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WELCOME TO THE LS2 FAMILY

KYLE CHISHOLM

LS2's new flagship athlete did something that no rider in Monster Energy Supercross has done before: put LS2 into the main event, center stage, in front of a sold-out crowd at the biggest race of the year. **PAGE 31**

Dino Romano

was born in Mendoza, Argentina to an Italian father and an Argentine mother. Mendoza is located in the northern-central part of the province, in a region of foothills and high plains, on the eastern side of the Andes. **PAGE 16**





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SAY HELLO TO THE DUCATI HYPERMOTARD 950

The new Ducati Hypermotard 950 aims to find a careful balance of contemporary sportiness without sacrificing the competition motard style roots of its predecessors. The future of the bike has always been in question due to the inherent hybrid stylings, but the Bolognese factory has discovered a way to revamp the aesthetics without too much of a drastic overhaul. A wide handlebar, narrow sides, and a drop in weight along with the 114 HP Testastretta 11° engine all make for undeniable enjoyability and excitement.

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The most noticeable alteration from the getgo is the exterior design as Ducati made an effort to give the Hypermotard a more compact look, therefore a change was made to the tank and front of the bike that leans more in the direction of its supermoto roots. The ergonomics were also adjusted in an effort to give the rider more control from behind the bars while also promoting the maximum amount of fun. The narrower side profile plays into the lighter frame and advanced agility and the new Hypermotard 950 seat allows more comfort whether or not both wheels are on the ground -- and there's an additional bulge in the passenger area to accommodate a tandem ride. The slimmer seat, subframe, and wider bars make it easy to ride the motorcycle with an aggressive manner. Ducati also found a way to save weight by shaving some pounds off of the new wheels, brake discs, forks, and sections of the engine. All in all, the 950 is a total of eight pounds lighter than the previous model and it's more than evident on the road.

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“Anyone that wants to discover their inner hooligan that is considering the Hypermotard 950 is barking up the right tree”



The nucleus of the new machine is the revitalized 937cm Testastretta 11° L-twin; boasting a claimed 114hp at 9,000 rpm and 70.8 lb-ft of torque whereas eighty percent of it is available at 3,000 rpm. Along with the name change comes new pistons with a 13.3:1 compression ratio (compared to 12.6:1), new exhaust cam profiling, and a new exhaust system that runs underneath the seating unit. The Hypermotard 950 has also gained new, lighter clutch and alternator covers, a lighter gear shift drum, magnesium cam covers, and has made the switch from steel to aluminum chain tensioners. It also features new, fully-adjustable, lighter 45mm Marzocchi forks, and an adjustable Sachs shock. Brembo M4.32 four-piston radial Monoblock calipers are fitted on the front wheel with 320mm-diameter discs, and the rear is a Brembo caliper with a 245mm disc. It sports lighter aluminum wheels with three Y-spokes and Pirelli Diablo Rosso II tires mounted front and rear.

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DUCATI HYPERMOTARD 950



There's no shortage of electronics present on the Hypermotard 950. A Bosch six-axis Inertial Measurement Unit is utilized to control the Bosch Cornering ABS with a Slide by Brake function, Ducati Traction Control EVO, and Ducati Wheelie Control Evo. A Ducati Quick Shift Up and Down Evo comes standard on the 950 SP but is only an upgraded accessory on the regular 950. Underneath the umbrella of the electronics system are three separate riding modes that can be individually customized to fit the rider's preference. Sport riding mode holds nothing back and puts the full 114hp at the twist of the throttle with very limited electronic assistance; Touring riding mode utilizes the full range of power, but softens the delivery for a smoother and more manageable ride...

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Urban riding mode is for the daily rider on a commute to the office or a way to tone down the throttle response when weather is a factor, dropping the power down to 75hp in tandem with more strict electronic assistance. In addition to the technological riding aids, there's a TFT dash that can be used with the Ducati Multimedia System (DMS) -- letting riders take incoming calls, listen to music, and view incoming messages via a bluetooth link to their cellphone. The DMS is offered as an accessory in all of the Hypermotard 950 models.

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DUCATI HYPERMOTARD 950



Anyone that wants to discover their inner hooligan that is considering the Hypermotard 950 is barking up the right tree as the newer models have taken all of the most enjoyable aspects of the previous models to the next level. No pricing is currently available.



“I can still smell the wind...”
-Dino Romano



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Images provided By: @openeyesteam

Dino Romano was born in Mendoza, Argentina to an Italian father and an Argentine mother.

Mendoza is located in the northern-central part of the province, in a region of foothills and high plains, on the eastern side of the Andes. The ebb and flow of the landscape creates a dream scenario for motorcyclists as there are endless winding roads that careen through the peaks and valleys of the mountain range. As a youngster, Dino harbored a

**“YOU LIVE MORE
IN FIVE MINUTES
ON A BIKE LIKE
THIS GOING FLAT
OUT THAN SOME
PEOPLE LIVE IN A
LIFETIME.” - THE
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deep admiration for his father Nello Francesco, looking up to him as one of his first role models and heroes in the world of motorcycling. His first experiences with riding

took place on the back of his father’s Matchless 500cc, traveling down the seemingly endless roads that cover the vineyards of Mendoza, also known as the “Argentine Chianti.” This area of the country earns world-

wide respect for the wine it exports, but Dino could care less about that and was focused on a completely different product. On the back of his father’s motorcycle, he

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discovered his fascination with engines and his passion for adventure. It's said that during his time as a child in Argentina, at the age of eleven, he modified the postman's scooter and after a while, it caught fire. At only twelve years old, he borrowed his father's Triumph 650.

"If I close my eyes I can still see myself behind him, on board his motorbike, as he takes me back after school. I can still smell the wind that opens my nostrils," claims Dino.

In the late 1960s a war raged in Argentina and Dino's father decided it was best to move the family back to Italy, planning to open a car dealership. They uprooted their life in South America and made the journey across the Atlantic Ocean -- a much different voyage than the one that the father/son duo shared on their motorcycle through the foothills of the Andes and the vineyards of Mendoza. Nello opened a car dealership once the family got settled in Milan and it provided Dino with an opportunity to

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further explore his passion of working with engines, earning a paycheck in the dealership's workshop throughout his teenage years. Shortly thereafter, he set up his own motorcycle shop in the Maremma hills called MOTODALCUORE, and that's when his life truly began.

It happened in 1978 when Dino met Carlo Talama and the two of them collaborated to open one of the first Triumph dealerships and workshops in Italy, located in Grosseto. His childhood dream that was born on the countless pillion rides he took with his father in Argentina had finally been realized, running his own shop in the picturesque landscape of Maremma. His passion for engines worked in tandem with his unrelenting creativity and he began crafting customized motorcycle models that were recognized by the industry as artistic masterpieces. Throughout the last thirty years of business, Dino has extended his reach into all avenues of motorcycling -- from the Thruxton Cup to the Bonneville Salt Flats, he's gained invaluable experience in the field and has worked with legendary

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brands such as Harley Davidson and Triumph. The artistic creations that he produces transcend the world of motorcycling and allowed him to receive prestigious awards and praises from the international press. He built everything within the realm of motorcycling; choppers, bobbers, streetfighters, retro motorcycles with absurd dimensions and shapes, cruisers, classics, and sportbikes -- his hands know no bounds when it comes to crafting motorcycles into his own personal work of art. He tells his customers “When you come to us listen to the beating of your heart, look inside yourself for what moves you, our job is to realize your dreams.”

Dino exclaims “What I want to convey is imagination, to make me move my hands is the desire to understand what I have inside. Whether I am in front of a white canvas with brushes or a motorcycle with a hacksaw, I do not have to anything but let them be.”

In 2018, he formed Open Eyes Dream Team to contest the world-famous Speed Week 2018, which takes place in Salt Lake City, Utah at the one and only Bonneville Salt Flats. The event dates back to 1912 and is one of the most historic racing expositions in all of the country, drawing thousands of drivers from around the world to compete at The Bonneville Speedway. They bunch of them had only one goal in mind in their expedition to the United States: beat the land speed record for engines powered by natural gas.

They participated with a type of motorcycle defined as “Partial Streamlining”, powered by LPG, with a displacement not exceeding 1000cc within the confines of the rules. It’s a passion project in its purest form and according to Dino himself, it takes a strong dose of emotion and a pinch of madness.

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Miraculously, the standing record in the category is held by famous pilot Bur Munro, who set the record in 1967 with his Indian and received public praise as his story was told through a film called “Indian - The Great Challenge”, featuring none other than Anthony Hopkins. The bike they crafted for the challenge is very special, containing a chrome-molybdenum steel frame, driven by a 1000cc 4-cylinder engine, powered by an electronic injection of 8 injectors, energized from the GPL. The overall length of the vehicle is approximately 3.40 meters. It has two alloy wheels and an upside-down fork. Federico Rizzo of the Metalbike Garage team undertook the design responsibilities of the fairing, which is composed of three parts that can be dismantled, and it’s entirely made of carbon/kevlar. The high-performance exhausts were created by Watler Amista of Zard Exhausts while the engine will be crafted by Alfredo Meoni.

Bonneville is a mystical place in the realm of motorsports, a truly one of a kind destination. It’s referred to as the Temple of Speed, the place where everything is possible. In terms of a land speed competitor or drag racer, it’s the mecca of the sport. Dino was accompanied by fellow pilots Domenico Fasanella and Rosario Fiorentino. Fasello is a racer, manager, and trainer and has lived and breathed motorcycling his whole life. Some of his career highlights include

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winning the Italian Championship in the 600 Superstock class in 2009 and he won the European 600 Supersport Championship in 2013. He currently serves as the team manager for the Phoenix Racing team, which actively competes in the European Superstock 1000 Championship and the CIV Superbike series. Fiorentino has also been attracted to motorcycles from a young age, riding for the first time at the age of 6 on the saddle of a Suzuki 750. At 14 years old, she stole the motorcycle of her brother and did not return it without a fight, therefore birthing her passion for riding. She participated in the Sky broadcast of “Lord of the Bikes” alongside Dino and in 2015 she began to race in the acceleration races at the Sprint Race Championship. She also is the organizer of the DGR Rome and of the Babes Great Escape events.

Their journey was being closely documented and serves as inspiration for a real movie directed by Patricio Estay -- a French photographer, director, and composer of Chilean origin. Although they didn't succeed in their goal of breaking the record, it was the first time an Italian team with the first natural gas motorcycle attempted a world speed record on American soil.



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BMW has set their sights on returning to the top step of the production-based Superbike podium next year with the all-new 2019 S1000RR. The upcoming model is the third different iteration of the Bavarian brand's superbike and will serve as the tenth year of production since its debut in 2009. The very first model proved no shortage of performance power and has since led its respective class in engine performance, but BMW Motorrad engineers have displayed their dissatisfaction by taking the 999cc inline-four to an entirely different level. It's a thoroughbred among sportbikes -- whether on the road or the racing circuit, its innovative technology allows the rider to experience performance with the utmost intensity.

The RR is designed to embody the epitome of a superbike. Its distinctive design features like the split face and asymmetrical front headlamps make it instantly recognizable in the wild. The jagged design of the fairing and side panels alongside the sleek and gradual curve of the windshield promotes a desire for pure acceleration and high-level performance. It retains the shark-esque gills on the sides and the exposed rear portion of the engine, but now the front of the subframe is exposed, similarly to KTM's rambunctious 1290 Super Duke R. Full LED lighting ensures that you'll stand out on the road and will do an immense job of illuminating all three of the different colorways offered in any lighting condition.

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BMW's ShiftCam technology that was introduced on the 2019 BMW R1250GS that employs a camshaft with two different lobes manipulating each of the eight intake valves has been applied to the S1000RR, utilizing partial-load lobes below 9,000 rpm to boost engine torque while simultaneously reducing excess mechanical noise and increasing engine efficiency. Thanks to an improved camshaft and "hollow-bored" titanium valves with a twenty-five-percent lighter DLC-coated rocker arm, the engine spins 400rpm higher than before all the way to 14,600 revs. Complemented by the returning variable-length intake funnels that shift from a long to short position at 11,700 rpm, therefore improving the mid-to-top engine performance noticeably. The compression ratio has also increased slightly in the bore and stroke by a slight .3 percent. BMW claims that the inline-four delivers

73.8 lb-ft of torque from as low as 5,000 rpm and peak torque arrives at 11,000 rpm in the form of 83.3 lb-ft. It claims to produce 205 hp at 13,500 rpm, improving six individual ponies from last year's model. Miraculously, the manufacturer claims that the engine has been reduced by 8.8 pounds after the redesign, partly due to an amazingly light exhaust fabricated from stainless steel.

The bike still utilizes a six-speed gearbox and chain final drive. The slipper clutch has been designed with more of a free-wheel effect, and collaborates with an electronic quickshifter and auto-blip technology, making the clutch practically obsolete apart from launching the bike. The new launch control programming alongside the entire gambit of electronics is now powered by a six-axis IMU controller.



The BMW S1000RR features four signature riding modes -- Rain, Road, Dynamic, and Race. Each of them separately affects engine power, throttle response, as well as the influence of the various electronic aids on the motorcycle. A three-way-adjustable Race Pro setting has replaced the previous Slick mode and allows riders to individually customize electronic settings such as wheelie, engine-brake, and wheelspin control. For those that need a break from the high-performance behavior of the motorcycle, cruise control is also an option as is the newly introduced Hill Start Control, and don't forget about the Pit Lane Limiter for those with a track day bug.

The S1000RR has received an all-new chassis being dubbed "Flex Frame" by the BMW Motorrad engineers. They modified the frame, subframe, and swingarm for the right amount of rigidity and weight. The twin-spar alloy frame is 2.7 pounds lighter and relies more on the engine as a load-bearing component. It operates with a 0.4-degree steeper steering head angle (23.1 degrees) with a corresponding 0.1-inch reduction in trail (3.69 inches). The subframe is lighter, too, as is the swingarm (0.66 pound). It's also longer, pushing wheelbase to 56.7 inches (0.35 inch longer than the 2015–2018 model). Furthermore, the swingarm pivot offers adjustment in a range of 0.16 inch.

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The suspension has been updated on both the front and rear of the machine, boasting a Sachs 45mm inverted fork that sheds more than half of a pound off the bike, adjusting three-way adjustment for spring preload, compression, and damping. BMW's proprietary Dynamic Damping Control has been updated as an available option, automatically adjusting suspension damping based on the conditions of the road in real time (approximately 10 milliseconds). All of the necessary information is available on a massive 6.5-inch color TFT Display that can be set up for both road and track-specific usage. The Sachs shock absorber sports a 46mm main piston and operates through a different linkage, relocating further than the engine block to prevent discoloration and maintain consistency in extreme conditions.

The bike employs cast aluminum wheels that are 3.5 lbs lighter than the 2018 model and the historically rational ergonomics have been expanded with a leaner fuel tank. The braking components are top shelf and the new one-piece radial-mount calipers clamp a set of 1.1 lb lighter 320mm-diameter steel rotors at the front. The rear stopping power comes from a 220mm-diameter rotor that collaborates with a single-piston caliper. The next iteration of ABS programming, called ABS Pro, comes standard and includes cornering functionality.

Miraculously, the BMW 2019 S1000RR is 24.3 pounds lighter than its predecessor, sitting at 434 pounds in the standard configuration with a full tank. The German manufacturer continues to revolutionize the sportbike category with groundbreaking advancements and it's available at a dealership near you starting at just \$15,995.





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KYLE CHISHOLM

Over the course of the seventeen rounds of Monster Energy Supercross, there's no other race that receives as much attention as Anaheim 1.

It's a routine stop on the calendar that serves as a fan favorite and always provides unpredictable racing. All eyes are on the past champions and title hopefuls, the graduating rookies, and the new faces -- but there's often more happening than can be covered in a three hour TV broadcast. For instance, LS2's new flagship athlete did something that no rider in Monster Energy Supercross has done before: put LS2 into the main event, center stage, in front of a sold-out crowd at the biggest race of the year. It's a big deal for LS2 but not as big of a deal for Chisholm as he couldn't count the number of main events that he's qualified for if he tried. The Floridian has been a perennial front-runner in the 450 class for the



last ten years and his skill on a dirt bike is well represented by the number 11 on the front of his bike. He's been a big name in the sport since his amateur days where he rarely missed the podium, racking up a total of twelve Loretta Lynn Amateur National finishes on the box, including a title in the 125 B Modified class. His success throughout the amateur ranks earned him a ride with Team Green Kawasaki to accompany his transition to the professional

Chisholm has been nothing short of a consummate professional, utilizing steady speed and consistency to eventually earn the national number 11.

ranks and he dabbled both indoors and out, even winning an MX2 title north of the border before making his full-time professional debut on American soil. Since turning pro, Chisholm

has been nothing short of a consummate professional, utilizing steady speed and consistency to eventually earn the national number 11. He has accumulated an abundance of top ten and top five finishes throughout his fourteen-year career as a professional and continually strives to grow that statistic. Chisholm suffered a minor setback last year when he experienced a knee injury during the outdoor season, but he's back in action for the 2019 season with a new team and eager to get the ball rolling. We caught up with Kyle to chat about everything from the goings on at Anaheim 1, memories from his days as an amateur racer, and everything in between.

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First things first, this past weekend at A1 marked the first time an LS2 helmet was represented in a Monster Energy Supercross main event. How did it feel to achieve that milestone for the company at the start of the season? Yeah, I'm pumped for that. For me personally, I expect to be there but it's an honor to get LS2 in the main event for the first time. Hopefully, we keep getting better -- it was a tough race being muddy and we had some goggle problems and stuff like that, so didn't finish exactly where I wanted to. With that being said, I'm proud to get LS2 in their first main event and hoping to set new records each week and get better and better.

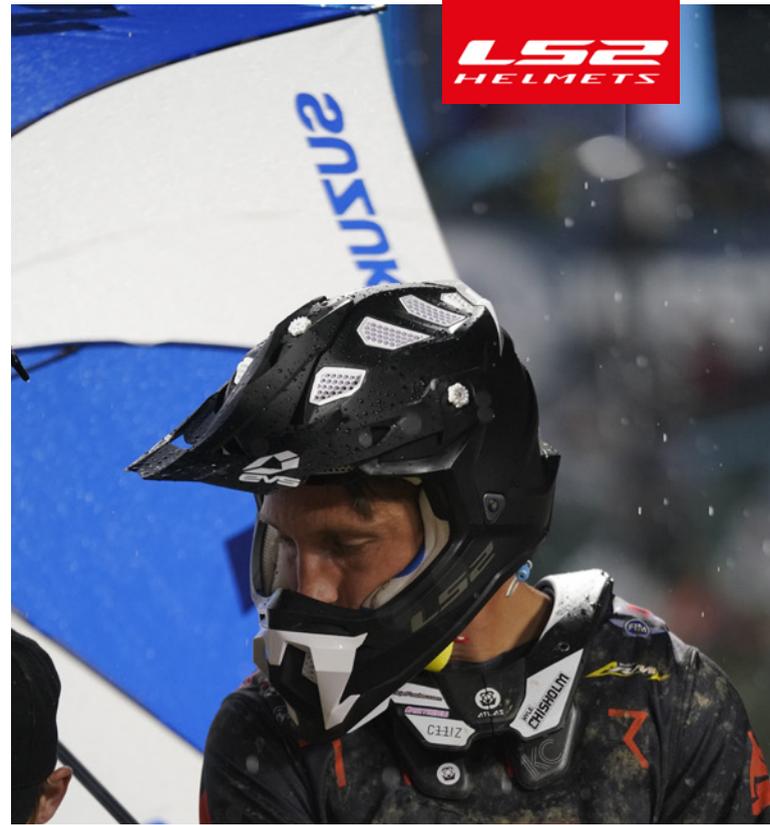
You went back and forth between the 250 and the 450 last year, how has it been solely focusing on the bigger bike and stepping back into the 450 class full-time for this season?

It's nice to just focus on the one bike for the whole season and not going back and forth. I do enjoy riding the 250 as well -- a couple of years ago I was back on the 250 for part of the year, but other than that it's been almost ten years since I rode the 250. I didn't really know what to expect when I did that, but I really did enjoy. I do miss some things about riding the smaller bike, but it's nice to be able to focus on the one bike for the whole season and not switching back and forth mid-season for a few weeks. I didn't have as much time to prepare as I'd have liked to with having knee surgery over the summer, so I'm a little bit limited on my prep time compared to what I'd normally do and want to do, but sticking on the one bike makes it a little easier. I'm definitely not where I want to be coming into the season, but I think I have a lot of room to improve from the standpoint of more riding time for myself, getting the bike dialed in, and everything like that. I think each week we'll get

a little better and hopefully by the fourth or fifth round we'll be more settled in and closer to the top 10 where I want to be.

Explain the situation that brought about your knee surgery, how your recovery went, and how that affected your preparation for the 2019 season. During this past year of outdoors at the 4th round at High Point, I had a little slideout in practice during qualifying -- I lost the front end and I had just started to put my leg out when I crashed, so I hyperextended my knee and tore my ACL and meniscus. It definitely was a bummer and I it fixed a week or two later, had surgery, and it's a minimum of a four-month recovery before you can get back riding. I was a little closer to five months just to give it that little bit of extra time to heal, and they really say it's about a twelve-month recovery before it's completely back to normal, but four months is really the minimum before you're back

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putting it through its paces. I didn't get to start riding until about Thanksgiving time when I got back on the bike -- I rode outdoors for a couple weeks and then got on supercross. So I've really only had about four weeks of supercross riding coming into the first race; it's definitely not ideal for what I would normally do or want to do, but it is what it is and it's part of the sport. My surgery went well, my recovery went well, no setbacks or anything like that. I'm feeling good, it's just about knocking the rust off and gettin' back into riding shape, gettin' sharp, and fine-tuning the bike and myself. I want to get through the first few races and get more comfortable with the bike and myself, build that confidence back up, and then I'll

think we'll be back where I want to be.

You're on a new team this year with H.E.P. Motorsports Suzuki, how's that transition been and how is the dynamic between yourself, Alex Ray, and Adam Enticknap? The team's been awesome. They're a new team, I think last year was their first year. They're learning and we're learning together, so that's part of what makes it tough too, not having a lot of time to get prepared -- working with the team, being able to do all the testing, and getting comfortable on the bike. Especially being a new bike for me, they're learning what I like and I'm learning what I like on that bike, so that makes it tough but they're doing their

best to do everything we can to get the bike set up how I like it as I'm learning what I want to change and work on. They've been awesome and they're doing a good job. As you said, having Alex and Adam as teammates makes it fun, y'know. I'm kind of the older guy and I bring the experienced aspect to the team -- obviously, Alex is younger and kind of goes for it and then obviously Adam's personality and character is fun to have around too, and he's riding really good these past couple years. I think we have a good group of people, we enjoy being around each other and racing with each other and all that. It's definitely a good atmosphere and we have a good time, but we're serious; I kind of bring that side

and they kinda keep it light and fun, I think it's a good mix.

How much of a factor was the weather for you at Anaheim 1 this past weekend? It had to be nervewracking sitting on the gate for the LCQ when it really started to come down. It was good. I definitely didn't want to be in the LCQ, it's never fun to be in those, but the heat race was tough though. Chad (Reed) was in the LCQ and he was in my heat race, y'know there are twelve really good riders and only nine of them are going to make it through the heat race. I didn't get a good start in the heat and didn't ride my best -- I was a little nervous, first race in eight months or whatever

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“They’ve been awesome and they’re doing a good job.”





“I had to pull all my tear-offs and then I had no tear-offs the rest of the race.”

it’s been, first race back from being injured, and all that stuff. I didn’t ride my best there and the track was already a little slippery and sloppy, so I had to go to the LCQ. I knew it was important to get a good start and I got a pretty good start, worked my way up to 4th past my teammates and just tried to ride smart and keep it there so I could get it in the main event. It was tough though, the rain really did start comin’ down when that 250 LCQ was out there, so the track was just getting worse and worse. It was hard to see and vision was obviously not ideal so it

was tough, but I tend not to mind those conditions so I got the job done and got in the main event. It’s always good to get out of there and into the main event, because anything can happen in that short race.

The main event didn’t go as planned from the start, but you made the best of it... In the main event, my roll-off film came out from behind the little track that goes in and separated from the lens, so water got back in there. I had to pull off like first or second lap or whatever it was and then my backup goggles

were tear-offs, because we didn’t know whether it was going to be raining or not. So I stopped in and got the tear-offs but water got behind those because it was raining pretty hard, so I had to pull all my tear-offs and then I had no tear-offs the rest of the race. The other bummer with stopping right away was that I had a bad start with a little tip over at the beginning, so by the time I stopped and got new goggles I was already getting lapped. It was hard to get going in the race, because I didn’t want to get anybody’s way but then I’m trying to race but I’m also

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getting back on the track with the leaders coming around. So it made it just hard to get going, so it definitely was not ideal and it was a bummer to have that little issue. It is what it is, we're safe and we learned some things with the bike, so we'll try and come out this week and do better. That's all we can do to try and get better each week.

What did you do with your Subverter to help get it prepped for a gnarly mud race like that? Man, the first thing I would say is that the helmet with mud all over it gets so heavy, like your neck is sore the next day. Being that the helmet is really light to begin with is nice, because once all that mud is on there its heavy. If you have a heavy helmet to begin with and then add the mud, it's definitely gonna suck. So, it's definitely a benefit with how light the helmet is. Honestly, all I really did is spray a little bit of silicone or WD-40 type stuff over the helmet to help the mud slide off a little more. It's nice that you can adjust the visor forward-back or up-down, so I put the visor forward so it was a little more out instead of having to duct tape a goggle lens on the end of your visor to make it longer. It's nice being able to adjust that and that's all I really had to do. It was great.

Looking back on your amateur days, what do those memories mean to you now that you've made it as a professional and have a couple kids of your own? You look back at the amateur stuff...man, it's a little stressful and you're always so busy -- but it's a lot of fun. You're with your family so much and they sacrifice so much get you to the races at that top level. Obviously, you're gonna butt heads or this or that being around each other so much, but at the end of the day your family's there supporting you and you're busting your butt to try and make a career for yourself if that's what you wanna do. There's just so many good memories -- doing something together with your parents, brothers, sisters, and grandparents. I'm so close with my family and



my dad is still a big part of my racing just because of all that; he doesn't need to be, but he is. When I was growing up, my grandparents would drive the motorhome out to some of the races and then we'd fly so my dad didn't have to miss as much work or I didn't have to miss as much school. There are so many things like that -- you know, the whole family atmosphere and the work that goes into it makes it a lot of fun. For me to be able to make it as a pro, I've

got to give a lot of thanks to my parents and grandparents, and my whole family for all the sacrifices they made to get me in the position I'm in. You do make a lot of sacrifices growing up -- being away from school and not having that "normal" life, but I don't think I'd change a thing. I've got to travel the world with my family and have had a lot of awesome experiences (stuff that you wouldn't normally get to do going to school). I'm definitely thank-

ful for it -- there's been a lot of good memories growing up at the track with friends, being there with your family, and doing what you love to do. It's awesome. Being a parent now, I can see the sacrifices that you make for your kid. You want them to just go do their best. When your dad sees you ride during the week and you ride really good then you go to the race and you don't do good -- it might not be that he's mad at you 'cause you didn't

do good, it might be that he's mad at you 'cause you didn't ride as good as he knows you can ride. You're all putting so much into it and you want what's best for your kid. So, being a parent now I just kind of see that side of it looking at it from a parent's point of view. I couldn't imagine doing what they've done for me.

What advice would you give to any aspiring amateur racers looking to make it

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to the professional ranks? At the end of the day, I always tell kids to just have fun and enjoy it. It goes by quick. It can become a job and for now it is a job. There are days that aren't that fun, but at the end of the day no job is ever going to be perfect and this is the best job I can think of. It is work, but it's a lot of fun, too.

Your mom won the title of "Hottest Moto Mom" like ten consecutive years in Motoplayground Magazine when you were an amateur -- that had to be a funny thing to deal with at the races. Yeah, I always got that growin' up and I always kind of brushed it off. It's not embarrassing, but kind of just like awkward 'cause I obviously don't look at my mom like that, but obviously she's a pretty woman. If anything -- I feel like proud isn't the right word to use, but you know what I mean. I'm glad people think that because as awkward as it is, I don't take offense to it or however you'd want to describe it. I always heard that even from friends growin' up.

Yeah, just means you've got good genes. Nothing wrong with that. My mom goes to the gym almost every day and works out a lot, so she works hard. It kind of runs in the family. She played softball even when I was a kid just for fun and stayed active, my grandparents were always active in sports and stuff like that too, so it kind of runs in the family.

How does having a family with kids affect your preparation and race weekends compared to when you and your wife Britney on your own? It's quite uncommon in our sport to have a family while still racing, but it seems to be happening more and more. Honestly, I've always wanted to maybe wait to have kids until I was done racing, but I'm 31 and still racing and I still enjoy it, so a few years ago talking with my wife I'm like "Y'know, I'm not done racing and we're not getting any younger, so we might as well try and have kids." My wife, Britney, and I have been together since she was 13 and I was 15, so she's always come to all of my races and when we were younger, she'd be at the track with me do-

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ing my lap times or pit boarding. She's been a huge part of my racing career and has barely ever missed any races, but now having kids it's tougher. Having one kid wasn't as bad, but now we have a second that is just 3 months old, and obviously last year we had a 2-year-old and Britney was pregnant. It was different 'cause she wasn't at all the races anymore which is what I was used to, so that's been a little bit of an adjustment. But it's tough having two young kids and trying to travel to all the races every weekend. It kind of makes me focus on my job (not that I wasn't before), but when I'm at the track or the gym there's no time to slack off. It's more like this is my job and I've got to get it done for myself and for my family, but I don't wanna be screwin' around. It used to be that maybe one day it'd be like "Hey, I'm done but let's mess around for another hour." Now I want to get home and see my kids and play with my kids. Britney not being able to come to the races every weekend is a little bit different and I miss them while I'm gone obviously, but I love what I do and I know I can't do it forever. I want to do it as long as I'm competitive and I enjoy doing it and I can make a living doing it. I don't know whether I'll be doing it for one more year, five more years, or two more years, or whatever -- I've always just thought of it like as long as I enjoy doing it and make a good living, and want to keep doing it, I wanna do it. It's also good to show my kids, although they're pretty young right now, hard work. I want them to kind of know for me for that. This has been such a big part of my life; I kind of want at least my older daughter to remember this chapter of my life, so that's kind of cool to be able to share it with my kids a little bit.

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It definitely takes a special type of person to live the lifestyle that you racers do. Talk a little bit about sharing the past experiences of your racing career with your wife.

Like I said, we've been together since we were teenagers and there were days where I'm gonna go riding and if there's not going to be someone at the track and I need someone to be with me, she's there helping and doing my stuff. She could be hanging out with her friends, at her own job, or whatever -- but I think that's part of the blessing of us meeting really young is that she's been a part of it and helped me with my success. She might not have had a job but her job was helping me do my job. So, growing up together around that made her just as committed to this as I am even today. She can't come to the track every day and can't go to the races every weekend anymore, but she's just as committed to helping me. She helps with e-mails, talking with sponsors, anything that she can do -- she's a big part

of what I do. It's awesome finding somebody when you're young, and we love each other, and we grew up together so it's just different. I feel like if you met someone when you're in your 20s or something like that, maybe she's going to school and has a job or whatever, and then you race on the weekends, so you wouldn't get to see each other as much. We probably know each other better than we should know each other, but at the end of the day I wouldn't change any of it.

She has her own online business called Pretty Rebels that has found some recent success. Could you talk a bit about that?

Yeah, it was about four or five years ago now. Like I said, before we had kids she was always helping me, but she's always been a super motivated person that wants to do something. It's just been tough; she can't have a normal job if she wants to travel with me, but she's always been really interested in fashion, clothing, and acting. She had

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“I’m proud of her. I hate talking about myself ever, but when it comes to talking about Britney I like bragging about her.”

been doing some acting stuff whenever she could, like when we’re in California she’ll go do stuff, just things like that. She wanted to go fashion school maybe, but to do that she’d have to commit to it and then we wouldn’t be together as often as we’re so used to being. We kind of thought of the idea to start an online clothing store, like a women’s clothing boutique. She can work from home (California, Florida, wherever) and it’s kind of the best of both worlds. You can still travel, be your own boss, and grow your business as you want to. So she started it about four or maybe five years ago and man, she’s doing really good with it. She’s slowly growing more and more each year with it and has taken over the whole upstairs of our house in Florida, so we’re probably gonna outgrow it pretty soon. She has two full-time employees that help her do stuff and they do a really good job.

Carrie Underwoods’ wore some of her stuff and if you watched the Superbowl last year, Nick Foles (quarterback of the Eagles) -- if you google “Nick Foles Superbowl”, the picture of him holding his daughter that pops up is her wearing a jacket that Britney made. Gronk’s girlfriend and Tom Brady’s wife buy stuff from her and wear some of her stuff, so she’s done a pretty good job for four years of doing it. I’m proud of her. I hate talking about myself ever, but when it comes to talking about Britney I like bragging about her.

Obviously, your expectations are tempered by the lack of preparation coming into the season, but where do you see yourself fitting in as the year goes on? The goal is to be as close to the top ten as I can be. Last year in the 450 races that I did, I was on the edge of the top ten and I had a couple



crashes in a couple of races that should've been top tens, and I only did about five of 'em. My goal at the beginning of the year right now not having a lot of prep time is just to get in the main events, race for twenty minutes, see where we are, and then we can build from there. At the end of the season, if we can be in and close to the top ten then I think that will be good. Given how many good guys there are -- I mean, look at Anaheim

1 and the guy that won the title last year got 14th. I think that more than fifteen of the guys are past champions in the sport, so it's not going to be easy by any means to be in the top ten, but let's get as close to there as we can. We weren't far off last year, so I think once I get comfortable and get some more time under my belt we can be close to there. Between that 10-15 spot would be good -- I don't want to be 15th, y'know, I wanna be top

ten but there's a lot of good guys, so I think just being in that mix. If you can get 14th or 15th, you can also get top ten. No one will be surprised if Anderson wins in Phoenix at round two even though he got 14th in the first race, so that just shows you how many good guys there are and how close everybody is. I'd love to be in the main events every week and just battling for that top ten as much as I can. Half the battle with our sport is

just being healthy -- it's tough in our sport, but it's just what we do and it comes with the territory. Stay healthy, get better each week and improve each week -- that's all I can really ask of myself. I think you always have to get better in this sport, 'cause everybody is always getting better. That's kind of what I've always built my career on; be the best you can be and always strive to be better and I think good things will happen if you do that.





Harley-Davidson culture shift

Harley-Davidson first dipped their toes into the sport-standard market back in 2017 with the Street Rod 750. After a couple of years and multiple changes, the manufacturer is doubling down on their initial investment with the announcement of the 2019 Harley-Davidson Street Rod. Shorter steering geometry, a more aggressive rider triangle, and a

more powerful engine coexist to transform the original model into something completely different. It's a brave business strategy by the American manufacturer as the territory is regularly occupied by Asian and European manufacturers, but it's all part of a culture shift that Harley-Davidson is attempting to fulfill to keep their relevancy in all realms of the motorcycle market.

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Although it generally resembles the standard Street 750 with the same fuel tank, frame, and engine geometry; there are many minor details that require a closer look. The front fender has been cut back and exposes dual front brake discs to employ twice as much stopping power as the previous iteration. The forks have been flipped upside down and blacked out from the stems to the triple clamps and a redesigned windscreen neatly conceals a single clock instrument display between the handlebars. The standard 3.5-gallon fuel tank comes with a special graphic that is meant to complement the revamped styling, feeding into a redesigned seat that promotes an aggressive riding position in relation to the footpegs and drag bars. One important facet of the aesthetics is the mirrors mounted on the end of those very same bars, eliminating the issue of impaired visibility in addition to a much more discrete look, while also improving the handling.

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The subframe is a double-downtube/double-cradle which provides the mount for the radiator. Tubular steel components make up the frame as well as the subframe, and a steel swingarm with a rectangular cross-section completes the innards of the Street Rod. The improved swingarm was lengthened to accommodate the increase in tire-width as well as the increase in rear suspension travel of 4.6 inches at the axle. The front end is complete with a pair of bold, blacked out 43mm forks which suit the rest of the bike's glaring demeanor. Its fitted with cast, 17-inch wheels front and rear with a 160/60 on the rear and a 120/70 up front. The Michelin Scorcher 21 radials to assist a 37.3-degree lean angle on the right and a 40.2-degree lean angle to the left. 300mm front brake discs are secured by twin pot calipers which provide more than enough stopping power, in addition to the option of ABS. The steering angle is short at just 27 degrees with a 3.9-inch trail; a far cry from Harley-Davidson's normal figures in this department.

The Street Rod comes with an upgraded version of the somewhat recent Revolution X -- a water-cooled, 60-degree V-twin - with an improved torque rating of 8 percent, making a total of 47.2 lb-ft at 4,000 rpm. The 12:0:1 compression ratio also delivers 18-percent more horsepower than the previous Street 750, attempting to draw every ounce of power out of the uncharacteristically small engine. The blacked out finish on the High Output Revolution X matches the bike's adjoining components, tying together the sleek and sly undertones of the styling.

The base model of the Street Rod will be available in dealerships at a starting price of \$8,699 in Vivid Black, as well as additional colors for \$8,994.





CHALLENGER GT

FLEX

ASK A MOTORCYCLIST ABOUT THE "BEST HELMET" IN THE WORLD, AND INVARIABLY YOU WILL HEAR A VERY SHORT LIST OF NAMES. THIS IS AN ELITE CLUB THAT IS THE DREAM OF EVERY BRAND IN THE WORLD. IT IS A CHALLENGE WORTHY OF THE FIGHT AND LS2 HAS ENTERED THE ARENA.

WE ARE PROUD TO INTRODUCE THE CHALLENGER. FIT. FINISH. FUNCTION. PERFORMANCE. OUR ADVANCED DESIGN TAKES THE LESSONS FROM THE PAST AND ADDS THE TECHNOLOGY OF THE FUTURE. THE CHALLENGER WILL FACE THE COMPETITION HEAD-TO-HEAD AND FEATURE-FOR-FEATURE.

BOLD. UNAFRAID. THE GAME HAS CHANGED.





2019 INDIAN CHIEFTAIN

The Indian Chieftain has already made a name for itself as one of the highest performing American-made baggers, but it will be undergoing a facelift in 2019 nonetheless. The classic styling is a thing of the past as many new features are being implemented and the majority of them are easiest to appreciate on the open road. In an effort to keep the Chieftain's popularity on the rise, technical improvements and an upgrade to the stereo have also been made in addition to the change in appearance. The restyled Chieftain delivers aggressive style, pairing the impressive power of the Thunder Stroke 111 V-Twin engine with easy handlings and modern technology.

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According to the senior director of Indian Motorcycle,

Reid Wilson, the goal of the redesign is to continually evolve the Indian Motorcycle brand. "We want to expand our lineup with more aggressive style options, while still maintaining the availability of our more classic style options," Wilson stated.

Front and center of the 2019 changes is the sleeker, revamped fairing design. It has been completely redesigned and features an electronically adjustable windshield in favor of the previously integrated driving lights and chrome faceplate from previous models, housing a much more simple LED headlamp and bullet-style LED turn signals. >>

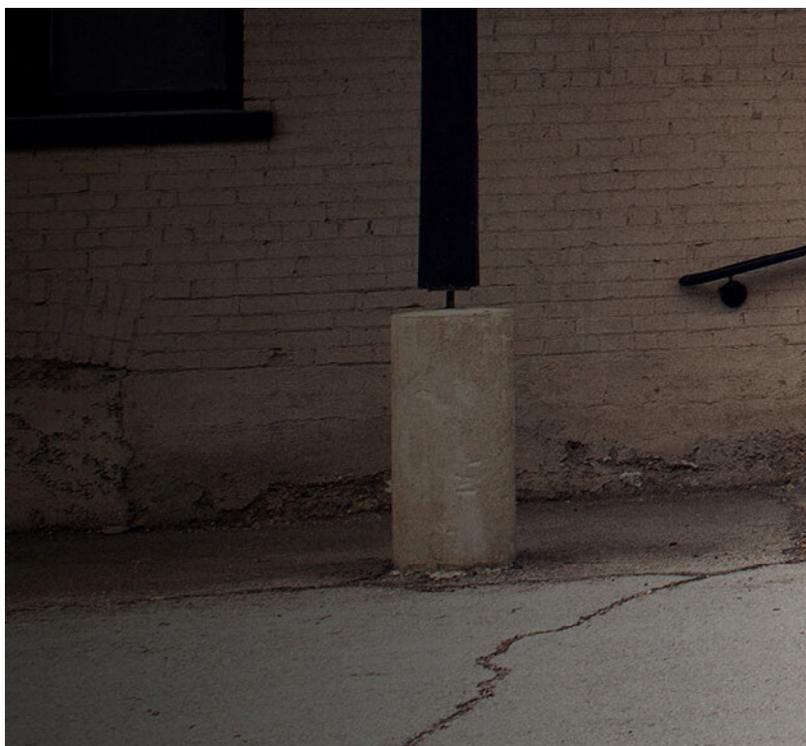


THE SLIMMER FAIRING IS FLANKED WITH NEW FORK GUARDS, NEW SADDLEBAGS, AND COLOR-MATCHED FENDER CLOSEOUTS.

The new Roge gunfighter seat and badging on the tank and saddlebags, therefore solidifying the new and fresh aesthetic. The result is a bike that looks sleeker and more aggressive without straying too far from its roots.

The new look is also accompanied by a bevy of color options. The Chieftain Dark Horse rocks three colors: White Smoke, Bronze Smoke, and Thunder Black Smoke. The 2019 Chieftain Dark Horse also features new black ceramic exhaust and gloss black finishes on the primary cover, valve covers, pushrod tubes, cam cover, and saddlebag hinges.

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There are just as many functional adaptations as there are aesthetic modifications in the new model, focusing solely on enhanced comfort and rideability. There are three new ride modes: tour, standard, and sport, in order to provide the rider with a suitable riding experience to their style. The Chieftain also comes standard with keyless ignition, cruise control, and ABS. Rear Cylinder Deactivation automatically shuts off the rear cylinder when the bike is stopped for enhanced comfort in slow-moving traffic, and as soon as you hit the throttle it seamlessly reactivates for full power. >>





The powerful Thunder Stroke 111 engine produces 119 ft-lb of torque for exceptional power at low RPMs for utmost response and control when it's needed most, although it maintains a responsive ride at any pace. The lightweight cast aluminum frame provides responsive handling and agile cornering as well as confidence-inspiring stability at easy handling under any circumstance.

The dashboard interface is top of the line coupled with the improved speakers that provide the rider with premium audio as well as an intuitive touchscreen, and it all can be synchronized with your mobile phone via a bluetooth link for music and communication. The 7" touchscreen is glove compatible and allows the rider to control every aspect of the ride from customizable vehicle information screens and two-finger-pinch-to-zoom as seen in smartphone technology. The high-output speakers in the fairling deliver 100-watts of clear audio and feature a dynamic equalizer that automatically adjusts for road, wind, and engine noise -- boasting the loudest sound system Indian has offered to date.

Pricing for the Chieftain begins at \$21,99 in the US and the Chieftain Dark Horse starts at \$25,999 and they're readily available at dealerships.



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2019 Royal Enfield Continental GT 650

The 2019 Royal Enfield Continental GT 650 is one of the most historic motorcycles to be launched in the United State's market to date as it has roots that wind all the way back to the 1960s, and Royal Enfield's date back all the way to 1901. The British manufacturer made a move to capitalize off of the cafe racer movement in the 1960s by unveiling a production 250cc motorcycle dubbed as the Continental GT. Although the bike showcased all of the staples that are so prevalent in the cafe racer genre, it didn't survive throughout the 1970s due to the influx of Japanese manufacturers flooding the UK at that time. Nonetheless, the Continental GT was revived after more than forty years in 2014 and has continued to expand over the last handful of years.



The 2019 Royal Enfield Continental GT 650 may be the most striking model of the bunch so far as the newest addition to the GT line, boasting an all-new parallel twin motor as the centerpiece of the machine. It retains all of the fan-favorite cafe stylings that keep it connected to the original 1960's model, carefully blending contemporary convenience with classic charm. But it doesn't just stop with the style, the GT 650 demands the same amount of attention on the road as it does from the sidewalk. The intention is to fill an entry-bike void in the US market and provide an inexpensive and simple option to have fun and look cool.

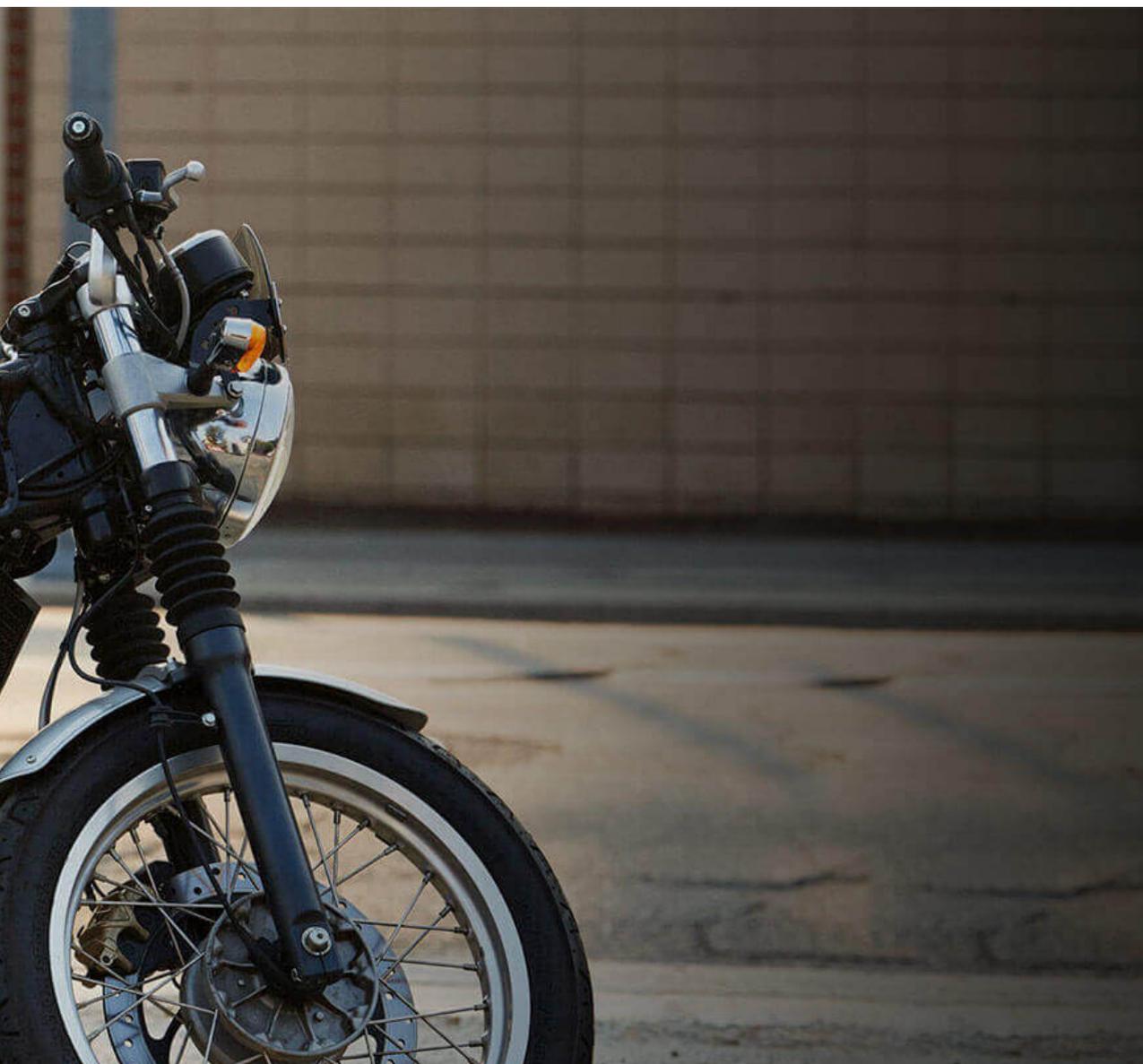
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2019 Royal Enfield Continental GT 650

The GT 650 uses a totally new air/oil cooled, SOHC, 648cc, parallel-twin, four-valve-per-cylinder engine with a 270-degree crankshaft. On the outside looking in, the engine has a strong retro appearance, but that doesn't mean there aren't plenty of modern updates, such as valve rocker arms that utilize rollers on the cam side and screw/locknut adjustable tappets on the valve side (for less friction and ease of maintenance), a power/assist slipper clutch, and a primary gear-driven clutch. It doesn't jump off the dyno charts when it comes to the power output, claiming 47hp at 7,250rpm and 38 lb-ft of torque at 5,250 rpm. One of the first things you'll notice with the Royal Enfield Continental GT 650 is the soothing rumble of the twin-cylinder

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through the upswept mufflers. The clutch pull is buttery and there's an abundance of low-end power when taking off from a stand-still or coming out of a slower corner. The 270-degree crank provides readily available torque as a result of quick revs, making it an extremely fun bike to ride whether it's through tight traffic or on a winding back road. >>





The chassis was assisted in design by renowned chassis builders Harris performance, creating a steel double-downtube cradle frame that offers the rider superior balance and handling through the corners, as well as durability. Steering is easy and light but there's enough stability to keep things in check, making it easy to change lines mid-corner, although the the bike holds it's line like a dream without much input from the rider, mainly due to the narrow 18-inch tires. The Pirelli Phantom Sport-Comps are relatively old, but the overall grip is excellent alike under acceleration, braking, and cornering. It's fitted with Gabriel 41mm conventional forks and twin reservoir-equipped shocks, while the single 320mm disc up front and 240mm disc on the rear are locked in with calipers from Brembo's Indian subsidiary, BreBre. Wheels and tires are vintage spec with a spoked 2.50 x 18-inch

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2019 Royal Enfield Continental GT 650



rim with a 100/90-18 Pirelli Phantom Sportscomp tire in front, and a spoked 3.50 x 18-inch rim shod with a 130/70-18 Pirelli Phantom Sportscomp in the rear. The non-adjustable suspension has fairly soft spring/damping rates to help with improved comfort over potholes and rough roads without sacrificing performance when it's time to up the power. The Gabriel fork and shocks are able to keep the chassis stable despite bottoming out in the occasional circumstance, making it difficult to feel the entirety of the 435 pounds on the go.

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XTRA

Vintage cool. Visionary performance. The limited edition **LS2 Xtra** fuels the fire of the retro rider with advanced materials and cutting edge performance. Built around a classic shell shape, the **Xtra** adds state-of-the-art shell materials, performance fabrics, and high-end build quality. The classic, vintage MX shape is enhanced and complimented by the use of carbon fiber. Lightweight. Energy dispersing. Tough. Beautiful. Each shell is numbered, so you know you have one of the few. Fine quality leather and advanced, hypoallergenic wicking fabrics are blended to offer a liner of unparalleled comfort and performance. Our Emergency Release System in our cheek pads allows for easy removal if the situation demands. Retro-chic. Forward thinking. Built for the few. If you have to ask, you wouldn't understand.

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2019 Royal Enfield Continental GT 650

The style

The style is an instant flashback to the heyday of cafe racers in England during the 1950s and 60s, sporting a slim seating unit and a flat tail-section, and an aesthetically pleasing fuel tank that houses 3.3 gallons. There are a total of five fuel tank color schemes that all demand a different price -- the most expensive being a flashy chrome version. The dash provides classic round tachometers and speedometers gauges with a small LCD slot that shows the fuel gauge and odometers.

One of the best parts of the Continental GT is the retail value -- \$5,999 for the solid color schemes, \$6,249 for the multi-colored versions, and \$6,749 for the chrome-tanked edition. It's an all-in-one package when taking into consideration the user-friendliness, impressive performance, iconic styling, and affordability. The Continental GT 650 is aiming to be one of the determining factors in Royal Enfield's move to the US market and it appears to be off to a good start.





The all-new YZF-R3

“The same technology from the YZF-R1 and the YZF-R6 has been utilized in the pistons, ensuring higher rpm reliability and excellent strength at higher temperatures.”

Yamaha’s entry point into the supersport category has received a facelift for the upcoming season, upgrading to a sharper look as well as a boost in handling and rider comfort. The all-new YZF-R3 features a range of modifications to help improve performance, quality, and style. The new bodywork is made to mimic the YZR-M1 MotoGP bike, with high-tech LED lighting and new instruments. A new inverted fork offers enhanced suspen-

sion feel and feedback and a lower fuel tank and revised handlebar position improve rider ergonomics.

The new bodywork and ergonomics are front and center at the list of improvements, promoting a more aerodynamic and sleeker profile than ever before. The new front fairing and windscreen provide the bike with a more aggressive look while simultaneously increasing aerodynamic performance, claiming

to have cut down the aerodynamic drag by 7 percent, therefore adding 5mph to the potential tucked-in top speed. The updated ergonomics and design of the fuel tank and cover provides a more comfortable riding triangle, allowing the rider to more easily get tucked in behind the fairing and control the bike in corners. The cherry on top is the LED headlights and LCD dash display which helps to refine the cockpit. >>

“The cherry on top is the LED headlights and LCD dash display which helps to refine the cockpit”

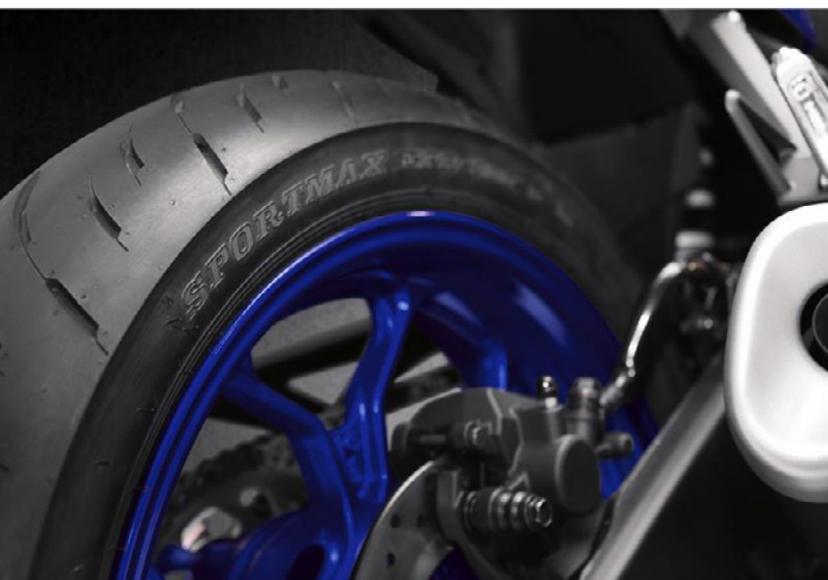


The same 321cc liquid-cooled inline 2-cylinder engine makes its return and delivers excellent power and performance through all portions of the rpm range. An 180-degree crankshaft design and an integrated counterbalancer aim to minimize vibrations for a smooth tone. A compression ratio of 11.2:1, DOHC and four-valve cylinder heads, the YZF-R3 motor is designed for quick-revving performance and high-rpm efficiency. The smooth-shifting six-speed gearbox ensures the rider has the right ratio whether or not it's slamming through the gears on a track day or bombing through the foothills after a day at work. The fuel injection system ensures easy starting, excellent mileage, and the right amount of responsiveness in all conditions. The same technology from the YZF-R1 and the YZF-R6 has been utilized in the pistons, ensuring higher rpm reliability and excellent strength at higher temperatures. Lastly, the compact exhaust system lends itself to centralized mass and modern styling, promoting improved agility and ultra-responsive handling.

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A fully-fueled weight of only 368 pounds and a seat height of only 30.7 inches allow the YZF-R3 to be one of the most nimble, confidence inspiring, and ultra-light bikes on the market -- providing the perfect opportunity for an entry-level rider on the road or an expert level rider on the track. A new set of inverted 37mm KYB forks find the right balance of high performance and commuting comfort, which works in tandem with a preload-adjustable KYB monoshock.



The YZF-R3 is supported by a pair of new Dunlop Sportmax GPR-300 tires on a couple of 17-inch 10-spoke aluminum wheels. A 298mm front disc matched to a twin-piston caliper does the stopping on the front wheel and a single-piston caliper and a 220mm disc bring the rear wheel to a halt.

The 2019 YZF-R3 is expected to hit dealerships in December and will be available at a base MSRP of \$4,999 with ABS costing an additional \$300.







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