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THE PULSE

ISSUE TEN

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2019 HONDA CB300R

The glaring popularity of the Grom has encouraged Honda to go all-in in the small-displacement category, most recently with the 2019 Honda CB300R. Since 2011, Honda has sold over 50,000 250cc - 500cc sport models, which exclude the incredibly popular Grom model as well as a couple of other stablemates. The Japanese manufacturer is getting a massive return from the ramped up production of smaller displacement machines and their most likely receiving loyalty in return as it's likely that a lot of those buyers are purchasing their first bike. The CB300R is well revered for its accessible performance, low price point, and reliability.

2019 HONDA CB300R

The new CB300R is a complete rehaul of some of the previous iterations and just happens to share the 286cc single as the other 300 models. The aesthetics are based around the CB1000R and it features a sharp and forward design dubbed by Honda themselves as Neo Sports Cafe styling. It's a refreshing take on the smaller displacement motorcycles which regularly leave a lot to be desired in terms of looks as it lives up to the glitz and glamour of its Superbike counterpart in the style department.

The main difference in the CB300R comes with the new trellis frame which has reduced tube thickness and still uses the engine as a stressed member, although it's connected to a separate pivot plate used to mount the swingarm and shock. Honda set out to make the bike as light as possible and miraculously the non-ABS version tips the scales at just 313 lbs fully fueled, while the ABS version weighs 317 lbs. That's 35 lbs lighter than the previous iteration of the CB300F which is a massive difference when it comes to a motorbike and it's instantly noticeable when picking it up off the sidestand. An inverted 41 mm Showa fork is fitted to the front while an improved Showa shock is on the rear. A radial-mount brake caliper cooperates with a 296 mm brake disc featuring a wave design and no center hub. ABS is an option and Honda have also incorporated an IMU into the ABS in order to detect and mitigate rear wheel lift.

LS2 HELMETS

The 286cc DOHC single is mostly unchanged, although Honda says the intake was revised slightly for better airflow, resulting in improved acceleration performance. They borrowed the mill out of the CBR300R sportbike in order to power the CB and it produces a total of 30.1 hp and 20.2 lbs of torque with an immaculate 71 mpg consumption rating. Although it's a thumper and some vibrations are expected, the engineers attached a balancer in order to help tone down the shake and improve the longterm rideability and comfort, although it's being billed as a short-to-medium range motorcycle of sorts. It works well on the highway and can easily cruise in the 75mph to 80mph range, but it lives for the tight and twisty canyon roads and really shines around town. The short wheelbase, comfortable, upright riding position and light weight combine to create an extremely agile, fun ride. Power delivery is smooth and controlled, and the tighter the roads and the higher the revs the better!

The 2019 Honda CB300R is available in Chromosphere Red and Matte Gray Metallic in the United States for $4,649 and the ABS version is another three-hundred dollars more expensive at $4,949.

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.

LS2HELMETS.US

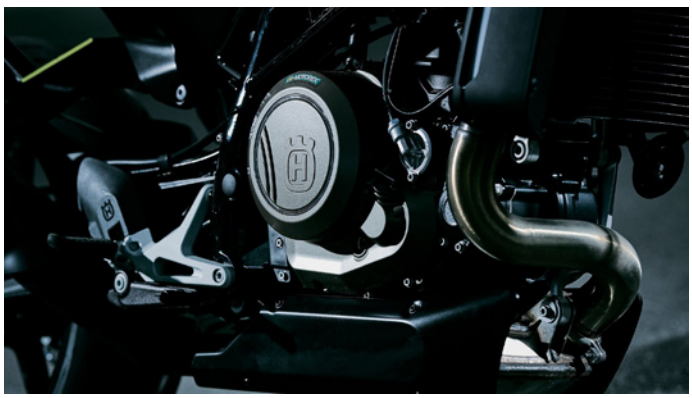
LS2 HELMETS

LS2 HELMETS

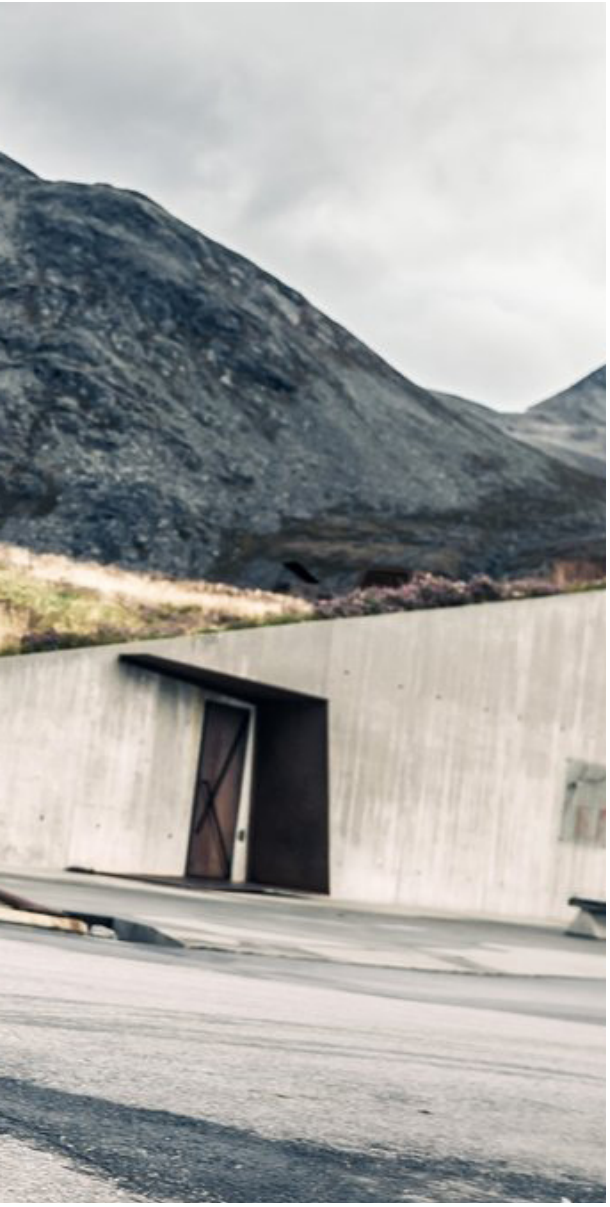
2019 HUSQVARNA SVARTPILEN 701

Husqvarna has been making quite the splash as of late and there's nothing in their stable quite as highly anticipated as the Svartpilen 701. The Swedish manufacturer made major headlines with the introduction of the Vitpilen and the Svartpilen, but the former is better suited for those that appreciate a forward design and café racer ergonomics. It's engineered to be simple, raw, and authentic while capturing some of the original spirit that is connected to the roots of motorcycling as a whole. It's flat-track inspired design exudes a timeless appeal and the powerful single-cylinder engine recaptures the excitement that first sparked a love for a ride on two wheels. Husqvarna claims that it's simple and progressive design are meant to be a paradox that challenges the status quo of motorcycling, pushing the envelope with both evolution and innovation.

LS2 HELMETS



2019 HUSQVARNA SVARTPILEN 701



The Svartpilen 701 elicited loads of excitement when it was released as a concept, but Husqvarna hopefuls can emit a sigh of relief that the production model is just as close to the jaw-dropping mockup as you can get. The intention of the bike was to strip away all the unnecessary gimmicks and create a simple, progressive mix of classic thinking and modern design. The lightweight, narrow bodywork is stylishly shaped into the Svartpilen 701's overall design and allows for seamless movement while riding. The design was inspired by the raw and timeless authenticity of the flat track scene, but brought it to life in a modern and progressive way. The seat uses high-quality materials that offer supreme comfort and durability despite the minimalist appearance that is seamlessly integrated into the tail of the motorcycle, seemingly floating above the rear wheel. The unique shape of the tank makes it easy for the rider to switch back and forth between riding positions and the black painted finish subtly accents the essence of the bike. It features a premium LED headlight which is integrated into the number style front panel, furthering the components derived from the world of flat tracking. Around the circumference is a daytime running light which aims to make the Svartpilen 701 visible in all conditions. The LED tail light is integrated within the sleek bodywork and together with the swingarm mounted license plate and turn signals, give the rear end a clean, uninterrupted look.

LS2 HELMETS

The Svartpilen 701 is powered by a modern 692.7cc liquid cooled, single-cylinder engine with a peak of 75 hp and 72 Nm of torque at 6750 rpm. The electronic fuel injection is operated by a ride-by-wire system and delivers immediate, sharp and refined power, controlled by the standard traction control system. Featuring some of the latest technical solutions, such as a standard up & down easy shift, this engine delivers exceptional ride-ability. The exhaust system features a steel pre-silencer, neatly concealed within the framework of the motorcycle, and a final silencer, proudly exposed and stylishly finished in black to compliment the overall design. The exhaust is designed to perfectly match the engine performance, as well as meet strict emissions regulations.

The stopping power comes down to a pair of hydraulic Brembo disk brake calipers which deliver confident braking performance in combination with 320 mm front and 240 mm rear perforated steel discs. Additionally, the

Svartpilen 701 is also fitted with a state-of-the-art BOSCH ABS system, ensuring the highest level of performance in varying conditions. It communicates with the pavement through two Pirelli MT60 RS tires which help to give the Svartpilen 701 a more rugged character, mounted on an 18" black cast alloy wheel at the front and an aesthetically identical 17" wheel on the back. The suspension is produced by WP and features upside down 43 mm forks with a split damping function on the front, while the rear features a mono-shock, connected via a linkage to the swing-arm -- and both are fully adjustable.

The bike will be available in the United States for $11,999 out of the showroom, putting it in the same territory as the Triumph Street Triple R and Ducati Monster 821.

2019
HUSQVARNA
SVARTPILEN
701

LS2

CHECKING IN WITH CHIZ

Kyle Chisholm has had a solid year so far throughout the opening stages of the 2019 Monster Energy Supercross season, working with the HEP Motorsports Suzuki team for the first time in addition to taking on the role as LS2 Helmet's flagship athlete in the United State's market. The 31-year-old veteran brings a lot of experience to the 450SX Class as one of the oldest competitors on any given Saturday night, but that doesn't make him any less of a threat on the racetrack. >>

He missed valuable preparation time in the offseason due to a knee injury that kept him off the bike for five months following the 2018 Lucas Oil Pro Motocross season, but despite the fact he's been playing catchup throughout the year, Chisholm is inching ever closer to breaking his way into the top ten. The 450SX class is potentially more stacked than it's ever been before and the unwavering consistency and progressive results from the LS2 backed rider have garnered some serious attention, but so have a couple of the more theatrical crashes he's been involved in. The Floridian has been involved in a couple of hard crashes that really put his Subverter MX470 through the paces and he's escaped with no concussions and even no lingering side effects, elevating his confidence that the helmet will do his job in the unfortunate event of an incident. The 2019 Monster Energy Supercross season is coming to a close and it's still unclear whether or not Chisholm will contest the Lucas Oil Pro Motocross series, but his speed has gradually improved from weekend to weekend and he's making positive strides towards the top ten. We caught up with Kyle to chat about how things have been progressing with the team, his thoughts on the Triple Crown format, and crash testing his LS2 Subverter MX470.

KYLE CHISHOLM

You're coming off of your best finish of the season at Houston, ending up thirteenth overall after the Triple Crown. You've steadily been getting closer to that top ten every race...

Yeah, I'm feeling good. Obviously, I wish it would go quicker and I'd get a top ten right away, but we're getting better. It's hard because I didn't really have much time before the season; I was off the bike for like five months with my knee injury last summer -- not that much time riding, not only that but also a new bike and a new team. I kind of knew I'd be not exactly where I'm capable of being and that it might take a little bit to get there. So that's why I said I just want to see where we're at and get better each week, you always wish it'd happen a little bit quicker but it's tough. There's a lot of good guys this year, we lost a few a couple of weeks ago, but for the most part everybody's been healthy for the whole season. The class is stacked with a lot of guys and its not an easy task even if I hadn't gotten hurt last year, because there's a lot of good riders. I'm just doing what I set out to do and kind of use it as a building season, just get better each week and improve. That's all I can really ask for. It's tough to make those big gains during the season, because you only get to ride two to three days per week and then we're racing again or traveling back and forth. It's hard to really make huge improvements from week to week, but I'm trying to make those small gains every week and little by little it will all add up.

Obviously its a new team, how's the progression been with them throughout the season?

Yeah, the whole HEP Suzuki team has been awesome. They kind of knew what to expect with my injury coming onboard this year and they're a new team; 2018 was their first year, so they're learning and building, getting better every week as well. So I've been getting better, the teams been getting better, and we've been working together on helping each other be better. That's all you can really ask for, ya know. That's all you can really ask for given the situation with them being a new team and me being new to the team. They've been awesome giving me the tools I need both on the track and off the track. We've been working together pretty well in all areas that we can improve on --- you know, it's me out there by myself on the track but there's a whole group of guys that makes it easier for me to do my job and help me to do my job. It's definitely an individual effort on the track but its an all-around team effort.

How's the condition of your knee been racing every weekend?

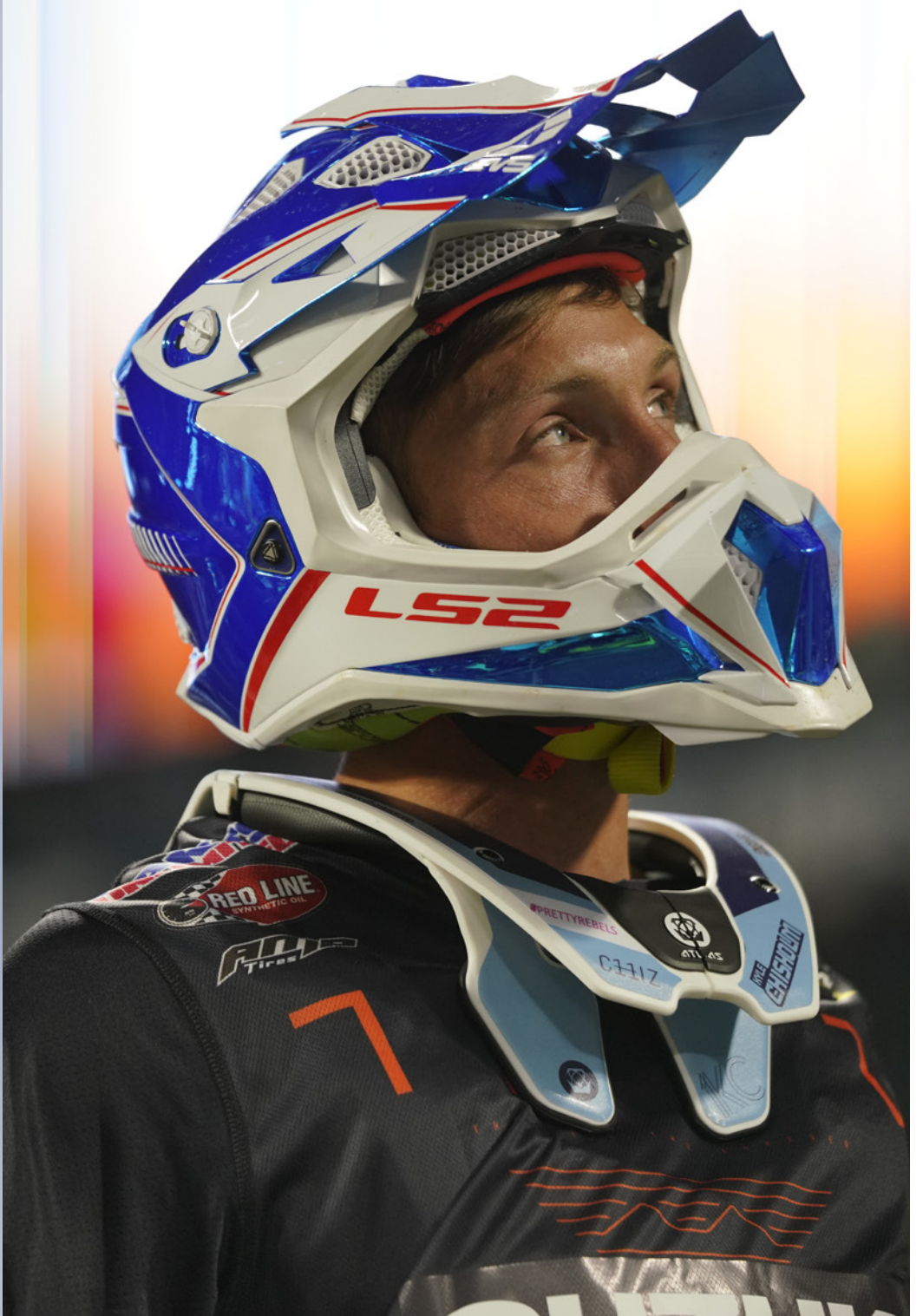
The knee that I had surgery on the past year -- when I started riding, maybe the first week or two, it was a little sore

LS2 MX470 //SUBVERTER

KROME GLORY

THE GAME HAS CHANGED

LS2 HELMETS



but that's to be expected. Since then its been really good, it's kind of more mental to trust it I guess I could say. As far as strength, stability, and healing -- I feel like it was pretty much 100% coming into the season. It's more just the aspect of trusting it when I'm racing with everybody and getting in the mindset where I'm not thinking about it anymore. Maybe it took a few races to get past that, but other than that it's been really good. Unfortunately, I've been through injuries a couple of times before this past year, so that's kind of a bad thing and a good thing because I knew how to handle it mentally and physically. I've been really happy with that and I wouldn't say that's held me back at all. I kind of banged up my other knee in Seattle a couple of weeks ago, but that one feels better. It was a little sore this past weekend but it's all good now, it was just kind of a bone bruise and nothing major, just sore. It's kind of a bummer that I have to deal with it for a couple of weeks, but it's kind of something that comes with what we do.

It's pretty impressive to bounce back and finish where you did after that gnarly multi-rider crash in Seattle. Could you walk us through that?

Yeah, I was like all the way on the left and we're just coming out of the second turn so everyone is close together. When we're in a rhythm lane like that it's always tough, it's like a split second decision if the guy in front of me is going to jump or not going to jump. If he jumps, then I have to jump because the other guy behind me might land on me or I might land on him if he doesn't jump. It's tough -- until you kind of race at that level in supercross, it's really tough to put into words the split-second decision that you have to make. I was all the way left and I did the one double and went to do the next one and Chad (Reed) was all the way to the right ahead of me -- with everyone around me I didn't even see that happening until I was already committed to the jump and I just saw a wave of bikes going

KYLE CHISHOLM

LS2 HELMETS

from right to left. I'm looking and thinking "Shoot, they're gonna be right under me when I land," and there was literally nothing I could do. So I landed on them, came to a stop, and went over the bars. I flew into the middle of the track and my first thought that someone was going to land on me, so I just got out of the way. I kind of went head-over-feet, flipping through the air, and when I hit the ground my first instinct was just to get out of the way. I got on my feet and took a couple of steps to get off the back of the jump, so someone didn't land on me and when I got up I could feel that my knee was hurtin'. It was a bummer deal, nothing I could do. I tried to finish the race and I was pretty sore, but I tried to finish and just evaluate things after the moto was over.

Was the Triple Crown format this past weekend a little tougher on your body following that crash than the regular schedule would have been?

We definitely do a little bit more riding in the Triple Crown, it's really intense racing the whole time. In one twenty minute race, you get about halfway and a lot of the riders start to settle in and spread out whereas the Triple Crown is shorter and everyone is really close the whole main event. So, there was more riding and every moto being close racing definitely made it a little bit tougher. But I know there's nothing really wrong and its just pain that I had to deal with, so I tried to block it out and just do the best I can and it turned out to be a pretty good weekend.

What do you think about the Triple Crown format in general?

I think it's cool that they changed it up and kind of did something different, but I hope they don't do any more Triple Crowns. I feel like three is enough, although it is cool to do something different. In terms of qualifying, I feel like I'm a better racer and not good at that one fast lap where there's maybe some other guys that can hang it out for one really good lap and get themselves into the main event, but maybe they're not the best when it comes time for the main event. It is what it is, it's the same for everybody and it's something that I can work on to be better at that one quick lap as well as doing consistent laps

throughout the main events. I think it's cool that they changed it up every now and then, but I prefer the normal schedule. I think it's cool that they switched it up a little bit to give us riders and the fans something different.

Obviously you never want to test the effectiveness of your helmet, but you've had a couple of circumstances out of your control this year where you've had to rely a lot on your LS2.

Yeah, I had the first turn crash at Anaheim II which was a pretty hard hit to my head and then Seattle wasn't the toughest, but I still landed on my head. Another one, I haven't actually seen any video of it, but the second race in Detroit of the Triple Crown main events, I had a pretty hard crash over the dragon's back. I missed the top whoop and went over the bars straight into the berm and unfortunately hit my head really hard. I had no problem and raced the last main event -- I didn't finish that main event 'cause my bike was kind of finished, it ripped my gas cap off and broke my gas tank; it was a pretty hard crash and I landed right on my head. That one had to be just as hard if not harder than the Anaheim crash. It's my first year in the LS2 and I never wanna hit my head as I said, but I've had two really hard ones at both Anaheim and Detroit and I'm so impressed. I think the video from the Anaheim one kind of speaks for itself, but to get up and just be totally fine does the helmet justice. It's crazy...I've hit my head a lot of times and as I hard as I hit it I couldn't believe that I didn't have a concussion and that I was able to continue racing no problem with no side effects even. It's a testament to the helmet and the technology in the helmet and just how good it is. I hope people take notice of that. It's obviously an awesome looking helmet, but it also does a really good job in the safety department. That's a big reason that I chose to be in it this year as well, so it definitely gives me some confidence knowing that if I do hit my head, I've pushed it to some pretty high limits this year a couple of times.

I HARD AS I HIT IT I COULDN'T BELIEVE THAT I DIDN'T HAVE A CONCUSSION AND THAT I WAS ABLE TO CONTINUE RACING NO PROBLEM WITH NO SIDE EFFECTS EVEN. IT'S A TESTAMENT TO THE HELMET AND THE TECHNOLOGY IN THE HELMET AND JUST HOW GOOD IT IS.

After San Diego, did you make the move back to your place in Florida and use that as your home base for the remainder of the season?

I actually went back after Detroit. I stayed an extra week or so out in California to be with the team a little bit more and do more testing and stuff like that. Basically, as the series went east I went back to Florida and I'm based there for the whole rest of the season. It's just easier -- it's my home base, the riding's good, the travel's easier, my family's all back there so it's nice to be back there. I definitely prefer it that way. It's where we're from, so it's home.

We've got a couple of new stops on the series coming up with Nashville and Denver. How do you feel about heading to some new cities and stadiums?

I'm excited, I've obviously been to Denver for the outdoors but we just fly into Denver and it's an outdoor race obviously so I've never been to the stadium. I've kind of been through Nashville before, but I've never raced there either. I'm excited to go to the new cities, I love traveling just in general so I'm looking forward to the new stadiums and maybe meeting some new fans. I'm definitely looking forward to it, Nashville seems like a cool city and we get to spend a little more time there. We're going Thursday evening and going home Sunday night, so we'll have some time to see the city a little bit and enjoy the experience of being there and hopefully have a good race.

LS2 HELMETS

2019 CAKE KALK&

There's a new major player in the electric motorcycle market out of Stockholm, Sweden by the name of CAKE. The company debuted in 2018 with the Kalk Limited Edition and the Kalk OR, but the new model is the first of the bunch that is fully street legal in both Europe and North America. The entire line of bikes draw massive influence from downhill and enduro mountain bikes, in both feel and handling, and the design considers the geometry, suspension, and components of both. The name Kalk originates from kalksten, the limestone bedrock of the Swedish island of Gotland, where CAKE's test grounds are located. The addition of the & to the name is symbolic of the next step in the evolution of Kalk and the continued development, offering the best of both worlds in both offroad exploration and daily commuting.

The 2019 Cake Kalk& may look similar to its predecessor on the outside but there have been quite a few changes under the hood, most notably a difference in gearing and an enhanced top speed in order to keep up with highway pacing. Each component on the unique machine has been developed from scratch just as each motorcycle is made-to-order, because mountain bike parts are too light and motorcycle parts are too heavy. The entirety of the motorcycle from the chassis and frame to the suspension components and drivetrain was engineered, designed, and manufactured for optimal performance.

LS2 HELMETS

It features a 51.8-volt, 2.6-kWh battery with a peak torque of 42Nm and a top speed of more than 60mph. There are three different ride modes on offer which are best suited for different occasions: explore, excite, and excel. The first mode is the standard setting for a routine commute or a lazy explorative journey, configured for the maximum range out of the battery. Excite is configured for enduro or active urban riding, finding a balance between both performance and battery life. Excel offers up the maximum torque and speed from the battery, encouraging the rider to push the bike to the limit whether it be on the trail or on a track, but as expected the battery life will suffer. In addition to the ride modes, there are also three different brake modes: free wheel, 2-stroke like, and 4-stroke like. All three different modes have varying degrees of electricity regeneration to the battery with the latter being the strongest. Once the battery is dead, it will take around two and a half hours to recharge it to the full capacity in a standard outlet.

The bike is fitted with Öhlins suspension on both the front and rear, featuring an air/oil sprung upside-down fork with 204mm of travel specifically developed by the Swedish suspension gurus. It features adjustability for high-speed and low-speed compression as well as low-speed rebound. The forks are equipped with Öhlins advanced 3 stage air springs with individual setup for ride heights and bottoming resistance. The rear of the bike features an Öhlins TTX22 with CAKE internals and specific spring, offering 205mm of travel. The stopping power stems from standard motorcycle brakes with four-piston calipers and 220mm/3.2mm stainless steel discs, operated by the traditional hand lever for the front and foot pedal for the rear.

KALK&

The display is simple and sleek, showcasing the usual information such as a speedometer, trip meter, odometer, and battery status/power usage. LED lights are fixed in the front and back on both the headlight, taillight, and turn signals, and they're also easily removable for off-road riding.

There's a limited selection of motorcycles available and they're made-to-order with deliveries beginning in the summer of 2019 on a first come, first serve basis. A deposit of $200 is necessary to get things started and a final payment of $13,800 brings the grand total to $14,000.

LOOK WHAT'S **TRENDING** NOW

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

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

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LS2 HELMETS

LS2 HELMETS

2019 FLY FREE SMART DESERT & SMART CLASSIC

Another new player in the electric motorcycle game, this time coming out of Long Beach, California: Fly Free Smart Motorcycles. There are not many options in the way of electric motorcycles on the U.S. market and Fly Free Smart is bringing two new models to the lineup, the Smart Desert and the Smart Classic. The Smart Old has also joined the lineup recently as the last of the three to be made public, but this review focuses on the two previously mentioned models.

The design of the Smart Desert was inspired by the scrambler-style bikes of the 1950s and 1960s, which were easily recognizable by their rugged nature and bare-bones appearance. In doing so, they've separated themselves from the modernized, somewhat futuristic appearance of the electric motorcycles that are coming onto the market by maintaining a certain amount of traditional, vintage charm. The Smart Classic presents itself with a similar aesthetic but pays homage to the cafe racers of the 1960s and is optimized for the street as opposed to the off-road nature of the Smart Desert.

LS2 HELMETS

The Smart Desert will supposedly be available in two models: an entry-level model which will carry a top speed of 40mph and a total range of 50 miles, and a high-performance model which will max out at 50mph with a total range of 100 miles. The Smart Classic's statistics are reflected in its street-centric approach, boasting a maximum speed of 50mph and a total range of 50 miles on one battery. The rider has the option of mounting either one or two batteries under the imitation gas tank, but it's worth noting that the bike will only achieve peak performance with both batteries mounted while a single battery will only allow for a top speed of 40mph, which is true for both models.

The batteries (made by LG) are rated for 700 cycles over their lifetime, draining down to around 70% of their original capacity throughout that time. As previously mentioned, the batteries are removable and will need to be charged on a 110v outlet, taking around 8 hours to complete a full charge.

2019 FLY FREE SMART DESERT & SMART CLASSIC

The Smart Classic features an LED display which shows the speed, battery charge, distance traveled, and temperature of the motor while the Smart Desert does not. Nonetheless, both bikes offer USB charging and an accompanying Android/IOS app for smartphone integration.

The Smart Classic features an X-shaped LED headlight and a horizontal LED tail light while the Desert features a similar setup, but the ergonomics are heavily varied. The Desert harbors a high reaching handlebar, long leather seat and a dual rear coil over suspension while the Classic has low slung handlebars and drop mirrors that facilitate in achieving the cafe racer aesthetic.

The Smart Desert will be available in a range of colors from red, camouflaged, gray, and beige while the Smart Classic is offered in brown with beige, red with dark gray, graphite with green, and beige with blue. Pre-orders are set to open in March of 2019 and the retail price of both bikes fits into the $6,000 to $7,000 range, but those who decide to pre-order will receive a significant discount to the tune of 35-40% depending on the model and accessories.

LS2
HELMETS
The
LS2 MX470 //SUBVERTER
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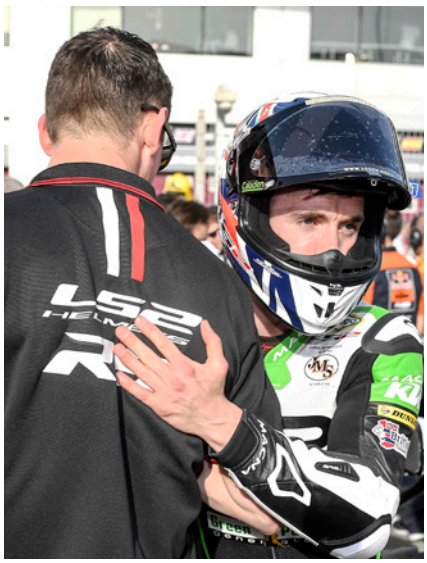
LS2 HELMETS

LS2 RIDER PROFILE

JOHN MCPHEE

John McPhee is a Scottish Grand Prix motorcycle racer who worked his way up through the ranks of the British 125GP Championship as well as the Spanish 125GP/Moto3 Championship. He graduated to the world stage in 2010 and 2011 and contested a couple of races as a wildcard, but he made a permanent home in the Moto3 World championship in late 2012 and continues to compete on one of the biggest stages of two-wheeled racing to this day. Over the course of the last seven seasons, McPhee has accumulated a total of 454 points in 113 starts, collecting a total of 7 podiums and 1 victory in the process.

At the beginning of 2012, the Scot contested three rounds as a wildcard rider with the Racing Steps Foundation KRP Honda team, but an injury to Alexis Masbou later in the season opened up a full-time opportunity on the Caretta Technology team as a replacement rider. Despite racing with a slightly underpowered Honda NSF250R engine at the time, McPhee managed to score a point in the fifteenth round of the season and remained hopeful for the next year on track. Throughout the next couple of seasons, the Honda rider inched closer and closer to the top ten and eventually broke through at the end of the 2013 season. In 2014, he managed to crack the top ten on six different occasions and finished a career-best 13th place in the overall points standings. One year later, his first podium finish came in a bizarre race at Indianapolis Motor Speedway which was considered a wet-to-dry race by the organizers. Strangely, the majority of the grid pitted at the end of the formation lap and changed their tire compound and the conditions and strategy favored the young Scot, earning his maiden podium in the World Championship. In 2016, the Saxoprint-RTG team switched to a relatively untested and unproven Peugeot which struggled to be competitive in dry conditions, although he showed his skillset in wet conditions. Throughout the season, McPhee managed a 7th place in Argentina, a 6th in Germany, and the first Grand Prix victory of his career in the Czech Republic, all in wet and challenging conditions. Unfortunately, the year ended with a scary crash in Australia when he finally found some competitive pace in dry conditions. The Scottish rider was running third in the race and looked poised to battle for the podium, but he lost the front end in the early stages of the race at a section of the track called Lukey Heights (a blind left-turning crest) and he was run over by a pair of riders that were unable to avoid him. The incident was severe enough to cause a red flag and McPhee was forced to miss the remainder of the Moto3 season, spending nearly two months in an Australian hospital recovering from a punctured lung, concussion, and broken thumb. In 2017, he had the most successful season of his Grand Prix career as he collected a total of 3 podiums and 1 pole position with the British Talent Honda Team, finishing in 7th place overall at the resolution of the championship. McPhee fell back out of the top ten overall standings in 2018, but he looks poised to return to the front of the pack in 2019 with the PETRONAS Sprinta Racing team.



The LS2 rider's pace has been good at the start of the new season, as exemplified by his fourth place qualifying on the second row of the grid at the Grand Prix of Qatar. McPhee was immediately challenged after a difficult start to the race where he dropped out of the points-paying positions, but he remained undeterred and made gradual progress with each and every lap, eventually finishing in 13th place at the finish line. He had the speed to battle within the top ten and had advanced as far as 8th place at one point in the race, but a small technical problem hindered his progress as he was down on top speed compared to the rest of the bikes. McPhee bounced back for the second round of action at the Grand Prix of Argentina and demonstrated race winning pace in the introductory phases of practice, topping the timesheets at the end of day one. The PETRONAS Sprinta Racing backed rider made it through Q1 for the second consecutive race and ended up qualifying in 11th place on the grid, but he demonstrated race winning potential by clocking the fastest time in the morning warmup on Sunday. The Scot was in the battle for the top ten throughout the opening laps and worked his way up to the lead briefly, but the hectic nature of the Moto3 World Championship dropped him down the order. Contact with another rider damaged his back brake and he didn't realize the problem until it was too late, crashing in the penultimate corner. He was able to remount his bike and finish in 21st position, but he'll undoubtedly be fired up for a return to the top ten as the third round of the season gets underway at Circuit of the Americas in Austin, Texas.

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LS2 HELMETS

2019 HARLEY DAVIDSON ULTRA LIMITED

The 2019 Harley Davidson Ultra Limited remains relatively unchanged this year and it's no wonder why as it represents the pinnacle of the Milwaukee manufacturer's non-CVO tourbike lineup. It comes with all the amenities that you'd expect as well as the largest, most powerful powerplant to ever grace the full-dresser category. The Ultra, as its name suggests, comes jam-packed with the full range of comfort-related upgrades and therefore reinforces its position at the top of the tourbike category.

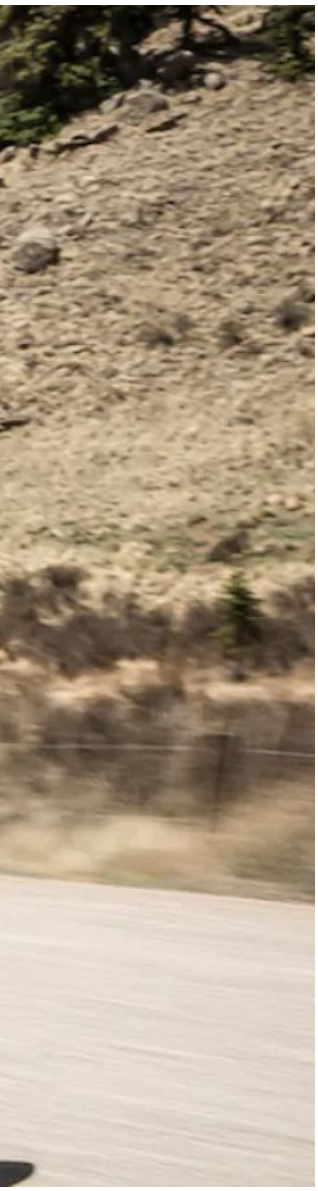
The bike exudes classic style and embodies a visual weight and boldness that can only be found in the FLH/FLHT family line. The traditional style is represented in the full-length front fender and chrome fender skirt, emblazoned with a scripted model badge. The LED lighting does the job and then some and is standard across the board, including turn signals on the front and rear. Hard bags join the top case to provide an overall cargo capacity of 4.7 cubic-feet; plenty for dry storage or an elongated road trip across the

LS2 HELMETS

country. Harley's Splitstream technology is evident in their relatively new Batwing fairing and it allows for much better penetration through dirty air. In addition, it features stock hand warmers with six various levels of comfort.

The new Boom! Box GTS infotainment system rocks a 6.5-inch, color Thin-Film Transistor touchscreen that responds to tap/drag/squeeze inputs, even with gloved fingers. There's a pair of speakers in the front fairing and another pair in the Tourpak with speed-sensitive volume adjustment that lowers the output when you come to a stop, and cranks it back up when you get going again. A Bluetooth wireless connection networks the system with your helmet and cellphone for hands-free operation.

The frame of the Harley Davidson Ultra Limited falls under the typical "FL" layout that relies on a heavy, strong, backbone with double downtubes and a double cradle to finish out the standing rigging and fully support the engine. The suspension has been updated to a pair of unadjustable Showa Dual Bending Valve fork tubes up front. On the backend, an emulsion shock delivers a cushy ride with the obligatory preload adjustment, operable by an incredibly accessible handwheel in order to account for a change of loads on the rear end. Harley's Reflex Linked-Brake System is in full effect and electronically distributes brake pressure in order to increase overall stability, in addition to ABS for preventing brake lock. Dunlop carcasses are fitted to a fat 130/80-17 up front and a 180/65-16 out



back, and those figures fit well with the classic-stock aesthetic. The stopping power comes from 300 mm Brembo discs both front and rear.

The powerplant has been slightly upgraded on the Ultra this year with the Twin-Cooled Milwaukee-Eight 114. Bore and stroke measure at 102 mm and 114 mm, respectively, for a total displacement of 1,868cc (114 cubic-inches) and a brand-typical, long-stroke ratio. It produces a total of 122 lbs-ft of torque at around 3,000 rpm and features fantastic roll-on acceleration no matter the gear.

2019 HARLEY DAVIDSON ULTRA LIMITED

2019 ROYAL ENFIELD HIMALAYAN

The all-new 2019 Royal Enfield Himalayan is being marketed as the "only motorcycle that you will ever need." Although that's obviously a bit of an overstatement, it is rooted in truth and wholly encapsulates the essence of the machine in its true form. The single-cylinder adventure bike is manufactured by Indian and is one of the most affordable motorcycles on the entire market, offering a displacement advantage to its regular competitors in the same affordable price range -- but that doesn't make it outright fast. It's claimed to put out less than 24.5hp and the bike weighs nearly as much as a 600cc supersport machine, meaning that it's not the fastest from a standing start, but it still gets the job done. The mission statement of the motorcycle is to create something that is capable of conquering the Himalayan mountain range, no matter your skill level.

LS2 HELMETS

The aesthetics of the bike capture the ideology that Royal Enfield attempted to portray in its design -- it has rugged features that find a balance between a fully bagged adventure bike and a bare-bones dual-sport. The ergonomics and riding position help to further enforce its dirt focus, but there's a lack of expensive plastic and attack-oriented angles. The design is carefully pieced together and the build quality is an improvement over recent Royal Enfield models, putting the innards of the machine on proud display instead of hiding them with a plethora of plastics and panels, which also helps the accessibility factor. The 31-inch seat height makes the bike far more accessible than most entry-level dual-sports and really hammers home the "accessible fun" objective that the manufacturer is aiming to achieve. There are two racks up front that also serve as tank guards, a rear luggage rack, another near the swingarm, and a small bash plate.

The drivetrain features an all-new, air-cooled, carbureted 410cc single-cylinder UCE engine fitted inside an all-new frame, utilizing newly crafted and newly designed parts that create separation from anything that Royal Enfield has designed beforehand. As previously mentioned, the bike outputs a claimed 24.5hp at 6,500rpm and 23lb-ft of torque at 4,500rpm -- and all of the power is transmitted through a five-speed transmission. The new 410LE motor has no problem climbing the revs comfortably and oftentimes will bounce off the limiter due to the lack of outright power, but it still manages to maintain a smooth delivery. It's all very intuitive and comfortable to ride and lacks any uncomfortable vibration at highway speeds from the cockpit and it features a light clutch that allows for smooth shifting and an easy pull.

CHALLENGER GT

FLEX

ASK A MOTORCYCLIST ABOUT THE "BEST HELMET" IN THE WORLD, AND INVARIABLY YOU WILL HEAR A VERY SHORT LIST OF NAMES. THIS IS AN ELITE CLUB THAT IS THE DREAM OF EVERY BRAND IN THE WORLD. IT IS A CHALLENGE WORTHY OF THE FIGHT AND LS2 HAS ENTERED THE ARENA. WE ARE PROUD TO INTRODUCE THE CHALLENGER. FIT. FINISH. FUNCTION. PERFORMANCE. OUR ADVANCED DESIGN TAKES THE LESSONS FROM THE PAST AND ADDS THE TECHNOLOGY OF THE FUTURE. THE CHALLENGER WILL FACE THE COMPETITION HEAD-TO-HEAD AND FEATURE-FOR-FEATURE.

BOLD. UNAFRAID. THE GAME HAS CHANGED.

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2019 ROYAL ENFIELD HIMALAYAN

The suspension is made up of a 41mm fork up front with an adjustable monoshock in the rear, allowing the rider to slightly modify preload, and both offer 8.6-inches of travel before bottoming out. The front wheel is a 21-inch diameter radial with a 17-inch counterpart in the back. The aforementioned components were chosen with both on-road and off-road usage in mind, aiming to find the best of both worlds in the process. The stopping power comes from a twin-piston floating caliper clamping a 300mm disc on the front, and a single piston floating caliper clamping a 240mm disc on the rear. The tires are a relatively unknown brand called CEAT, but the United States import will feature a more popular brand for the American market.

One of the most alluring parts of the Royal Enfield Himalayan is the price point which will be somewhere between $4,000 and $5,000 dollars on the U.S. market which is a massive bang for your buck when you consider the versatility of the bike.

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