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RANDY DE PUNIET PART 1

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2019 YAMAHA V STAR 250

A perfect storm between affordability, fuel economy, and vintage appeal -- the 2019 Yamaha V Star 250 serves as an exceptional choice for a simple and classic cruiser that looks good and doesn't break the bank. It provides a good option for an entry-level rider with its 250cc engine and it harbors a fuel economy rated at 78mpg, making it incredibly economical as well as practical. The V Star 250 was introduced in back in 2008 as a replacement to the Virago 250 and has been a staple of Yamaha's heritage line of recent years, staying relatively true to form since 2012 when it underwent a design to the mirrors and handlebars. Since then, the bike has continued as a reiteration of itself each and every year and the 2019 model is no different, displaying the same features and characteristics as its predecessors.

2019 YAMAHA V STAR 250

The aesthetics of the Yamaha V Star 250 exude an extremely simple and classic style that is well suited to the cruiser category. The engine is accented with minor chrome details and the side covers beef it up to make it look deceivingly powerful in the drivetrain department, but obviously that isn't the intention. Yamaha bills the bike as an "approachable" option which signifies that it's meant to attract beginner riders and commuters alike.

In terms of general ergonomics, the Yamaha V Star 250 is lightweight and has a relatively low seat height of 27 inches, further re-enforcing its devotion to the starter bike market. Telescopic forks that provide 5.5 inches of travel are tasked with suspension duties up front while twin shocks that feature 3.9 inches of travel and adjustable spring preload are fitted on the rear. There's nothing groundbreaking on either side of the motorcycle, but they certainly do enough to make the ride more comfortable and save the rider's rear end from undesired bumpy roads. The stopping power comes from a 282 mm single front disc and drum brakes on the rear of the bike and they both do an adequate job. The low center of gravity on the V Star 250 is extremely beneficial at low parking-lot speeds and promotes some agility in the corners.

In terms of the motorcycle's displacement, it certainly isn't meant to produce anything groundbreaking in the power de-

LS2 HELMETS

partment although it does feature a V-Twin which is worth mentioning in the smaller displacement market. The V Star 250 features an air-cooled, 60-degree V-twin which Yamaha claims is the only one in its class. The long stroke of the engine provides more than enough torque in the low rpm range in order to propel the rider off the line and wide characteristics of the transmission provide a relatively high top speed and a low rpm on the highway. One of the extra benefits that Yamaha threw in is the automatic cam-chain tensioner, providing that little bit of assistance and maintenance reduction which is always an added bonus.

The MSRP on the 2019 Yamaha V Star 250 currently sits at $4,349, approximately the same figure as it has for the past five years or so. The price is really hard to beat and it really ends up being one of the classic “bang-for-your-buck” options when all is said and done, serving as one of the best entry-level cruisers that money can buy. Although a majority of features have stayed the same, the 2019 model varies in color from previous iterations and will be available in Metallic Silver.

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2019 YAMAHA V STAR 250

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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2019 BMW R 1250 GS ADVENTURE

BMW Motorrad revamped and expanded its top-end adventure bike lineup this year with the BMW R 1250 GS Adventure. It expands on the base R 1250 GS platform with a multitude of features that make offroading a little bit easier, including an increase in both power and torque from the new, higher-displacement, Shift-Cam engine. BMW is also offering extensive customization options which are available in its accessory catalog in order to take the bike to the next level in terms of technological additives.

The German manufacturer adheres to the typical layout in terms of the family line, favoring protection for the rider ahead of a sizable fuel-tank hump that dominates the flyline. LED technology comes standard for the first time on the Adventure as a part of the standard equipment package and the asymmetrical headlight is hidden beneath a

pointed, protruding housing above a thick front fender. A stylish and adjustable windscreen sits atop the front end with a vented design that relieves the vacuum caused by the screen and prevents uncomfortable head buffetting where the updraft meets the slipstream. Handguards continue windbreaking duties on each side of the windscreen, helping comfort levels in inclement weather. There's somewhat of a pullback to the handlebar and the controls lie in a comfortable location, promoting a relaxed, upright riding posture as well as the option of standing on the oversized footpegs. The prominent fuel tank allows for a massive 7.9 gallons of fuel and remains hidden underneath a wide fairing, quickly tapering down to a narrow waist at the middle of the bike. There are multiple options in the seating department, ranging from 31.5 inches off the ground to 35.4 inches, allowing for a bit of personal preference depending on the size of the pilot. Overall, it's an attractive bike and it checks all the boxes in terms of functionality and pragmatism.

The frame of the BMW R 1250 GS Adventure is constructed of two bolted-on sections with the engine as a stressed member that finishes off the composition. The steering-head angle is model-specific and sits at 26.3 degrees from the vertical 4.1-inches of trail over a 59.7-inch wheelbase, giving the Adventure a nimble and agile nature despite the relatively high

LS2 HELMETS

2019 BMW R 1250 GS ADVENTURE

LS2 HELMETS

2019 BMW R 1250 GS ADVENTURE

LS2 HELMETS

center of gravity. The distinctive Telelever suspension system sports a pair of 37 mm tubes with a central, coil-over strut to provide support and damping. On the rear end of the bike is a cast-aluminum swingarm that doubles as a driveshaft housing, relying on BMW's proprietary Paralever system with a single strut that delivers adjustable spring preload and rebound-damping adjustments via handwheels. In terms of suspension travel, there's more than enough to tackle a variety of terrain with 8.3-inches on the front and 8.7-inches on the rear, respectively. The stopping power comes from dual 305 mm discs and four-piston calipers on the front and a single-pot anchor clamps a 276 mm disc on the rear, allowing for switchable ABS as a standard option.

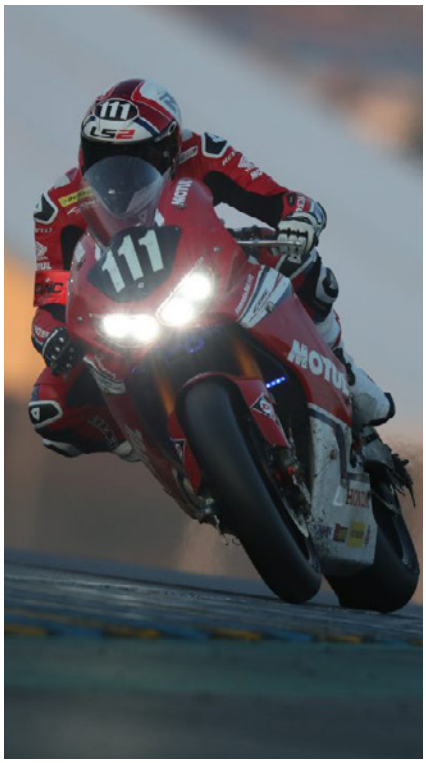
The new Boxer-Twin fits in a little more power than its predecessor as it packs a total of 1,254cc's in comparison to the 1,170cc's from the previous model. It manages to produce a total of 136 horsepower at 7,750 rpm and pushes out a total of 105 pound-feet of torque at 6,250 rpm, ultimately topping out at around 135 mph. The flat twin engine features a pair of 102.5 mm bores with a 76 mm stroke and a slightly high 12.5-to-1 compression ratio, but the star of the show is BMW's new ShiftCam technology. The ShiftCam rotates the intake cam relative to the drive to alter the timing and lift for a deeper torque well, and that's not all; the intake valves have a staggered opening feature built in to provide a longer intake period.

The 2019 BMW R 1250 GS Adventure will hit the showroom floor with a higher price tag than its predecessor, but it offers a lot of bike for the money. The new model starts at an MSRP of $19,945 for the base model and features loads of upgraded gizmos and gadgets in the BMW catalog.

LS2 RIDER PROFILE

RANDY DE PUNIET

Randy De Puniet is a veteran motorcycle racer that hails from Maisons-Laffitte, France. The thirty-eight-year-old was a regular in the Grand Prix paddock and competed with the best in the world from 1998 to 2014, riding in all three of the major classes on the world stage. The Frenchman began his journey in the 125cc class until the turn of the new millennium, making marked improvements with each year. De Puniet then spent a total of five years in the 250cc ranks in which he found the majority of his success, prompting a move up to MotoGP in 2006 with the factory Kawasaki Racing Team. He contested the premier class for a total of nine consecutive years and



eventually switched roles within the MotoGP paddock, operating as a test rider for both Suzuki and KTM in recent years. De Puniet had a somewhat forgettable season in the World Superbike Championship in 2015 and switched his focus to the FIM Endurance World Championship, beginning his tenure with the SRC Kawasaki team in 2016 at the Bol d'Or. Currently, the LS2 backed rider represents the official Honda Endurance Racing team and is also a part of the LCR E-Team which will contest the inaugural season of the MotoE World Cup, kicking off at the beginning of May in Spain.

De Puniet started his motorcycling career in his home country of France and eventually progressed to winning the French national championship in the 125cc category in 1998 before wildcarding his first 125cc Grand Prix race in his home country the very same year, narrowly missing out on a finishing position within the points. His next two seasons in the 125cc GP class were more of a learning experience than anything, but he still managed to clinch some respectable results over the course of the multi-year stint on the Aprilia RS 125 R, matching his best finish of ninth place on three separate occasions. De Puniet made the leap to the 250cc classification in 2001 and began to make immediate progress, breaking into the top five for the first time in his Grand Prix career just past the halfway point of the season with a fifth place in Germany. The Frenchman's confidence was understandably inflated in the following years and his results reflected his newly improved mindset as he came out of the starting blocks firing in 2002 with his maiden Grand Prix podium in the very first race of the season. A couple of rounds further down the calendar, De Puniet grabbed his second career podium on the world stage with an incredible ride in his home Grand Prix, claiming third place at the Bugatti Circuit of Le Mans.

RANDY DE PUNIET

Although he found his way onto the podium and consistently finished within the top five, the Frenchman had quite a few retirements that hindered his overall result, putting him down in ninth place overall at the conclusion of the season. In 2003, the Frenchman was much more consistent from round to round and finished four out of the first six races on the podium, taking his maiden victory at the Catalunya Grand Prix. He may have collected a total of seven podium finishes and two additional race victories throughout the season, but it was only good enough for fourth overall in the championship classification at the end of the season due to some inconsistencies in the form of four retirements. De Puniet bounced back in 2004 and had the best season of his Grand Prix career as he only suffered two retirements over the course of the sixteen round season, amounting a total of seven podium finishes and an additional race win in order to earn a total of 214 points, placing him third in the overall championship classification.

LS2 HELMETS

In 2006, De Puniet moved up to the premier class with the Kawasaki Racing Team and represented Team Green in 2006 and 2007, finishing in sixteenth and eleventh in the championship, respectively. His best result with the team came at Motegi in the 2007 Japanese Grand Prix where he overcame treacherous and challenging wet weather conditions to achieve an incredible second place finish, the best result of his MotoGP career. De Puniet switched to the LCR Honda team from 2008 - 2010 and found decent success during the three-year stint with the Italian based team, claiming a single podium in the form of a third-place finish at the 2009 British Grand Prix, yet again proving to be the master in uncertain conditions after the weekend was affected by weather. The Frenchman had his most consistent season in MotoGP during the 2010 season in his final year as an LCR Honda rider, finishing twelve races inside the top ten in order to earn ninth place overall in the championship standings at the end of the season. De Puniet spent the next few years on underpowered machinery due to the CRT rules that were in effect in the MotoGP series at the time, but he still managed a couple of solid results before joining Suzuki in 2014 as a test rider. He played a massive part in the resurgence of Suzuki as a serious MotoGP contender by way of test riding and feedback. He was set to contest the final race of the season in Valencia, but an early retirement after just twelve laps forced him out of the results column when the checkered flag was flown.

RANDY DE PUNIET

Following a difficult season in the World Superbike paddock with Suzuki, De Puniet joined KTM in the 2016 season as a test rider, bringing his 140 Grand Prix stars worth of experience to the Austrian manufacturer in the hope of making them competitive in the MotoGP paddock, just as he did with Suzuki. The Frenchman has transitioned into the FIM Endurance World Championship paddock for the last few seasons and has found immediate success with a couple of different teams, claiming a total of five podium finishes throughout his short EWC career. Recently, De Puniet teamed up with the Honda Endurance Racing team and assisted in putting them on the podium at the 24 Heures Motos, Le Mans, therefore earning his sixth career podium finish in the championship.

In 2019, De Puniet makes a return to the Grand Prix paddock as he's been reunited with the LCR team for the first time since 2010. The LS2 backed rider will be pitted alongside Niccolo Canepa and represent the all-new LCR E-Team, contesting the five-round FIM Enel MotoE World Cup on an Energica electric motorbike at Jerez, Le Mans, Sachsenring, Spielberg, and Misano.

De Puniet reacted to the upcoming season and the new bike by saying "For me it's a special feeling because LCR Team was my family for five years and I have my best racing memories with them, so coming back is simply great. I tried the bike six months ago in Le Mans but the second time I jumped on it I could feel the difference. They did an incredible job and it's like riding a standard bike. I know people think that electric bikes seem boring because we are used to the roar of other bikes but I can promise this championship will be fun for the 2wheel fans and I am sure we are going to see exciting battles every race!"

LS2 MX470 //SUBVERTER

KROME GLORY

THE GAME HAS CHANGED

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2019 KAWASAKI VULCAN 900

The Vulcan line was introduced by Kawasaki back in 1984 and is the Japanese manufacturer's main contribution to the American cruiser market. The family includes three separate models: the 900 classic, the 900 Classic LT, and the 900 Custom; each of them bringing their own personal flair to the table. The 900 Classic is the typical boulevard bruiser while the Classic LT brings a more heritage-style vintage vibe to the forefront; meanwhile, the Custom offers up a garage-built appeal. All three of the machines feature a 900 cc, V-twin mill and a curb weight of more than 600 pounds which classifies the bike firmly in the mid-size cruiser category.

Although the aesthetics between the three of them are relatively the same, there are still quite a few outstanding differences that keep them sepa-

LS2 HELMETS

rate from one another. Nonetheless, the common denominator that ties them together is the overflowing sense of American influence that is hammered into each bike. The trio of bikes share the same upper lines in terms of the tank mounted instrumentation device as well as the wide, deeply scooped saddle that tapers down to the width of the fender. The "LT" receives a studded seat with matching saddlebags and a passenger backrest while the "Custom" undergoes opposite design influence, sporting a mustang-type seat that allows for minimal pillion space on the rear of the seat. Each bike offers assorted combinations of blackout and chrome, but the largest difference maker between the Vulcan family is the additional features that transform the LT into what appears to be an old-school touring bike. Forward foot controls drastically change the riding position and promote an upright riding posture although there's still plenty of room to slouch out of the oncoming wind if it's a necessity for comfort.

In terms of the chassis, high-tensile tubular-steel components make up the double-cradle, double-downtube frame, staying true to the historical accuracy of the ancestral line while serving as an obvious place to mount the radiator. All three of the bikes sport a 15-inch rear wheel, but there's a bit of a disparity on the rear when it comes to the Custom. The Classic and the LT roll a 16-inch front tire with a 32-degree rake and 6.3 inches of trail, the 21-inch front tire on the Custom changes the geometry a bit and produces a 33-degree rake and 7.2 inches of trail. 41mm forks are present on all three motorcycles, but they certainly aimed for a fatter look on the Classic and the LT when it comes to the shrouds. A hidden, preload-adjustable monoshock works in support of the triangular swingarm,

VULCAN 900

allowing for 4.1 inches of travel which works in tandem with 5.9 inches at the front end in order to achieve a reasonably comfortable ride. The stopping power comes from a twin-pot, piston-and-anvil caliper that clamps the single 272 mm front disc while a single-pot caliper pinches the 242 mm rear disc. It's worth noting that the brakes can be a little bit challenging with the lack of ABS or linked brakes to assist the rider, meaning that things need to be done the old-fashioned way.

Kawasaki's 903 cc mill is molded into a 55 degree V-twin format in order to fit the required structure of the frame, but unlike typical American-made engines, the 88 mm bore and 74.2 mm stroke leaves it oversquare with a short stroke. The SOHC times the four-valve heads and a pair of 34 mm throttle bodies along with a pair of sub-throttle valves assist in managing the mixture and helping the engine respond more smoothly to aggressive demands. Electronic fuel injection and digital ignition control take care of the rest. The engine churns out a total of 58.2 pound-feet of torque at 3,500rpm which is more than enough for maneuvering through traffic or chasing thrills on the open road.

The Vulcan 900 Classic is the base model and starts at the lowest price of the bunch, dishing out an MSRP of $7,999. The Custom is second in terms of expensiveness and comes in at $8,499 while the most tricked-out of the bunch, the Classic LT, demands the highest starting price with an $8,999 tag.

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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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2019 MOTO GUZZI V85 TT

Moto Guzzi originally announced the concept of the V85 and later added TT to the name, translating to “all-terrain’ in Italian. It’s a fitting moniker for the machine which has made a name for itself in a class of its own, serving as one of the very first retro-inspired adventure bikes. Although the base model is meant to seek out more adventures on the blacktop than the elevated model, it’s still exactly that: an adventure bike geared for the open road. The Moto Guzzi V85 TT provides

LS2 HELMETS

the best of both worlds as its capable of long distance tandem touring expeditions while it's also appropriate as an aesthetic showpiece on the owner's Instagram profile.

The V85 TT comes with an 830 mm seat height as standard which means that it's not a far reach to the ground for the majority of riders. The comfortability of the seat is an added bonus and so is the 10mm of adjustability on either side, allowing the rider to modify things to their own personal preference. The bike features user-friendly ergonomics from the cockpit with easily accessible bars and pegs, including the excellent wind protection from the standard screen. The right-hand menu and left-hand cruise control buttons are easily operable with the rider's thumbs and they're programmed to be used rather intuitively with a series of quick presses or prolonged holds.

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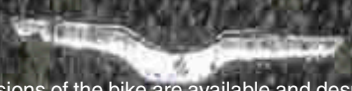
2019 MOTO GUZZI V85 TT



Two versions of the bike are available and despite the typical color alterations, the cheaper of the two models come standard with a pair of Metzeler Tourance tires while the more expensive model comes with the Michelin Anakee Adventures. The Michelins are better suited to the rally aspects of the motorcycle, but the Metzelers are a more advantageous choice for road riding, mainly due to feedback and stability mid-corner. In terms of stopping power, the Moto Guzzi V85 TT uses dual four-piston radial Brembo calipers which clamp down on 320mm floating discs, allowing the pilot to bring the bike to a halt with just two fingers on the lever. The rear brake can receive some unwanted intrusion from the ABS, but all of that can be switched off entirely depending on the rider's preference. The springs are preload and rebound adjustable, presenting a pair of 41 mm upside down forks on the front and a right-side-mounted rear shock, which can be exchanged for an Ohlins alternative as an extra option.

LS2 HELMETS

2019 MOTO GUZZI V85 TT

Traditionally, the Moto Guzzi V85 TT is powered by an air-cooled 90 degree transverse V-Twin engine, producing a total of 79 hp which is transferred to the back wheel via a shaft drive. The engine itself is a reiteration of the existing V9 platform which is meant to produce more torque and power, resulting in an engine characteristic that produces 90% of its torque by 3750 rpm and the ability to rev to 8000 rpm. The bike would benefit from a quick shifter while banging through the gears, sometimes feeling a bit clunky between third and fourth. Additionally, vibrations can be a little bit distracting through the footpegs and bars at high constant speeds which could serve as a detriment on long distance touring expeditions.

The Moto Guzzi V85 TT starts at $11,990 MSRP while the further advanced Moto Guzzi V85 TT Adventure will start at a base price of $12,990.

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MOTOAMERICA

TWO ROUNDS DOWN

The first two rounds of the 2019 MotoAmerica Championship have come and gone and all eyes were on how things would shake down in the EBC Brakes Superbike class. The defending Champion and multi-time MotoAmerica number one plate holder, Cameron Beaubier, and former Supersport Champion, Garrett Gerloff, make up the Monster Energy/Yamalube/Yamaha Factory Racing team. Meanwhile, their main rivals are the Yoshimura Suzuki pilots of Josh Herrin and Toni Elias, both of whom have won superbike championships on American soil. The stage was set for a titanic battle between the four factory riders with the likes of JD Beach and Matthew Scholtz mixing it up at the front of the field on their privateer Yamaha efforts.

The first round of the season took place at Michelin Raceway Road Atlanta and it was Yamaha's Beaubier that came out on top at the end of race one, besting Elias by 2.732 seconds at the finish line, therefore ending the Catalan native's streak of winning three consecutive MotoAmerica season openers. The Californian was forced to overcome adversity from the early stages of the weekend as he missed out on a ticket to Q1, forcing him to start from eleventh on the grid in the opening race. Nonetheless, he was able to catch the leading pack after an impressive start and join the fight for the top spot. The opening EBC Brakes Superbike race was shaping up to be a barn burner with six riders fighting at the front of the field, but it wasn't long until both Gerloff and Herrin were forced back to the pits in the early stages of the race after each endured a crash. Four riders remained in a fight for the lead, but Elias and Beaubier seemed the most likely to take the top spot as they've had multiple close battles at Road Atlanta in the past. With four laps to go in the race, Elias ran into the gravel trap at the last corner and essentially handed the victory over to Beaubier, but the Spaniard still managed to fight back for an eventual second-place photo finish ahead of JD Beach. In the second race, Elias bounced back from his mistake on Saturday and rode a nearly flawless race in which he came out with the victory. The race started in the same fashion as the opener with six riders vying for the victory on the opening lap, but Gerloff quickly dropped down the order yet again after experiencing cosmetic damage to his front fender which slowed him down drastically. Herrin didn't have the pace to stick with the top group and slowly fell off the pace and Beach soon followed, leaving Beaubier, Scholtz, Elias to battle for the victory in the closing stages of the race. The Yoshimura Suzuki rider was able to pull the pin on the last few laps snag his first victory of the season, putting himself in first place in the championship while a third place from Beaubier put him second in the overall standings.

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KROME GLORY

THE GAME HAS CHANGED

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The second round of the EBC Brakes Superbike Championship took place at Circuit of the Americas as a support class to the MotoGP Calendar. The championship leader, Toni Elias, continued his domination of COTA and proved himself to the be the MotoAmerica version of Marc Marquez as he extended his lead in the championship in the opening race, besting Monster Energy/Yamalube/Yamaha Factory Racing's Cameron Beaubier by merely a couple of tenths of a second after a thrilling last lap battle. Third place was held by Beaubier's Yamaha teammate, Gerloff, after the Texan battled through the field from the back of the grid and nearly challenged for the victory in the closing stages of the race. The second race was another dominant performance from the Yoshimura Suzuki Factory team as Josh Herrin claimed the seventh AMA Superbike race of his career at Circuit of the Americas, celebrating with unbridled emotion on the cool down lap. With two rounds (and four races) of the EBC Brakes Superbike Championship in the books, Elias has a 13-point lead over Beaubier, 90-77, with Herrin moving past Scholtz and into third with 49 points to Scholtz' 45. Beach and Lewis are tied for fifth with 40 points each.

MOTOAMERICA

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2019 HONDA CBR500R

The Honda CBR500R has undergone some significant changes in the past two years and the new model further explores the realms of aerodynamics and performance centered ergonomics. Both were altered in order to help the overall performance of the smaller displacement Japanese sportbike and the factory also modified the drivetrain in order to produce a bit more grunt in the mid-range of the power curve. Since its 2013 launch, Honda's fully faired CBR500R has been proven itself a standout option for riders looking to move up from a smaller machine, instilling the excitement of sportbike ownership into every ride while also delivering sensible running costs, making it a great bike for both commuting and enjoying the weekend. It has also found favor with experienced riders looking to downsize while still preserving the essence of motorcycling. For 2019, the CBR500R has aggressive new styling that heralds a long list of performance improvements that strengthen the sportbike's appeal.

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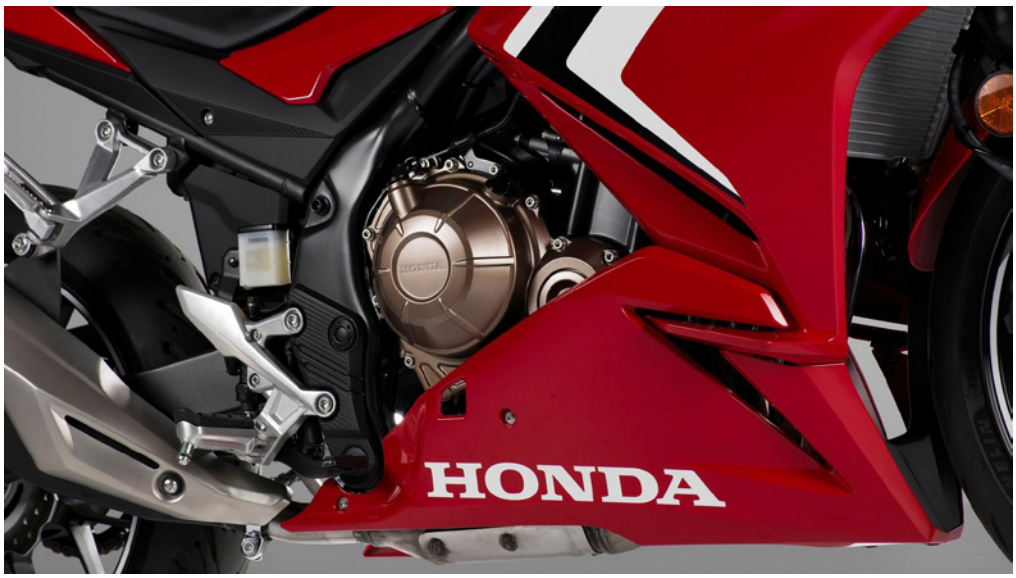

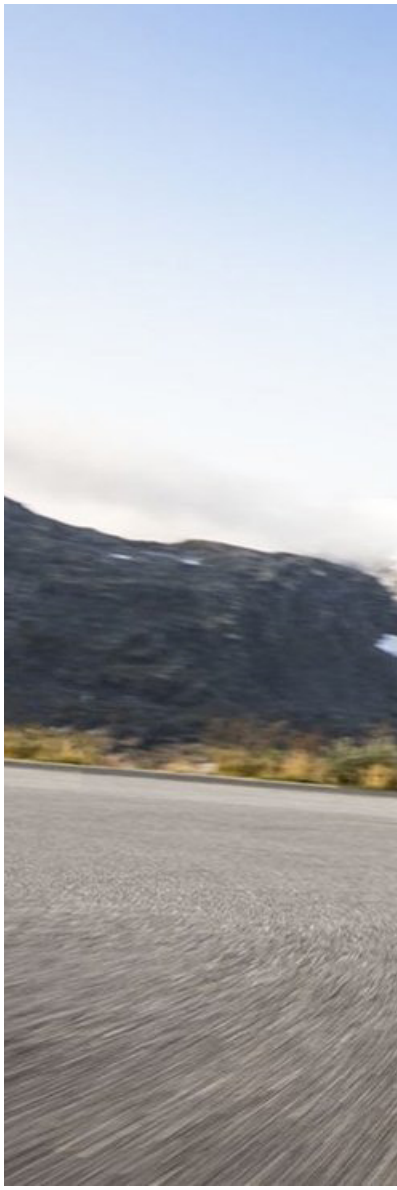

The CBR500R is redrawn with direct sports influence from the CBR1000RR Fireblade. It's sharper, more aggressive lines also incorporate unique aerodynamic winglets. And the view forward from the cockpit is pure sports, with clip-on handlebars mounted below the top bridge and an inverse LCD dash. The fuel tank has an innovative design that simultaneously increases capacity for improved cruising distance and cuts down on bulk.

Unchanged in 2019, the 35 mm steel diamond-tube mainframe is light and strong while still allowing for a bit of flex and feedback to the rider as the road surfaces change. Curb weight is measured at 423 lbs for the ABS version and a low seat height of 30.9 inches keeps an expected low center of gravity, making it quite easy to manage through the twists and turns. Additionally, the riding position is more than accommodating for a rider of any size. On the front end of the bike, a 41 mm telescopic fork delivers a controlled ride and provides the pilot with an extreme amount of front-end feel while a new single-tube rear shock replaces the double-tube design on the rear. A large-diameter piston ensures excellent suspension response and temperature management, working in tandem with the nine-stage preload adjustment and works through a rigid box-section steel swingarm.

The innards of the powerplant have been borrowed from the CBR1000RR Fireblade and have been applied to the CBR500R,

2019 HONDA CBR500R

despite a bit of tweaking with the valve-timing in order to deepen the torque well and give the engine more mid-range torque. Acceleration has been improved by four percent and the power levels off at 7,000 rpm with 31.7 pound-feet of torque at the rider's disposal, simultaneously producing a total of 49.6 horsepower at 8,5000 rpm and topping out at around 116 mph full tilt. It's a parallel-twin mill nearly square in its layout with a 67 mm bore and 66.8 mm stroke that give it a total displacement of 471 cc and a 10.7-to-1 compression ratio.

The 2019 Honda CBR500R starts one hundred bucks more than the previous year's model and is available in Grand Prix Red or Matte Gray Metallic for $6,699, adding another three hundred dollars for the added comfort of ABS protection.

2019 HARLEY DAVIDSON IRON 1200

The Harley-Davidson Sportster is one of the oldest continuously produced motorcycles in the world, dating back to its early days of production in 1957. Although there's been an abundance of modifications and upgrades over the last sixty-some years, there are still quite a few similarities that have been retained throughout the years that make the Harley-Davidson Sportster line so unique and distinct. The reappearance of certain characteristics over the course of time is referred to as product continuation, purposefully retaining the DNA of the machine so that it can develop and evolve but remain true to itself. The Milwaukee manufacturer's tagline for the up and coming beast of a motorcycle is simple and boils down to the truest form of motorcycling in general: the thrill of riding stripped to its bare essence.

LS2 HELMETS

In terms of aesthetics, the Harley-Davidson Iron 1200 serves up a throwback look that takes it back right to the roots of the Sportster motorcycle, mainly due to the 70s inspired tank graphics that exude an unmistakable retro vibe. The low-slung cafe style solo seat, mid-mount controls, and the mini ape hanger handlebars set it apart from the younger brother, the Harley-Davidson Iron 883. It all promotes an aggressive, slung-forward riding position. The satin-black mini ape handlebar is one of the essential elements that bring instant attitude to the chopper, sitting at a 1.0 inch diameter and offering an 8.75-inch rise, 32-inch spread, and a 6.5-inch pullback, opening up the riding triangle while promoting a two-fists-in-the-wind riding posture. A classic 3.3-gallon Sportster fuel tank features multi-colored striped graphics that wrap around the fuel tank; color options include Vivid Black, Twisted Cherry, and Billiard White, contrasting the screen. The gloss black finish of the speed screen and the way that it frames the headlamp is derived from West Coast roots while it also amplifies the tall bars, offering intended wind deflection while allowing a personalized space in the cockpit. Although the fast-back solo seat seamlessly flows to the rear fender and looks good while doing so, it's functionally designed to hold the rider firmly in position when the 1200cc's of power kicks in.

THE HARLEY-DAVIDSON IRON 1200 SERVES UP A THROWBACK LOOK THAT TAKES IT BACK RIGHT TO THE ROOTS OF THE SPORTSTER MOTORCYCLE

In terms of the drivetrain, it all comes down to raw and unadulterated power. Harley-Davidson is billing the Iron 1200 as "throwback styling" with "throw your head back power", therefore the powerplant is the star of the show when it comes to this new Sportster adaptation. A 1202cc Evolution V-Twin engine delivers a total of 36% more torque than the 883 Evolution engine that powers the Iron 883, making a notable upgrade in terms of raw power production. It's not just as simple as more torque equals more power -- vast improvements are made in both the low-end and mid-range of the power curve, allowing the pilot improved capability to blast away from a stoplight or muscle their way through highway traffic. The powertrain has been styled with black upper and

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LS2 HELMETS

2019 HARLEY DAVIDSON IRON 1200

lower rocker boxes, black exhaust and muffler shields. Chrome pushrod tubes and tappet covers brighten up and highlight the V-Twin engine shape.

The base model in the Vivid Black color scheme will be available on showroom floors for $9,999 MSRP while an upgrade to the color scheme will require an extra $350 for the different paint schemes available. Additionally, the Harley-Davidson Smart Security-System and anti-lock braking system are factory-installed options for the Iron 1200 model which will be offered for $395 and $795, respectively.

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