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ISSUE / TWELVE

THE LS2 XTRA

THE GAME HAS CHANGED

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Lightweight. Energy dispersing. Tough. Beautiful.





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**2019
YAMAHA
MT-10**

Yamaha's ultimate goal with the MT-10 was to combine the performance from YZF-R1 superbike with the ergonomics and chassis of a motorcycle designed for the street. It's fitted with a very futuristic, space-age style design and sits atop Yamaha's "Masters of Torque" family of bikes with its 998cc inline four, therefore placing it above the 847cc inline-three, and 689cc parallel twin. The crossplane-crankshaft engine produces an absolutely uncanny feel and

sound, making it a riot to ride. It was just 5 years ago when Yamaha unveiled the original groundbreaking MT-09 to the motorcycling world. With its high torque crossplane, naked body and agile handling, this bike introduced the European market to the "Dark Side of Japan" – a bold new design philosophy that drew its inspiration from the underground custom scene in Japan. Driven by a 998cc crossplane engine tuned for extra low to mid-range



2019 YAMAHA MT-10



torque -- and rolling on a lightweight ultra-short wheelbase aluminum Deltabox chassis with a natural riding position -- the MT-10 gives you ultimate power with class-leading agility and total control.

The MT-10 displays raw aggression from every angle, with a muscular central core that highlights the machine's power and unmistakably futuristic styling. With its belligerent design and unique elements—including the compact frame-mounted front mask and dynamically shouldered fuel tank—the MT-10 stands out as the king of the MT series. In addition to LED turn signals, running lights and taillights, the MT-10 features compact LED headlights for stunning illumination and state-of-the-art style. The mono-focus headlight elements draw very little power but produce a crisp, brilliant beam of light for confidence and visibility in low-light conditions.

The MT-10 features a range of systems powered by YCC-T—a ride-by-wire throttle system that provides exceptionally precise engine control. D-Mode allows the rider to select a preferred engine response at the flick of a switch; Mode 1 provides the sharpest throttle response, Mode 2 offers a good all-around character, and Mode 3 offers the smoothest, most progressive throttle response. The MT-10 also includes cruise control for improved highway cruising comfort. Like the YZF-R1 superbike, the MT-10 uses an aluminum Deltabox frame to create a lightweight and responsive chassis built for agility, featuring an ultra-compact 55.1-inch wheelbase. The MT-10 mounts fully-adjustable KYB suspension front and rear for excellent road holding with a tuning range ready for a wide range of street conditions.

The potent 998cc inline 4-cylinder engine features the same Crossplane Crankshaft technology developed in Yamaha's



renowned YZF-R1 superbike. The crossplane design nearly eliminates inertial engine torque to provide a direct connection between the throttle and rear wheel, for maximum traction and linear torque feeling. Tuned specifically for the needs of the high-performance street rider, the MT-10 engine develops awesome low- and mid-rpm torque with arm-stretching top-end power. The 6-speed transmission “stacks” the crankshaft, input and output shafts in a triangular layout to centralize mass and keep the engine shorter front-to-back, which allows optimized engine placement in the frame for outstanding handling. Yamaha’s assist and slipper clutch are used to give the rider smoother, more confident downshifts when entering corners aggressively, as well as a lighter pull effort at the lever, all while easily handling the torque of the MT-10’s high-output, inline-four motor.

The 2019 Yamaha MT-10 is available in both Ice Fluo which is easily distinguishable by its orange wheels as well as a more muted Matte Raven Black. A plethora of accessories are available, including a slip-on muffler from Yosh as well as a quick shifter and the base model starts at \$12,999 MSRP.





2019 YAMAHA MT-10



RAPID "HAPPYDREAMS"

FEATURING
GLOW-IN-THE-DARK
EFFECTS

The LS2 Rapid is the GREATEST VALUE in a full face motorcycle helmet on the market today. The lightweight, aerodynamic shell offers fully adjustable vents, ported through the liner for dynamic flow-through ventilation to keep you cool. We use 2 shells for the smallest, lightest possible helmet in your size. The face shield is scratch and U.V. resistant and can easily be changed without the need for tools. The comfort padding is hypoallergenic and breathable, and uses a neck roll design to seal well and keep wind noise to a minimum. LS2 uses laser cut, 3D foam for the ultimate in comfort and no hot spots. A DOT approved quick release chinstrap provides a secure fit. Due to differences in European and U.S. models, please check with your LS2 retailer for current product specifications. Meets or exceeds DOT standards.



Can-Am has announced the most recent addition to its trike lineup with the all-new Ryker model that is aiming to open up a whole new market for potential entry-level trike riders. It's fitted with an exorbitant amount of electronic gizmos and gadgets that are prominent in the same family of machines, but it comes with a few optional powerplants that differ between a mid-size mill and one that comes closer to a liter. An automatic transmission provides maximum ease of use with throttle operation and it appears as though this could be Bombardier's breakthrough into the major market.

Can-Am employs a Y-frame setup, otherwise known as a Delta-trike, in order to support the Ryker. Double-wishbone members articulate the front wheels and prop them up in front of the body while a set of Sachs-Twin tube coil-over shocks float the



front end on 5.39 inches of travel. On the back, another set sports 5.91 inches of travel and adjustable preload enabling the rider to tweak the setup slightly on the go. Tires that are modeled with an automotive influence provide a substantial contact patch that makes the Ryker corner with ease, due to a pair of 145/60-16 hoops lead the way opposite a 205/45-16 that delivers the power to the pavement. Miraculously, an electronic brake distribution system engages all three brakes with the touch of a single pedal, including an ABS feature that lets the rider get the most out of the immense amount of stopping power. Additionally, the Stability Control System monitors the behavior of the machine and places its own input concerning brake pressure and power modulation to keep things in check. A 270mm disc with twin-pot calipers bring the front wheels to a halt while a single-piston anchor clamps down on the 220mm rear disc which is more than enough considering the 600-plus pound weight.

Power comes from a Rotax® Advanced Combustion Engine, and Can-Am hedges its bets by offering two different engine sizes in the new Ryker. At the bottom of the scale, the 600 ACE™ runs in a twin-cylinder configuration, and it appears as though the 900 ACE™ is the same engine but with the addition of a third cylinder. The powerplant itself spans from vehicles, to personal watercraft and even aviation machines, so it's



2019 CAN-AM RYKER



a tried and true piece of equipment when it comes to reliability. The throttle is controlled by electronics as well as the traction control system, making it a full ride-by-wire system. Of course the power varies depending on which engine package you choose; the 600 produces 47-horsepower at 7,300 rpm and 35 pound-feet of torque at 6,200 rpm, and the power is proportional with 77-horsepower at 7,100 rpm and 56 pound-feet at 6,300 rpm from the 900. The power is delivered through a Continuously-Variable Transmission that delivers an extremely user-intuitive riding experience and an even more user-friendly reverse gear to get out of tricky situations.

Can-Am offers up the Ryker 600 ACE for \$8,499 and the 900 ACE starts at \$9,999 with all of the aforementioned as standard equipment, along with a pair of USB ports and glovebox for whatever belongings need to be stowed away from a trip, whether it be long or short. As far as the color options go, they're fairly subdued with black being the star of the show, although a wide palette of color options are available to liven up the topsides of the design around the headlights.



LS2 INTERVIEW

RANDY DE PUNIER

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 motorcycle racing paddock and competed with the best in the world from 1998 to 2014, riding in all three of the different classifications at the highest level of motorcycle road racing on the planet. 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, landing a handful of podiums and race victories before 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. De Puniet began his relationship with LS2 helmets in 2016 as he split time between endurance racing and MotoGP testing for the Factory KTM outfit. Currently, the rider out of France 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, getting underway this summer in Germany at the Sachsenring. In addition to his exploits on the track, the LS2 backed athlete has also made a recent transition to the commentary box where he covers MotoGP for Eurosport France. We caught up with Randy to chat about the difference between riding an endurance spec bike and a MotoGP machine, his transition into the commentary booth, as well as some reflection on the days he spent as a racer in the Grand Prix paddock.



First of all, what have your impressions been of the LS2 helmet since you started wearing it?

I've been riding with an LS2 helmet since 2016 now and it's a really good helmet because it's really light and you have a nice view because the visor is big. This is good because sometimes with different brands I've used in the past you don't have the same visibility. For me, this is a really good point along with the weight of the helmet like I said before, especially in endurance -- when you wear the helmet for maybe ten hours, it's really important. You know, last week in Slovakia I crashed and I destroyed the helmet completely for the first time and I was fine, so this is a good point. It looks like the helmet is good about the impact, you know.

You recently joined the Honda Racing Endurance team in the FIM Endurance World Championship and you made your debut for them in your home country at Le Mans. How has the season been so far?

For me, Le Mans was really good and we missed the victory from a technical problem because we broke the light and we missed four laps, so we finished at one minute from the first place. In Slovakia we pushed a lot to win because if we wanted to fight for the championship, we need to win! Unfortunately, I crashed on a wet part of the track with the slick tire, so I made a mistake and we finished eighth. The podium was there, but we wanted to win so we took all the risks to win. We didn't get it but we have two more races -- next one will be the 8 hours of Oschersleben in Germany, we are confident because we have a good base, the bike is good so we can fight again for the victory.

What was it like to race in front of the home crowd in Le Mans? I know you've had a lot of success there in your 250cc days in MotoGP, but how does it compare?

It was incredible! Like you said, I made many GPs there and I had four podiums in a row in 250GP. But it was incredible because at the end of the twenty-four hour, I took the lead in the last hour and it was a really good, intense race with a lot of emotion. Le Mans is a track that's always like that, so that's why I love racing endurance after my MotoGP career.





Obviously the most grueling part about endurance racing is the length that the races last, but could you elaborate a little bit more on the behind the scenes of what goes into a race like the 24 Heures des Motos?

Yeah, it's complicated. In MotoGP, you ride forty minutes and you stop but there you need to recover to ride again. For sure the technical stuff is really important, because you can have some technical problems that they need to fix really quick. In MotoGP, all of the mechanics are quite good, but they don't work in the same way. They have no time between practice to set up the bike and they have to fix the bike really quick. Also for riders, when there's a wet track you have to ride with a dry setting and you just put wet tires on, because you don't have time to change the setup between stints. You can compare the two -- for sure MotoGP is the top, but endurance is really interesting because you have to ride the whole time at at least 95% or you're not going to fight for the victory. That's why for me it's really good after my MotoGP career to move onto that and finish my motorcycle racing career.

**RANDY
DE PUNIET**



What about the physical exhaustion of riding that long?

The endurance bike are less physical than MotoGP, so that's why you're able to ride an eight, twelve, or twenty-four hour race. MotoGP is so difficult and so stiff -- I'm honestly more physically tired after a MotoGP race than after a twenty-four hour race. In an endurance race, you're tired because you ride all throughout the night, you know but MotoGP is so intense. At 3am during a race when they say it's time for you to go, you have to have a big mentality.

In addition to your racing exploits in the EWC, you're also on the LCR E-Team this year with Niccolò Canepa. Unfortunately, the first few rounds got delayed due to a paddock fire that happened earlier this year, but have you gotten a chance to test the bike at all?

Yeah, unfortunately like you said everything burned in Jerez and we did only one day of testing. So now they organized three days of testing as a part of the official MotoGP test in June and we will race in Sachsenring for the first run. It will be interesting because it's twenty bikes that are exactly the same so I think it will be a good show. The bike is quite funny because you feel a lot of torque and some power when you're at the maximum of the battery, but when the battery drops you need to change your riding style. So it will be interesting and Michelin made a really good tire also because we have good grip, so for the first year it's quite interesting and we'll see how we can develop the bike during the year. For me, the most difficult part is the braking because the bike is very heavy and to stop the bike is very, very hard. The feeling is unique because you don't have much feedback on corner entry, but the rest and the changing of direction is okay.

How's it feel to be reunited with the LCR Honda team after working with them for a couple of years in MotoGP?

I'm really happy because when Lucio Cecchinello called me and asked if I would like to ride with the team on electric bikes, I said "Yeah, for sure!" I had great memories there, some podiums and victories in 250s, so I was happy to ride in this category with Lucio, he's like my family, you know. We have four weekends and six races and the races will be short, like fifteen or twenty minutes. We will be okay because during the same time I'll be doing the commentary for MotoGP, so it will be a busy weekend but it's okay -- I'm happy.

What are some of the fondest memories you have racing in the MotoGP paddock?

I had good seasons in my career and I had some bad seasons also, but it's easy after when you stop to say this season was good

and this season was bad and think to change something. Overall I was happy, I spent almost fifteen years there and I had some victories. Sure I wanted to be world champion, but I needed something. I never had the factory bike in MotoGP when I was in my top rhythm, but I have no regrets.

As someone who did some test riding for Suzuki when they first started making a serious push to get back into MotoGP, it must be awesome to see the success their having now with consistent podiums and some race wins.

It was really good to develop the Suzuki and KTM, and to see the progress. In 2016, I was still a Suzuki test rider and to see Maverick (Vinales) win a race was really nice and to see the potential of the bike. It's one of the best bikes in the paddock after only four years. We knew the guys there were really good, but they needed to improve their engine. It looks a little bit better but they still need more power, but it's nice to see Suzuki fighting again in the dry conditions for the victory. Alex Rins is also a good rider, very intelligent and very strong during the race, so I think it will be possible to see the Suzuki win again.

Although you're not a MotoGP racer currently, you've transitioned into the other side of the paddock; from racer, to test rider, to commentator for French TV. How has the transition been to the commentary box?

Yeah, it's good because in 2016 I started to work with Eurosport and now it's been three years. Honestly, I like this job and it's good because I just get to explain what I see and try to give the maximum information to the people watching on TV. It's fine and it's a good compromise because I can still do some riding on the side and also do that. I can do this job for many years and I'm able to stay in the paddock, so it's good. Honestly, the first time I came back in 2016 in Qatar and I didn't feel good to be there without riding because I was still a MotoGP KTM rider. So it was a little bit strange and it took me some races to feel okay, but now I'm happy to see the guys and I needed to close the door on being a competitive MotoGP rider. Last year when I was a KTM rider, they offered me some wildcards and I didn't want them, because even if my rhythm is still good I have nothing to prove.



RANDY DE PUNJET



THE LS2 VALIANT

THE GAME HAS CHANGED



Form meets function with the strongest, smoothest mechanism ever designed for a 180 degree modular motorcycle helmet. Lighter and smaller than competitive models, the Valiant is an engineering marvel and among the most versatile helmets ever designed. Approved as an open face or a full-face helmet. Com-system ready. Built-in Twin Shield System sun shield.

A powerful force in the world of flip-front motorcycle helmets.



Fabio Quartararo has been really sensational this year as a rookie in the MotoGP class. It must have been difficult to commentate that race this past weekend (in Jerez) with his chance at a podium disappearing due to a mechanical.

Yeah, for sure. It was very good to see Fabio at this level. Everybody knows that Fabio is a good rider and when he was young he made some mistakes, but it looks like he's on a good path. In France, we needed a rider like this at this level and young like him, because when I was there I was a little bit older. I think this can help the people to watch more MotoGP on the TV and if he continues like that he'll be on the podium.

The next MotoGP race on the calendar Le Mans, it would be pretty cool to see him grab his first premier class podium there in front of the home crowd. How much does the atmosphere of a home GP affect a rider's mindset?

Yeah, for sure. You're there surrounded with more pressure but it's a good pressure with the people behind you. But you need to stay calm because it's easy to go over, you know, and give into the pressure and crash. For me it was always a positive thing to go there and we'll see

what Fabio can do, but for sure after what he did in Jerez he will go there with good ambition. The Yamaha is fast there; he can be on the podium if he manages everything good, so we'll see.

What does the rest of 2019 have in store for you?

In the FIM Endurance World Championship, we have the 8 hours of Oschersleben in Germany and the Suzuka 8 hours in Japan, then we start the next season with the Bol D'or in September and for the first time we will go and do the Sepang 8 Hours in December, so that will be interesting. Then we have five races in the Moto E World Cup, so there's still nine races for me and then also the TV commentary at the races, so it's a busy year!

**RANDY
DE PUNNET**



2020
HONDA CRF
PERFORMANCE LINE



2020 HONDA CRF PERFORMANCE LINE

In 2019, Honda made significant improvements to their CRF Performance family in order to include machines for riding disciplines such as motocross, closed-course off-road, pure off-road, and even dual sport. For 2020, most of the models in the lineup receive important upgrades to keep Honda at the front of the pack in terms of development and evolution in the world of two-wheeled progression. The newest iterations of Honda's proven full-size motocross models—the CRF250R and CRF450R, as well as the elite CRF450RWE—all receive important upgrades to raise performance levels even higher, while the CRF150R mini is back again in 2020. The CRF450RX and CRF250RX closed-course off-road racers benefit from the same improvements as their track-focused siblings, while the CRF450X off-roader and CRF450L dual-sport machine return for the new model year with updated graphics.

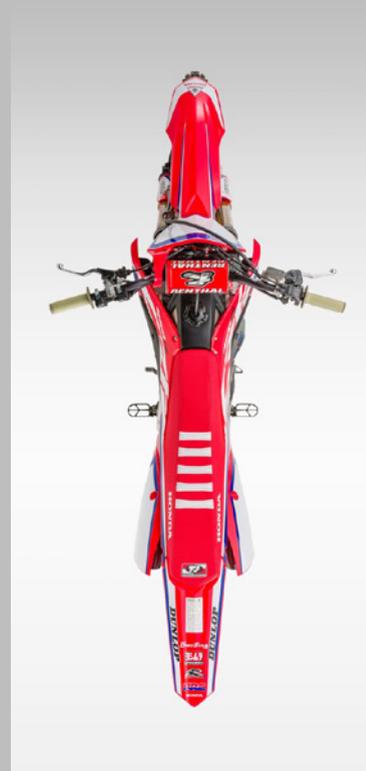
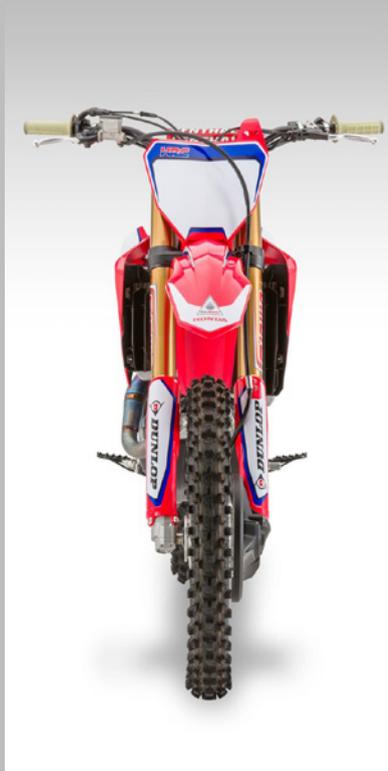
CRF450R

For 2020, Honda's flagship CRF450R—the same platform raced by Team Honda HRC's Ken Roczen and Cole Seely—puts more engine-management choices at the fingertips of racers, with the addition of Honda Selectable Torque Control (HSTC). Developed through HRC's worldwide racing effort, the system maximizes rear-tire hookup to keep all of the Unicam® engine's horsepower driving the bike and rider forward, improving racing success regardless of track conditions. In keeping with racing-body regulations, the system measures the rate of rpm increase and adjusts delivery accordingly, and a handlebar-mounted switch enables selection from three levels of delivery (most in class). In addition, the CRF450R's front-rear balance is refined and handling is improved thanks to internal suspension updates and a new battery position that lowers the machine's center of gravity. Improved rear-brake pad performance and durability, and the exclusive specification of Dunlop Geomax® MX3S tires round out a machine that's ready to take riders to the next level. It's available in July of 2019 starting at \$9,399.



CRF450RWE

Following a successful debut year in which it quickly caught the eye of performance-hungry enthusiasts who demand the absolute best, the CRF450RWE (“Works Edition”) gets even better for 2020, with updates based on the machines in the Team Honda HRC factory race shop. Already a dominant force when it comes to lap times, this exclusive model now features a full titanium Yoshimura exhaust system, as a lightweight Ti header (the first of its kind on a Honda motocross model) joins the titanium Yosh muffler, all specifically designed to work with the model’s hand-polished ports. Honda Selectable Torque Control (HSTC), developed through HRC’s worldwide racing effort, now comes standard, enabling three levels of intervention via a handlebar-mounted switch, and a new battery position lowers the machine’s center of gravity. Rounding out the changes are internal suspension updates, improved rear brake-pad performance and durability, new dual-compound Renthal grips and graphic updates. It’s available in August of 2019 starting at \$11,999.





CRF450RX

Ridden to the 2018 AMA National Grand Prix Championship (NGPC) by JCR Honda's Trevor Stewart, the CRF450RX returns for 2020 with the addition of Honda Selectable Torque Control (HSTC), improving rear-wheel hook-up in the limited-traction situations so common in closed-course off-road racing. A new battery position lowers the center of gravity for improved handling, and internal suspension updates yield improved machine balance. Just like the 2019 platform campaigned by Stewart, SLR Honda's Ricky Dietrich and Phoenix Racing Honda's Andrew DeLong, the 2020 CRF450RX maintains its off-road pedigree with a model-specific ECU and 18-inch rear wheel, aluminum side stand, and large fuel tank. It's available in August of 2019 starting at \$9,699.



CRF250R

The machine that took Jace Owen to the 2019 Kicker Arenacross title victory and powered Amsoil Honda's Jo Shimoda to the win at the 2018 Monster Energy Cup Amateur All-Star race gets a host of important updates for 2020, including engine enhancements aimed at bettering low-to-midrange power, and chassis revisions that improve handling. To increase torque and improve drivability, the cam profile is new, the intake and exhaust valves have been revised, the combustion chamber is reshaped, and the exhaust resonator has been removed. At the same time, maneuverability has been improved through a lighter frame and swingarm with optimized flex characteristics, along with a lower battery position and internal front-and-rear suspension updates. It's available in July of 2019 starting at just \$7,999.



CRF450X

With wins in 21 of the last 22 Baja 1000s (including 12 with the CRF450X), it's no secret that Honda rules the legendary off-road race, and in the Baja debut of the model's new iteration, SLR Honda kicked off the 2019 SCORE International series with a win in the San Felipe 250. A true off-road machine, the CRF450X is 50-state off-road legal and is suitable for year-round racing and trail riding. With off-road appropriate features like a side stand, 18-inch rear wheel, headlight, sealed chain, and six-speed transmission, it's ready for desert expanses or tight woods, and it gets new graphics for the 2020 model year. It's available in September of 2019 starting at \$9,799.



CRF250RX

Campaigned in national championship off-road racing by JCR Honda's Preston Campbell, SLR Honda's Tallon LaFontaine and Phoenix Racing Honda's Austin Lee, the CRF250RX features closed-course off-road specific components like a large fuel tank, aluminum sidestand, and 18-inch rear wheel, and for 2020, it receives a host of important updates, including engine enhancements aimed at bettering low-to-midrange power, and chassis revisions that improve handling. To increase torque and improve drivability, the cam profile is new, the intake and exhaust valves have been revised, the combustion chamber is reshaped, and the exhaust resonator has been removed. At the same time, maneuverability has been improved through a lighter frame and swingarm with optimized flex characteristics, along with a lower battery position and internal suspension updates. It's available in August of 2019 starting at \$8,299.



CRF450L

Having taken the dual-sport world by storm since its debut last year, the road-legal CRF450L expands customers' off-road possibilities by enabling access to the best riding trails on public lands, even when that means connecting them via asphalt roads. Based on the CRF450R, the CRF450L is a performance off-road machine, but it also has the comfort and durability to make riding it and owning it a pleasure in the long run. Already armed with features like a titanium fuel tank, six-speed transmission and LED lighting, the CRF450L gets new graphics for 2020. It's available in September of 2019 and starts at \$10,399.



CRF150R & CRF150R Big Wheel

Honda's smallest motocrosser delivers smooth, ample torque across the rev range thanks to its Unicam four-stroke engine—unique in the mini MX world. Showa suspension components include a rear shock working through a Pro-Link rear suspension system, and a 37mm inverted fork. The CRF150R is offered in both standard and Big Wheel versions, the latter featuring larger wheels, a taller seat height, and more rear suspension travel to better suit larger riders. It will be available in August of 2019 and it starts at \$5,099 and \$5,299, respectively.



LS2
MUERTE

TRIUMPH

PINK MUERTE
SPITFIRE OF 599

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2019 ROYAL ENFIELD INT650





Royal Enfield is one of the most historic motorcycle manufacturers in the world although they haven't been as prevalent in the United States market as of late. Nonetheless, the manufacturer of British origin has made a massive resurgence in the rapidly expanding Indian motorcycle market and they're aiming to make the same sort of splash globally with their new 650 twins. We reviewed the Continental GT 650 a few

issues ago and this time around we're taking a closer look at its twin brother: the INT 650. The pair of 650 twins have a lot of unique characteristics; most notably the approachability, performance, style, and flat-out fun that will potentially draw the attention of a new generation of motorcyclists. Comparatively, the INT 650 is a classic interpretation of the same middle-weight twin recipe that produced its fraternal stablemate.



2019 ROYAL ENFIELD INT650

“INT” stands as an abbreviation for “Interceptor” and it’s even referred to that way outside of the United States, but a Honda trademark prohibits them from using the same name. Regardless, Royal Enfield has been producing an Interceptor model since 1960 when it was first introduced to the North American market in the form of a 692cc parallel twin before expanding to a 736cc engine in 1962. They have recently made a major push to regain popularity in global markets as opposed to just the Indian market with the introduction of their all-new 650 twins, redesigned from the ground up with their own dedicated assembly line to boot.





FF353 RAPID
"DREAM CATCHER"
THE GAME HAS CHANGED
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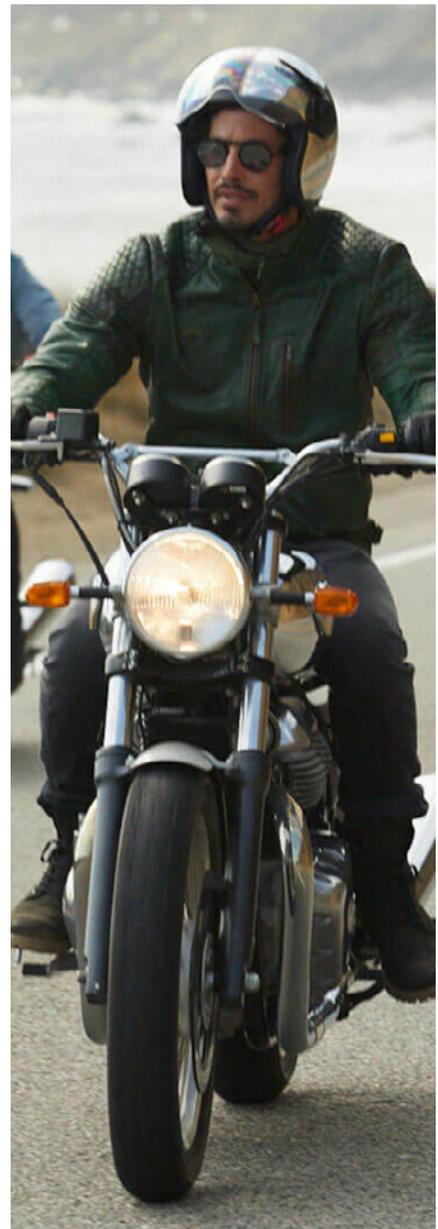
The INT650 obviously shares a lot of traits with its counterpart, starting with the steel double-downtube cradle frame which was developed in part by renowned UK frame manufacturer Harris Performance. Steering geometry numbers produce a fairly agile feel with a 24-degree rake and a 106mm trail. Similar to the Continental GT, a non-adjustable 41mm conventional fork and twin coilover/reservoir-equipped shocks take care of the suspension needs, while the same 18-inch wheels in 2.50/3.50-inch width front and 3.50 x 18-inch rear respectively, fitted with Pirelli Phantom Sportscomp carcasses, introduce the machine to the pavement. Another component that is shared between the INT650 and the Continental GT is that of the single 320mm disc on the front which is clamped by a two-piston floating caliper by Brembo, as well as a single 240mm disc and single-piston floating by Brembo caliper on the rear.

2019 ROYAL ENFIELD INT650





The main difference between the INT650 and the historically inspired Continental GT is immediately apparent in the ergonomics department. The Interceptor features a high-rise tubular handlebar with a bolt-on crossbar, mounted to the top triple clamp as opposed to the clip-on bars that you'd find on the Continental GT. The cockpit produces a much longer seat as well as cushier padding which leaves plenty of room for a pillion rider, boosting seat height by almost half an inch, therefore changing the positioning of the foot pegs to accommodate the adjusted rider position. The adjusted seating position and fuel tank leave ample room for the 270-degree twin, packed with bottom-end torque, an easy-to-use clutch, and a good gearbox. Although it only produces 42.55 hp at 6,280 rpm and 37.48 pound-feet torque at 5,010 rpm, the numbers aren't a true reflection of what a joy it is to be sat in the cockpit of the INT650. There's more than enough power in the low to midrange and it will do 80mph on the highway with little to no effort with a silky smooth throttle response to boot.



The base model INT650 retails for only \$5,799 with one of the fancier two-toned paint schemes knocking the price up a few hundred dollars, as well as a chrome-tanked special which will be on order for \$6,499.



OAKLEY
FACTORY PILOT

TEAM GREEN
Kawasaki

2019 Lucas Oil Pro Motocross

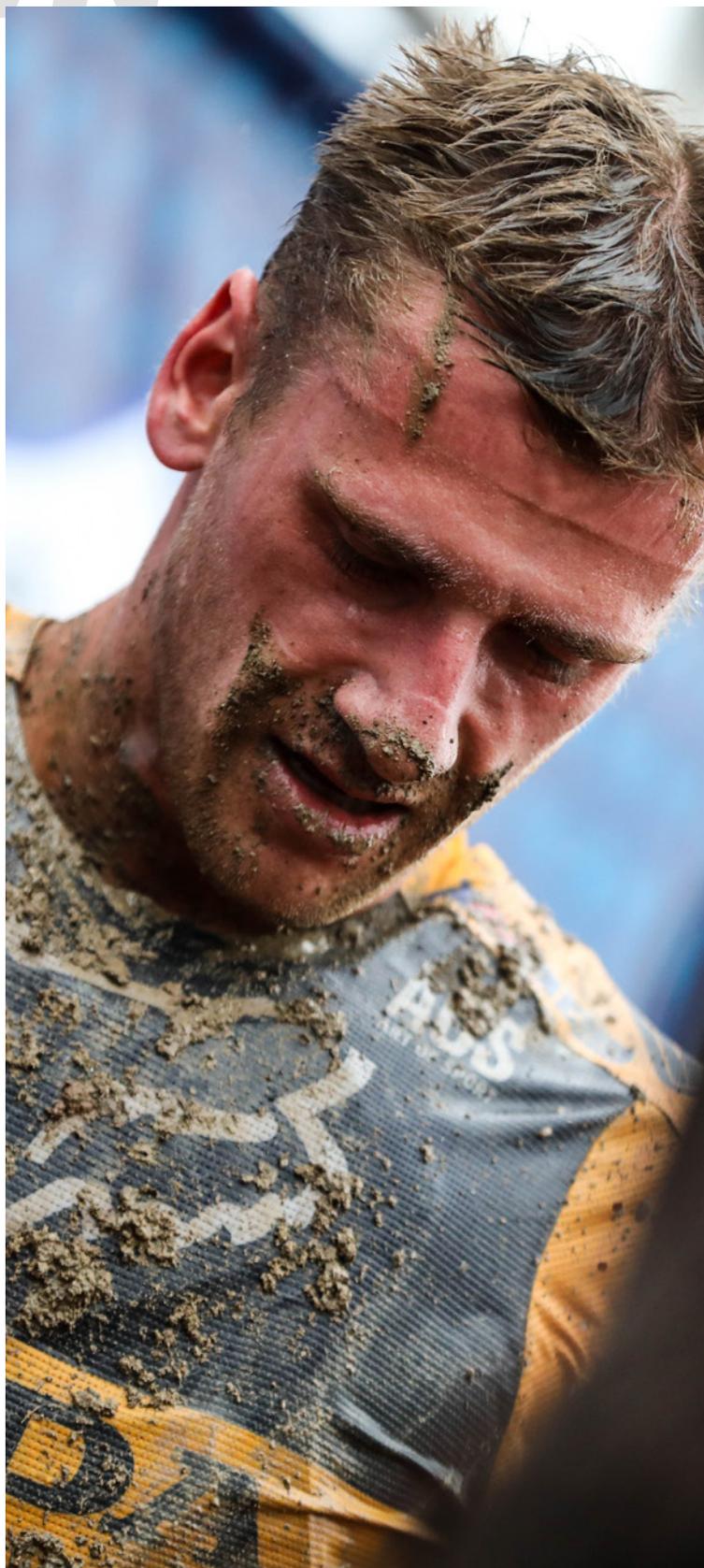
THREE ROUNDS DOWN

It doesn't seem that long ago that Cooper Webb earned his maiden 450SX title and the gate drop has already come and gone at the first three rounds of the 2019 Lucas Oil Pro Motocross series. All of the major contenders are healthy in the 450 class to start the season which makes for an immensely interesting title chase, placing all of the pieces of the puzzle on the table for what is shaping up to be an exceptional season. Eli Tomac is aiming to be one of the few riders in the history of the sport to complete a three-peat and take the premier class motocross crown for the third consecutive season while Cooper Webb is looking to back up his performance during the Monster Energy Supercross season with another impressive showing outdoors. Meanwhile, Ken Roczen and Marvin Musquin are attempting to bounce back from fairly underwhelming supercross seasons by their own high standards while the 2018 Monster Energy Supercross Champion, Jason Anderson, is returning to the starting gate following an injury. Although there are a couple of riders on the sidelines to start the season, the main contingent of heavy hitters are ready to do battle, setting the stage for an incredible season.



All of that potential action hasn't even scraped the surface of the 250 class which will pit 250SX West SX Champion, Dylan Ferrandis, against the 250SX East Supercross Champion, Chase Sexton, with plenty of other riders looking to play spoiler. Adam Cianciarulo is a veteran of the class at this point and is aiming to make amends for the title that he lost at the Monster Energy Supercross finale in Vegas while fellow veterans such as Jordon Smith, Alex Martin, and RJ Hampshire are attempting to make a case for why they deserve factory rides in the coming years. Additionally, there's a new crop of young guns making the rise through the ranks led by the likes of Star Racing Yamaha's Justin Cooper that is going to make the racing incredibly exciting and incredibly tight this year in the 250 class of the Lucas Oil Pro Motocross series.

There are always nerves, outside influence, and uncommon pressure at the opening round of the series in Hangtown and it oftentimes creates more questions than it actually answers when the weekend of racing is done and dusted, especially when the weather plays its part like it did this year. It was a tale of two motos as the first motos in both classes stayed relatively dry and the second motos were affected and interrupted by an absolute deluge of rain, heavily modifying the conditions as well as the results at the end of the second motos. Fox Raceway was a completely different story for round two of the 2019 Lucas Oil Pro Motocross series as it featured picturesque weather throughout the entire day of racing, staying true to the typical southern California experience throughout the day. The third round of the championship had a little bit of everything with mixed weather and mixed track conditions, but the results stayed relatively the same with the typical contenders finding spots at the front of the field. The usual suspects have separated themselves from the rest of the pack so far with Ken Roczen and Adam Cianciarulo leading their respective divisions, but there's a gaggle of riders challenging them for the top spot and things are sure to hot up as the season continues. We're going to take a closer look at how the first few rounds went for some of the top dogs in the Lucas Oil Pro Motocross series thus far, diving into the dirty details of their time spent on the track.





LS2 MX470//SUBVERTER
KROME GLORY
THE GAME HAS CHANGED





KEN ROCZEN | HANGTOWN

If we rewind a few years, we can see a number ninety-four pushing around the respective outdoor circuit with distinct domination. Barely losing any race in which he competes, the Suzuki rider from Germany is continuing to build a legacy on the brand he's ridden for numerous years. The number ninety-four, a staple on the GP circuit, is touted as the "Next Big Thing" in the realm of motocross, displaying antics and speed that aren't too often seen. Fast-forward to 2019, and Ken Roczen, by some accounts, has been a shell of his former self. Switching brands altogether, Roczen is deserving of the applause in which he receives; after coming back from crashes that nearly left him crippled for the rest of his career. He's pushed the thought of adversity to the wayside, yet is still displeased that he's not besting the field as he once was. He would eye the round of Hangtown as a place to get his groove back; setting a tone that would linger over the field for the duration of this series. Pushing the pace throughout practice, Roczen's appearance to the naked eye was daunting. He seemed to be firing on all cylinders, as he crested every hill, roller, and mogul this track had to offer. But he knew this type of groove would have to be sustained for the duration of the day, as the twenty-minute motos of Supercross were long gone. He would come out blazing to begin the first moto, leaving everyone else as a pure afterthought on his trek to victory. He would run an exceptional line prior to the gigantic uphill jump, where he would gain substantially on Cooper Webb; hitting the five rollers beforehand with a triple sequence that was unmatched. That was all that was needed to move into the lead, and the victory that followed. Where Roczen looked like the German of old, accompanying himself with the checkered flag. Commenting on the podium, he would actually say that he had more to give; leaving many on the line beside him rather shook, when lining up for the next moto. He would then get out to an early dogfight with Eli Tomac for the commencement of moto number two; yet never become deterred when Tomac would make the move. Back and forth they went, trading punches every lap; with Roczen's bad line choice behind a lapper, costing him the moto victory. Funneling in behind that of the number one, Roczen would portray another solid performance, to finish second; clinching the overall, getting a huge burden off the tops of his shoulders.





THE LS2

STRIPPER

THE GAME HAS CHANGED

The LS2 Stripper Motorcycle Half Helmet - When it comes to cars, bikes and half helmets, who doesn't like a good Stripper? Everything you need to be legal, and nothing you don't. Three shell sizes ensure a low profile, comfortable fit. Ultralight, ultra tough Kinetic Polymer Alloy shell. Simple pleasure with no frills.

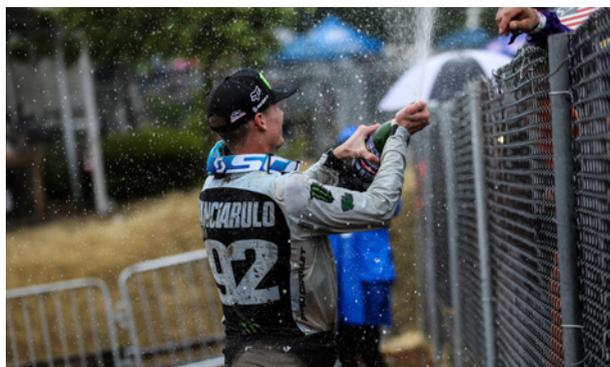
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ADAM CIANCIARULO | HANGTOWN

What defines a true champion isn't always the result once the final flag waves. It's how they hold their demeanor; on the days when things don't go their way; how they rebound from adversity. And Cianciarulo embodied that, once leaving the likes of Sam Boyd Stadium for the final round of Monster Energy Supercross. Literally holding the championship within his hands, all that was needed was a few laps of locking down a stable position. Unfortunately, an error through a rhythm section would leave him crashing to the ground, and subsequently losing the title. He couldn't sit and dwell, however. He had to force his way forward, focusing on the present, and task of claiming this outdoor championship. Therefore he would roll to the line of Hangtown with a chipper demeanor, doing his best to forget the matter of weeks ago, and envision himself as current king. A veteran like performance would then ensue, as he got out of the gate just behind that of Justin Cooper. The Yamaha rider, still relatively new to the limelight, would ride extremely solid; with Adam mere bike lengths behind the entire time. Crafting his way through this beyond the treacherous track, you could watch as Adam would use his leverage to counterbalance these off-cambered corners. Riding the outside of the seat at all times, his accompanying outside elbow would remain high and wide; cocking the handlebars in forks to a degree of his liking. He wouldn't let Cooper get out of sight; because even though he wouldn't make the pass, he had to keep matters close to keep the Yamaha pilot in check. And that's exactly what would occur, narrowly missing the win at the stripe, but sitting pretty for an overall victory shortly thereafter. The rain would fall for moto number two, and Adam's true comfort in the lead would come to life. He was beyond calculated, as conditions would worsen, taking the early lead from Colt Nichols. Not having to deal with the likes of opposing competitors were huge; where the occasional lapped rider would only cloud his view. Lap after lap, he would remain in the lead, eyeing the checkered flag as his final destination. Perfecting his line and breathing in a harmonious unison, he would come across the line as the winner of moto number two. Claiming the overall to help blanket the demise of weeks ago.



THREE ROUNDS DOWN

ELI TOMAC | FOX RACEWAY

It looks as though the champ is back to his original form, at least to some capacity. Destined as a true prospect since his inception to the professional tour, Tomac is slowly but surely getting back to the pace he has shown in years past. We all remember the Tomac of old, the guy that blitzed the field aboard the Geico Honda 450, winning by over a minute at the opening round of Hangtown just a few seasons ago. Devastated by shoulder injuries at the Lakewood track shortly thereafter, Tomac has been on a deviating wave of results ever since. Some high, some low, the number three has held true to being a mainstay for championship contention; yet he was looking to unveil the Eli of old, for the commencement of the 2019 outdoor season. Building off the previous result of Hangtown (the second moto that is), Tomac would round the first lap of Pala's moto one in seventh. He would plaster the track beneath him with sheer speed, launching off of singles and doubles alike, landing to flat when necessary. Despite his ultra stiff springs aboard the front end of the 450, you could clearly see the tire marks being engraved on the backside of his fenders. He was stampeding toward the likes of Marvin Musquin, after making his way into the third. The pressure he applied, would crumble the likes of the KTM pilot; and he would eye the Honda of Ken Roczen next. Seeing red, he was the true



bull sprinting toward the matador of the number ninety-four. A predator in all regard, he would chomp at the lead on lap fourteen, getting a bountiful taste of victory in the laps to come. Holding on to the reign of the field, Tomac would look to make it a clean sweep, as he lined the gate for the second round of action. With the track beginning to try and decay, many in the back of the field would check up slightly on the opening circuits; getting a feel for the soil, and seeing just how hard it was going to be to trek around this California raceway. But Tomac would let it loose, sending the machine across the series of step-down's, envisioning the move being made on Marvin Musquin rather soon. He was slowly but surely catching the KTM, hoping to apply enough force to snap the will of the KTM frame. He would do so, taking the lead on lap nine and never looking back. This would be yet another win logged into the record book, in favor of Eli Tomac.

THREE ROUNDS DOWN



ADAM CIANCIARULO | FOX RACEWAY

These opening two nationals have been just the remedy that the doctor ordered, in regards to Adam Cianciarulo's confidence. The young man has seemingly forgot about the occurrence of the Supercross championship a few weeks ago, pushing all negative connotation to the wayside as he prepares to capture this AMA Outdoor title. Starting off with a stellar performance at Hangtown, he looked to leave the state of California with a hefty sum of gold, making the trek east with the red plate in his hands. Choosing to go to the far outside for his moto number one gate selection, many in the industry thought it was a rather risky move, as competitor Justin Cooper would hover just near the doghouse. But as they say, big risk, equals big reward, and Cianciarulo was truly willing to go for broke with

the furthest bracket selection. However, the start appeared to be deeper than what he had imagined, and his ideal jockeying for the lead wouldn't come as soon as he had liked. He was forced to make his way through the field, having a tough time with the likes of Chase Sexton and RJ Hampshire. The three would be in a cluster of sorts, with Hampshire being rather stingy with the final position on the podium. After a significant effort of chipping away, he would make his way into third; leaving only Colt Nichols between he and the lead. He would lunge forward with all of his might, as only a few corners would come before the finish. Cutting under that of Nichols, Cianciarulo would somehow make the pass! He would obtain a spectacular second place finish, understanding that he was now well-off in

regards to the overall win. For the second round of action, it was Cianciarulo moving into second quickly, just behind Shane McElrath. He would proceed around the KTM in the early going, but feel a significant rumble coming from his 6 o'clock. What could it be? None other than that of Hunter Lawrence, one of Geico's significant prospects signed for the 2019 season. Lawrence would waste no time contending for the lead, and would actually make the pass stick on lap eleven. It wouldn't be for long though, as Lawrence would wash his front end to the ground near the top of the hill, giving AC the lead right back. Taking the moto victory, it was all smiles and rev's, as the Kawasaki rode across the finish line; knowing he took the overall win.

KEN ROCZEN | THUNDER VALLEY

The animal that lurks among the number ninety-four Honda, has simply come to life here in the opening portions of the 2019 AMA Outdoor Series. The Roczen of old is returning to his roots, blending a mix of style and speed as he propels himself to the top of the leaderboard time and time again. You can tell, that each lap in the lead, bolsters his confidence just a tad more; hopefully getting him to the rider we saw years ago, accumulating championships both overseas and on American soil. Feeling comfortable on the Thunder Valley track, Roczen looked to inflict heavy damage on the field as the motos would commence. Lining up behind the gate for moto number one, his calm demeanor cast an eerie feeling to the rest of his competition around; they knew that the more solemn and stoic he appeared, the harder the thrashing that was to come. And that's exactly what would ensue, as he would quickly work his way into the lead, ready and willing to take the brunt of the field's force, full steam ahead. Keeping the Honda clean despite the adverse conditions initially, he was finding the perfect harmony of throttle control and body maneuvering; to create efficient lap times, as the track



would begin to decay. Scorching this circuit one lap at a time, Roczen was showing an ample amount of confidence, as he continued to pull from the field behind him. Nodding to his mechanic with a passing of the mechanic's area, he knew just a few more laps stood between he and the checkered flag. Understanding that he would have to duplicate his performance in the second round, he would sound off in the podium in ecstatic manner; the victory in his hand. For the second round of action, all seemed to fare well in the beginning; quickly overtaking the reign from Cooper Webb, and hoisting the lead for quite some time. Yet little by little, the beast of Eli Tomac would continue to pound his chest in an aggressive like manner; forcing Roczen to take a subtle peek over his shoulder. Tomac would feed off of it, making the move on lap ten and never looking back. Roczen meanwhile, would remain composed; seeing the bigger picture in regards to this particular overall finish. Taking second at the line, his scores of both one and two, would push him forward to the top step of the podium; the win hadn't ever felt so good.





ADAM CIANCIARULO | THUNDER VALLEY

It seems as though of Adam Cianciarulo is truly finding his rhythm aboard the Kawasaki 250f. The amateur phenomenon was a rider that many questioned here in recent years; wondering if he was going to join the likes of previous tall-tales, as a rider whose success of old wasn't ever rivaled by his triumphs on the professional level. Cianciarulo is cognizant enough to understand that the talks of the industry could be cast in a negative connotation; yet he's strong enough to overcome the gossip, and prove that he's not ever going to be a rider to settle for mundane positioning on the racetrack. Building off his previous success in the opening rounds, Cianciarulo planned to obtain another victory at all costs when walking away from Thunder Valley; regardless of who, or what condition presented itself. Feeling the flow throughout practice, his scrubbing antics would lead him to a solid position on the leaderboard, lining up for the first moto with an attack-ready stance. Immediately twisting the throttle for all it was worth, he would cast absolutely no fear on this racetrack as he leaped throughout the opening laps. Catching glimpses of the lead from time to time, all would be deleted when the likes of Justin Cooper would come into view. The Yamaha rider, now considered a marked-man in regards to championship contention, had moved his way into enemy territory; looking to dethrone the flag from that of RJ Hampshire, who sat first. Cianciarulo,

smart enough to latch on to the blue machine, would do all he could to make his way around the number thirty-two. Inside, outside, you name it, and Adam would try it; yet, time would be cut short. An abrupt stoppage of the race, due to weather circumstances, would force Adam Cianciarulo to place second. Looking to repeat his efforts for moto number two, Cianciarulo would nestle himself just behind Cooper from the get go. Each lap that the Yamaha rider would lead, would place a small speckle of confidence into his back pocket; something that Adam Cianciarulo knew he would have to deter, in order to cause the belief of the New York native to derail. A brief lapse of focus, would cause quite the controversy shortly thereafter; where Cianciarulo would go off track, and remount rather quickly. Still behind Cooper, he seemed to maintain the specified gap, and would accumulate another charge. Hounding each and every circuit they would pass, would finally lead to a climax of sorts on lap seven. It was Cianciarulo, pushing the envelope a wee bit, and securing the lead from Justin Cooper, as Cooper would wash out off of the track. Tossing away the lock and key, Adam would holster the win all the way to the finish, stoked on his performance of another overall win.





2019 TRIUMPH ROCKET 3 TFC



At the beginning of the 2019 calendar year, Triumph announced its new Triumph Factory Custom series, a line of ultra-premium limited-edition models that would feature top-shelf components and accessories, even including completely one-off components and features, that are only available in a limited production of 750 units worldwide for each model. The first model of the aforementioned line was the Triumph Thruxton TFC and then the Concept Rocket 3 TFC was introduced, a no holds barred bored-and-stroked speed demon that claimed a brand new triple-cylinder engine. It's now been set into official production and rolls out with a massive 2,500cc Triumph triple engine, a beefy aesthetic, fully up-to-date technology, a refined design, and an impressive level of premium specification equipment.

In 2004 when the 2,295cc Rocket III was introduced it cer-

tainly turned a lot of heads, but the follow-up builds off of the original's geometric presence with a cleaner, more elegant demeanor that alters the shape of the fuel tank and slims the profile for a lighter visual of the machine. Obviously, the main attraction is the immense, all-new, 2,500cc triple, which claims the title of "largest production motorcycle engine in the world." It also claims to have the highest torque of any production motorcycle, with Triumph proposing a supposed number of "more than 163 pound-feet." It's even more apparent that Triumph states that the Rocket 3 TFC is the most powerful Triumph to date, producing a total of 168hp which is thirteen percent higher than the first generation Rocket III. The engine utilizes premium components such as state-of-the-art lightweight titanium inlet valves that allow for higher revving, as well as custom made Arrow mufflers with high-zoot carob-fiber end-caps to expense the excess gases.



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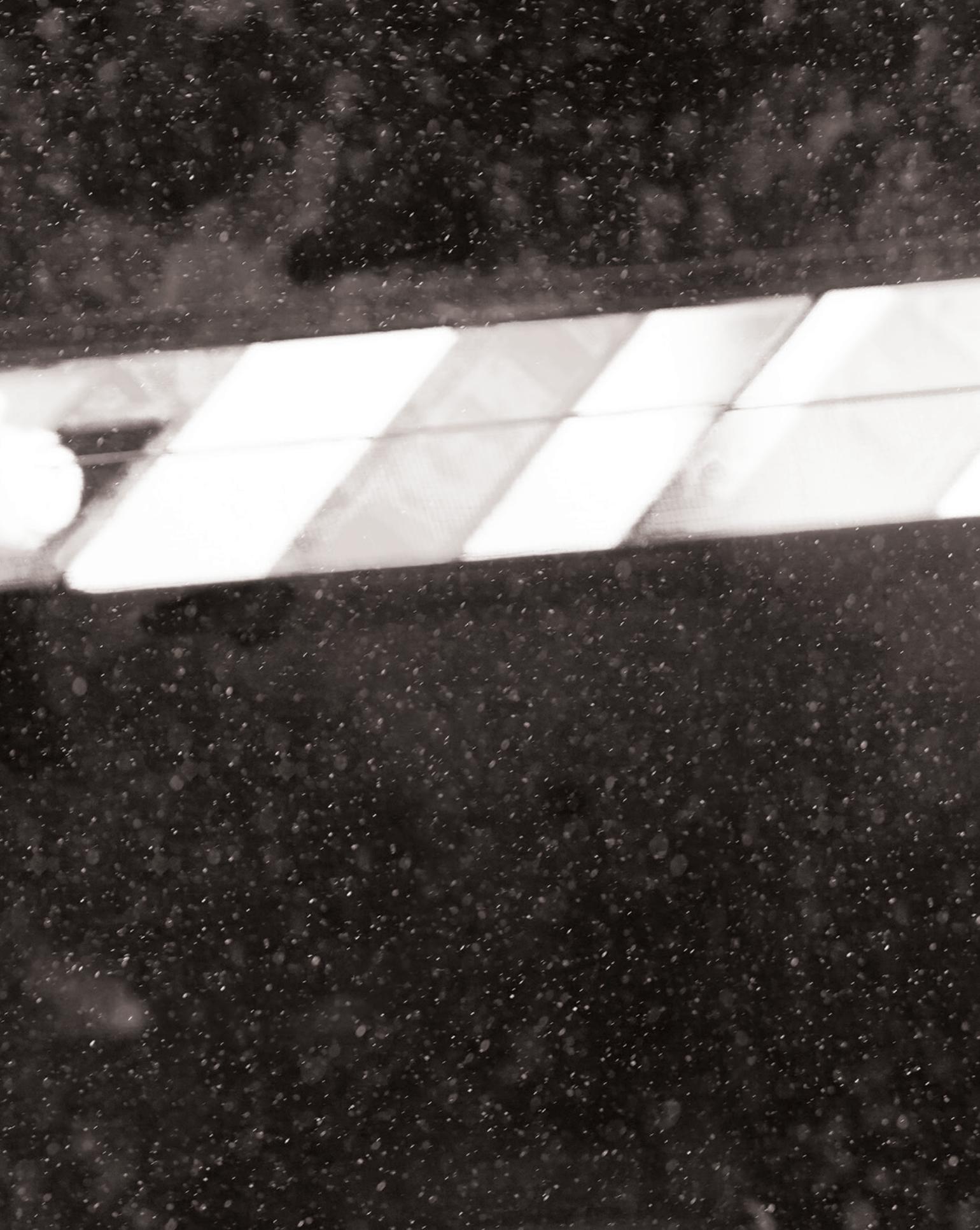
2019 TRIUMPH ROCKET 3 TFC

An all-new aluminum frame encompasses the big triple powerplant and uses the engine as a stressed member for mass optimization, also bringing the weight down by a significant 88 pounds. Also contributing to the weight drop, Triumph added a single-sided swing-arm, lighter engine components, carbon-fiber bodywork, and leaner braking components to help the Rocket 3 slim down on all fronts. The braking department is in tip-top shape with up-spec components in the form of Brembo Stylema calipers and Brembo Monoblock brakes, radial master cylinder, and MCS span, ratio-adjustable brake lever, and a matching clutch lever. All of it is enhanced by optimized cornering ABS and traction control. In terms of the suspension components, an adjustable 47mm inverted Showa cartridge fork and a fully adjustable Showa monoshock is fitted to the rear.

In the rider's cockpit, the displays and control units have been upgraded with the latest full-color TFT instruments adding immeasurable functionality; allowing riders to choose from two information layout themes as well as a personalized startup screen. There are four riding modes available on the screen: Road, Rain, Sport, and Rider-Configurable, allowing the pilot to adjust things depending on conditions or their personal preference. The Rocket 3 TFC also comes with cruise control, Triumph Shift Assist, and Hill Hold Control as standard features; Shift Assist allows for clutchless shifts, while Hill Hold stops the bike from rolling backward on an incline.

Only 750 of these mechanical masterpieces will be available worldwide with 225 of those units allotted to the North American market. Pricing is set to begin at \$29,000 and once they're sold out, they're sold out. But there will always be the next Triumph Factory Custom series model on the way...







LS2 RIDER
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