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CONTENTS

ISSUE EIGHT

THE PULSE

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INSIDE↓

LIVE ON NATIONAL TELIVISION
KYLE CHISHOLM

There are three nearly simultaneous crashes happening when a rider hits the ground. PAGE 18

2019 YAMAHA XSR700

The XSR700 was the first bike to be released under Yamaha's "Faster Sons" philosophy, which entails applying today's technology to yesterday's classic looks for better performance.. PAGE 12

According to Honda themselves, the first “Monkey” mini-moto bikes were created in the early 1960s when Takeo Fujisawa created three amusement parks in Japan to give children, and adults, a unique motoring experience that was safe yet engaging. The Ikoma Tec and Tama Tech parks debuted in early 1962 whereas the now world-famous Suzuka Circuit amusement park opened approximately one year later at the beginning of 1963.

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They presented an opportunity to the general public to experience motorcycling as a new cultural experience, featuring mini-motos made by Honda with real 49cc Z100, Super Cub engines. They were feasibly motorcycle powered carousels that worked on a similar system, rotating the bikes on a singular track that crafted a whole generation of future riders and racers. Fast forward more than fifty years later and Honda introduced the Grom to the USA market in 2013, which has now topped 40,000 units sold since its original release, therefore making it the best selling small-wheeled bike in America. Honda has decided to strike the iron while it's hot and combine their recent cultural masterstroke with the contemporary desire for retro machines.

The 2019 Honda Monkey shares some components with the Grom, but the Japanese manufacturer considers the Monkey as a boutique upgrade from its predecessor due to the retro fittings and styling. Twin shocks, a 1.5-gallon, painted metal fuel tank with vintage Honda wing logos, and

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chromed out steel fenders all play conjoin to support the retro aesthetic. The bike tips the scales at 232 pounds without ABS, add an additional 4 pounds for the added stopping assistance, only a couple pounds heavier than the 229 pound Grom, but it boasts the same performance.

The inverted forks from the Grom have also made their way to the Monkey as well as the forward chassis section. It carries 1mm more travel than its predecessor with a total of 82mm on the front forks, but the rake is the same at 25 degrees. The dual shocks force a different swingarm and the wheelbase from axle to axle is 45.3 inches, considerably shorter than the Grom.
The same 125cc, single-overhead-cam, two-valve, air-cooled engine, with a four-speed transmission, has been borrowed from the Grom and sits center stage beneath the frame. Although the case covers are slightly differentiated in order to drive home the retro vibe, it's more or less identical disregarding aesthetics.

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The seat height of the Monkey is 30.6 inches and is complemented by the narrow tank to assist it in feeling lower to the ground, although it's more than half an inch taller than the Grom. Despite the vintage aesthetics that have been uniquely curated by Honda, the Monkey is still fitted with some of the unquestionable conveniences of the modern age. An electric starter, disc brakes on both the front and back wheels, electronic fuel injection, LED lighting, and an LCD display that features a speedometer, odometer, fuel level, and two tripmeters. As mentioned previously, ABS is an option on the front wheel only which is assisted by an IMU that limits the rear end skipping as well as lockup of the rear tire. The Monkey is available in either Banana Yellow or Pearl Nebula Red, both of which promote an unavoidable throwback vibe to the 1970s. It's another published chapter in the book of fun had on motorcycles and it entirely encapsulates the essence of why everyone first throws their leg over a bike. It will be available in showrooms for $3,999 MSRP for the base model and $4,199 for the ABS version.

KPA

LS2 MX470 //SUBVERTER

KROME GLORY

THE GAME HAS CHANGED

LS2 HELMETS

2019 YAMAHA XSR700

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2019 YAMAHA XSR700

Motorcycle manufacturers have been taking advantage of the recent influx in the midsize retro-modern movement in recent years, namely brands such as Ducati and Triumph have found a lot of success by dipping their toes into the aforementioned market. Yamaha finally released their counterpart a few years ago with the XSR900 and backed it up last year with the XSR700, which debuted in the US as a 2018 model. The XSR700 has taken immense amounts of styling inspiration from the 900, but the bare bones of the bike are derived from the MT-07 chassis and it shares many of the same components. Yamaha claims that the idea behind the motorcycle was to design a bike that answered consumer demand for a classically styled machine with performance that meets today's sporting standards, hence the major similarities to the MT-07 (previously the FZ-07). The XSR700 was the first bike to be released under Yamaha's "Faster Sons" philosophy, which entails applying today's technology to yesterday's classic looks for better performance. All of the core components are identical with the only major difference being the "Sport Heritage" cosmetics between the two models. The result is a beautiful blend of twin-cylinder performance and double-take inducing style with a sporty flair. >>

LS2 HELMETS

“The XSR700 was the first bike to be released under Yamaha’s “Faster Sons” philosophy, which entails applying today’s technology to yesterday’s classic looks for better performance.”

For 2019, the XSR700 is only undergoing cosmetic changes for the 2019 release in the form of a basic aluminum/red color scheme straight out of the 1970’s Yamaha MotoGP team. Regardless of the color scheme, the XSR700 packs a punch with standout, timeless style that provides an authentic motorcycle without sacrificing performance. It draws from the classic XS series of motorcycles that were introduced and later became a European icon almost a half-century ago. It’s one classy motorcycle and oozes retro style in the form of a stepped seat and custom lighting instrumentation, exposed aluminum components, and bodywork with vintage heritage. The headlight and taillight are a little more robust and circular in an ode to the classic style and the striking gas tank and stubby seat throw it back a few decades, but all-in-all it’s not that far off of it’s not-so-distant family member, the MT-07. >>

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2019 YAMAHA XSR700

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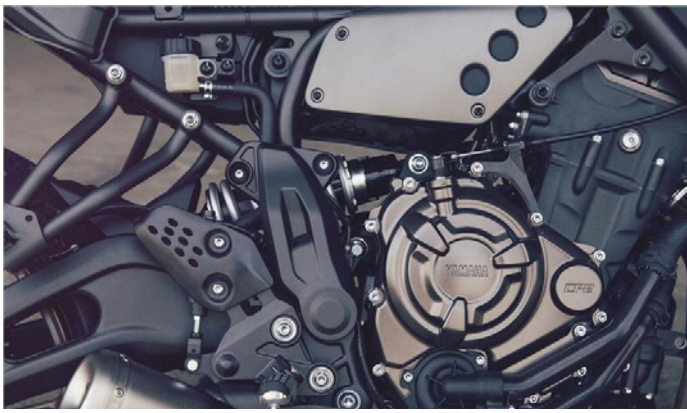

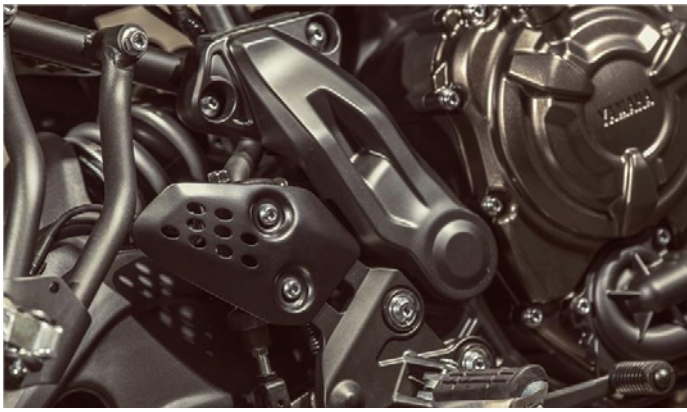

One of the glaring differences between the XSR700 and the model where it entrenches its roots is in the KYB suspension, featuring spring that are six percent stiffer in the forks and eleven percent stiffer in the rear shock, as well as increased damping. All of these changes translate well to the road as they drastically enhance stability and feel at maximum lean angles. The stiffer setup of the suspension provides the rider with a more connected feeling to the road and allows the confidence to break a little bit later and carry more momentum through the corners. The relationship between the bike and the road is facilitated by a pair of Pirelli Phantom Sportscomp tires with a retro tread pattern to match the rest of the bike's aesthetics. Slight changes were also made to the ergonomics of the bike to achieve a more upright riding position, whereas the seat height is a little more than an inch higher than its predecessor. Additionally, the handlebar is nearly three inches wider. >>

LS2 HELMETS

The performance of the 689cc liquid-cooled, DOHC, parallel twin doesn't lack in any sense of the word, especially on the torque side of things. It's practically second nature to get the front wheel off the ground under hard acceleration, and Yamaha has definitely met their goals when it comes to producing a sporty machine with vintage style. The throttle response is snappy and instantaneous without being too much of a handful at low speeds, making it easy to ride in nearly any situation. The XSR really shines around the 5,500rpm range and it hardly falls off until it reaches the redline. >>

LS2 HELMETS

2019 YAMAHA XSR700

All of that power must come to a halt in one way or another, so powerful brakes are a necessity on the XSR700. Yamaha equipped the bike with Advics Monoblocks clamping 282mm discs on the front and a Nissin unit on the rear. ABS comes standard and isn't too much of a hindrance and only interrupts when absolutely necessary, predominantly under aggressive low-speed braking.

At $8,499, the Yamaha XSR700 is marginally pricier than the bike in which it's derived from, but it makes up for the price differential with a classic look and substantial performance.

KPA

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SUZUKI
MAYHEM
MONSTER
ENERGY

The beginning of the Monster Energy Supercross season is always a highly anticipated event by motorsports fans worldwide as it marks the commencement of one of the greatest racing spectacles on the planet. Fans from far and wide flock to Southern California to attend the opening round of the season at Angel Stadium of Anaheim, regularly filling the stadium to capacity in an effort to witness how the introductory race of the season will unfold. Although it's regularly a highly anticipated event, the opening round of the season garnered some extra special attention from the LS2 family as it marked Kyle Chisholm's competitive debut with the brand. 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 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.

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The LS2 Subverter MX470 that Chisholm wears on a weekly basis in Monster Energy Supercross is quickly gaining more and more attention, but there's no better way to earn respect from the public eye than some proper quality testing on a nationally televised TV program. Fast forward a couple of weeks from the first round and you'll reach the third round of action at Anaheim II, marking the series traditional return to the stadium for the second time in the 2019 season. The Triple Crown format was in effect for the first time in the season, therefore placing more importance on the qualifying sessions as anyone that didn't set a time within the top eighteen fastest riders is forced to compete in the LCQ. Chisholm narrowly missed out on a direct transfer to the main event and found himself on the gate in the LCQ and he didn't make it much farther than that. The HEP Motorsports Suzuki rider was battling bar-to-bar in one of the most intense starting scenarios that a professional racer can experience as he challenged twenty-one fellow racers for the same piece of real estate on the track, but it didn't go as planned. He held his position in the middle of the start straight but another rider from his outside shut the door to early and their bikes collided, separating Chisholm from his motorcycle as he was sent hurling onto the dirt. His own personal take on the accident is as follows… >>

LS2 BREAKER INTERCEPTOR

LS2 breaks through all limits with our **Breaker** full face motorcycle helmet. You won't believe just how much technology, style and comfort you can get for such a low price. The lightweight, aerodynamic shell is made from our super light, super strong Kinetic Polymer Alloy (KPA). We use 3 shell sizes for the best-fit and smallest shell possible. The eye port is wide, allowing for superior peripheral vision, and the fog-resistant, scratch resistant and optically correct face shield includes a simple to use quick release system to make changing your shield a breeze. A fully removable and washable, technical fabric liner is plush and all-day comfortable. The **Breaker** sets the standard for a high-value, high performance full face motorcycle helmet.

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“I didn’t expect that guy to chop the throttle and cut down and brake like that when we were coming from outside of the box. You would think to drive it into the berm but I guess not. I’m really disappointed with this from yesterday. But I’m thankful that it wasn’t worse. My back, ribs and neck are really sore/bruised/scraped up but will be alright. My left wrist is really sore but x-rays were negative so hopefully just a sprain. I got a pretty good start, but I clipped the back of the rider to my outside and I high-sided really bad, pretty much just lawn darted into the ground. I hit my head head first but then my head actually twists as well. The slick, inside MIPS system that LS2 has designed allows for the impact but the rotational aspect of the impact too. The helmet took all the beating and I walked away perfectly fine without a head injury.

The force from the crash and the rotation of his body as he flew from the motorcycle forced him to hit the ground in a way that placed the entirety of the impact directly on the crown of his head. He escaped the incident with only minor injuries and no concussion, proving with absolute certainty that the helmet does exactly what it’s been designed to do and ensured that Kyle was able to return to action the very next week in Oakland where bagged a 16th place finish in the main event.

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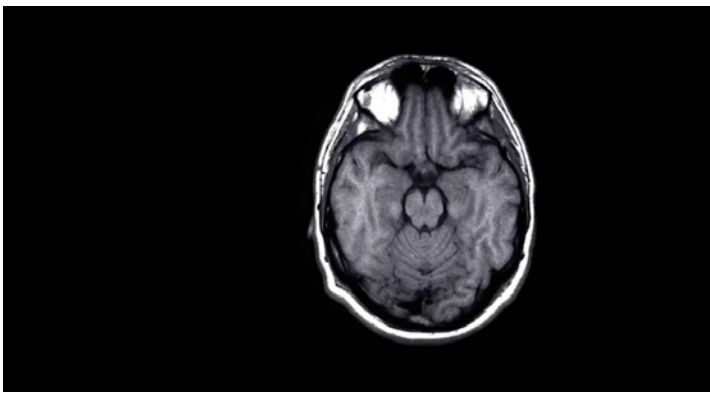
There are three nearly simultaneous crashes happening when a rider hits the ground.

1) The shell hits the ground.



2.) The head hits against the interior padding of the helmet.

3.) The brain hits the inside of the skull. Depending on how violently the third impact takes place determines the true severity of the overall crash.

The goal of any helmet is to delay the amount of time the first and third occur. This is a by-product of the amount of energy transferred from the impact to the headform. This is plain and simple physics and this was all visually exemplified in Chisholm's hard crash at the start of the LCQ at Anaheim II.

One of the main factors that separate LS2 from the majority of the other helmet manufacturers is the usage of a KPA shell compared to a carbon fiber shell. KPA is slippery, under the paint layer that will slide in a high speed crash, more effectively than a fiber-based laminate. KPA has flex and the shells or EPS have crumple zones specific to the application. Traditional ABS and Polycarbonate helmets do have a moderate amount of flex, but adding nano-particle aramid to a high end polymer is what maintains the structural integrity. We believe it manages the impact in a more responsible way.

What if everything you thought you knew, or had been taught about what makes a helmet safe was flawed science? What if, like a giant boat of a car, your ultra-rigid helmet shell was a dinosaur from another time?

KPA

LS2 HELMETS

2019 Indian Roadmaster

The Roadmaster has always been the top of the line in the touring category for Indian motorcycles and has been incessantly upping the ante in the way of comfort, convenience, power, style, craftsmanship, and infotainment. The 2019 edition of the legendary Roadmaster is no exception and it's fitted with all the regular bells and whistles, undergoing some technological advancements to enhance the riding experience as it continues to push the envelope. Some of the new Ride-Enhancing Technology is in the form of ride modes, rear cylinder deactivation, improved airflow and enhanced audio systems improve performance, comfort, and audio quality. >>

LS2 HELMETS

In terms of ergonomics, the Indian Roadmaster is massive and there are no two ways about it. It's brash and powerful in every sense of the word, imposing a dominant stature on the road. Giant handlebar mounted fairings provide an addition to the domineering nature of the bike, complemented by round LED headlights and fog lamps. One of the most impressive features concerning the aesthetics is the functionality of the electronically adjustable windshield, allowing riders to adjust it from 9 inches to 12 inches in order to take cover from oncoming wind based on their height. The fairings have been redesigned and lowered with adjustable airflow vents to provide more airflow to the rider which can be opened or closed manually in the event of weather. The bags can be locked and unlocked with a remote that also serves as a keyless ignition, including an automatic trunk release and a start-stop button. >>

LS2 HELMETS

The top-of-the-line Ride Command system has also been updated, including an AM/FM, Bluetooth, USB, Smartphone compatible 100-watt stereo boom box which features a fully customizable dynamic equalizer that allows the user to modify frequencies at different vehicle speeds. The speakers are tucked beside the multi-functional displays which sport a 7-inch split touchscreen for GPS and classical analog trip meters, such as a fuel gauge. If desired, speakers can also be added for the rear passenger which would sit on top of the saddle cases as well as beside them. The dash also includes dual trip meters with distance and time, instantaneous and average fuel economy, fuel range, real-time clock, ambient air temperature, gear position display, front and rear tire pressure, engine hours of operation, engine oil life percentage, average speed, battery voltage, radio information display, vehicle trouble code readout, heated grip level, 15 LED telltale indicators, cruise control set, neutral, high beam, turn signal, ABS, check engine, low tire pressure, battery, low fuel, security system, low engine oil pressure and MPH or km/h unit designation >>

LOOK WHAT'S **TRENDING** NOW

A built-in, drop down sunshield on a DOT and ECE approved full-face motorcycle helmet for under $150?

The LS2 Stream crushes the competition with its factory-direct pricing. It all starts with a lightweight, aerodynamic shell made using High Pressure Thermoplastic Technology (HPTT). The technical fabric comfort liner includes cheek pads cut from one solid piece of high quality foam using LS2's 3D Laser Technology for a perfect fit and no "hot spots," backed by softer cell foam for comfort. It's fully removable and washable so you can keep it fresh. The Stream has the easiest to use Tool-less Quick Release on the market, and makes swapping shields a breeze. The Face Shield is scratch resistant, optically correct and offers LS2's proprietary Fog Fighter treatment for the ultimate in fog protection. We added a built-in Twin Shield System™ drop down Sun Shield, so you get an amazing helmet at an unbelievable value. LS2 is headquartered in Spain and is the Fastest Growing Helmet Company in the World. FIT IS LONG OVAL. Meets or exceeds DOT and ECE standards.

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LS2 HELMETS

LS2 HELMETS

Cornering isn't as forced as you'd expect for a bike of this stature, but tight corners and hairpins are a bit more difficult due to the 929-pound dry weight of the motorcycle.

There are switches to operate the top-loading saddlebags and toggle a heated handgrip. The saddlebags are capable of carrying 22 lbs each and can be unmounted with a quick release lever. The trunk offers 37 gallons of weatherproof storage in the trunk, fairings, and lower units.

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LS2 HELMETS

The feeling on the bike is heavily supported by one of the most comfortable and unparalleled riding positions, reaching the pinnacle of touring luxury, as exemplified by the plush leather seats and heated grips. Cornering isn't as forced as you'd expect for a bike of this stature, but tight corners and hairpins are a bit more difficult due to the 929-pound dry weight of the motorcycle. The cast aluminum frame is relatively lightweight and exceptionally strong given the circumstances, providing incredible low-speed handling and high-speed stability. >>

LS2 HELMETS

When the throttle is re-engaged, the rear cylinder is instantly revived for a seamless transition of power.

The suspension is made up of new cartridge type 46mm telescopic forks at the front end having 119mm of travel, and the single rear pneumatic shock adjustable for load or preference with 114mm of travel. Bringing the 929-pound machine to a halt isn't easy and the responsibility has been tasked to dual four-pot calipers which bind the front 300mm brake discs, and twin-pot calipers to bind the rear 300mm brake disc. >>

LS2 HELMETS

The Thunder Stroke 111 engine has been designed from the ground up and features a 1811cc 490 V-Twin which is capable of putting out 73hp and 111 pounds-foot of torque, making it more than capable of powering out of any situation. It's both oil and air-cooled

LS2 HELMETS

and feels smoother on the road than most bikes with the same displacement. The motor is equipped with Rear Cylinder Deactivation, automatically deactivating the rear cylinder when the bike is at a stop, therefore resulting in less engine heat for improved comfort on a commute or in a busy urban environment. When the throttle is re-engaged, the rear cylinder is instantly revived for a seamless transition of power. A 54mm throttle body transmits the power to a 6-speed gearbox by way of a cable-actuated clutch which features a relatively light pull. The transmission is set on the right-hand side of the right cam cover and multi-directional finned valve covers.

The Indian Roadmaster will be available in Thunder Black, Burgundy Metallic, Polished Bronze over Thunder Black, Pearl White over Star Silver, and Steel Gray Smoke over Thunder Black Smoke. The MSRP currently sits at $28,999 for the base model and maxes out at $30,499 with all of the bells and whistles.

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The
LS2 MX470 //SUBVERTER
KROME GLORY
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LS2 HELMETS

LS2 HELMETS

2019 Honda Rebel 300/500

REBEL

Back in 2017, Honda reintroduced one of its most recognizable models into the new era with an across-the-board redesign of the Rebel family. It was offered in both 300cc and 500cc formats and redesignated fuel-injection induction control and water-cooled mills to meet contemporary emission requirements. The upcoming model of the Rebel range still targets the same small cruiser and entry-level market, but it features a sportier look to keep up with the changing times. The Rebel was first introduced in 1985 and attempted to capture the custom culture that was popular among cruisers at the time and the newer models haven't strayed far from the original mold, although they've received a contemporary upgrade in the style department.

LS2 HELMETS

The all-new YZF-R3

"The Rebel range employs a six-speed gearbox that limits the RPMs to a somewhat user-friendly range in both models. similar to the CBR-R models"

The new model comes with a solo-seat as opposed to a pillion setup and there's a unique loop in the rear of the seat that serves as a mount for the shock absorbers. On the front of the bike, it's spearheaded by a fat front tire and a peeled back front fender while the fuel tank also recedes compared to the original iteration, revealing more of the frame in the process. A tubular steel frame serves as the skeleton that holds everything together and it connects to the engine at three points via a pair of downtubes that mount the radiator up underneath the steering head, heavily similar to a Trellis frame. The subframe is made of a die-cast aluminum and mounts the rear fender struts without weighing down the rear of the bike too drastically, complemented by a pair of coil-over shocks that are in charge of the damping responsibilities.

The front of the bike is fitted with 41mm telescopic forks that are somewhat >>

LS2 HELMETS

robust for such a small bike, providing decently plush riding with 4.8 inches of travel at the axle. Unfortunately, they're stuck in that configuration as there's no way to adjust any of the parameters. The dual coil-over shocks on the rear of the bike allow for 3.8 inches of travel and come with minimal preload adjustments The seat height is relatively similar to the original model, sitting at a total of 27.2 inches tall which is only half an inch taller than the Rebel of old.

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LS2 HELMETS

Cast 16-inch wheels hold the 130/90 front and 150/80 rear tires which work in tandem with a 296mm disc and a 240mm disc, respectively. Both the 300 and the 500 provide ABS as an an additional option.

In terms of the drivetrain, obviously there's a difference between the two motorcycles considering the names that reflect their displacement. The Rebel 300 is home to a 286cc liquid-cooled single-cylinder four-stroke, DOHC that cooperates with a 38m throttle body, complete with electronic fuel injection. It amounts to a 76mm bore and a 63mm stroke with a 10.7-to-1 compression ratio. The Rebel 500 ups the ante in both displacement and cylinders, featuring 471cc liquid-cooled parallel-twin

LS2 HELMETS

four-stroke, DOHC that works in tandem with a 34mm throttle body, amounting to a 67mm bore and a 66.8mm stroke with an identical compression ratio. The Rebel range employs a six-speed gearbox that limits the RPMs to a somewhat user-friendly range in both models. There are no solidified figures on horsepower and engine specifications, but engine models are similar to the CBR-R models, therefore placing the expected horsepower in the range of 30 for the 300cc and nearly 50 for the 500cc model.

One thing that is incredibly prevalent in the newly introduced Rebels is the affordability factor as they both sport incredibly reasonable price tags. The Rebel 300 starts at just $4,499 without ABS and $4,749 with the addition of ABS. The Rebel 500 is available at an MSRP of $6,199 as the base model and an additional $300 for ABS.

KPA

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KROME GLORY
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LS2 HELMETS

2019 KTM 690 SMC R

LS2 HELMETS

One of the biggest announcements for KTM at the yearly EICMA show in Milan was the return of the 690 SMC R Supermoto machine in 2019, fully stocked with a modified chassis, an upgraded suite of electronic rider aids, and the most recent LC4 engine. Hooligans rejoice as there's finally another big bore supermoto on the market and you'd be hard pressed to find a bike that provides more fun on the street than the upcoming 690 SMC R, blending an exceptional blend of power and handling to satiate those with an appetite for slaying the streets. >>

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2019 KTM 690 SMC R

The beating heart of the machine is in the form of a 690cc single which produces a total of 74 horsepower and a 54-pound-feet of torque, designed to provide an immediate response out of the low-rev range and even idle. The Ride-by-Wire system was created to ensure quick and responsive throttle and it does just that, making this big bore machine sought after by those with a hunger for speed. Lightweight components are used in different facets of the engine and twin balancer shafts help to smooth vibration. The six-speed gearbox will finally be complemented by a Quickshifter plus system, allowing >>

LS2 HELMETS

2019 KTM 690 SMC R

for both upshifts and downshifts without the necessary use of the clutch, making it easy to jam down the gears while backing it into a corner. There's also a Power Assist Slipper clutch to keep the back tire from bouncing around in that exact circumstance, maintaining that control is an ultimate priority.

Updates to the chassis improve the bump absorption and stopping power, but the frame remains a chrome-moly steel tube design, and the subframe continues to base the 3.56-gallon fuel tank as its structural centerpiece. Fully adjustable WP APEX suspension is fitted on both front and rear, providing the most contemporary technology to provide the rider with incredible feel on both ends of the motorcycle. A split fork designed 48mm unit sits underneath the handlebars with both compression and rebound damping available via dials on the top of the fork stems while the shock, connected to the swingarm via linkage, is also fully adjustable in the same fashion as the front forks. The stopping power is left up to Brembo calipers on both front and rear -- 320mm and 240mm discs, respectively. There are 17-inch spoke wheels front and back with a Bridgestone S21 carcass holding it all together.

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2019 KTM 690 SMC R

In terms of ergonomics, the bike is a little more narrow than the previous iteration due to a new handlebar, footpegs, and a lower seat height. The fairings have been slimmed down drastically and resemble more of a one-piece, making the front end more accessible from the cockpit for better control due to a shift in the rider's weight. The lower seat height has also been complemented by a new design which has been redesigned for optimal comfort as well as a sleeker profile.

The power output of the SMC R is controlled by a full suite of new and updated rider aids, most notably including two selectable ride modes: Street and Sport. The former tempers the throttle response and relies more on the all-new Motorcycle Traction Control system, especially through the twists and turns. Contrarily, Sport mode allows the rider to utilize a

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2019 KTM 690 SMC R

more aggressive fuel mapping at the twist of the throttle and takes less input from the traction control settings to put the majority of control back in the rider's hands. The traction control is lean-angle sensitive that interferes only in the event of excessive wheel spin, but it can be shut off altogether for those that want a completely unadulterated experience. In addition to the previously mentioned Quickshifter plus, there's also a Supermoto ABS mode which eliminates ABS completely at the rear wheel and disables cornering ABS at the front wheel.

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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.

LS2 HELMETS

LS2 HELMETS

The engine braking is also assisted by a new Motor Slip Regulation system, making deceleration an utter breeze.

Fortunately, the KTM 690 SMC R will be making it to United States' markets in 2019 although the official pricing has yet to be released. In Europe, the bike will be priced at £9599, therefore it's fair to expect a similar price range when it finally starts showing up in showrooms across the pond.

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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