Quad uses a proper differential made by Quaife, the well-known supplier of racing components. This unit also incorporates a reverse gear, which can be selected by a lever below the right side of the rider's seat when the machine is in neutral. Very convenient.

Riding Impression

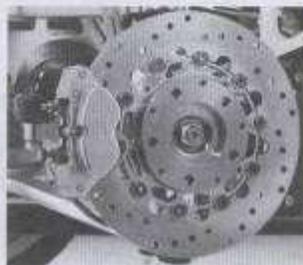
Although it wears handlebars, the countersteering we all use to aim a motorcycle is wrong on the Quad. Instead, you could think of it as steering like a sidocar outfit. With its simple go-kart type steering arrangement, a pair of tie rods attached to trailing arm off the steering shaft, considerable effort is needed to steer the fat front tires into a turn and, unlike a bike, you must continue to push hard



The hubs and steering arms at each corner are billet aluminum works of art, attached to equally gorgeous milled alloy carriers.



Behind the Quad's nose, you can see the simple go-kart type steering system (the black tubes). Note also the articulated lower headlight system.



With the rear wheel off, the rear brakes' alloy hubs and floating disc mountings are visible—scrumptious stuff for well-heeled gearheads.



and hold steady on the handlebars to complete the entire arc. Because our minds are conditioned to a particular type of vehicle behavior when holding handlebars, it's also easy to forget that you must deliberately steer for even the mildest bend in the road, which tends to pass unnoticed on a bike, which can lean through such turns with barely any deviation from vertical. This quickly became obvious as our pre-programmed "push and release" steering instinct failed to do the job and we'd begin to run wide after making the initial arc.

I was also worried that with the rider sitting so high, the machine might be too easy to tip over in hard cornering, so I suggested a large parking lot where we could practice more vigorous maneuvers. But its stability was much better than that, preferring to slide on its wide tires instead. Incidentally, the tires, built for much heavier automobiles, are set at very low pressures to provide compliance, just 15/18 psi front/rear.

Press hard enough and twist hard enough on the throttle and you'll find the machine lifts its inside rear wheel an inch or so clear of the ground. As the photo above shows, the machine's solo weight distribution is decidedly forward, but would likely be fairly well balanced with two in the seats. Without a rider in place, the machine's center of gravity is said to be barely more than an inch above the axle line.

On the road, you learn more differences between a bike and a quad. Side-to-side undulations in the pavement cause the machine to rock back and forth beneath you, reminding you how neatly a single-track vehicle eliminates such distractions. The jostling effect gets your attention, especially at higher speeds, but doesn't feel alarming. At freeway speeds (I rode at 75+ mph for a short stretch), steering inputs will shift the weight of the machine beneath you opposite the way it does on a motorcycle. It's not hard to learn, but it doesn't feel as naturally stable as a bike does.

In terms of straight line performance, the Quad is seriously quick and could easily outrun the most determined chase vehicle. And all the control inputs were perfectly familiar for that task.

How You Can Help

The opportunity exists to make the G+G Quads legal in the US, which will undoubtedly make them much more affordable. The fact that MCN has been given the chance to try the Quad is due to the imagination and hard work of one Keith Smith, who saw the machine when it was introduced at Internet a few years ago and decided that he'd had enough of powerplant engineering and would do something he really cared about. The reason you haven't seen similar machines on the road before this, is that, technically, they aren't legal in the US. Keith has so much faith in the machine that he's willing to spend the next year working to convince NHTSA that it should be allowed as it complies with all current motorcycle regulations. In Europe, street-legal quads are common and US manufacturer Polaris sells lots of them. You can help!

LOBBY THE GOVERNMENT!

How to write your senators and congresspeople:

To locate your elected representatives, go to www.congress.gov/congressorg/home/ and enter your ZIP code. If you live in a ZIP code served by more than one representative, you will need your 5-digit ZIP or address.

Click "info" to get their address in Washington.

Open the example letter and paste the senators' and representative's addresses into the letter. Don't forget your name and address so they will know you are in their districts and so you can send a copy of the letter for your "Set the Quad Free" T-shirt.

Pick an issue that has meaning to you and expand on the issue in one or two sentences. Keep it short and simple. For example:

"I want to see the Quad for sale because it gets nearly 35 mpg. I currently commute in a SUV that gets 15 mpg and the Quad would help my fuel budget while reducing our dependence on foreign oil."

Another example: "I am a mature motorcycle rider and I have concerns about holding up my bike at stoplights. The Quad allows me to enjoy motorcycling without worrying about falling over. Please ask NHTSA to approve the Quad for road use like they are in Europe."

Here are some more examples, but feel free to make up your own:

The Quad is more fuel efficient than other vehicles on the roads

The Quad is a smaller vehicle and reduces road congestion

The Quad can use the HOV/carpool lanes and reduce congestion

Less exhaust emissions compared to larger-engined vehicles

New operators using quadricycles equals reduced road congestion

More stability than two- and three-wheeled vehicles

Adaptable for use by disabled operators

Send a copy of your letter to G+G Quad North America and they will send you a G+G Quad T-shirt. (Include your size: S, M, L, XL, XXL.)

G+G Quad North America—4437 Druid Lane, Dallas, TX 75205
(214) 559-4597; Fax: (214) 559-2776;
www.gg-quad-northamerica.com

Dirt Wheels, August 2006





SUCK BMW STREETQUAD

In the *Indy Show* article of our June '06 issue, we gave you a look at a custom street quad with a BMW powerplant. Here's some more photos and info on the beast. The motor is a 1150cc boxer twin with 85hp that can push the 327-pound vehicle to 100 mph. Naturally, there are

four-piston disc brakes on all four corners. If you're interested in owning one of these exotic Euro quads, check out GG Quads out of Dallas, Texas. They are the North American importers and can be reached at (214) 559-4597 or keith@ggquads.com, but be prepared for sticker shock.



← 20 YEARS AGO IN DIRT WHEELS

Our August 1986 issue featured a giant high-performance shootout between the top three-wheelers and the two new quads from Suzuki and Honda. The TRX350R took top spot followed by the QuadRacer, ATC250, Tri-Z 250 and KXT280. From this point forth, the popularity of three-wheelers began to rapidly decline.

This issue also included Suzuki's first 4x4, Kawasaki's Bayou 300 and Yamaha's Big Wheel 80. There was even an article on how to turn your ATV into the ultimate fishing machine. The other fishermen on the Pro Tour were so jealous when the *Dirt Wheels* crew motored past their fancy bassboats.



COOL LICENSE PLATES

This is on the back of a truck belonging to Ian and Renee Savoy of Canton, Missouri.



New Yorker Duane Keezer proudly wears this plate on his SUV.



MORE PLATES

One of the best places to spot personalized license plates is in the pits of a well-attended ATV race. Can snatched these plates at Los Angeles County Raceway while he was racing the Project Suzuki LT-R450 for the issue.

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Motorcycle USA, August 18, 2006

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2007 GG Quad - Quick Ride

8/11/2006
By Kevin Duke

To say this wasn't a typical bike test would be an understatement. In fact, this marvel of modern engineering isn't even a bike!

However, the GG Quad is motivated by a Boxer Twin drivetrain stolen out of an R1150 BMW motorcycle - enough roots in the moto world to oblige a mini test. Plus, it attracts as much attention as a fleet of Ducati 999Rs, so we couldn't refuse a ride.

First of all, no, the specialized machine manufactured in Switzerland by Gruter + Gut Motorradtechnik isn't legal to ride on U.S. roads like it is in some countries in Europe. However, the American importer, GG Quad North America, has visited the Department of Transportation (DOT) and the National Highway Traffic Safety Administration (NHTSA) in Washington in the hopes of getting the quad approved for road use on our shores. A decision is expected by September 15, 2006.

So let's assume you could ride it on Yankee roads - would you want to?

Well, if you didn't get much attention as a child or if your Lamborghini Diablo is no longer pulling chicks, you'd definitely find something appealing in the GG Quad. No vehicle I've ever driven/ridden has attracted as much attention as this bike, er, quad. Cars wander in lanes as their drivers swivel their heads around for a glimpse, and camera-equipped cell phones are drawn quicker than a gunslinger reaching for his Colt at the O.K. Corral.

The GG Quad is the brainchild of Walter Gruter, a Swiss bike dealer that also manufactures accessories for its retail line of Ducati, BMW and Moto Guzzi. Back in 1994, Gruter gained attention with his Duetto bike/sidecar rig that used hub-center steering with a swingarm front end. The company says it sold 30 units worldwide.

The Duetto, with its three wheels and BMW powerplant, now seems like a natural bridge to the GG Quad. In this latest project, Gruter began with BMW's 1130cc Boxer motor built over a tubular steel lower frame. Then the CNC machines got a workout, carving elaborate plates out of billet aluminum for the front and rear suspension attachment posts. Double A-arms (again, from billet) are used both front and rear, damped by fully adjustable shocks. This stuff is pure art to those who appreciate lovely mechanical bits.

As if this doesn't stand far enough apart from the ATV



Propelled by a Boxer powerplant ripped from an R1150 Beemer, the GG Quad may not be a motorcycle per se, but the fact wasn't going to stop Duke from testing it.



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9/29/2006

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crowd, getting power to the rear wheels will. Instead of a chain, the GG Quad uses a BMW driveshaft from the motor that spins a Quaife limited-slip differential. The six-speed tranny also includes a reverse gear. Sixteen-inch aluminum OZ wheels carry low-profile Dunlop car tires (195/40-16 front; 225/40-16 rear).

Even with all the aluminum, the GG Quad is a bit of a porker on the scales. With its 4.75-gallon tank filled, it weighed in at nearly 900 pounds. After all, it is 87.5 inches long and 55 inches wide.

Climb aboard and you're met by familiar BMW controls. Keeping as many OEM components as possible was critical to getting the quad to achieve governmental standards and the reason why the Quad's Boxer motor meets emissions regulations. BMW claims 85 horses for this engine, basically the same unit as our 2004 BMW [Rockster](#) test bike that produced 74.1 hp at the rear wheel. Our test unit was fitted with an optional performance exhaust system that was nicely louder than stock but not obnoxiously so.



The GG Quad (left) poses next to the yellow GG Duetto sidecar, a former project of G+G's Walter Gruter. It features hub-center steering and a swingarm front end.

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2007 GG Quad - Quick Ride 8/11/2006

Power from the R1150 motor is muted by the machine's 698-lb fully fueled weight, so the GG Quad is much more sluggish than the 550-lb Rockster, or most any streetbike you can name. That said, the BMW Boxer powertrain feels appropriate for a car-like vehicle, with its 66.0 lb-ft of torque available at low rpm.

Acceleration is quite stimulating for a car, matching the \$160,000 Bentley Continental GT at 4.9 seconds in the run to 60 mph. It continues on through the quarter-mile with a respectable 14.6-second ET at 99 mph. The importer says he's seen 117 mph on the Quad with his GPS.

As for the riding dynamics of this eye magnet, it's about what you might expect from a lowered quad fitted with sports car rubber. The handlebar might be from a BMW bike, but response from it isn't. The Quad's steering is quite heavy, as you might expect from those fat front tires, which makes it less than graceful maneuvering around at parking-lot speeds. It lightens up at speed and isn't a hindrance in most situations.

Use some muscle to throw it into a corner and those four meatballs stick like glue. The GG Quad registered a prodigious 0.9 g on a skidpad during a recent test by *Motor Trend*.

Like a motorcycle, a rider is rewarded with greater speed by hanging off to the inside of a corner, even if the lateral g forces are completely different. Riding the GG Quad briskly is similar to a snowmobile (and, of course, a quad). Instead of counter-steering, as on a bike, the bars need to be turned in the direction of travel. With nearly 76% of its weight on the rear wheels, drifting-type powerslides are out of the question.

The brakes also held up their end of the bargain, able to bring the pseudo car to a halt in just 114 feet from 60 mph. G+G builds the calipers and rotors in-house, and these are fed by braided-steel lines to the three sets of four-piston calipers. Yes, I said three, as each front wheel uses two four-piston calipers, one of which is activated by the rear [brake pedal](#). It was reassuring to know that I could just jump on them without any fear of low-siding, but I didn't appreciate how it needs a stomp on the brake pedal to engage all the whoa power available from the front brakes; I'd rather have full power at the handlebar brake lever.

All's well so far, but the GG Quad shows its worst side when bombing down a freeway. Uneven pavement seems



The GG Quad doesn't have the acceleration chops of a two-wheeled machine, but on four wheels it puts up a formidable 4.9-second zero to 60.



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causes a bump-steer condition, and its rider needs to be mindful of the steering at highway speeds. Since the front suspension is adjustable for camber and toe (caster is fixed), perhaps some revised setting will improve this condition. Ride quality on the freeway is better than expected from the 4 inches of available travel.

We've painted a fairly rosy picture of the GG Quad, and indeed it offers a riding experience available nowhere else. The problem for many interested buyers is the price tag. The base model starts at a way-out-there \$49,500, and items such as the sidepods and custom paint on our tester only raises it higher.

Is the price worth it? Well, not to my bankbook. But for some of the high-rollers who frequent places like Malibu's Rock Store where I rode it, \$50K might be a small price to pay for all the attention he or she will get tooling around the beach. The GG Quad is an exotic without the typical pretension, and this makes this a hit with whoever sees it.

If you think machines like the GG Quad should be legal to ride on public roads, click on this link to find out how to write your congressman about it.

Talk Back

Let us know what you think about this article in the MCUSA Forum. [Click Here](#)



The different dynamics of riding the GG Quad are readily apparent in cornering, with counter-steering and powerslides not an option.



Who can afford the \$49,500 price tag for the GG Quad? How about moto-crazed celebrities with millions of dollars to spare like famous motorhead Jay Leno seen here checking it out?



Print this story

Popular Mechanics, September 2006



UPGRADE
WISH LIST



Some
Like It
Quad

What's more fun than an 1150cc sportbike? Perhaps an 1150cc sportbike with the stability and handling of a formula race car. The 880-pound, 95-hp **GG Quad** hits 60 mph in under 5 seconds. It's big, it's weird and we're dying to try it. But it has three strikes against it. It costs \$49,500, steering it is a workout, and it isn't road-legal. Motorcycles are defined as vehicles with three wheels or less. However, GG Quad has filed a petition to change the law. ggquadna.com

MP3s From
Heaven

Someday we'll look back and laugh at MP3 players that downloaded music from a PC through a cable. We'll be plucking our tunes from thin air. For now, the **MusicGremlin** (\$299, plus 99 cents per song or \$15 per month for unlimited songs) lets you access over 2 million tunes wirelessly and swap files with other subscribers. The catch? You have to stay in range of a Wi-Fi network, such as your home connection or a local hotspot. musicgremlin.com

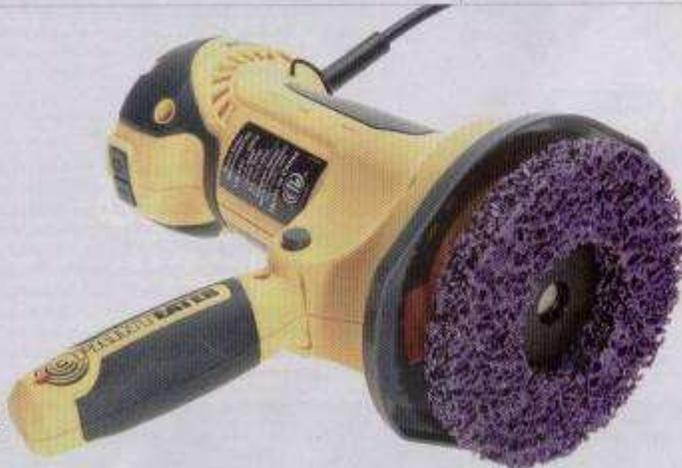


Screen Dream

It isn't groundbreaking, but Creative's **Zen Vision W** (3,199 for 30GB, \$499 for 60GB) has the best screen we've seen on a portable media player, and it plays every format we've thrown at it, from MPEG and AVI to various types of DivX. Even non-geeks will appreciate the bright 4.3-in. screen and the CompactFlash card slot—you can display photos and save them to the hard drive. creativejabs.com

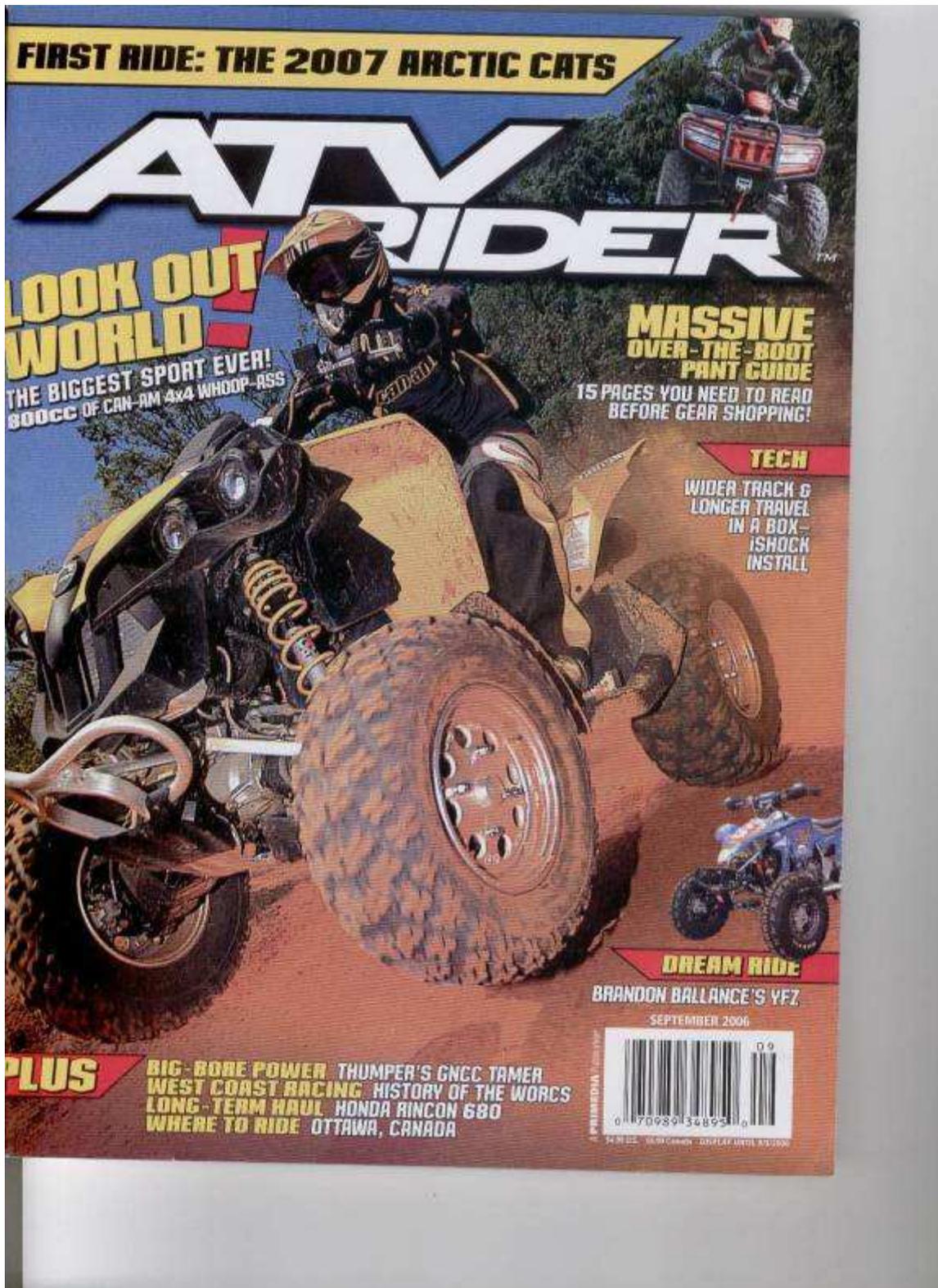


Sanders can do a fine job of removing paint—but they're better at, well, sanding wood. The 4.5-pound **PaintEater** (\$75) is a paint specialist. It has a comfortable grip, and it uses disposable, easy-to-load spun-fiber discs from 3M that tear through old paint without shredding the material you're prepping. wagner-spraytech.com



PHOTOGRAPH BY DAN KAZEMBEK (TOP VEHICLE); RUBEN AGUIAR (BOTTOM)

ATV Rider, September 2006



FIRST GEAR



young riders; it has a pushbutton electric starter and a kickstarter for backup. A wide 35-inch stance makes the KFX50 inspire confidence in turns, and full floorboards help keep little feet out of harm's way and provide extra comfort for the rider.

The KFX90 is the perfect choice for riders 12 years and older. This ATV offers great midrange engine performance with big-bike styling flair. Power comes from an environmentally friendly 89cc, four-stroke, air-cooled, overhead-cam engine. Mated to this powerplant is a CVT, and it has electric starting with kickstart backup. With a sporty ATV design, wide stance, larger Maxxis tires and full floorboards, the KFX90 offers handling traits that are confidence-inspiring. Parents can still keep watch over their young beginner with the lanyard engine stop switch.

But, wait, there's more! Kawasaki has even more in store for '07 with the release of the KFX450, which is sure to turn heads.

Our first news on the all-new KFX450 hint that the latest arrival to the raging 450 class will be quite innovative. The heavily anticipated Kawasaki sport should stir things up with its aluminum chassis, new 450cc motor with electronic fuel injection (EFI) and a reverse-equipped transmission—the first 450 to have it. We'll be updating you as soon as we learn more about this promising unit. For additional details, visit www.kawasaki.com.

» Street-Legal Quad?

Take one BMW 1150, lots of billet aluminum and four wheels, then combine the package via Swiss craftsmanship, and presto! A \$49,500, one-of-a-kind quad is born. Currently, the units are not street-legal in the country, but hopeful importer Keith Smith of GG-Quad-North America (214/559-4597, www.gg-quad-northamerica.com) is heading to D.C. to try to get the motorcycle rules rewritten to allow for four-wheel vehicles not to be limited to automobiles. The parts list is quite impressive, and the quality of the work was top-rate on the machine Smith brought by for us to take a spin on. The unique blend of BMW motorcycle into a four-wheeled chassis and special transmission

that also had a reverse certainly earned its fair share of looks. The rigid suspension and grippy 16-inch front and 17-inch rear tires meant it rode unlike any normal ATV, and it was more like a ground-hugging Formula One car. It carried its 880-pound weight well, and though it was a bit sluggish on the takeoff with a too-tall first gear, once up to speed the cruiser-styled engine promised a smooth ride. Aimed at the three-wheeled cruiser crowd, it seemed to be the answer to those who need to stand out yet have all the creature comforts of the touring cruiser bikes. Regardless, it's a cool idea, and if Smith can get them legal to ride on the pavement, the company is hoping to sell about 100 a year of this rolling four-wheeled beauty.



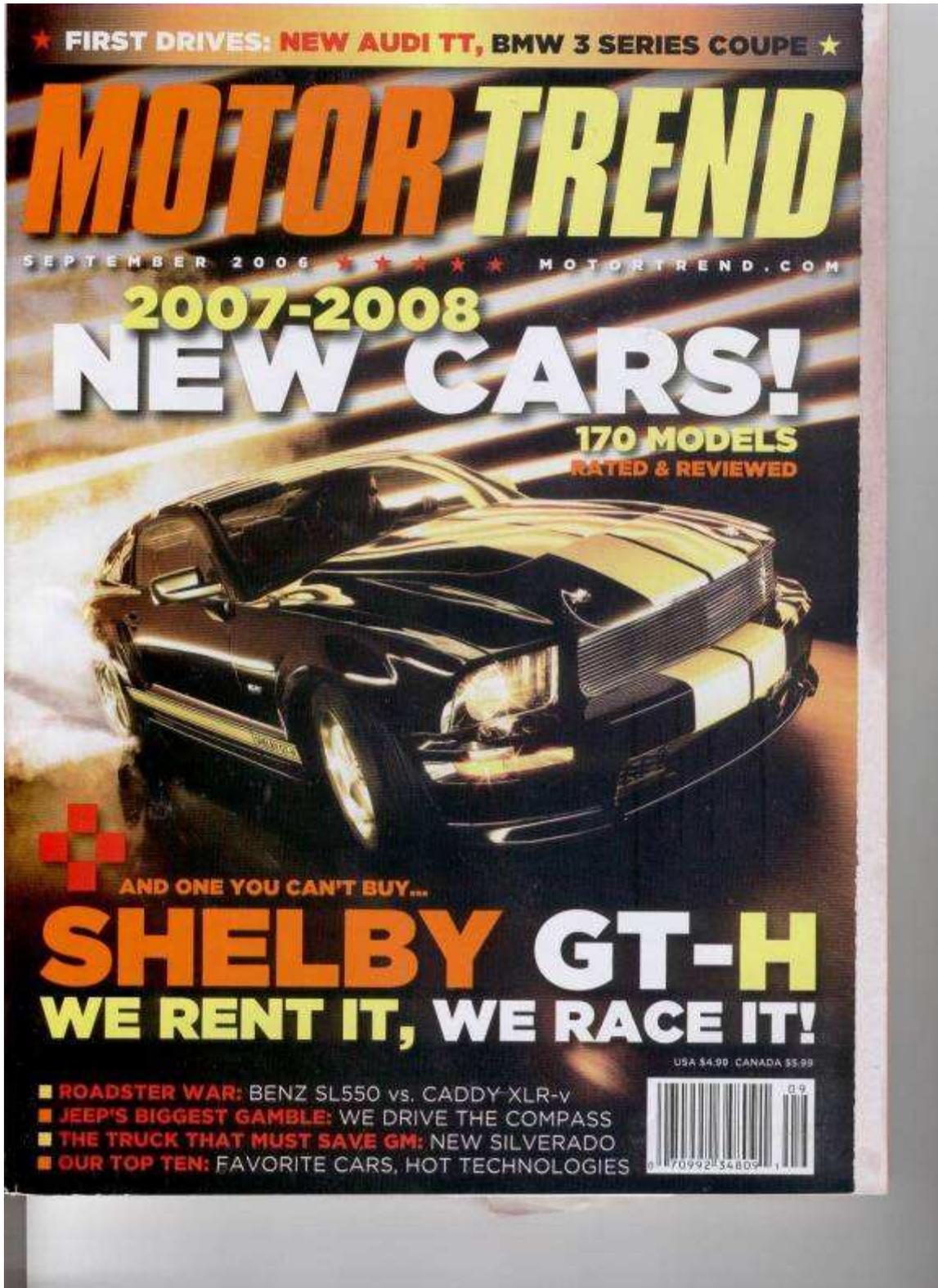
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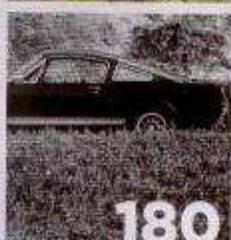
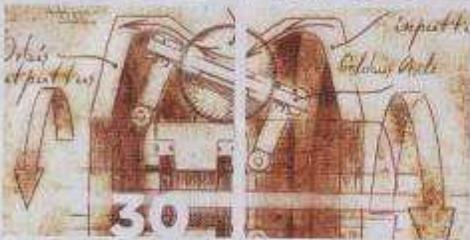
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september 2006



this month @ motortrend.com

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We rented it, we raced it—we know you want it, too!
■ Take a behind-the-scenes-tour inside the Shelby factory and peek into the process of building this high-performance Mustang you have to rent to drive.
- Downloadable wallpapers for your computer will allow the true ponycar fanatics the opportunity to keep this racer on their desktops, even if they can't keep it in their driveways.
- **Cadillac XLR-v vs. Mercedes-Benz SL550**
How does Caddy stand up next to the Mercedes? Can the XLR-v legitimately command a six-figure price tag? Share your opinion at motortrend.com/multimedia/polls/
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words & photographs: John Kiewicz



2007

GG Motorrad Technik

And now for something completely different

THROW traditional out the window. Get rid of common, too. Clear your mind of all preconceived thoughts of normal. Now strap on a helmet and throw your leg over the 2007 GG Motorrad Technik "quad." Don't mind the fact that you've never ridden a street bike, just fire up the BMW twin-cylinder boxer engine, let out the clutch, and set out for adventure.

For years, Walter Gruter has been building, selling, and riding his Swiss-made, TÜV-approved, street-legal quad in Europe. And now it's headed for America. As of this writing the quad is under the persnickety eye of DOT officials in Washington, D.C. If approved for roadworthiness, U.S. importer Keith Smith will be taking orders before year's end.

So what exactly is the Motorrad Technik? It's part motorcycle (engine, handlebars, gauges, electric), part car (four OZ 17-inch "car" wheels, four-wheel independent suspension, four-wheel disc brakes), and part engineering masterpiece (much of the suspension, frame, and Quaife LSD rear end housing are CNC-machined from billet aluminum). Add to the mix aerodynamic body panels, headlights, turn signals, luggage compartments, room for a passenger, and you've got the recipe for a seriously fun commuter.

Despite extensive use of billet aluminum, the Motorrad weighs in at a few ticks less than 900 pounds, about double the weight of a normal sport bike. Propulsion comes from a fuel-injected,

computer-controlled 1130cc two-cylinder flat-four engine from a BMW R1150RT motorcycle. The engine is bone stock (read reliable and fuel-efficient) and even makes use of the R1150RT's stock exhaust system—thus, it's quiet.

To improve standing-start acceleration, the engine's factory first gear has been replaced with a more aggressive R1150GS first gear. Rev the engine to 5500 rpm, engage the clutch, and the Motorrad charges to 60 mph in just 4.9 seconds. If danger approaches, dive hard on the racing-spec four-wheel disc brakes, and you'll scrub speed faster than the Road Runner stopping for a pile of ACME birdseed.

With Dunlop SP Sport 9000 tires, adjustable coil-over shocks/springs, and a low center

of gravity, the Motorrad takes tight corners with ease, but be careful with steering input as the quad's steering is much more sensitive than a top-end sports car's. Street-bike-riding experience helps, but isn't required for the GG quad. Drive the Motorrad normally, and you'll get over 30-mpg fuel economy, and in traffic/parking-challenged cities the quad opens up a world of possibilities. Of course, such fun and performance come at a price. Initial MSRP should be around \$49,500, but prices may drop if sales are strong. The Motorrad also includes such options as heated handlebar grips, a BMW anti-theft alarm system, lockable side storage boxes, a trailer-hitch assembly, and even an optional Garmin GPS route guidance system. ■



	2005 Mustang GT	GG Motorrad Quad
Power	300 hp	95 hp
0-60 mph	5.1 sec	4.9 sec
Quarter mile	13.5 @ 104.0 mph	14.0 sec @ 91.8 mph
Braking, 60-0 mph	125 ft	115 ft
Figure 8	26.4 sec	25.8 sec
Skidpad, 300-ft dia	0.87 g	0.90 g

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PHOTOS: GG-MOTORRAD (1A, 2A, 3A, 4A, 5A, 6A, 7A); GG-MOTORRAD (8A, 9A, 10A)

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Triumph's revolutionary Daytona 675 Triple leads off the list of contenders for the 2006 Motorcycle of the Year award. See the results for yourself beginning on page 39. Photography by Kevin Wing.



MOTORCYCLIST

WORDS: CHARLES EVERITT

GG Quad Der über ATV

Depending on your viewpoint, Max Fritz is either smiling down from heaven, or swirling in his grave at about 20,000 rpm.

Engineer Fritz was the buyer of the first BMW boxer-twin, a more recent, 1130cc, 95-horsepower version of which provides locomotion for this street-going foray of outrage on four wheels, the GG Quad.

The GG Quad sprang from the turgid mind of Walter Gräter, a Sano BMW/Ducati/Moto Guzzi dealer. Gräter is also responsible for a pair of unlikely cruisers, the Guzzi V11 Sport-based GG Spartaco and the BMW R1200C-based GG Cruise. It took Keith Smith, though, an electrical engineer from Dallas, Texas, to bring Gräter's curious Quad creation to the U.S., via his company GG Quad North America (www.gg-quad-northamerica.com). Smith is trying to get the Quad legalized for street use.

> FOUR-WHEEL WONDER



Apart from the boxer motor, the GG Quad features a sophisticated

chassis made of CNC-machined billet-aluminum bulkheads, wishbone-type independent suspension with 4 inches of travel, a four-piston GG caliper at each corner, and shaft drive. Claimed dry weight is 827 pounds, which the boxer-twin is said to move to a top speed of 115 mph in top gear of the six-speed-plus-reverse transmission.

Naturally, the type of road-going, fun-based insanity the GG Quad promises doesn't come cheaply; the base model retails for \$49,500. What's more, there's a full page of options, and many of them are just as dear: \$2225 for a pair of 80-liter panniers; plus \$740 for the framework to support them; \$1500 for Walter's suspension units; \$796 for what's essentially a glove box; and so on.

Still, it's unlikely most serious buyers will quibble over the requisite cash for the kind of speed and cornering the GG Quad almost surely can generate. Come to think of it, they probably won't care if Max is smiling or spinning, either.



THE RACE INSPIRED AGV STEALTH.

The STEALTH features AGV's ACF2 (Advanced Composite Fiber 2), the exact same materials and construction technique used in AGV's best helmet, the Ti-Tech. The ventilation system is AGV's Dynamic Design with multiple-adjustable air intakes and/or extractors. The inside padding is removable and washable. The visor is anti-scratch and anti-fog polycarbonate, and it's held in place with AGV's XQRS (Extra Quick Release System) allowing shield replacement - without tools - in just seconds. The look is genuine AGV.

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Fort Worth Star Telegram, September 7, 2006

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RABID TRANSIT

GG Quad – Fourmidable

SPECIAL TO THE STAR TELEGRAM

A glance at the accompanying image might lead the reader to believe this is a logical follow-up to last week's overview of economy alternatives; we dubbed it 'Urban Renewal'.

Not, Dear Reader, by a long shot, and we should eliminate that notion from the gig-gix. With relatively light weight in combination with a BMW (motorcycle) powerplant, Keith Smith's GG Quad may be fuel-efficient, but at a window sticker - if it came with a window - of around \$30K, it's 'economical' in the same way Paris Hilton is low maintenance. She - we're told - ain't, and the

GG Quad - we'll guess - ain't. Smith, a semi-retired 40-something from Dallas' Park Cities, has enjoyed a love of things two-wheeled since childhood. That affection is reflected in his garage, with a liberal sprinkling of sportbikes, dirt bikes and race replicas. Ducati's 916 is probably the visual highlight, although the presence of an original Suzuki Katana gives you an inkling to Keith's global orientation. Of course, if you have any doubts regarding Keith's global scope, one look at the GG Quad - and relevant business plan - will have you seeing and believing.

An electrical engineer by trade, Keith's day job had been

the construction of power lines. When the company sold he took his share of the proceeds and began looking for the next challenge. That might have been a motorcycle dealership, but ultimately Keith didn't think the retail timetable would fit his desire for a more-flexible schedule. That schedule included a visit to InterMot, the European show devoted to the motorcycle trade. There, Smith was introduced to the GG Quad, a BMW-derived four-wheeler



RABID TRANSIT

By David Boldt

garnering his attention and - ultimately - investment kitty. The GG Quad is the brainchild of Walter Gruter, a BMW bike retailer based near Lucerne, Switzerland. The GG Quad combines BMW's air-cooled, 1230cc boxer twin with a design-specific 4-wheel platform. The riding position, where pilot and passenger are seated on a bike-like perch behind bike-type handlebars, is not unlike that of an ATV, but that's where any comparison between the GG Quad and your Polaris at the deer lease ends.

The chassis, designed and constructed specifically for this application, is more visually similar to a Formula One car than your neighbor's Yamaha. Everything, from the billet aluminum chassis to bodywork, is fabricated in-house to an exacting standard. Suspension is fully independent, braking supplied by hydraulically activated discs, and cast aluminum wheels (more on that later) are fitted at all four corners. The Quad's curb

Note on BOLDT on 7G

GG Quad



HUGGINS HON

Moto Euro Summer 2006

G & G QUADRILATERAL THINKING

MOTO-EURO ROAD TEST

Part Car, Part Bike and Nothing if not Unique,
the BMW-Powered G&G

In a world filled with specialty vehicles, the G&G Quad stands alone. Yet once on the saddle, that gap widens significantly. The purring hum from its 1130cc Boxer twin lends a touch of familiarity, as do the BMW hand controls, but beyond that its uncharted territory. Since *Moto-Euro*'s inception we've ridden many different kinds of motorcycles, old bikes and new, retros and high-tech, customized and racerized. We've tested bikes, trikes, sidecars and scooters from England, Italy, Germany, India, France and Spain, but never anything like this. For a writer who's seldom at a loss for editorializing, professional descriptions present a real challenge.

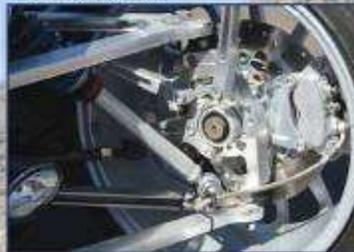
If the Swiss firm Grüter & Gut Motorradtechnik GmbH doesn't strike you as instantly recognizable, you're forgiven. Since the company's 1983 inception only a trickle of its products have appeared stateside, including the G&G customs that use production Moto Guzzi and BMW models as a base. This rare exposure is something Texas entrepreneur Keith Smith of GG Quad North America would like to change. Recently appointed as sole U.S. importer, Smith's tour began with a stop at the M-E offices, affording us a long look at Walter Grüter's magic. His challenge is to attain the necessary homologation for what is essentially a four-wheeled motorcycle, a DOT oxymoron. But before we deal with the issues regarding legalities and availability, let's take a peek under the skin of the world's biggest production quad.

Using the aforementioned Boxer engine, power is transferred through the standard BMW 6-speed transmission to a differential of G&G's own design. On each corner, a quartet of alloy multi-spoke cast wheels (manufactured for G&G by OZ Racing) mount two 195/40-16 Dunlops up front and wider, one inch taller 225/40-17 hoops and tires on the

rear. Tucked inside are four uniform, 270mm disc brakes. Smooth panels of fiberglass and ABS plastic decorate the machine, ours benefiting from the option sheet with a pair of 80-liter aluminum panniers that attach on each side. An engaging mix of German engineering and Swiss craftsmanship, the G&G Quad is defined by its straightforward design and strapping construction.

The chassis warrants closer inspection. The superstructure consists of a cross-braced, tubular-steel frame that starts from the middle of the front tire and terminates at the tail, with a 4.7-gallon steel fuel cell tucked beneath the seat. The front and rear suspensions use independent A-arms ("trapezoid cross-members" in G&G's brochure) for each wheel that pivot on bearings pressed into CNC-machined plates, and controlled by four Wilbers hydraulic shocks. Front wheel movement is controlled through a fundamental series of ball joints and tie-rods that attach to the handlebars via an abbreviated steering stem. The quad's impressive braking doesn't stop with its four floating discs, as each are pinched by four-piston calipers manufactured by G&G themselves. Our test unit featured an

Alloy A-arms bridge CNC-cut alloy plates and conventional spindles, while control arms connect to act on ball joints for wheel movement. Straightforward, yet subtle and masterfully crafted in the spirit of the World's finest sports cars. Riding feel is precise and ultra-sensitive. Standard 4-wheel disc braking is linked and distributed 60/40 front and rear; optional second-front caliper is hand controlled and returns tremendous braking force.



Injected R1150 twin is factory stock, powering the Quad with 95 bhp @ 7250 rpm. Backed by its matching six-speed transmission and dry clutch, it connects via shaft to G&G's limited-slip differential equipped with a handy reverse gear. The 2-into-1 exhaust features a three-way catalytic system. A performance exhaust and a sintered clutch are also available. Smith explains future Quads will use a more stylized gauge package (below) and that's good; this small speedometer was difficult to read while riding.



ME/52

optional second caliper on each front rotor, an upgrade that teams with minimal pitch and a tremendous contact patch to give the quad industry-leading stopping honors.

Rated at 95-bhp, the BMW Boxer comes straight from the R1150 series, retaining its 4v cylinder head, 10.3:1 compression ratio and Bosch Motronic MA 2.4 engine management system. Once the power leaves the (stock) clutch and transmission output, it's transferred to G&G's own differential, artfully whittled from solid chunks of billet aluminum and containing a

reverse gear that's activated by a small lever near the foot brake. Booted u-joints and shafts exit from each side of the assembly, driving the rear wheels with a Ron Quaife limited-slip gearset, a \$1975 option. At 880 lb, the G&G Quad has a theoretical power-to-weight ratio a bit higher than 9-hp per lb, slightly better than a 345-hp Corvette. Top speed is a claimed 115 mph. Service issues should be minimal, as the crate-spec BMW engine (which even retains the stock R1150RT airbox) keeps its factory suggested 6000-mile service interval. Warranty and logis-

tics aside, the Quad could be included in the docket of your local BMW dealer.

Ergonomically, the Quad earns high marks. Hands and feet are positioned to place the rider in a comfortable, slightly forward slant that keeps your back straight, further aided by a firm, roomy seat. Getting the Quad rolling is no different than ride-prepping an R1150: switch on the key and thumb the starter. Our machine was fitted with a "track only" 2-into-1 exhaust, but remained reasonably quiet, the tip of the muffler peeking from a shapely, molded tail that's some distance >

**TECH
TALES**

Price: \$49,500 (as tested)
Engine: BMW air-cooled, four-stroke opposed twin
7130cc, 95 hp
Gearbox: 6-speed with clutch & reverse gear
Weight: 880 (wet)
Fuel Tank Capacity: 4.7 gal U.S.



* Woodbury asks through the Maricopa Mountains: what the kind of civic adventure riding the G&G Quad seems best suited for. BMW rider Sean O'Neil gets a true impression of the Quad's overall length (87") and width. Acceleration is spirited, but not overwhelming due to a wet-weight figure of almost 900 lb. Spacious 80-liter "pods" are lockable and provide quality, a perfect match for the Quad's techno persona.

Written by Nolan Woodbury and photographed by Larry Williams

ME/53
MOTORCYCLE



Aggressively styled, painstakingly finished and impeccably engineered, the G&G Quad mixes sports car performance with an open air experience many riders (and non-riders) are sure to enjoy. Shown here with its panniers moved, the Quad lists an impressive array of options, including upgraded performance struts, passenger grips, heated handles, pannier liners, additional lighting, an oil cooler and even GPS. If you enjoy being the center of attention, you'll love the G&G Quad.

om the rider's ear. Following established clutch and shifting patterns, you're ready to roll.

Because the machine is a quad, it is entirely possible that your 12-year-old may initially feel more comfortable riding it than you do. This isn't said to be critical, but simply to note that riders accustomed to two-wheeled dynamics will need some acclimation before things begin to feel nat-

ural. "One thing to remember," said Smith before our shakedown, "is to steer it all the way through a turn." That's true, during cornering it is necessary to keep the bars angled through the radius, then manually straighten them once you're established. Credit this to at least two principles of physics. The Quad simply doesn't have mass to "push" the front wheels by straightening out the back (as you would

in an automobile), nor does it have the wheelbase length to assist in the process. Another concern is center of gravity, which seems high when first piloting the machine, yet becomes moot considering the Quad's 55 inches of tracking width. For sake of comparison, my Chevy ¾ ton pickup measures 74 inches tread to tread, and a 69-inch reading on my pal's 4X4 Bronco. When its razor sharp and ultra sensitive Formula One suspension compliance teams with that massive contact patch, fears of tipping translate into road gripping reality. This was demonstrated aptly by Smith himself, pushing the Quad hard enough to lift its spinning, smoking outside rear tire and then dropping the hammer before reversing direction. Our testing procedure was slightly less aggressive, but at nearly \$50 grand a pop, it needed to be.

Fairly rare, road-ready quads (or quadracycles) combine certain advantages from both autos and motorcycles, and it doesn't take a post-graduate degree to realize the future market potential for such a vehicle. In production since 2004 and legal for street use in both Germany and Switzerland, the G&G Quad arrived in June at the DOT Plaza in Washington, D.C. at the request of both the DOT and the National Highway and Traffic Safety Administration. Not surprisingly, Smith's

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petition for on-road licensing has been received largely due to the enthusiastic response of those who've seen the quad. If for some reason Smith can't (or, more realistically, does not wish to wait out what could be a lengthy bureaucratic process) get the required legislation, another option would be to ship parts from Grüter & Gut's Ballwil, Switzerland facility and assemble the quads in his Dallas headquarters. In light of the current situation concerning America's traffic-clogged roads, emission levels and the nation's ever-spiraling fuel prices, it would be troubling to see the process become more difficult than it should.

Whether or not the G&G Quad would catch on and sell to the USA's quirky brand of consumers remains in question, but if the response Smith has gained on his tour is any indication, he's on track. Gauging from the reaction we enjoyed during our brief trial, fielding questions at every intersection and people hanging out of their cars snapping pictures with cell cameras, the G&G Quad made more than a favorable impression. Then again, that's completely understandable, for not only is the G&G Quad extremely handsome, well finished and brilliantly constructed, it's a serious performance vehicle that's unique without going overboard. Price being a consideration, this Swiss quadracycle ups the ante by widening the appeal that limits ordinary motorcycles, possibly reeling in a demographic strong enough to change the face of the personal/recreational vehicle industry. Like nothing else in the world, the fabulous G&G Quad may be an altered reality, but it's reality nonetheless. One that we'd enjoy exploring further.

G&G Quad North America • Dallas, Texas
 (214) 550-4507 • E-mail: keith@quad-usa.com
 www.gg-quad-northamerica.com

I Am Spartaco

Named after the legendary Trojan slave/peleto/retal soldier, the G&G Spartaco follows its namesake into exile. Born as a production Moto Guzzi 1100 Sport, this warrior is transformed under the care of Swiss craftsmen Walter Grüter and his minions, emerging from its makeover as a smooth, bullet-tolerant custom cruiser. Whether or not the Spartaco plans a march against Rome is unclear, but we'd wager a victorious outcome if pitted head-to-head against any production cruiser currently found on Guzzi's list of counter-offensives.



Although an updated clone—in the form of Guzzi's 6-speed V11 Sport—has been available since late 2000, the Spartaco continues with 1100 Sport specifications, namely its spine frame construction and five-speed/two-disc transmission and clutch assembly. Not that it matters much, as Grüter keeps the frame and power train (including the 1100's Weber-Marelli injection) and their bodily disposals of everything else. In place of the Sport's 40mm White Power ASD fork is a one-millimeter-larger Showa, decorated with a 17-inch wire-spoke wheel and G&G's own stainless 300mm floaters with six-piston calipers. Ah, the big 11's WP monochock is retained but now acts on a matching 160-width hoop and 242mm disc, squeezed by another 6-pot G&G caliper.

So while G&G's rolling stool gets the Spartaco off to an impressive start, the plot turns magical when you study the intricate CNC-parts that define the remainder of its chassis. Twin swingarm plates bolt the fighting in two directions, one upward to secure the sculptured rear fender and down, grafted with foot controls. On the left, a simple knob juts from the assembly, allowing on-the-fly control of the monochock's preload. Using part of the engine's unused Tork-frame mounts, twin steel bars hold the Spartaco's forward-mounted controls, again whittled from solid chunks of aluminum billet. Keep looking and you'll appreciate the machine's curvy, form-fitting fuel tank (replete with an offset filler), its artful fender slays and the engraved triple clamp bosses that suspend a set of mini-clocks. Since nobody else has posed the question, we'll do it: Is Walter Grüter and his team at G&G Motorradtechnik making a statement, or just showing off? 

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MAD MAX, YOUR VEHICLE IS READY

It's called the GG Quad, and this Swiss-built 4-wheeler—powered by a BMW R1200RT boxer motorcycle engine—would look right at home in *The Road Warrior*. But Texas businessman Keith Smith would rather see the GG Quad (which starts at \$49,500) in the real world, calling it a

safe and better-handling alternative to any three-wheeled motorcycle on the market, be it a trike or a conventional sidecar.

That's a valid point, and whether or not Smith gets the U.S. Department of Transportation to sign off on the GG Quad as a motorcycle rather than

a car, it's nevertheless a fascinating vehicle with CNC-milled billet aluminum subframes, trick double A-arm suspension, drilled disc brakes and a Quaife limited-slip differential driven by a driveshaft. The whole powertrain—from airbox to exhaust—is from BMW, the fuel-injected flat twin



» The GG Quad's billet-machined front suspension shows incredible attention to detail.

making 85 bhp and propelling the 880-lb. GG Quad to 60 mph in less than 5 seconds and to a top speed of around 115 mph.

That's slow compared with a modern sport bike, but it feels quick when you're riding. The high-effort steering is best complemented by some body English. Grip

from the tires—195/40ZR-16s front, 225/35ZR-17s in back—is excellent, but Smith says "you can steer the Quad around a corner with the rear end, if you're good enough."

That precludes me. For more information, visit www.GG-Quad-North-America.com. —Andrew Bonthrop

CHINESE MGS?

MG's future under its new Chinese owner—Nanjing Automobile Corporation—is no clearer despite recent announcements.

At a chaotic press conference held on the eve of the London Motor Show, NAC president Yu Jianwei revealed that £10 million (more than \$18 million U.S.) will be invested in the Longbridge site in the United Kingdom with a view to restarting MGF production in mid-'07. He predicted that up to 15,000 cars a year could be built. However, he added that only 250 workers will be needed at Longbridge, indicating the cars will be almost entirely assembled in China, with just finishing touches left to the U.K.

When pushed on the recent announcement that MGs would also be assembled in Ardmore, Oklahoma, Jianwei insisted that only a "letter of intent" had been signed and nothing was certain. But at a press conference in Oklahoma, Jianwei had divulged that "we are pleased to confirm plans to build the TF Roadster once again in Longbridge, U.K., and the new TF Coupe at a completely new facility in Ardmore, Oklahoma."

The plan also calls for three MG sedans to be built in China. Jianwei would not comment on possible engineering or design updates, but it seems unlikely that a car launched in 1995 and based on even older chassis and engine technology will meet consumer expectations in either Europe or the States. —Ian Adcock



The BUZZ on Hornet

Dodge is still talking to possible partners ranging from BMW to VW to build a new small-car platform on which to base its Hornet concept. In the meantime, the show car has been let out of its nest for brief drives to further test the interest in the emerging B-Class subcompact market.

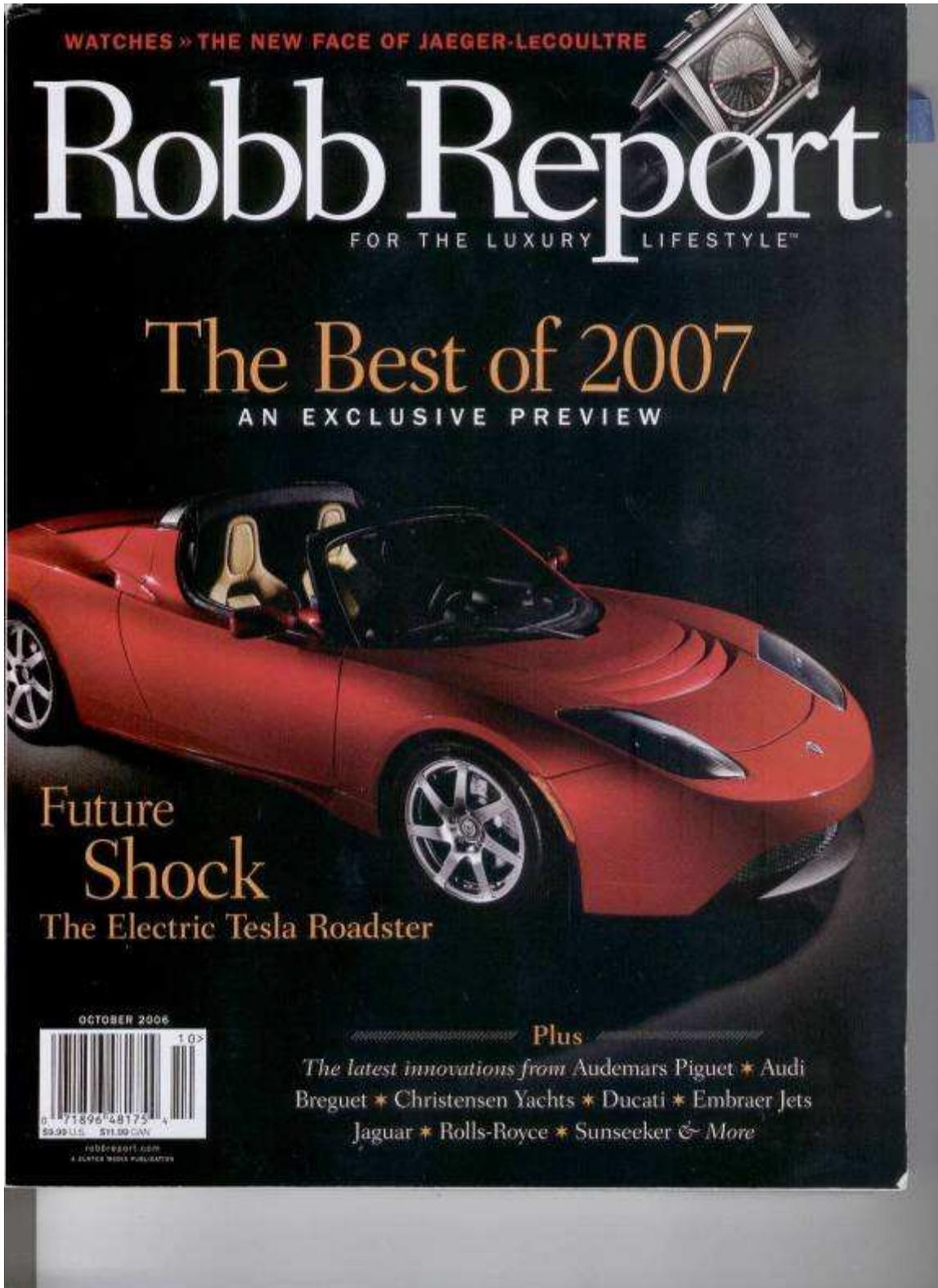
In person, the Hornet is much larger than other subcompacts—it comes across as Scion xB-meets-Dodge Caliber SRT-4. Inside, the Hornet is roomy, thanks to the wheels being pushed all the way out to the corners. It has an upright windshield like the xB's, through tinted blue. Access to the rear seating area is made easier by a set of rear-hinged suicide doors.

The supercharged 170-hp 1.6-liter 4-cylinder puts out a raspy exhaust note, complete with backfires and pops if you abruptly pull out of the throttle. The 6-speed manual has incredibly short and stiff throws.

As the small-car market continues to grow with new entries like the Toyota Yaris, Nissan Versa and Honda Fit, look for Dodge to put on the full-court press in the coming months to find a partner to make the Hornet fly. —MVL



Robb Report, October 2006





PRIVATE PREVIEW 2007

The most-anticipated luxuries for the coming year—and beyond.

THE JAGUAR XKR and Audi R8, two impressive upcoming autos, will be among the overwhelming majority of new cars that run on gasoline. Meanwhile, Tesla Motors expects to build 1,000 of its battery-powered Roadsters annually, beginning as early as next year. Also in 2007, Embraer will start building its new ultralarge, ultralong-range business jet, the Lineage 1000, which will rival the vaunted Boeing Business Jet. Yet at the same time, two other companies—Supersonic Aerospace International and Aerion—continue to develop supersonic business jets, while three others are working on personal air vehicles, otherwise known as flying cars, that could revolutionize private flight.

If you think the future has arrived, our *Private Preview*, which includes all of the aforementioned autos and aircraft, may convince you that it is forever en route. However, if history is any indication, at least one of our featured items could be as relevant four decades from now as it will be next year. When Cunard launches *Queen Victoria* next December, it will join a fleet that includes *Queen Elizabeth II*, a vessel that was launched 40 years ago and no doubt would have been featured in *Robb Report's Private Preview 1967*, if there had been one.

On the other hand, 40 years from now, the Tesla Roadster, or even the flying cars, may be viewed in the same light as the horse and buggy is today.

These and dozens of other items that promise to be the most exciting offerings for 2007 can be found on the following pages. As for their places in history, those will be determined by the future. ➤



PHOTOS: COURTESY OF THE MANUFACTURERS

OCTOBER 2006 • ROBB REPORT 101



GG Quad

RENAISSANCE ARTISTS frequently were called upon to conjure up images of creatures that they had never observed. Albrecht Dürer's imaginative Rhinoceros and other animalistic interpretations from the era invariably are amalgams of anachronical bits ranging from fish to fowl, friendly to ferocious. They never, however, fail to entertain.

As mechanical creations go, the GG Quad—a four-wheeled motorcycle that should become available in the United States in late 2007 and have a starting price of about \$50,000—is just such a fusion of disparate but complementary components. GG Motorradtechnik, a manufacturer with two decades of

experience designing specialty motorcycles and other vehicles, most employing BMW drivetrains, engineers and builds the four-wheeler at its facility outside of Lucerne, Switzerland. The company's unique interpretation introduces a level of performance and sophistication previously unknown in the down-market world of off-road quads.

The powerplant of the GG Quad immediately distinguishes the vehicle from other four-wheelers: The 1,150-cc, 95-hp flat-twin BMW unit uses Motronic engine control, and the accompanying transmission has six forward gears and one reverse. With a power-to-weight ratio close to that of a Corvette, the 880-pound Quad scoots to 60 mph in less than five seconds and reaches a top speed of 115 mph.

A Swiss motorcycle builder conceives a new breed of four-wheeler.

BY ROBERT ROSS



The Quad's control layout—brakes, throttle, and clutch—is fundamentally that of a motorcycle, and the driver sits comfortably upright while leaning slightly into the bars. Feet are flat on foot pegs, and the seat is ample but sporting. Passenger comfort is of paramount concern, although one cannot help but fantasize about a solo ride on a Sunday morning. On such a ride, the Quad's formula-car stability and motorcycle agility help ensure that all four wheels remain on the road, even when cornering at high speeds. The Quad also brakes with astuteness, thanks to four-piston calipers and full-floating rotors at each corner.

In typical Swiss fashion, the Quad's fit and finish is more akin to that of a fine mechanical watch than to a standard motorcycle's. Components—primarily CNC-machined aircraft-aluminum pieces made in-house—promise to impress the most fastidious race bike fabricator. The billet aluminum chassis, suspension arms, shocks, brakes, hubs, and wheels (16-inch front, 17-inch rear) are works of art.

The hand-laid fiberglass bodywork is available in any color, with optional paint and logo treatments. Several other options—including a Quaife limited-slip differential, 80-liter storage paniers, and a navigation system—are available to individualize this already unique creation.

GG Quad North America, 214.559.4597, www.gg-quad-northamerica.com

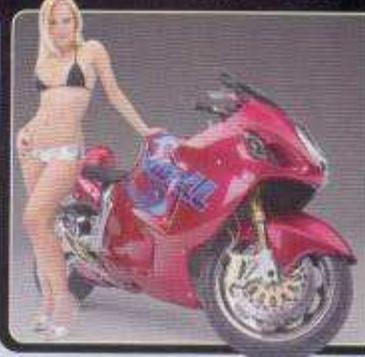


OCTOBER 2006 ROBB REPORT III

Super Street Bike, October 2006

Exclusive: NBA All-Star Latrell Sprewell's hot Hayabusa

Super Streetbike



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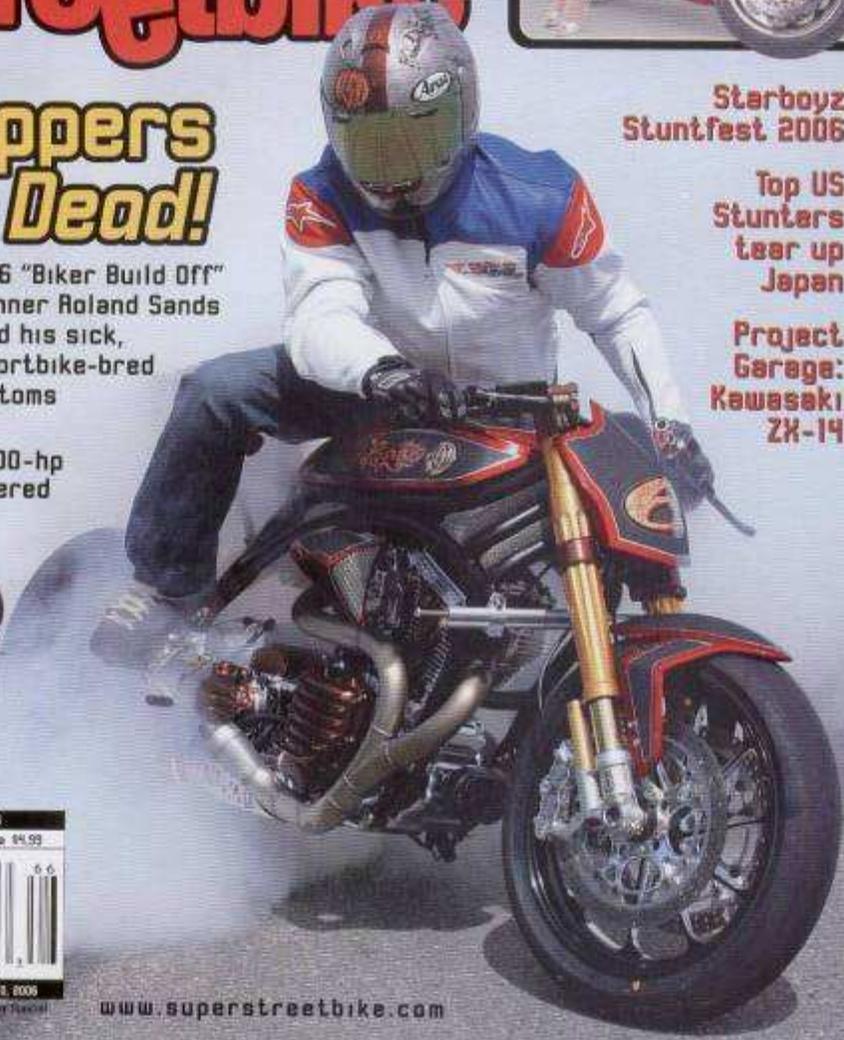


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Crazy Quads

Two wheels too many? Not so in Europe, where sportbike-powered quads are on the come-up.

Lazareth Quadraxuma *Words and Photos: Sabine Weiss*
Ludovic Lazareth is one of France's most outrageous custom motorcycle designers, known for outrageous hand-built bikes like his supercharged Honda Superhawk V-twin-based streetfighter or his radical, hub-streered Yamaha V-Max. Both bikes have previously appeared in this magazine and are full of wild ideas and finished with such skill and fabrication excellence that they look as if they just came from an OEM's design studio. Quadraxuma is Lazareth's latest exercise, and it's a slight departure from his typical two-wheeled stock-in-trade, as he sought with this machine to combine "the freedom of a motorcycle with the stability and cornering prowess of a four-wheeled vehicle." Debuted at the 2006 Paris Tuning show, the Quadraxuma is powered by a 120-hp Yamaha GTS1000 four-cylinder motor housed in a chassis that is made from the GTS mainframe with a tubular superstructure welded around it. The bodywork is made from carbon fiber and fiberglass pieces, and the suspension is an inspired concept that uses two Triumph Speed Triple swingarms (one in the front and one in the rear), with axles welded to either side of the hub to support the 17-inch BAC Indy wheels and Yokohama tires. Lazareth has started limited production of the Quadraxuma and has already sold the first one to the King of Bahrain—if you've got to have one for yourself you can make contact through his web site at www.lazareth.fr.



Top French designer and fabricator Ludovic Lazareth poses aboard the Quadraxuma.

Above The inline four-cylinder motor from the Yamaha GTS1000 powers the Quadraxuma, and a GTS frame forms the basis for the quad.

Right the swingarm from a Triumph Speed Triple, with axles welded to the hubs, holds up the rear.

Below the Swiss-made GG Quad certainly looks unique rolling down the road.



GG Quad *Words: John Zamora Photo: Bryan Nylander*
Sprechen sie WTF? That was the first thing that came to mind when I first eyeballed the oddball GG Quad in the parking lot outside of our L.A. office. Working at Super StreetWife, I certainly get to see a lot of unusual-looking motorcycles, but by far the strangest "bike" I have ever seen (and ridden!) is the GG Quad, a street-legal superquad powered by an 1150cc BMW flat-twin engine that is mounted in a Swiss-designed, 880-pound billet-aluminum chassis and now available in the United States through www.GG-quad-northamerica.com.

Looking like the bastard child of a Star Wars Storm Trooper and one of the faceless children from Pink Floyd's *The Wall*, the GG Quad certainly attracts attention. It also moves out pretty well, too (compared to most cars, at least), thanks to a decent power-to-weight ratio that allows it to accelerate from 0-60mph in less than five seconds and reach a top speed of 115 mph. The hand and foot controls are straight off of a motorcycle, and yes, the six-speed



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signal 2 noise

Crazy Quads

transmission also has reverse. The 195/40-16 tires up front and 225/37-17 tires in the back wrap around OZ aluminum wheels to keep it on the ground. We are disappointed to report, however, that it won't wheelie—a tall first gear and low center of gravity keep the front wheels from going airborne (at least not on the quiet residential street behind the Primedia office building), though perhaps more time behind the bars would produce different results.

"Riding" the GG Quad is closer to driving a car than riding a bike—in fact, it's a lot like driving a car with the doors and roof removed. In other words, it has all of the inconveniences of a motorcycle and none of the benefits of a car! It costs more than a high-end auto too, with a \$49,500 base price. Who, then, would be the ideal buyer for such a big-backs plaything? We're guessing the same guy who would buy a three-wheeled Campagna T-Rex or a similar vehicle. In fact, the GG Quad could be the ultimate bike-night ride for the Duh dude afraid to ride a motorcycle but anxious to drop \$50K on this quad and \$10K on a set of wheels. In a sea of tricked-out two-wheelers, you can bet you'd be the only one rolling on fours.



Above: "Boxer Power" refers to the 1190cc flat-twin motor, sourced from the BMW R1150S sportbike, which powers the GG Quad.

Left: OZ forged wheels—16-inch fronts and 17-inch rears—round out the corners on this Quad.

Below: A 400-hp, turbocharged Suzuki Hayabusa engine lurks behind the huge radiator on the front of the MMC Kamikaze.

Bottom: The Kamikaze uses full motorcycle controls, and even the Hayabusa instrument pack.



MMC Kamikaze: Words: Baron Frank. Photos: courtesy of MMC.

OK, so the Martin Motor Company Kamikaze "Integrated Performance Vehicle" isn't technically a quad—it only has three wheels—but with an 18.5-inch wide Hoosier Pro Street radial rear tire out back, this sucker puts more rubber on the road than most four-wheeled vehicles! And yes, the wheelie bar is standard equipment—with all that traction and a 400-horsepower, turbo-charged and air-to-air intercooled Suzuki Hayabusa motor providing motivation, wheelies are a distinct possibility until the Kamikaze gets up to speed, and then the out-board-mounted fuel cells that double as downforce-producing wings conspire to keep the Yokohama racing tires up front in close contact with the ground. MMC describes its IPV as "part go-kart, part chopper and part dragster, combining the stability of a race car with the acceleration of a superbike." Want in on this? MMC plans to build 100 of these wild rides at a cool \$80K each—find out more at www.martinmotorcompany.com.



Dirt Wheels, November 2006

FIRST TEST: 2007 YFZ450! **GUIDE TO THE 32 BEST DUNES!**
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dirtwheels

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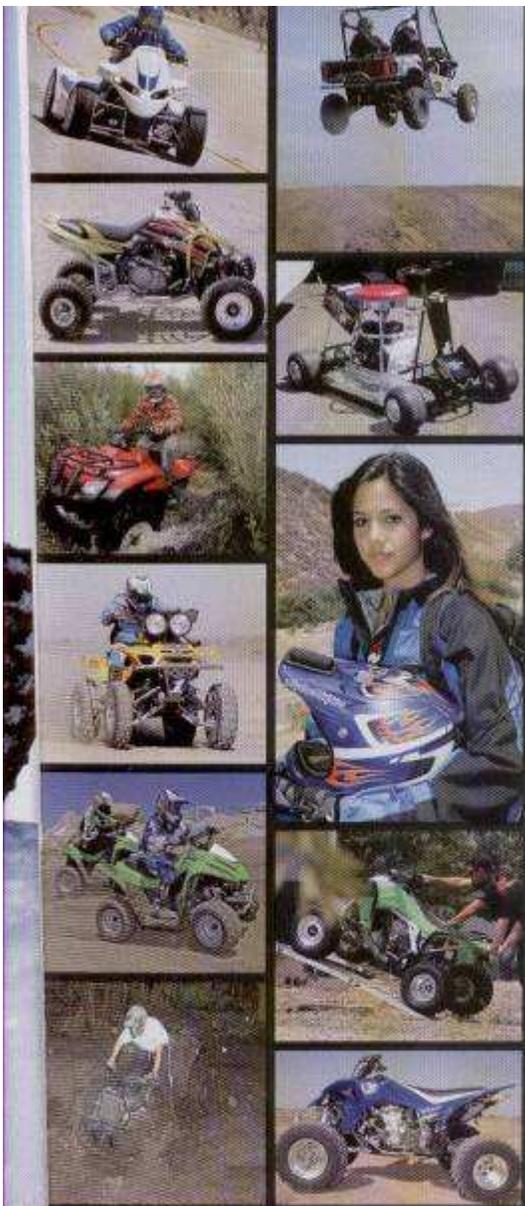
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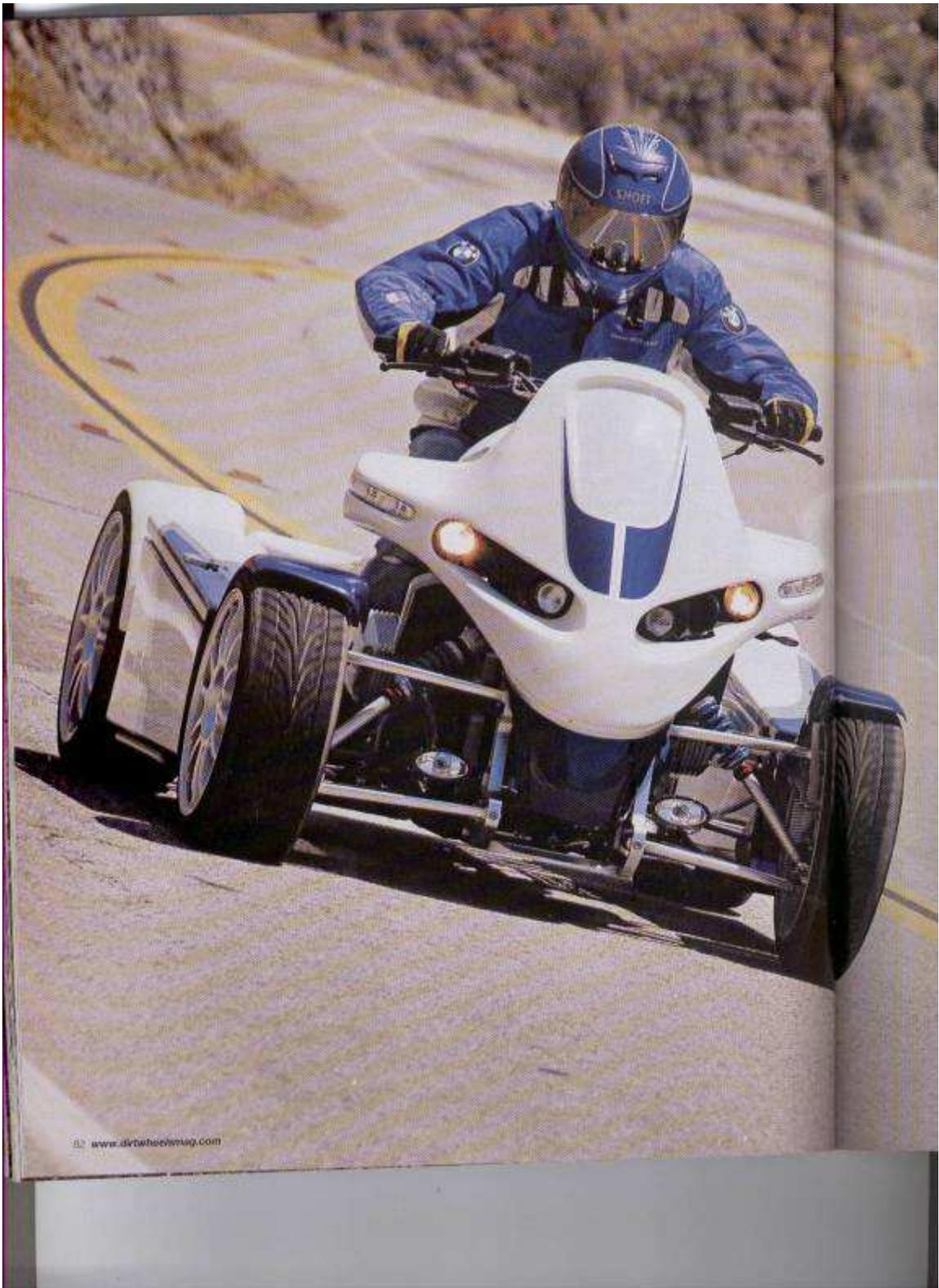
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ON THE COVER:
November's cover features Logan Holladay piloting Yamaha's yet again revised YFZ450 at AV Motoplex. Josh Frederick pilots his Wraith BRP800 across El Mirage (it's labeled). Photos by Cam Speed. Colin flies across Pat Curran's Nikon lens on the all-new BMW-powered street quads. Kerilyn Cox shows this year's hunting photo of Gary Jones partakes from shoots back.

NOVEMBER 2006/DIRT WHEELS 7



WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.



Dirt Wheels November 2006

STREET QUAD

GG QUAD 1100

Powered by BMW

By the staff of Dirt Wheels, Photos by Ken Grogan

It is no secret that every time we hear about or see a street legal ATV, our curiosity starts to boil. The most interesting road warrior we have stumbled across in a long time is a creation out of Switzerland.

Retailing for around \$50,000, the GG-quad is built directly around a 1130cc BMW Boxer motorcycle. In fact, everything underneath the rider is all BMW. The motorcycle remains intact from the handlebars to the rear of the seat. To get the machine to accept four wheels, extensive fabrication was done using some very beautiful machined billet aluminum parts.

Up front, the forks were replaced with a steering stem and bars. A bulkhead was then bolted to the frame just in front of the engine. From there, dual A-arms connect mere aluminum out on both corners. On the back end, an aluminum differential housing replaces the swingarm, and dual A-arms also attach to it. Standard CV joints provide power to the rear wheels through a six-speed manual transmission. The transmis-

sion also has a reverse gear.

On all four corners, adjustable coil-spring shocks control a small 100mm of movement. That's about the same amount of wheel travel as a 90cc dirt quad. Low-profile, sportscar-type Dunlop tires provide the traction.

Powering the GG quad is BMW's two-cylinder Boxer engine. It features 85 horsepower from two overhead valves per cylinder operated via pushrods. The builders claim that this 880-pound quad has the same power-to-weight ratio as Corvettes.

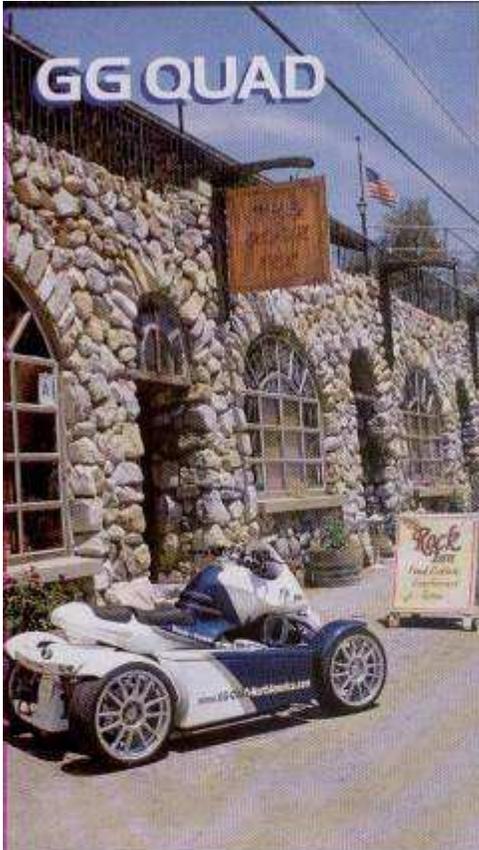
Braking is provided using six (four in the front, two in the rear) four-piston calipers and floating rotors.

Other features that make this quad unique are the side pod storage units and full wind fairing.

ROAD TEST

It's not often we get to test a quad and not breathe dust, and up snot or get muddy. The GG Quad was a treat. Before our road test, we had to spend a minute getting used to how to operate the turn signals and reverse lever.

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GG QUAD

Even sitting still, the GG quad looks fast. It's more at home on sweeping gradual roads than in the tight or steep stuff.



To affix dual A-arms to the front of the BMW motorcycle, an aluminum bulkhead bolts to the frame in place of forks. From there, the inlet arms connect to a billet spindle upright. Steel tie-rods turn the wide, low-profile tires.



An aluminum differential housing rests where a floating swingarm should. Standard CV-joints transfer power to the outer corners. A coil spring shock offers complete adjustment for varied road conditions. Floorboards are provided for the passenger only.



The seating position is very comfortable, like most quads. Small footpegs were provided for the driver while the passenger had the luxury of full floorboards. With the road whizzing by only five inches from the soles of our tennis shoes, we wish floorboards had been available.

The fuel-injected BMW allows for slow and easy takeoffs. No need to rev the engine and dump the clutch, because you would barely hear a chirp from the sticky, low profile Dunlop tires.

Acceleration was not what we expected. The GG Quad looks a lot faster than it is. Power starts low and builds slowly as the engine revs to

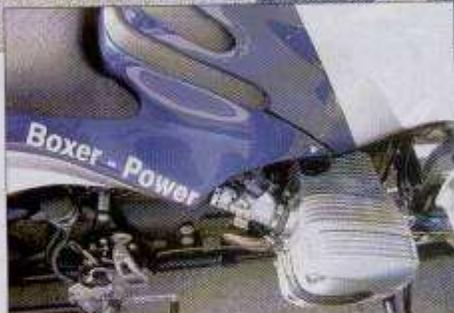
◀ Although the GG quad is not as quick and sporty as a standard street bike, we could carve the twisty roads much quicker than in our truck.



GG QUAD



We took the GG quad on some mountain roads frequented by street bikers. This street quad got more looks and stares than any other vehicle we have ever tested.



The GG quad's engine is a BMW Boxer power plant. It's an opposed twin cylinder design with electronic fuel-injected, two-valve, air-cooled four stroke. We compare it to the power of a BRP DS650.

about 7500 rpm before it flutters out. The power is very reminiscent of a stock BRP/Can Am DS650.

Using the six-speed transmission on the GG Quad, the first thing we did was check the top speed. On a closed road, of course, we clicked through the gears until the speedo stopped moving at 180. Unfortunately, the speedo reads in kilometers per hour and that number gets reduced down to only 110 when you convert it to mph.

In fact the motor only had enough power to cruise in sixth gear. Once you shifted from fifth to sixth, acceleration leveled off. If you had a long straight, possibly descending road, you might be able to coax another

ten miles per hour out of the Boxer-powered BMW.

CURVES

During further testing, we found ourselves on some curvy canyon roads here in SoCal. Again, the GG Quad didn't quite live up to our expectations. Sure, the quad stayed glued to the road like nothing we have ridden before; it just didn't drive like it was on rails. We had to use a lot of muscle to get through the sharper turns. This quad would be the perfect candidate for Yamaha's all-new power steering system that is found on the Grizzly 700 4x4.

The GG Quad felt at home in the sweeping turns and on small straight-aways where you could just lean on the bars slightly and turn. Banked corners and any turn smaller than 90-degrees could be taken wide open.

There was never a hint of front-end



As part of bureaucratic paperwork, importer Keith took the GG quad to the U.S. Department of Transportation. Their findings were not available as of press time. We'll report the findings in next month's issue.

push. In fact, the harder you turned the bars, the more weight was transferred to the outside front tire for excellent traction.

Out back, traction was as equally as good. We couldn't get the quad to slide or spin out no matter how hard we tried. It's actually a very safe and stable street machine. More safety is found when using the brakes. They worked so well for us we think we could stop quicker than Quad USA's claimed 60 miles per hour to zero in 100 feet reading. At any speed, press the rear brake and the quad slows down instantly. Grab some front brake too and you can literally stop on a dime.

GG QUAD

Along with many color options, GG quads can be ordered with custom paint jobs like this Sauber F1 scheme.

CONCLUSIONS
 Will the GG Quad become the first street legal quad accepted by the United States Federal Government? We hope so. While this quad isn't as fast as an F1 racer, and it doesn't carve the canyons like a two-wheel

sport bike, it is a blast to ride. Not only does it stay glued to the road, it corners decently, and brakes phenomenally, and it's easy and safe to ride. The only hummer about riding this vehicle is that you can't peel off the road on to a cool trail

like you can on a street legal, dual sport motorcycle.
 If this thing passes the government tests and becomes legal in the U.S. it will open doors for other potential street legal ATVs. We all know how cool that idea is.
 Next time you are on your way home from cashing that winning lottery ticket, give Quad-USA a call and purchase your own GG street legal quad. You can visit them at www.gg-quad-norham.com or call (214) 559-4597. ☐

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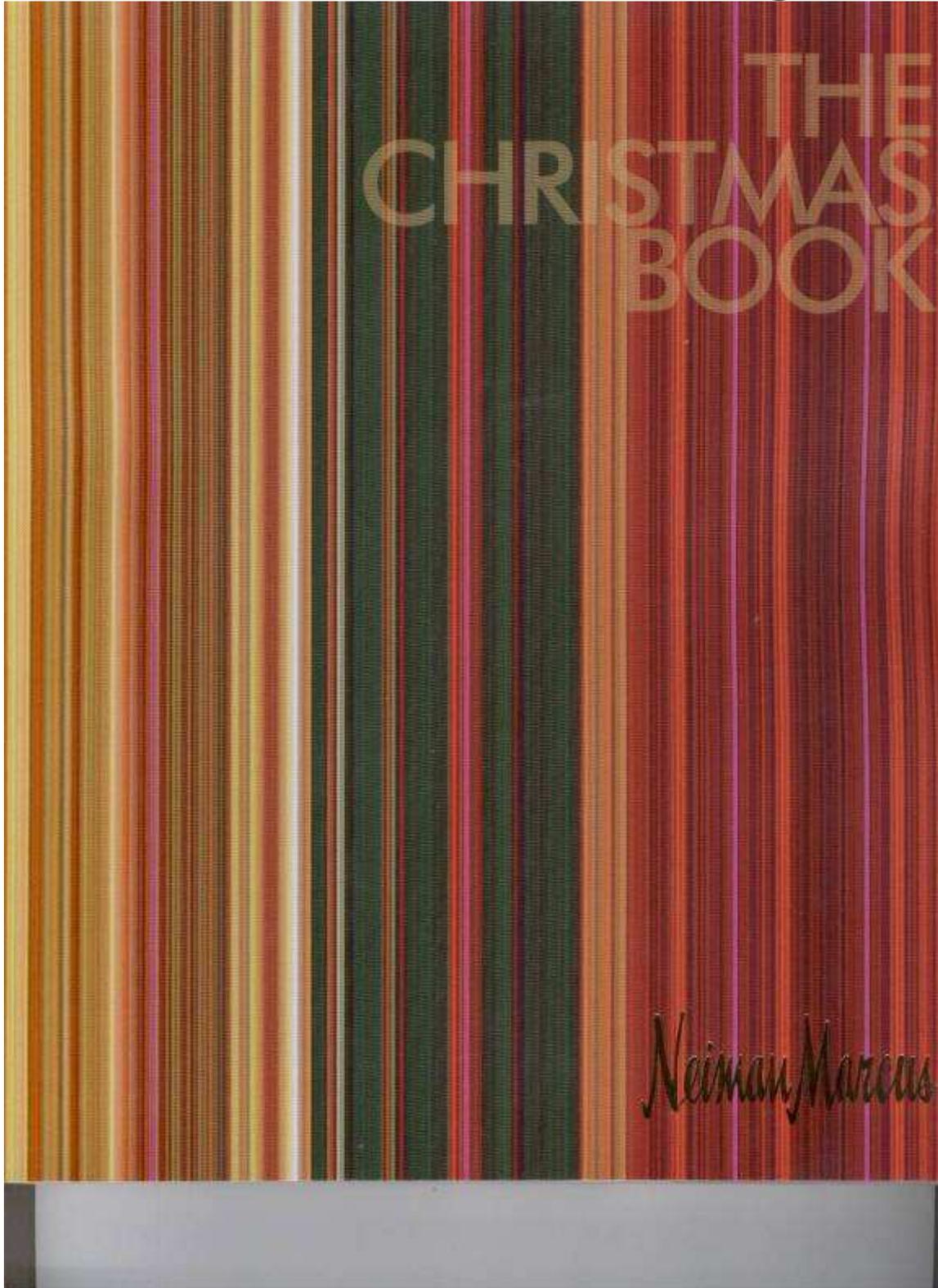
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Page 6

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To clutch or not to clutch...

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There's no replacement for displacement

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Tricks from the aftermarket and more

WARNING: Much of the action depicted in the magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.

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Bumpers, nerfs, seats, axles & drink systems

RACING

- 54 OREGON DUNEFEST
Sand, racing, camping, FMX & fun under the sun

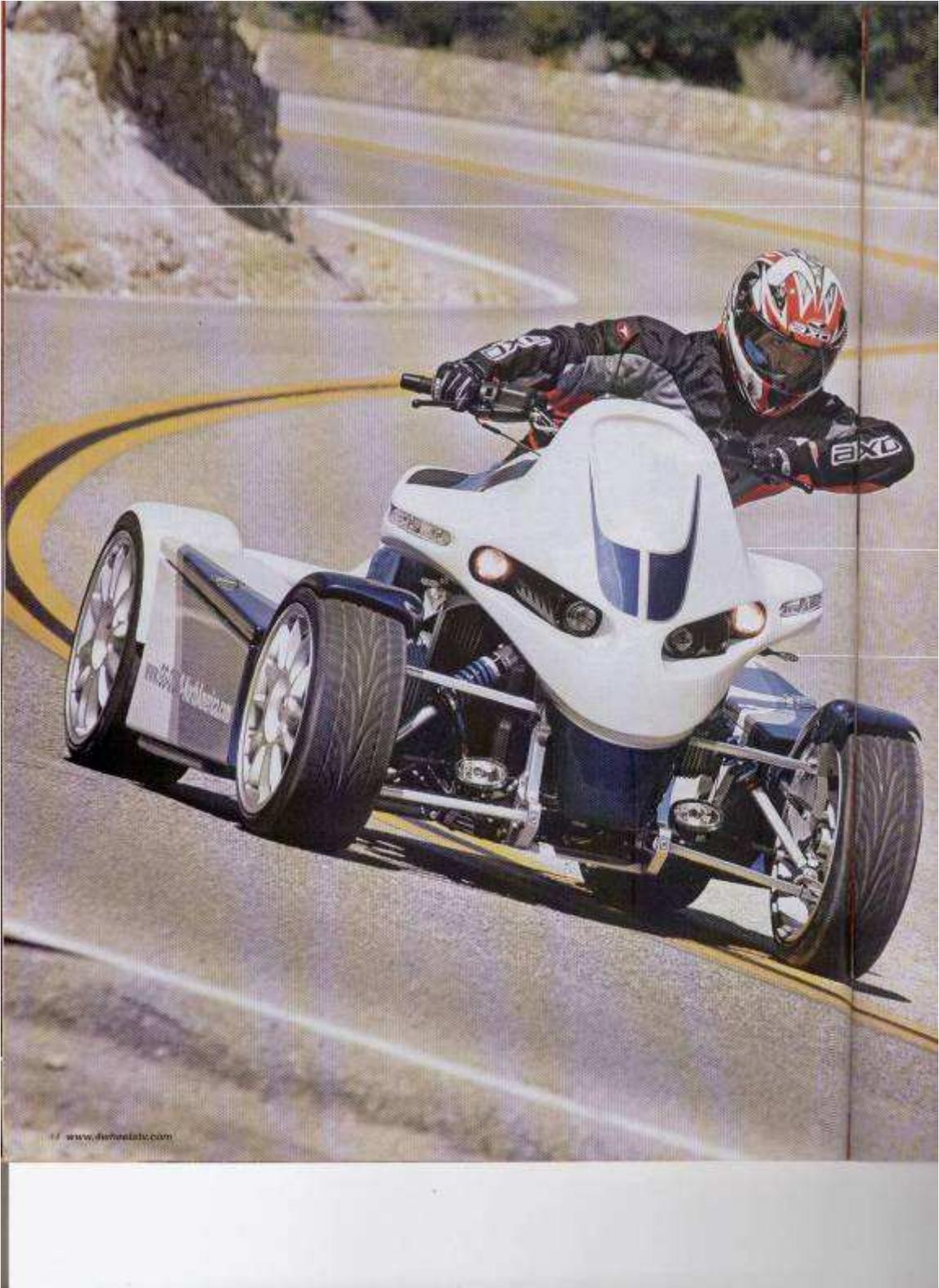
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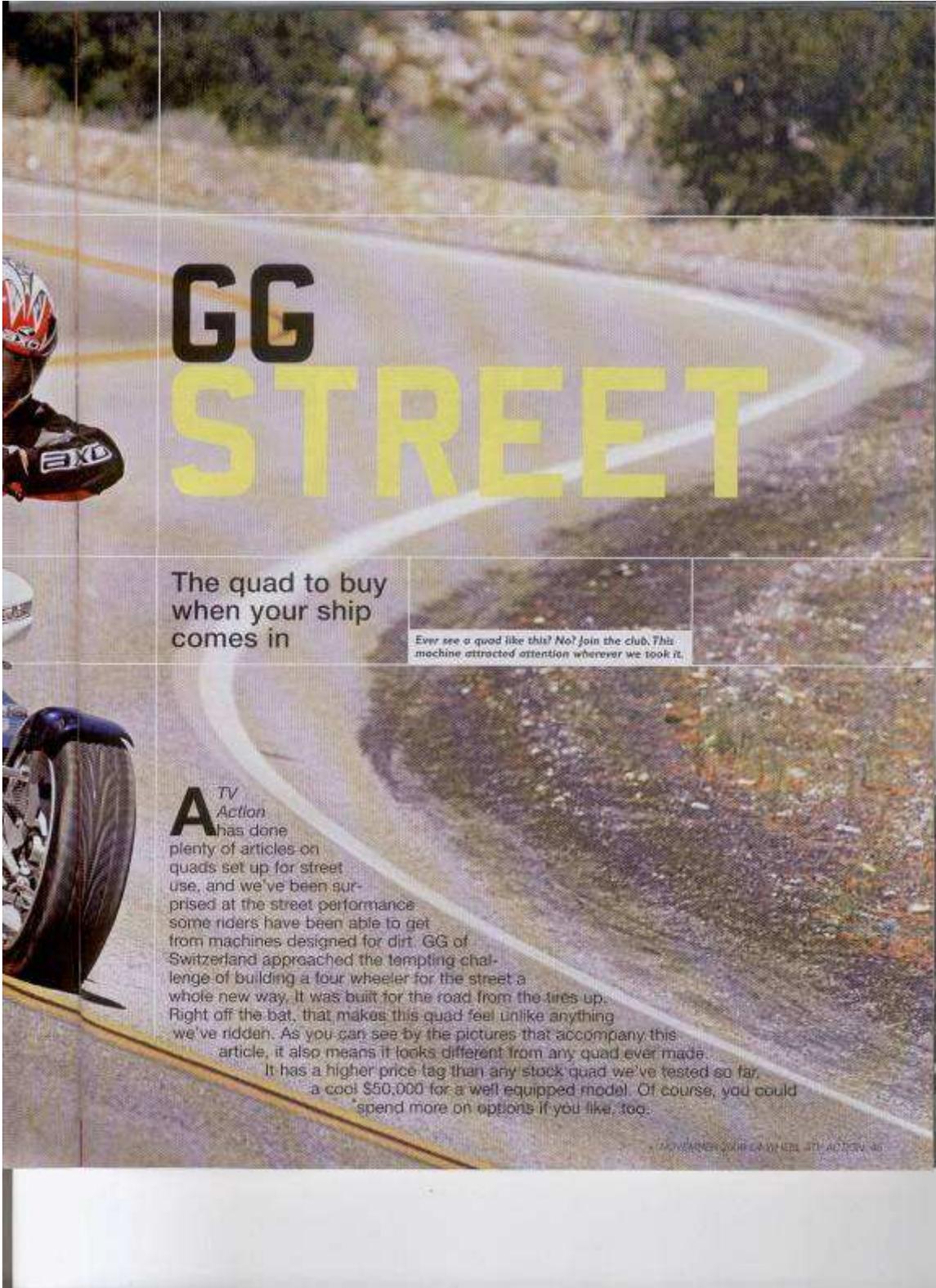
ATV^{4-WHEEL}ACTION

ON THE COVER: Adam Sick slides the '07 Honda 450R for the lens of Pat Carrigan. Magoo Jr. flies the '07 Kawasaki KFX90 past Lumpy, and Bobby Parr catches a rare glimpse of Thumper Rabbit on Project Foreman 502. Carrigan also captured the BMW-powered, \$60,000 street quad before thrashing. **ON THIS PAGE:** Sickman gets squally on the Honda TRX450R and shows us how to avoid disaster.





4-Wheel ATV Action November 2006



GG STREET

The quad to buy
when your ship
comes in

Ever see a quad like this? No? Join the club. This machine attracted attention wherever we took it.

ATV Action has done plenty of articles on quads set up for street use, and we've been surprised at the street performance some riders have been able to get from machines designed for dirt. GG of Switzerland approached the tempting challenge of building a four wheeler for the street a whole new way. It was built for the road from the tires up. Right off the bat, that makes this quad feel unlike anything we've ridden. As you can see by the pictures that accompany this article, it also means it looks different from any quad ever made.

It has a higher price tag than any stock quad we've tested so far, a cool \$50,000 for a well equipped model. Of course, you could spend more on options if you like, too.

BY DANIEL J. COOPER FOR 4-WHEEL ACTION 45

GG STREET QUAD



Premium components are used all over the GG quad. GG manufactures many of the main structural body itself.



BMW's liquid-cooled, fuel-injected 1150cc boxer twin propels the GG with impressive force and refinement.



Aluminum dual A-arms and Wilbers shocks provide a ride that's firm but not harsh.

CAN YOU BUY ONE IN THE UNITED STATES?

Yes, GG Quad North America, (214) 569-4597, is bringing the Swiss-made machines to the United States. It can direct you to a dealer.

WHY SO MUCH?

Designing and building a quad from scratch isn't cheap, especially when you do things the Swiss way and insist on premium components, construction methods and finish quality. The GG uses a billet aluminum chassis and OZ wheels. The Dunlop tires are 195mm (front) and 225mm (wide). Then there's the matter of shipping the machines from Switzerland. Clearly, this is a machine for people who have a comfortable amount of disposable income. For those who can afford it, the GG quad will have a certain level of exclusivity.

IS IT A BMW?

No. It's manufactured by GG, not BMW. BMW builds the 1150cc motors which are crated and shipped to GG. It's BMW's latest liquid-cooled, fuel-injected generation of its famous opposed twin. Four valves in each head are operated by pushrods. This big twin is good for 95 horsepower with the quiet stock exhaust system in

place. That means a top speed of over 115 mph, and the six-speed transmission ensures that the engine will turn a leisurely rpm when you ease back to the legal rate of speed. If you want even more exciting speeds and a more stirring exhaust sound, GG has an optional free-flowing exhaust system that drops eight pounds and adds six horsepower.

WHAT BATTLES THE BUMPS?

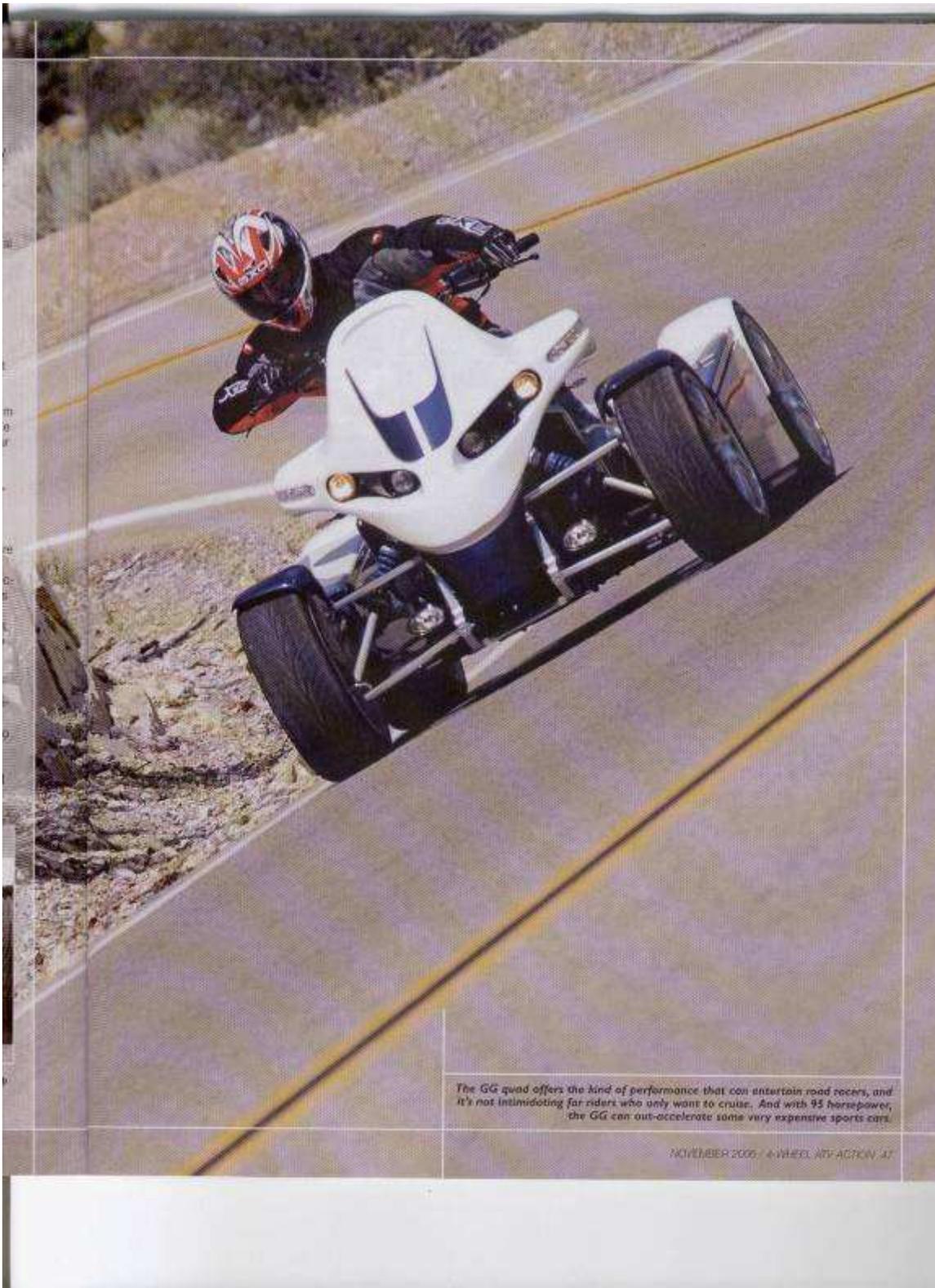
Double A-arms up front and out back, but these aren't typical ATV arms; they're gorgeous aluminum forgings. Wilber adjustable shocks are used at all four corners.

WHAT'S THE PERFORMANCE LIKE?

It's not what you'd get from current sports cars that cost a good deal more than the GG. The zero to sixty time is under five seconds. That's flying, but it's no match for today's fastest street motorcycles. Speed isn't the GG's only appeal, however. BMW's flat twin engine is unlike anything in the dirt quad world: it pulls with authority from any speed in any gear. Used properly, it's so smooth it seems like a huge electric motor. The amazing brakes, tires and reasonable weight of the



Independent rear suspension and a limited slip differential keep the rear end well behaved at any speed.



The GG quad offers the kind of performance that can entertain road racers, and it's not intimidating for riders who only want to cruise. And with 95 horsepower, the GG can out-accelerate some very expensive sports cars.

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SPECS

GG QUAD

ENGINE/TRANSMISSION

Engine type	Water-cooled, ported, bar/valve, four-stroke
Displacement	1133cc
Bore and Stroke	101mm x 70.5mm
Compression Ratio	10.3:1
Lubrication	Wet sump
Fuel metering	P.391mm (fixed) E1
Starting/lock-up	Electric start
Clutch location	NA
Starting procedure	In neutral or any gear with clutch disengaged

Air Filter

Reusable pleated filter

Ignition

Mixed-dwell, inverted coil

Transmission

5-speed with reverse

Final drive

Shaft

SIDEWINDERS/CARGO/STORAGE

4.8 gal.

Wheels/tires

50x7

Seat height

28 in.

Claimed dry weight

367 lb.

FRAME/CHASSIS

Steel chassis

Compression/Wheel travel

1.5 in.

Front

Double 4-joint with Weber

NA, adjustable shock E1, base

Double damp with Weber

NA, adjustable shock E1, base

Rear

Hydro-Air shocklight, hand lever or

right foot pedal

NA, hydraulic shocklight, foot pedal

Rear, hydraulic shocklight, foot pedal

NA, hydraulic shocklight, foot pedal

Brakes/brakes

Hydro-Air shocklight, hand lever or

right foot pedal

NA, hydraulic shocklight, foot pedal

Rear, hydraulic shocklight, foot pedal

NA, hydraulic shocklight, foot pedal

Wires

Dynamic 176-00-16

Dynamic 255-07-17

DETAILS

Lighting

Body-mounted 40-Watt headlight

NA, body-mounted

RATINGS

GG STREET QUAD

MOTOR/TRANNY

Overall power	★★★★
Low	★★★★
Mid	★★★★
Top	★★★★
Throttle response	★★★★
Shifting/trans	★★★★

HANDLING AND CHASSIS

Overall handling	★★★★
Turning precision	★★★★
Turning stability	★★★★
Powersteering	★★★★
Steering ease	★★★★
Off cambers	★★★★
High-speed stability	★★★★
Brakes f	★★★★
Brakes r	★★★★
Suspension f	★★★★
Suspension r	★★★★
Ground clearance	★★★★
Undercarriage protection	★★★★
Traction	★★★★

RIDER COMFORT AND CONVENIENCE

Overall ease of use	★★★★
Seat comfort	★★★★
Vibration	★★★★
Bars/seat/footrest location	★★★★
Air filter access	★★★★
Hand control ease	★★★★

OVERALL RATINGS

Overall design	★★★★
Fit and finish	★★★★
Overall rating	★★★★

★★★★=EXCELLENT, ★★★=VERY GOOD, ★★=GOOD, ★=FAIR, ☆=POOR
 ●●●●●=AVERAGE, ●●●●=BELOW AVERAGE, ●●●=POOR

vehicle, 890 pounds, make it possible to go from 100 mph to zero in 100 feet.

HOW DOES IT FEEL ON THE ROAD?

It has instant steering response like a race car and the suspension has the unmistakable firm-but-not-harsh response that only well-tuned high-end suspension systems deliver. When you add in the machine's open quad-style seating arrangement, low center of gravity, and the incredible cornering grip its tires and wheels provide, you have a handling feel that no motorcycle or car or ATV modified for the street that we've ridden can come close to.

WHAT ARE THE ERGONOMICS LIKE?

Sporty, but comfortable. The GG quad's layout is more like a sport touring motorcycle's than a quad's. It's ideal for a wide range of speeds and is a lot more practical than the extreme riding position road racing-type street bikes have.

HOW ARE THE DETAILS?

Amazing. The GG quad is loaded with things that are clever, practical, and just plain cool to look at. The build quality and finish are beautiful. It's clear the whole machine was produced to be admired and be functional. The wheels, brake calipers and the billet frame pieces are works of art. GG's bodywork styling is a perfect match for the style and shape of the BMW engine. Even the bright miniature turn signals are sleek and fit the machine's styling. Optional large storage containers mount between the front and rear wheels and make it possible for two riders to carry enough luggage for an extended road trip.

WHAT IS OUR FINAL ANSWER?

We love it, but then we love Ferraris and vintage muscle cars, too. For many of us, those items have to sit on a wish list for years before we can realistically think about setting aside some garage space for them. The GG quad is that kind of item. We know a good many of you out there have nearly 30 grand in a single race quad, and dropping \$20,000 into a customized Yamaha Rhino isn't uncommon these days either. The GG quad is a street vehicle made just for that group. You do get a lot for the price, though. Nothing we've ever ridden has such a unique feel. We've also never ridden or driven anything that attracts attention like the GG. On top of all that, it's really fun, you can take it on the road and you can take a friend along, too. We don't think GG Quad North America is going to have any trouble at all finding a home for every one of these babies it imports. ☐

GG STREET QUAD

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GG Quad Gets Famous

10/4/2006
By Kevin Duke

Remember the ultra-cool but outrageously expensive GG Quad we tested a few months ago? By now it's also made its way through several car magazines you might've seen, and it's sure to make an impression on the general public via a couple of noteworthy appearances.

First of all, the GG Quad has been selected as one of the eight 2006 Fantasy Gifts in the prestigious Neiman Marcus Christmas catalog.

Leading the Fantasy Gifts section is another wild ride. If you've got real money to spend, consider a trip into space on Virgin Galactic's first commercial launch. Ferried in a six-passenger version of the Burt Rutan-designed SpaceShipOne that has completed three space missions, you'll blast 63 miles above the earth and experience weightlessness. You have until 2009 to save up the cool \$1.76 million you'll need at lift-off. Expensive, yes, but it also includes four nights with Virgin's Richard Branson on his private island in the British Virgin Isles.

But back to the GG Quad. Fans of the Today Show on NBC will want to tune in Wednesday, October 11 to see host Matt Lauer ride the Quad onstage. Apparently, Lauer recently received his motorcycle endorsement. No double backflips are expected.

Talk Back

Let us know what you think about this article in the MCUSA Forum. [Click Here](#)



Who can afford the \$49,500 price tag for the GG Quad? How about moto-crazed celebrities with millions of dollars to spare?

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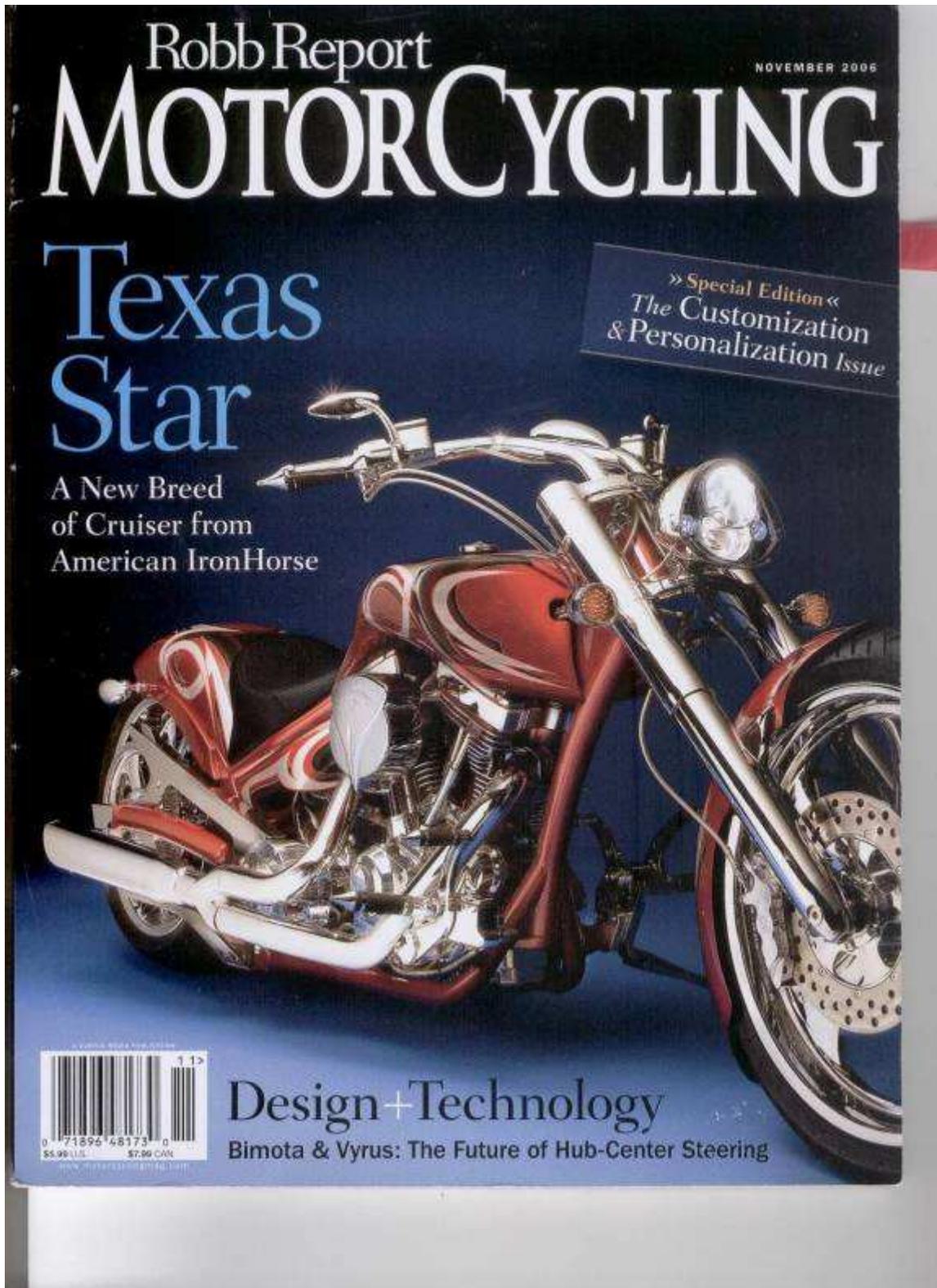


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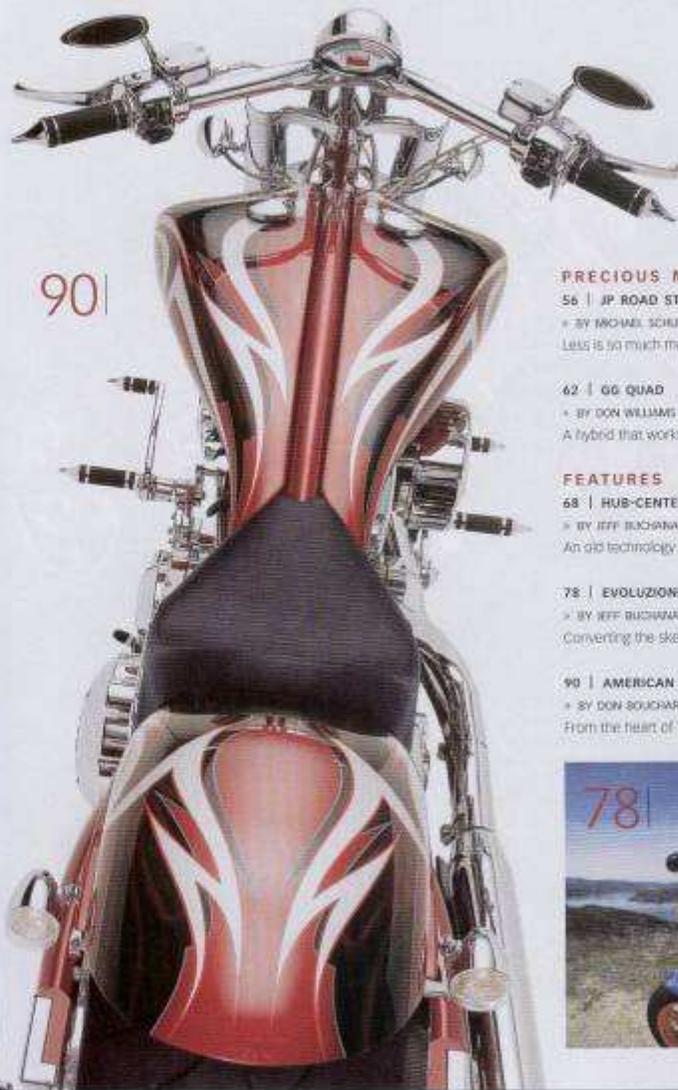
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The Robb Report Motorcycling November 2006



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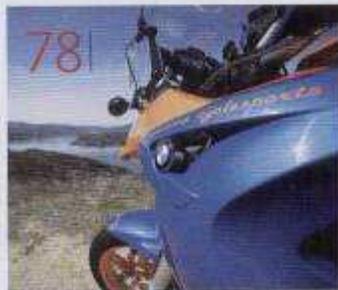
• BY JEFF BUCHANAN

Converting the skeptical

90 | AMERICAN IRONHORSE RIDE

• BY DON BOUCHARD

From the heart of Texas



The Robb Report Motorcycling November 2006

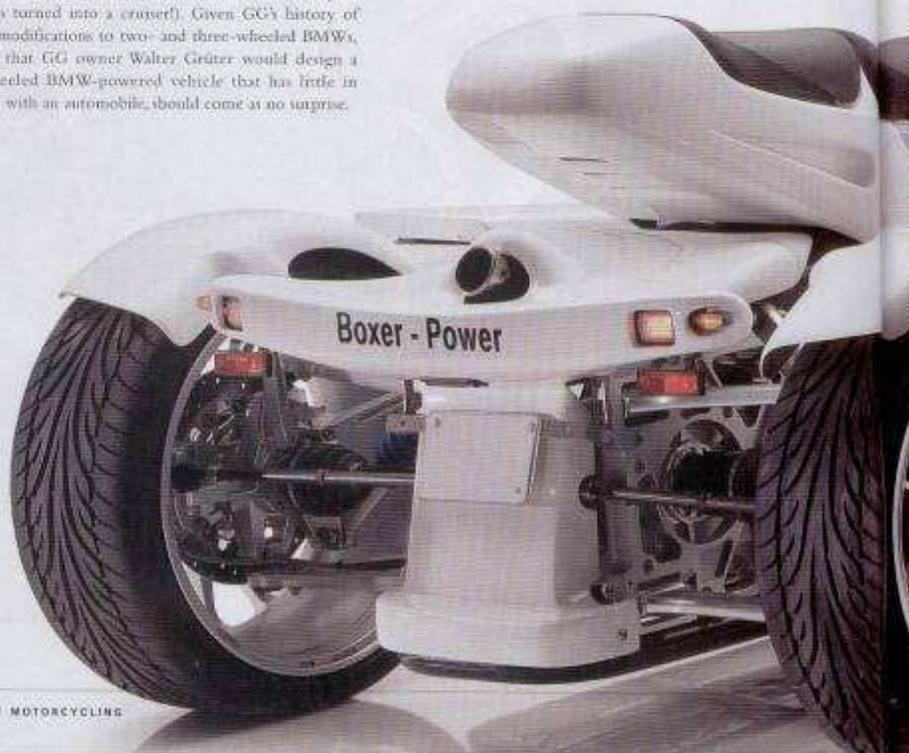
Wide Track

Four on the floor

By Don Williams » Hybrid. It is a word that has most recently attached itself to the automobile world, currently defining a vehicle motivated by both electric and internal combustion powerplants in an effort to improve fuel economy. As laudable as that goal may be, we are not yet ready to abandon the term to such mundane machinery. For example, this GG Quad is a hybrid vehicle: it has motorcycles and all-terrain vehicles in its genetic instructions, and is clearly anything but ordinary.

Quite successful as a hybrid, the GG Quad is a new life form that builds on the success of each forbearer. The genesis of the GG Quad can be found in 1985, when Grüter + Gur Motorradtechnik got its start in Ballwil, Switzerland, modifying motorcycles from BMW (a sidecar version was quite noteworthy) and Moto Guzzi (the Sport 110) was turned into a crosser). Given GG's history of creative modifications to two- and three-wheeled BMWs, the idea that GG owner Walter Grüter would design a four-wheeled BMW-powered vehicle that has little in common with an automobile, should come as no surprise.

"Surprise" is a versatile term when associated with the GG Quad. Any public appearance of the machine provokes aggressive inquiries from interested parties. Not so much interested in the cost of acquiring the unique vehicle, onlookers are initially fixated on determining exactly what it is they have come across, while simultaneously focusing on both the macro (the futuristic aerodynamic styling of the body work) and the micro (Swiss watch-like workmanship on details such as the A-arms). Possessing four-wheels, handlebars and a seat your legs straddle, observations ping-pong between motorcycle, all-terrain vehicle, shifter kart and trike. Like the elephant to the group of blind men, each person's perspective informs his perception of the machine. Riding the machine is the only effective avenue to divining the true nature of the GG Quad.



62 ROBB REPORT MOTORCYCLING

Quite successful as a hybrid, the GG Quad is a new life form that builds on the success of each forebearer.



NOVEMBER 2006

Like the elephant to the group of
blind men, each person's perspective informs his
perception of the machine.



The Robb Report Motorcycling November 2006

Precious Metals



Sitting on the GG Quad, one immediately feels at home as a motorcyclist; the controls and ergonomics are straight from a two-wheeled machine. At the same time, the four-wheel-derived stability at a standstill is noted, freeing the rider from satisfying the requirements of balance. The start button fires the fuel-injected 1130cc boxer motor instantly, and the BMW motor's reassuring vibration informs the rider that it is time to engage the six-speed manual transmission.

Although it is capable of 100 mph in a straight line, the GG Quad is made for more sporting roads. The combination of an extremely low center of gravity, restricted suspension travel, high-performance low-profile Dunlop SP Sport 9000 automobile tires shod on tall automotive OZ rims, and a limited slip rear differential, results in a machine that handles like a shift kart on steroids.

Unlike three-wheeled vehicles, which are unwieldy in aggressive cornering due to the inability of a single narrow front tire to completely counteract the forward inertia of two wide rear tires, the GG Quad has excluded the word "push" from its descriptive vocabulary. No matter how hard the GG Quad is asked to execute a turn, the front end grips the pavement with an uninterrupted tenacity. This translates into marginally heavy steering effort, with a desirable side effect of reassuring the rider that nothing will happen without his direct and unambiguous input. Negotiate a turn with enough throttle and engine speed, and the rear end can be made to drift, though this happens exclusively in the blunt direction of the rider.

Items such as aluminum panniers, a BMW navigation system, a windshield, a slide-inducing locked rear differential, and a high-performance exhaust can further the practicality, or impracticality, of the GG Quad at the owner's will. Plenty of plastic provides GG Quads owners with a stable canvas on which to work magic with paint.

The only hurdle the GG Quad has in America is bureaucratic in nature. The importers at GG Quad North America are working with the National Highway Traffic Safety Administration to make our country's highways receptive to this new type of vehicle. The American importer argues that the GG Quad is more fuel-efficient than automobiles and takes up less space on the highway, as well as offering more stability and flexibility than either two- or three-wheeled vehicles. With such practical arguments supporting it, maybe it fits the modern definition of "hybrid" vehicle after all. 

www.gg-quad-northamerica.com | 214-359-4597

ROBB REPORT MOTORCYCLING 65



SPECS

GG Quad

ENGINE
Air-cooled, horizontally opposed, 4-valves-per-cylinder, 1130cc twin manufactured by BMW

TRANSMISSION
Fully manual, six forward speeds, one reverse

MAX POWER
95 hp @ 7,250 rpm

MAX TORQUE
72 ft lbs @ 5,500 rpm



WEIGHT (DRY)
880 lbs.

SUSPENSION
Four-wheel independent with aluminum double A-arms and Wilbers shock absorbers

WHEELS
Dunlop SP Sport 9000 automobile tires on CZ aluminum wheels (16-inch front, 17-inch rear)

Cycle World December 2006