

ROAD RACING . DRAG RACING . STUNT RIDING

CUSTOM BIKES . MOTO TECH

JULY 2015 VOL 5 ISSUE 10

SPORTBIKES INC™

Yoo Doo
CUSTOM MOTORCYCLE COMPONENTS

VOODOO'S RESURRECTED 1999 SUZUKI HAYABUSA

RICKEY GADSON: LINES OF A LEGEND | FLASHBACK: OLD BRIDGE TOWNSHIP RACEWAY PARK |
WILL TORRES: STAGED | 1 STOP SPEED'S 2013 HAYABUSA | GETTING THE PICTURE



Unprecedented technical excellence meets the pinnacle of design and performance in the new Ducati 1299 Panigale S. With its new 205 horsepower Superquadro engine, cutting-edge engine management system, Öhlins Smart EC semi-active suspension, Bosch inertial platform and new Ducati Quick Shift that allows for both clutchless upshifts and downshifts, this new Ducati Superbike is far ahead of the curve, empowering you to confidently power through it.



THE FEATURES

THE SHOW: VOODOO'S RESURRECTION >> **18**



LINES OF A LEGEND: TRIBUTE >> **62**



FLASHBACK: OLD BRIDGE TOWNSHIP RACEWAY PARK >> **66**



WILL TORRES: STAGED >> **70**



1 STOP SPEED'S 2013 HAYABUSA >> **72**



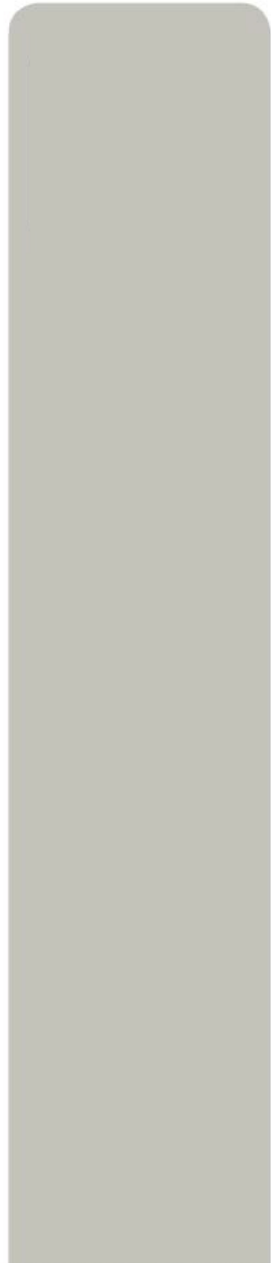
GETTING THE PICTURE >> **78**





THE USUALS

- 14 THE PRESS ROOM
- 18 THE SHOW - VOODOO'S RESURRECTION
- 32 THE GRID NEWS
- 32 MOTOGP WITH B.T. - By B.T.
- 46 THE ROCKET - By James Rispoli
- 52 TURN ONE - By Sandra Stammova
- 62 LINES OF A LEGEND - By Rickey Gadson
- 102 THE MAIN POINTS - By Dena Sodano
- 112 FEATURED CLUB - LADY RYDERZ M.C.
- 114 THE LION'S DEN - By Lion James
- 120 FEATURED RIDERS
- 126 IMPROVE YOUR SKILLS - By Eric Wood
- 130 DIRTY LITTLE SECRETS - By Billy Morrison
- 136 THE NEW ISH
- 142 STAFF STUFF



FEATURED RIDER: TYLER MATEN

PAGE 122

FEATURE STORY





VOODOO'S RESURRECTED

1999 SUZUKI HAYABUSA



ALLIANCE
CRYSMATIC



WORLDSTANDARD FOGFREE PROSHIELD HYDRADRY PROLOCK

AVAILABLE IN BLUE, HI-VIZ, GREEN, OR PINK // XS-3X //

PARTS UNLIMITED PARTS CANADA PARTS EUROPE

ICON



MAJESTY

ALLIANCE HELMET

No matter what time it is where you're at,
it's always 4:20 somewhere.

BLACK // XS-3X //

PARTS UNLIMITED PARTS CANADA PARTS EUROPE

iicon

EDITOR'S LETTER

I laugh when I hear someone discredit NASCAR racing. The argument attempting to be made that there is no skill involved and that it is not a sport since the car is driven in one direction around an oval. I laugh even harder when someone has the same feelings toward drag racing. The sentiment being that it is easy or simple to go very fast in a straight for a short distance.

As evolved and as educated as we have become as a global community, I still come across these attitudes on the regular. And I reply to these attitudes the same way every time... "You don't know what the hell you are talking about!"

The reality is that there is a tremendous amount of skill involved in these disciplines. In NASCAR, they may only be making left turns but consider the speed and close proximity to other cars as they do so. In drag racing, perhaps the fastest form of motorsports racing... Reaction and timing is everything. You can be on the biggest and fastest bike but if your reaction time is not on point... You will never take a win. You may never make it off the line. Drag racing is a discipline that requires a dynamic skill set that must be nurtured and developed.

My follow up question to those uninformed individuals usually is an inquiry as to whether they, themselves have ever drag raced. Their answer is almost always, "No." And that is perhaps the root of their narrow minded thinking. They've never tried it so they can

only assume that it is easy because Rickey Gadson makes it look effortless. And Rickey does make it look effortless. But that is a result of decades of Rickey putting in legit seat time, winning multiple championships, developing his technique and skill so that when he lines up at the tree... his reaction time is just as dialed in as his breathing.

The next time that you watch road racing, pay close attention to the start of the race and how many of the riders drag race down the start straight to the first turn. Better yet, watch the qualifying sessions and note how many riders practice their starts on the front straight. It is no coincidence that they all look like drag racers. In fact, a large number of them have trained with Rickey to help them get their start game on point.

Best,
Allan

BMW Motorrad
USA



The Ultimate
Riding Machine®

**FOCUS. SPEED.
POWER.
LET'S DANCE.**

MAKE LIFE A RIDE.

Whatever you do, throw yourself into it.
Give it your all. It's the only way to go
farther than you ever thought possible.



FOR THE RIDE



The World's Best Motorcycle Oils



THE PRESS ROOM

SBI'S 2015 BMW S1000RR

Earlier this month, SBI took delivery of our long term 2015 BMW S1000RR. We will be testing and reviewing the bike for the next several months, offering our thoughts and expert opinion. From the first initial miles, it definitely offers a high level of handling and is very smooth. It features a comfortable riding position that makes it rider

friendly but gives the advanced rider the aggressive ergonomics right from the factory. The bars and dash are loaded with buttons and options for your liking, possible distractions to the less focused but very easy to set it and forget it so you can get on with the riding at hand. Stay tuned as we put the 2015 BMW S1000RR through her paces.



THE TRIUMPH VISA PLATINUM CREDIT CARD

Triumph has teamed up with the Evergreen Bank Group to offer The Triumph Visa Platinum Credit Card. The card has a rewards type feature that gives points to the user that are redeemable for merchandise, electronics, travel and \$100.00 Triumph vouchers.





HONDA CONFIRMS THE LIMITED PRODUCTION OF THE RC213V-S

Kawasaki

In preparation for their 50th anniversary, Kawasaki has released their new corporate visual identity. A modernized take on the brand's established color way, the new logo features a white lettering on a black background with Kawasaki lime green stripes.

The Kawasaki dealership will begin implementing the new branding immediately with the goal of a complete transition before year's end. Kawasaki's 50th anniversary in the US

THE CUSTOM INDIAN "BLACK BULLET" SCOUT

Indian Motorcycles has released images of the new custom Scout built by Jeb Scolman. Scolman, who also built the Spirit of Munro that was built to celebrate the launch of the 2014 Thunderstroke 111, was given a 1200cc Scout engine and was then released into the artistic wild. With notable nods to the motorcycle designs of the 1950's and 1960's, dubbed the "Black Bullet", the machine displays Scolman's affinity for minimalist design with a hot rod flare. Beyond the aesthetics, the bike's fork mounted bullet like fairing serves as a wind cutter for land speed machines. And it looks like the Black Bullet will be making an appearance at the Salt Flats at some time in the very near future. Until then, the Black Bullet will be on display at the 75th Sturgis Motorcycle Rally from July 31st to August 8th at the Indian display





SCORPION EXHAUSTS UNVEILS NEW SLIP ONS FOR THE DUCATI SCRAMBLER

Scorpion Exhausts has manufactured a new performance slip on for the 2015 Ducati Scrambler. Available in three finishes, Carbon Fiber, Satin Titanium and Stainless Steel...



TRIUMPH TO AUCTION OFF THE SCRAMBLER THAT WAS FEATURED IN JURASSIC WORLD

A total of three Triumph Scramblers were built for Chris Pratt's character, Jim Preston, to ride in the summer movie, Jurassic World. One was presented as a gift to Pratt after filming wrapped; one is on display at Triumph's UK

office. The remaining bike will be put up for auction on eBay. Going to the highest bidder, the proceeds will be donated to Triumph's fundraising partner, The Distinguished Gentlemen's Ride.



INNOVATIVE EQUIPMENT

LIFETIME WARRANTY



HYDRATION COMPATIBLE

**BLADDER KIT // SOLD SEPARATELY*

AK TROOPER PACK

AVAILABLE IN BLACK, WHITE, & HI-VIS //

The Trooper was designed for, well, anything and everything you can imagine. It's big. It's tough. It's perfect. Of course, it includes interior and exterior pockets, tie-downs, the expected fittings and adjustments, a special laptop/tablet pocket and hydration compatible. Not to mention, a place for first aid, a place for eyewear and the ability to secure your helmet to the back. You're going to quit before the trooper even gets close.

 **AMERICAN KARGO®**



VOODOO'S RESURRECTED

1999 SUZUKI HAYABUSA



WORDS: ALLAN LANE
IMAGES: JESSE GORDON



THE SHOW: VODOO'S RESURRECTED

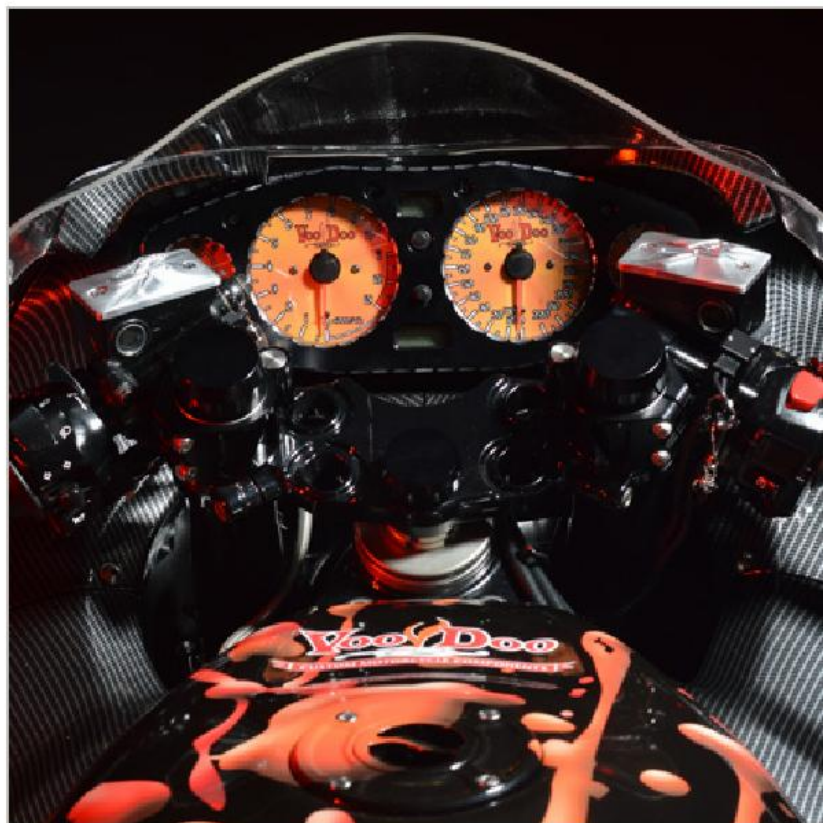




The act of resurrection is mostly reserved for discussions of all things legend or faith. Bringing something back from the grips of death, breathing new life into an entity is an uncanny act akin to a miracle. So what happens when one of the best custom bike builders in the world gets his hands on a 1999 Suzuki Hayabusa that was an abandoned parts bike that sat over two years after it had racked up almost 60,000 miles? You have yourself an old fashioned, straight up resurrection.

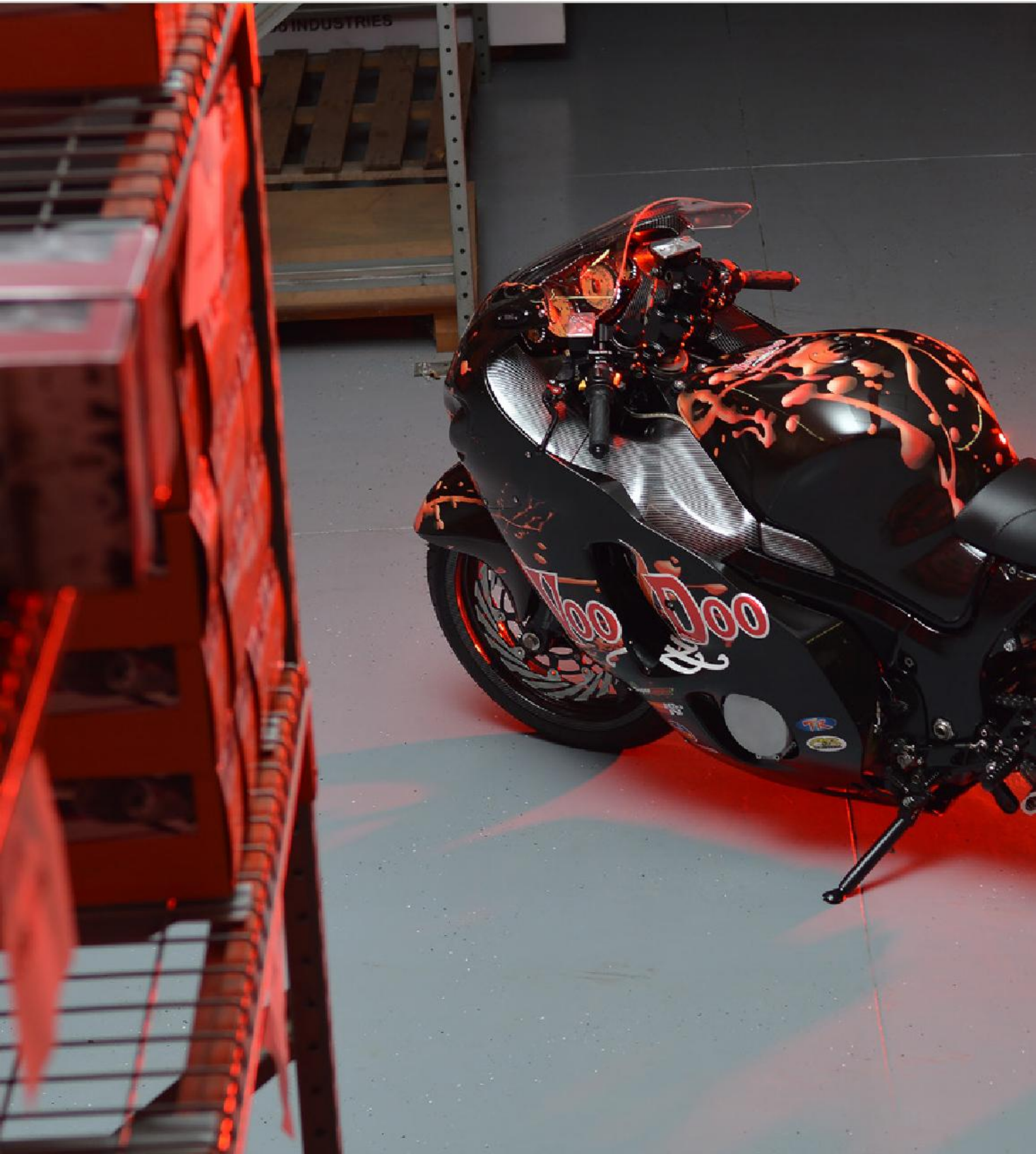
Robert Uecker and his team at Voodoo Custom Motorcycle Components took delivery of the 1999 Busa and literally revived it. The engine wasn't running, no thanks to bad crank rods. Wooden screws were holding whatever was left of the rattle can painted damaged fairings as they barely dangled from the scratched and dented frame. Robert recalls how the stock wheels were shaped like eggs. Alas, he is a man of vision. Where some would stop at what the bike was, Robert saw what it could be... A drag racing bike when it was time to do the business and a custom show bike when it was time to win the trophies. He would rework the engine. The fairing would be replaced. The individual components would be replaced, upgraded and improved upon down to the last detail. This would go far beyond a revitalization or a revamping. This was going to be taking something that was dead and making it alive in a manner that it never was.

Robert reached out to his distributors and began to compile components that, when all was said and done would showcase what they had to offer in terms of performance parts. Tucker Rocky, Western Powersports, Yana Shiki, C and S Custom, K and N Filters, Garwood Custom Cycles and Supersprox assisted with bits that were going to elevate the bike beyond what it was in its previous life. Think about it...





THE SHOW: VOODOO'S RESURRECTED







THE SHOW: VOODOO'S RESURRECTED

Voodoo's goal was to take a dead Busa and give it more than a second chance at life. It needed to be more than a simple cosmetic makeover. The bike had to perform. And so the work began.

The egg shaped wheels were replaced with carbon fiber hydro dipped stock wheels from a 2010 Yamaha R1. Comparable in fit to the 1999 through 2007 Hayabusa but lighter in weight. The rear wheel was widened to 18 inches by 8.5 inches and fitted to a C and S Custom 10 inch over 240 swingarm. The bad crank rods were replaced and the engine was freshened up by the team over at the Bike Shop. To assist the engine, a 30 shot of nitrous was installed to boost the power when it was needed. Voodoo's signature Sidewinder Exhaust was fitted for sound, performance and looks, working in harmony with the K and N Air filter and modified air box.

The tail end of the bike was enhanced by a 2007 Suzuki GSXR 1000 tail section. This has become a popular modification for the Busa since it cleans up the back end and gives an intimidating look. Other modifications that were included were done so with the competitive drag racer in mind. Items like custom fitted race gauges, a dead man switch, a relocated ignition switch and a single side front brake conversion. The paint, powder coating and wrapping were completed by Bodacious Paintworks, SpeedPro Imaging and NorthCoast Powdercoat giving the bike that professional appearance that equals the sum of its parts. While it remains unseen what the aptly titled "The Resurrected" can clock in the quarter mile, having seen the other side of death... There doesn't seem to exist a challenge that it's not built for.







THE SHOW: VOODOO'S RESURRECTED





VOODOO CUSTOM MOTORCYCLE COMPONENTS "RESURRECTED" 1999 Suzuki Hayabusa

Engine: Power Commander V with Autotune, K&N Air Filter, K&N Oil Filter, VooDoo PAIR Valve Eliminator Kit, Modified Airbox.

Brakes: Single Caliper Conversion with Yana Shiki Wave Rotor, Gold Fren Performance Brake Pads, Yana Shiki Steel Braided Lines.

Exhaust: VooDoo Sidewinder Exhaust.

Suspension: 2010 Hayabusa Rear Shock, Race Tech Fork Springs, SV650 Lowering Links.

Swingarm: C&S Customs 10" Over, NOS Mount, Swingarm Spools, Shark Style Chainguard.

Wheels: Carbon Fiber Hydro Dipped Modified OEM 2010 Yamaha R1 Wheels.

Tires: Shinko Tires

Custom/One Off Accessories: VooDoo Clip Ons, Voodoo GP Shift Rearssets, 2007 GSXR 1000 Tail Conversion, Street Fighters by Design Headlight Filler Panel, Single LED Projector Headlight, Street Racer Parts Gauges, Garwood Custom Cycles NOS System, Deadman Switch, Total Performance Cycles Front Axle Conversion, Yana Shiki Body Kit, Yana Shiki Solo Cap, Yana Shiki Windscreen.

Builder: Voodoo Custom Motorcycle Components.

Paint/Wrap/Powdercoat: Bodacious Paintworks, SpeedPro Imaging, NorthCoast Powdercoat.

Owner: Voodoo Custom Motorcycle Components. 📞



THE SHOW: VOODOO'S RESURRECTED



VooDoo INDUSTRIES

Super-Duplex

KE-N

MC

W

T

VooDoo





WAYNE RAINEY TO BE HONORED AS AN AMA HALL OF FAME LEGEND



Wayne Rainey will be honored as an American Motorcyclist Association Motorcycle Hall of Fame Legend this October at the AMA Motorcycle Hall of Fame Induction Ceremony. The ceremony will be held during the 2015 American International Motorcycle Expo in Orlando, FL. Rainey is a three time 500cc GP World Champion and a two time AMA Superbike Champion. Currently, Rainey is the president of MotoAmerica.

FORWARD RACING TO SIT OUT THE REDBULL INDY GRAND PRIX

Giovanni Cuzari, the owner and director of the Forward Racing team was arrested on allegations of money laundering and as a result, both the Moto2 and the MotoGP teams will not be in attendance for the Indianapolis RedBull Grand Prix. The teams are restructuring their financials so they can finish out the 2015 season. Unfortunately, this means that riders Loris Baz, Stefan Bradl, Simone Corsi and Lorenzo Baldassarri will miss the final U.S. round. They do plan on returning to race action on August 16 at Brno.





MOTOAMERICA MOURNS THE LOSS OF BERNAT MARTINEZ AND DANIEL RIVAS FERNANDEZ.



In a tragic, multi bike accident that happened on the first lap of the second Superbike/ Superstock 1000 race at Mazda Raceway Laguna Seca, two riders succumbed to their injuries and passed away. Bernat Martinez (35) and Daniel Rivas Fernandez (27), both from Spain were both transported from the raceway

to local hospitals where their injuries were too much for them to maintain.

The entire staff and family of SBI sends our condolences to the families of Bernat Martinez and Daniel Rivas Fernandez and the entire Racing Community.

PRAMAC ANNOUNCED AS THE TITLE SPONSOR OF THE 2015 AUSTRALIAN GP

Dorna and Pramac have agreed to a one year deal for Pramac to serve as the title sponsor for the upcoming Australian grand prix. The race will take place at the Phillip Island Circuit, October 16 through 18. The race will officially be titled as the Pramac Australian Motorcycle Grand Prix. In 2008, Pramac was the title sponsor of the Chinese Grand Prix. They sponsor the Shell Advance Asia Talent Cup and have sponsored the Pramac Racing Team since 2002.





THE VICTORY ISLE OF MAN TT PODIUM BIKE WAS STOLEN... THEN RECOVERED

The Victory Electric Bike that podiumed at this year's Zero TT Race was stolen from Brammo's company headquarters in Talent, OR on July 17. The bike was on display at Brammo having just returned from its historic podium finish in the 2015 Isle of Man Zero TT Race, piloted by Lee Johnston.

After a heavy social media campaign that was initiated by Victory, the bike was quickly recovered by the Talent Police Department the following Sunday night after a warrant was issued and served for a rental residence and the bike was recovered. The condition of the bike included damaged bodywork and a removed rear wheel. Two individuals were taken into custody. The main suspect has a long history of run ins with the



police and told the department that he had planned on stripping the bike down to sell the parts. How the bike was stolen from the headquarters of Brammo is still unknown. It should be noted that no current or former employees have been implicated in the theft of the motorcycle.

MARCO MELANDRI REPLACED BY MICHAEL LAVERTY FOR APRILIA RACING

Aprilia Racing and Marco Melandri have parted ways effective immediately. Replacing Melandri will be Michael Laverty who will line up on the grid beginning at the German GP. While no official reason has been given, Melandri had yet to score any points after eight rounds of the 2015 season. Laverty is returning to MotoGP action after competing most recently in the British Superbike Series for Tyco BMW. 🏁



RED BULL INDIANAPOLIS GP™ // AUGUST 7-9

MOTORCYCLES EVERYWHERE



- LET'S ROLL -



**FOR A SPECIAL TICKET PACKAGE OFFER:
EARLY ENTRY PIT PASS, 50% OFF TRACK LAP AND MERCHANDISE COUPON**

MOTOGP WITH B.T.

WORDS: B.T.

When I travel overseas to follow the spectacle that is MotoGP, I always notice two things: 1) How insane I am to not plan better, which results in me cursing, “why doesn’t anyone speak English in this country?”, regardless of the fact that it is “their” country, and they speak the native tongue and be damned to foreigners and 2) The passion of our European neighbors for motorcycle racing.

My recent travels took me to “The Cathedral of Racing”, Assen, located in the Netherlands. On TV, they described the people as being passionate about their racing and it always seemed that way on “the telly” so I was curious to see if it was true or just something the commentators said to make it sound good! You know, like a used car salesman does a ‘93 Skylark. C’mon man, it’s a Skylark!

But having witnessed it first hand, this is not some “sales job” by commentators or “TV magic”. The Dutch do MotoGP racing well!

I’ll start with the racing. From the start of Moto3 Qualifying, the stands were full; 90,000 plus people watching Moto3 qualifying. I guess they read my articles on how great the racing is and to that I say “Danke”.

Everywhere you looked, the stands were full of MotoGP race fans who knew their racing and appreciated it in a way I could only dream Americans would. Put it this way, the stands were still partially full for the Red Bull Rookies Cup, granted a fellow countryman was riding but still, you could feel that passion and it was



definitely contagious as I rooted for the Dutch rider! Hey, when in Rome, well in this case, Holland, go with the locals.

Race day was treated as I say all race days should be, as something special. My commute to the track was well over two hours because I’m not smart, but along the drive, I saw motorcycle after motorcycle riding in groups of five, sometimes ten deep and the greatest thing about this was they were geared up properly;

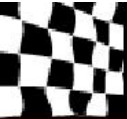


head to toe full leathers, helmet, gloves, the proper shoes. Unlike Americans, who'll ride in shorts, flip flops, etc. The Dutch rode the right way and it was refreshing for someone like me to witness. I even got directions from a guy I'll call "Fat a tino Rossi". He looked the part of a MotoGP racer in every way possible except for the gut.

The only drawback to this passion was everybody went to the races which meant traffic

galore. I left for the track thinking I would have an hour to spare. I missed almost all of the warm ups! But as I like to say, "That's a good problem to have!"

I will spare you my broken record of how Moto3 is the best racing of the three classes as it continued to be. Watching a MOTO3 race is like watching a M. Night Shyamalan movie; you never know what's going to happen but



THE GRID: **MOTOGP** WITH B.T.



JOHANN ZARCO



DANNY KENT



LOUIS SALOM



DANNY KENT





you know it's gonna be good at the end. This race was no different as Miguel Oliveira made it two victories on the season and Danny Kent extended his lead in the Championship.

Moto2 is proving to be Johann Zarco's playground as he traded bangin' fairings with Tito Rabat and notched another victory on the season but more importantly, doing a victory backflip with wooden shoes on, not an easy task, so kudos to him.

What we all wanted to see was the Master class, the big boys! And they did not disappoint. Valentino Rossi qualified on pole position and looked like he meant business all weekend. His young nemesis, Marc Marquez, qualified on the front row as well and these

two gave the fans a brilliant display of racing craftsmanship. The race was between two men, Rossi and Marquez, and after watching this race, you feel like this is the way it should be. Never mind the fact that Marquez is three races behind Rossi in the points and Rossi's teammate, Jorge Lorenzo, is single digits away from grabbing the Championship lead; Rossi and Marquez are what excite the fans! As these two traded places along the Assen Cathedral in an "Instant Classic", what was remarkable was how hauntingly quiet 90,000 fans can be. I was blown away at a packed grandstand, quiet as a church mouse as these two combatants raged a two wheel war with Rossi winning on a controversial move at the finish.



MIGUEL OLIVEIRA



What impressed me wasn't the finish, although more credit should be given to Marquez for going for it when most would have settled for second, or that Rossi has the eye of the tiger. It's the fact that an entire track full of passionate race fans was literally hushed while they watched racing.

To be around rabid fans who watch, know, eat, sleep and breathe bikes and racing but who are also respectful was beautiful to watch and experience firsthand. This article does not do the Dutch enough justice. I love passion in any avenue of life but to do it without losing the respect of fellow human beings is indeed

a slippery slope. To put this into context, four hours after the race, there was still a traffic jam on the motorways to get home as packs of motorcycles and cars full of MotoGP fans inched along ever so slowly but were literally greeted with waves from people on the side of the road and overpasses. It was emotional for me to see this as I feel motorcycles and racing in the United States never gets our due diligence. The Dutch treat it the way it should and to that I salute them for it. As a local told me, they have a saying, "If it ain't Dutch, it ain't much"!

After the Assen TT, I think I will have to agree. 🇳🇱



WORLD-CLASS MOTORCYCLE RACING IN AMERICA

The United States has produced some of the fastest riders in the world. MotoAmerica is going to bring you one of the most exciting sports on earth.



Watch us Live!

April 10 - 12

Circuit of the Americas

April 17 - 19

Road Atlanta

May 15 - 17

Virginia International Raceway

May 29 - 31

Road America

June 12 - 14

Barber Motorsports Park

June 26 - 28

Miller Motorsports Park

July 17 - 19

Mazda Raceway Laguna Seca

August 7 - 9

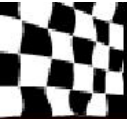
Indianapolis Motor Speedway

September 11 - 13

New Jersey Motorsports Park

* Schedule Subject to Change





THE NUMBERS

EVERY MONTH, WE ASK PROS AND AMATEURS WHY THEY CHOSE THE NUMBERS THAT IDENTIFY THEM ON THE GRID...





SAM
LOWES

#22



"My number is 22 because my mum's birthday is November 22. So my brother Alex and I always used 22 and 11. I've always had 11 but sadly it wasn't possible when I moved into Moto2, so I took Alex's number and now we are both the same! 11 and 22 has always worked well as we're twins so it was funny to be double!" 🐾





THE ROCKET: SNETTERTON AND KNOCKHILL

WORDS: JAMES RISPOLI

IMAGES: TTC



Hi everyone! The last four weeks have been packed full after being home for a bit of R&R. I once again added to my frequent flyer miles, flew back across the pond to continue my dream and get ready to kick off the rest of the long season ahead.

I spent the last couple of days in the United States with my family and my advertising team, enjoying a last night out with the boys; one that I would regret a little the next day. I was feeling a little under the weather as I took off for the United Kingdom and as soon as I landed I could tell I was a little ill and needed to manage it quickly. I had to head straight in for our first round back which was at the wonderful Snetterton Circuit. It's a tough track but for some reason I love this track and really enjoy the speed and open GP feel of the circuit. We had a great test there a few weeks back and felt really good headed into the race weekend. There were a few overcast days and a little rain however we ended up having our best race yet with a great second place podium and a fourth place finish to secure really good points and start building momentum. The points scoring allowed me to go from fourteenth place to eighth place in the championship with sixteen races still to go. My team did a great job and everyone was ecstatic about the results and our direction.





THE GRID: THE ROCKET





We then had a week break where I was forced to train alone because I lost my training buddy, James Ellison, to a rib injury he suffered at Snetterton. He quickly recovered and I soon had him back as we were smashing it getting ready for the Knockhill Racing Circuit in Scotland. This is a track known for tight racing and where the lap times are very close. Last year the track proved to be a real problem for me as it was one of our worst rounds that year so we were determined to make up for it and continue our progress. We were so much better this year and our times were so close it was unreal. I was four tenths off the pole and sitting in seventh place. The hardest part about being that close is it's very hard to see where you're losing time as we had four segments around the track and I was realistically only one tenth off in each of the four sectors. To see and gauge one tenth of a second is very, very hard to judge. We had an up and down weekend with almost a near crash on the first lap but fought back from fourteenth on the grid to fifth place. Our second race wasn't the best, but we collected some good points leaving me in sixth place in the championship, a couple of points behind fifth place.

After the race, I chilled with Ellison. We had some comfort food, a glass of wine and took it all in before we had to make an epic journey home. Once I got home I turned straight around to head back to Scotland to go to my first festival, T in the Park. It was such a great experience and I can't thank Johnny and Keith Flint enough for making it happen. I now look forward to Brands Hatch on my birthday weekend. I have my friend from New York, Steve, coming in and my dad will also be here to celebrate with me.

Thank you to Team Traction Control, my sponsors, my family and friends for helping make all this happen. It's only going to get better. 📌

THE ROOGEY

NEW YEAR.
NEW BIKE.
NEW SITE.



“IT’S GREAT

I finally have a solid home base that allows my fans to stay in the know. It’s important that, as athletes, we engage with our fans, and my new website helps to not only promote the sport but communicate with my fans around the world.”





Nicky Hayden



TISSOT T-RACE NICKY HAYDEN LIMITED EDITION 2014. 316L STAINLESS STEEL CASE, ANTI-CLOCKWISE ROTATING BEZEL WITH GMT FUNCTION AND SILK PRINTED GLASS CASEBACK. **INNOVATORS BY TRADITION.**

TISSOT BOUTIQUES
666 5TH AVENUE . NEW YORK
45 WALL STREET . NEW YORK

T+
TISSOT

LEGENDARY SWISS WATCHES SINCE 1853



TURN ONE: NEW BEGINNINGS

WORDS AND IMAGES: SANDRA STAMMOVA





I have been living in Johannesburg, South Africa since September 22, 2013. It wasn't the plan at all; I came here for three months to do a few races on a ZX6 for one team and we were supposed to make a decision about the following year after that period of working together. To cut a long story short, it didn't work out and I pulled out of the team after the first round at Cape Town. Not blaming anybody, we just couldn't work together. I was too intense for the team. It was a very difficult situation for me. I didn't know what to do as I didn't have any contract established back in the United Kingdom or anywhere in the world. I decided to stay in South Africa for a little bit.

I got an offer to race the next and final round of the 2013 South Africa National Championship for another team in the Superbike class, as they had a sponsor lined up for me. It was very challenging as I didn't have an opportunity to test on the race track. I had very little time to learn the bike and track which was on the test day before the last race of the Nationals. After a pretty big crash in free practice, we still managed to finish ninth. I was very frustrated as a rider as I knew I could have gone much faster in better conditions. Being rider number six on the list of riders in the team was very difficult to accept for me. Thanks to the Lord I had help from my amazing friend and ex team owner of MSS Kawasaki British Team, Nick Morgan, and a few South African guys from my AMTEC sponsor, Mike Hayton. We did our best with what we had and that counts at the end of the day.

Anyway, I wanted to explain to you how it all started in South Africa. I found my own place



THE GRID: TURN ONE

to live and thought I will make it a base until I know my next step in my racing career. I was a bit worried and scared as I wasn't sure what I was going to do in South Africa but I knew all I wanted was to race and I didn't know if or where it's going to happen for me. I must have contacted the whole planet to let them know I didn't have a ride for 2014 and asked for help. During that time, we were working on a deal in the United Kingdom to race for a U.K. team in the Spanish championship and a few rounds as a wild card in British Superbikes. I don't want to mention the people who were involved but I was told the deal was done and I was going to race the 2014 season in Spain and few rounds in the U.K.. I was so excited; we were planning for me to be based in the U.K. and race from there. Here comes April and the first test but I was told we needed to wait to sign the contract. Unfortunately, I was dropped like a hot stone being promised that it definitely will happen and all is in control, except nothing happened. I missed the 2014 season completely, leaving me very disappointed, believing in lies and empty promises of "influential people".

I don't know how to describe it, but I felt like I was lost in my life in a foreign country and I couldn't see the way forward to follow my dream. I wasn't sure what to do and what direction to take to get closer to be back on the bike. So I decided to find the help of a professional to find a sponsorship to race in any country in the world. I didn't really care where; I wanted to race again at the top level and continue with what I started in New Zealand. I could live one day without thinking about my racing. I still can't do that. I did some research and I found a U.S. marketing company helping motorsport athletes find sponsors. I contacted them and they said they would help me and do what they could to get me back on the bike. We started to work together for a few months and I learned how to do a proper sponsorship proposal and how to approach potential sponsors. I continued to do that for the rest of 2014.

We were approaching companies in the U.S., U.K. and I was working in South Africa. I was





working, training and trying to find a sponsorship. I was so motivated nothing could stop me. In November 2014, I met another company with the biggest promises you can imagine but eight months down the line, I ended up in the same situation as before. Through these tough experiences, I have learned how to build strength and to always rely on myself.

In April 2015, I approached BMW South Africa for a sponsorship and they came on board with such a positive answer and support towards my racing. I couldn't believe how genuine people were that I came across. I have met a few more people that believe in me in this country and that was the impulse I needed to start my own team. I knew I must have my own control, my own destiny and I knew there is only one way to make it happen. Start my own team with the support of a few close people that believe in me, make money to pay for what I can and find more sponsors in the future to do the best job we can. 📌



now has more ways for you to **RIDE ON THE TRACK**



NEW TRACK RIDER SPECIAL OFFERS

If you've never ridden on the track before (and always wanted too), there's no reason not to try it. We've put together simple programs so what are you waiting for... Let's GO!

FREE4ALL

Ride 2 morning sessions 20 minutes each for FREE! We will include our Award Winning ART Level 1 training school introduction. Gear selection is available during online registration or you may use your own gear. You may share a bike with a friend or ride your own. Open for all licensed riders.



READY TO RIDE

A full day of riding @200 miles! All you will need is a helmet, we'll take care of everything else including the bike, school and the gear if needed. No membership required.

TEAM PRO-MOTION

HI-PERFORMANCE MOTORCYCLE TRAINING & TRACK RIDING

Visit TeamProMotion.com for more details and to register for events. Riders must have a valid motorcycle license to participate. Offers are subject to change without notice. Events, rates and dates are subject to change. The rider logo is registered and property of Team Pro-Motion inc. Kawasaki is a motorcycle partner. Team Pro-Motion reserves all rights.



YAMAHA

CHAMPIONS RIDING SCHOOL

NJMP 2015

NEW 1 DAY CLINICS \$999

MAY
7 8

**30
RIDERS
PER
DAY**
\$1200 WITH
YCRS YAMAHA

2 DAY SCHOOLS \$2395

MAY
5 6

JUNE
2 3

JULY
20 21

AUG
17 18

SEP
14 15

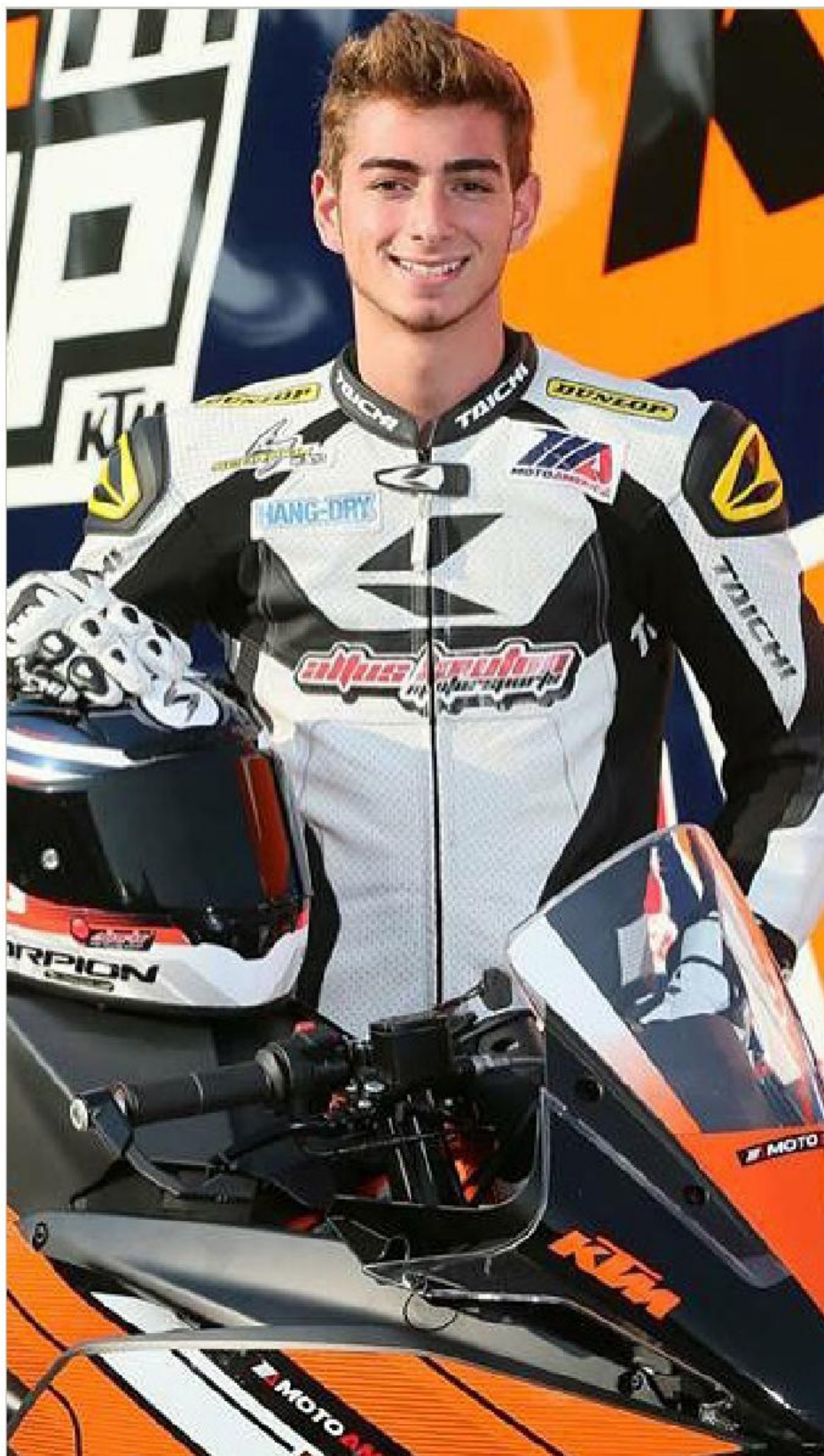
Expert-level motorcycle training keeps riders healthy, and healthy participants always grow an industry. The Yamaha Champions Riding School (YCRS) approaches the complex task of motorcycle riding very simply: Who designed the bike and how does that (expert) rider ride? Even the name "Champions" speaks to this approach because a champion must have consistency and speed, but most importantly consistency. In every two-day Champions school riders of all levels immerse themselves in the intricacies of championship-level riding, no matter what bike they ride or where they ride it. The curriculum is precise and exact because this sport is precise and exact. When the "pace is up or the grip is down", the precision of our curriculum becomes crystal clear. YCRS is growing motorcycling by training riders to ride like champions.



THE GRID: ON THE COME UP

Images: Courtesy of Jaret Nassaney

JARET NASSANEY





NAME:

Jaret Nassaney

HOMETOWN:

Altus, OK

AGE:

17

ASSOCIATION/AFFILIATIONS/SERIES:

CMRA, WERA, AMA/MOTOAMERICA

GOALS:

To make it into MotoGP.

ACCOMPLISHMENTS:

2nd Place at 2014 WERA Grand Nationals at Barber Motorsports.

DEFINE YOUR PASSION IN ONE SENTENCE:

I believe it's mind over matter in all things to achieve your goals! ⚡

Orient Express Racing

2015 MODELS IN STOCK!

FORK CARTRIDGES, PISTON KITS, REAR SHOCKS - IMPROVE YOUR RIDE, HANDLING, AND CONFIDENCE ON THE STREET OR TRACK!



GBRacing®
Premier Motorcycle Protection

SECONDARY ENGINE COVERS
60% LONG GLASS FIBER REINFORCED
HIGHLY IMPACT + FRACTURE RESISTANT



E EAZI-GRIP™
TANK GRIP PERFORMANCE

CLEAR OR BLACK POLYURETHANE TANK GRIPS. CUSTOM CUT FOR EACH BIKE IN EVO OR PRO SURFACES!



LIGHTWEIGHT CARBON FIBER AND FORGED ALUMINUM WHEELS FOR 1000'S OF MACHINES!



LINES OF A LEGEND: H2 MANIA

WORDS: RICKEY GADSON

IMAGES: RICKEY GADSON





With all of the custom bikes that were seen at Black Bike Week in Myrtle Beach, there are some who are really motivated to build something nice to showcase for next year's bike week festivities. But if you've ever built a custom motorcycle, you're aware that one of the hardest things to do is to pick colors. With every color under the sun already being used, how is it possible to pick a color that no one else has picked? The main objective when building a custom motorcycle is to have something that will turn heads, something that stands apart from others when you show up on the bike scene.

Custom paint is the most noticeable thing you can do to your motorcycle. You should first pick out a color and then go to your painter and say I want this color here and that color pin striping and airbrushing there... or you can just let the painter do his own artistic thing which means you have to really trust your painter. But what if the painter has never painted for you before and doesn't know your taste? If you're like me you drop your bike off at the paint shop and tell the guys what colors you want to use from their color charts and then just walk away and let them do their thing, but that means that you have already let them know what type of painting you like and dislike. Do you like airbrushing or do you like stripes, because personally I'm not an airbrush type of guy. I prefer the hard race type lines with pinstripes on my bikes.

THE STRAIGHT LINE: LINES OF A LEGEND

Having a true custom motorcycle is a very time consuming thing because your motorcycle has to be taken completely apart if fabricating custom molded pieces and then reassembled just to make sure that everything fits, before they can actually start the paint process. My problem seems to always be that my motorcycles have to be done in a short period of time because of deadlines and that never works for a painter. The hardest thing to get a custom painter to commit to is a reasonable time frame because if they are any good then they'll be people ahead of you. When you're getting graphics fit it's always a good idea to take your motorcycle to the painter with the bodywork on it so that they can lay out all the lines and make sure they all meet perfectly.

The hardest custom bike I have ever built was my Turbo Charged 2009 ZX14 tribute bike which Kawasaki presented to me at the New York International Motorcycle Show as a tribute to my 25 years of drag racing. If you think building a custom motorcycle is hard than imagine building one that represents so much and not being able to use the color "Green" as the base color because I had enough green bikes. It took three months of going back and forth, a multitude of calls to all of my participating sponsors and a final decision on colors and design before project "Tribute Bike" began! Special one off parts were starting to trickle in and the build came to life. Old broken body work from other brands were molded into my front fairing just to make a custom exhaust exit to hide the turbo exhaust coming out the left side of the bike. C and S Custom developed a one off "extended" tubular single sided swing arm with the intention of standing up to 400 horse power of RG abuse off the starting line with special consideration for the 240 x 8 inch rear wheel. The cylinder head was sent to Carpenter Race Engines for performance while Performance Machine carved out the CNC billet wheels and Muzzy's Performance built the turbo system.

As the bike was coming together I couldn't believe the eye for detail that went into the air shifter and gauges but what floored me was how the highlights out of my scrapbook from early on in my career were incorporated into the design and made to look like newspaper articles. Paint retailer Sherwin Williams even thought the build for me was worthy of their paint and sponsorship so they mixed up a special white for the painted frame and base coat. If you've never watched a custom paint





job from the beginning to the very end, then you have no clue how much detail goes into doing a nice paint job.

I watched again as my custom painted Ninja 1000 and Kawasaki Vaquero Bagger was built and there was so much sanding and so much taping. It takes hours upon hours just to tape one section or just to paint one color before pulling it off and doing the same thing again for second color which is why you can't really rush a good painter if you want your shit to come out perfectly. When the final coat of clear is laid on the bikes and the plastics were put on the frame, I couldn't believe what I was looking at. It was a true tribute to my 25 years of drag racing including the number 62 which is on all RG bikes. The number 62 represents the very first competition number I received from the AMA after being the 62 member of AMA drag racing series. So when the media showed up in NY city to see Kawasaki present this tribute to me, it ended up being worthy of a "Time Square" cover shoot for 2Wheel Tuner Magazine in 10 degree weather! But with so much excitement in the air who even pays attention to the weather? But it was really cold!

I really have to take this time to thank all the sponsors again on all the donated parts for all my projects whether it's a custom bagger or my race bikes. You guys rock! 🇺🇸

FLASHBACK

WORDS: ED HARRISON

IMAGES: TRAVIS DAVIS

OLD BRIDGE TOWNSHIP RACEWAY PARK

May 20, 2003. This was the day that I was introduced to live NHRA drag racing. Until then, I had been a casual fan, getting together with friends who were hardcore racing fans to watch the finals on Sunday night at our local watering hole. I was big on the Funny Car class. I knew the players: John Force, Larry Dixon, Tony Schumacher, the Kalittas, Greg Anderson, Antron Brown, Angelle Savoie, to name a few. The camaraderie at these gatherings on Sundays was phenomenal. The bantering that took place was unforgettable. The side bets, as well as the consumption of adult beverages was legendary. The boys always hounded me to go to the track with them, and I always declined. Why should I go to the track when I have a perfectly good seat at the bar to watch on television? One Sunday, I finally caved and agreed to accompany them to a race. Not because I wanted to go, but to get these guys off of my case about going to the track.



ANTRON BROWN

We arrived at Old Bridge Township Raceway Park in Englishtown, N.J. at 10 AM. After an early lunch and some cocktails, we made our way to the track. Right away, I knew that I had made a great decision to attend the event. The fans, the food truck smells, and of course, the smell of the track was instantly addicting. We took our seats in the stands, and little did I know what I was about to experience. The first race was a Top Fuel class race, and pitted the legendary Shirley Muldowney against Darrell Russell. The burnout-we could have called it a day right there and I would have been satisfied! The smell of the burning rubber and the sounds of these cars-priceless! They stage and... Boom! They take off like two rockets.

The ground was shaking. The sound was at decibels I had never in my life heard. The cars passing in the blink of an eye down the quarter mile at 300MPH. None of which could be emulated while sitting in a bar watching on television. I am instantly hooked.

The Pro Stock Car class elimination round 1 comes to an end, and Pro Stock bike elimination round 1 is about to begin. If you have ever been at a live event, it is at this point that the hardcore car fans retreat to the parking lot to tailgate or head to the pits until round 2 is ready to get under way. I was a part of that crowd. Many of my boys began to make their way back to the parking lot. Thankfully

and gratefully, I happened to be there with two bike enthusiasts who pleaded with me to stick around. Vinnie Demito, who was a drag bike racer, and Mike Merman, a motocross rider, had convinced me to stay. To this day, whenever I see those two, I cannot thank them enough for introducing me to drag bike racing. First up was Sean Conner and Mike Berry, two Suzuki's. Already, I love it. These two had a staging duel that was one for the ages. Rick Stewart, the official starter, had had enough and ordered both competitors into position. All of these staging antics could not help Mike Berry, as he red lighted. But what I take away from that race was the talent and skill that is necessary to maneuver these bikes down the quarter mile at ungodly speeds, ranging from 185 to 190 MPH. Mere mortals like myself could never do the things that these riders were doing on these pieces of machinery. Every race was close, and it was clear that reaction time played a key role in the success and failures of the riders. I was awestruck. Needless to say, there was no way that I was leaving my seat. I was not going to miss any action in the Pro Stock bike class.

Perhaps the two things that separate this sport from any other is the accessibility of the riders to the fans and the humility that the riders and drivers exemplify. There is nothing else like it. As I roamed the pits, I found myself talking to the likes of Antron Brown, Geno Scali, Craig Treble, and Shawn Gann as though they were one of the guys in the bar. I found myself being pulled away by my friends as I became tongue tied trying to tell the beautiful Angelle Savoie what a huge fan I was of hers. There is no other sport in which the fans have access to the players like in the NHRA. Conversely, there is no other sport in which the players express their

thanks and appreciation for the fans as in the NHRA. Truly amazing!

The final of Pro Stock bike was set. Shawn Gann versus Craig Treble. Treble pulled off the huge upset of the day in round 2, defeating Geno Scali when Scali red lighted by 0.001. Wow! Gann got there by defeating one of my favorites, Antron Brown, in a phenomenal race. Everyone seemed to be pulling for Treble, who in the previous race, did not even qualify. There was a clean stage. Red, yellow, green...Treble gets a hole shot, and looks poised to get the Wally, also known as the Winner's Trophy. As it is though with racing, with about 800 feet to go, it appeared that Treble ran into some problems with the bike, and Gann catches him. Treble's run comes to an end.

As that final race came to an end, I found myself relating to Craig Treble. He had a tremendous run to the finals. I had had a tremendous day at the track. Just as I know Treble did not want the day to end in a loss, I did not want the day to end, period! There was a silver lining that I took away from the experience, though. Although that day and chapter had ended, we both had the opportunity to start another chapter at another track on another day. I know I will. You better believe that if the opportunity presents itself, I will be in attendance at a race. And it doesn't have to be the big boys of the NHRA. The lower divisions as well as the locals are just as entertaining, if not more. Tracks like ATCO, Budd's Creek, or Cecil County provide just as much excitement.

May 20, 2003. This was a day that I will never forget. A day that began my journey as a drag bike fan. 📍

STAGED

WORDS: WILL TORRES

IMAGES: J.T. NORTON

From podium finishes, to blown motors, and everything in between, drag racers have experienced it all. Smoked clutches. Busted chains. The trials and tribulations of racing are endless. So why do countless racers spend thousands of dollars and endless hours in the garage preparing for passes that last mere seconds? Because to those that do it; few things are more exhilarating.

I can hear the knee draggers now, "Anyone can go fast in a straight line... Drag racing is boring or easy." I can get into an in depth debate, but I won't. We'll simply say that every road race begins with a drag race to the first turn.

This is the middle of my third year drag racing. Definitely not the season I had hoped for. Ever have the trailer loaded, bike fully prepped, that feeling of knowing it's going to be your weekend, only to get that phone call that kills all the plans? Yup, life and Mother Nature can cancel a podium weekend faster than Larry McBride can do an 1/8th mile pass. We all know the sacrifices some of us make to be able to attend a major event. Buddying up to split





fuel costs. Sleeping in trailers. Heck, even eating Ramen Noodles before, during and after a race weekend just to cover that additional entry fee. My good friend Robert Parker is one racer on three bikes entering about five classes each race weekend. That's work!

With Mupphy's Law, the countless headaches and sleep deprivation that can come with drag racing... Why would we do it? Are we all masochists? Why go through five plus rounds of damn near being perfect to take home prize money that may or may not cover expenses?

Because when you do reach that podium, when you do achieve that new personal best, when you witness first hand Joey Gladstone becoming the fastest person in the world on a no bar bike, when you laugh so hard the tears are flowing and you're holding in your pee from all the pit area shenanigans... It is simply worth it. For some it's a therapy that no psychologist can provide. The highs and lows may not always tilt in your favor. Lady luck may leave you sitting in the burnout box. But when the moment is yours, seize it! Share it. Reset and go for it again. 🏁

1 STOP SPEED'S 2013 HAYABUSA

WORDS: ALLAN LANE

IMAGES: 1 STOP SPEED

In a very short amount of time, the team at 1 Stop Speed have made themselves known on the drag racing circuit. Their 2013 Suzuki Hayabusa has been making the rounds and racking up the wins with pilots Richard Gadson and Jeremy Teasley. While Gadson and Teasley are in the top percentile of drag racers competing today... the machine that they are piloting must be on par with their skill set. There needs to be the perfect storm effect wear the rider and machine become indivisible.

Led by Michael Belo, the team at 1 Stop Speed set out to build a competitive drag bike that would look the look, talk the talk and race the race. With strategic attention to the engine's performance, components were selected that would boost power not just at the start of the race. The power needed to be ever long. The bike's computer was amped via a Schnitz ECU Flash. Factor in the velocity stacks, racing injection block off plates, the Alien Head 2 exhaust from Brock's Performance and a Power Commander tuned by Ryan Schnitz... delivery of power was not going to be an issue.

The payload was lightened by replacing the OEM wheels with BST Carbon Fiber wheels rolling with World Wide Ceramic Bearings. Dropped and stretched with a Brock's Performance Radial Strap Kit in the front, Adam's Performance rear lowering links with an Adam's Performance Strong Arm swing arm, the bike was designed and built to not be competitive but to give the rider the very best opportunity to win. That's what a drag bike is supposed to... Win. 🏆



JEREMY TEASLEY



THE STRAIGHT LINE: 1 STOP SPEED





RICHARD GADSON

1 STOP SPEED'S 2013 SUZUKI HAYABUSA

Engine: Schnitz Racing ECU Flash, Schnitz Racing Velocity Stacks, Schnitz Racing Injection Block Off Plates, Dyno Jet Power Commander.

Brakes: Brembo Calipers, Galfer Wave Rotors.

Exhaust: Brock's Performance Alien Head 2.

Suspension: Adams Performance Rear Lowering Links, Brock's Performance Triple Tree, Brock's Performance Radial Strap Kit.

Swingarm: Adams Performance Strong Arm.

Wheels: BST Carbon Fiber Wheel for ABS Hayabusa World Wide Ceramic Bearings.

Tires: Michelin Power One.

Custom/One Off Accessories: Speed Mount GoPro Camera Mirror and License Plate Mounts.

Builder: 1 Stop Speed.

Owner: Michael Belo

Riders: Richard Gadson, Jeremy Teasley. 

For Professional Performance Parts



Richard Gadson
2015 Street ET Winner



Jeremy Teasley
2014 Crazy 8's Champion

Authorized Distributor



GETTING THE PICTURE



WORDS: ALLAN LANE



There is an art to photographing any type of motorsports event. With road racing, it is all about setting up at the right locations to capture the action as it speeds through a corner or thunders down the front straight and there are several laps that present several opportunities to get the shot. With stunt riding, the action can often be less than predictable. The photographer's approach is one of constant movement to mirror the nonstop motion of the subject matter. And then there is drag racing photography.

In a race that takes less than ten seconds, understanding the dynamics of what is happening between two drag racers, their bikes, the track and every element of the race is key to capturing the magic of what is considered by many to be the fastest racing in the world.

We asked several of today's top drag racing photographers to give insight on their craft and what it takes for them to get the picture...



TERRENCE BELTON

Equipment: Nikon D7000

"I shoot with a Nikon D7000. I have been shooting with it for 4.5 years now. I like it because it's fast, has 16.2 mp, has 2 sd card slots, it's lightweight and it shoots great 1080 video."

"What inspires me about photographing drag racing is the kind words and the look on peoples faces when they see that I captured a great shot of them doing what they love."

"One of my favorite moments was when Ashon Capo Dickerson won the first Pinks All Out Motorcycle race at Maryland International Raceway a few years back."







HOT ROD CHRISSEY

Equipment: Canon

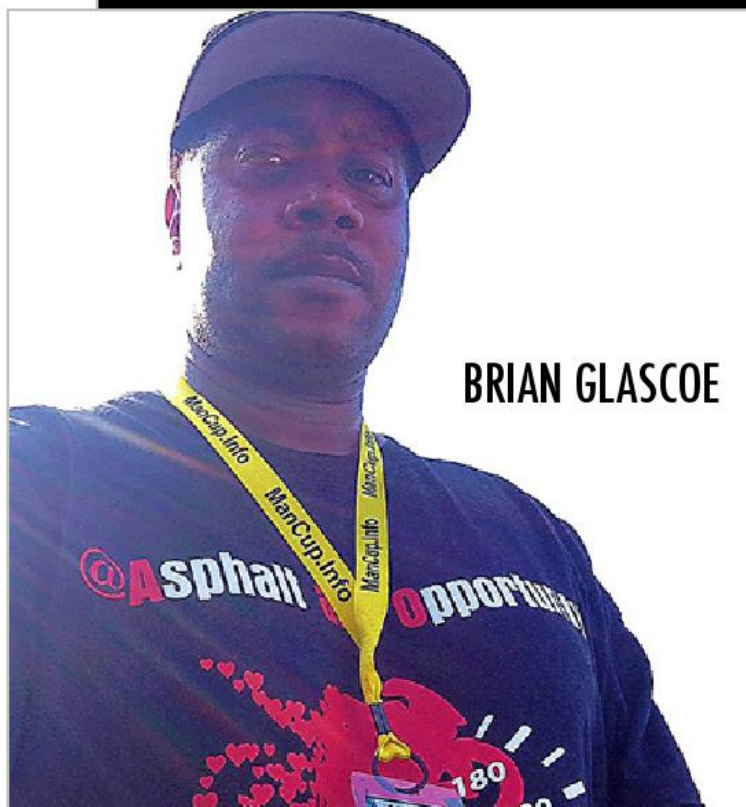
"I'm a Canon shooter for the reason that when I started shooting back in 2007 I was shooting for a couple of tattoo magazines as a photo assistant with the responsibilities of shooting entertainment. The only reason I started with a Canon was because I was shooting with a good friend of mine Michele who was in charge of all the studio style shots for the magazine articles."

"I've been around racing just about my entire life. I've worked for ATCO Raceway for 12 years up until the most recent owner took over about 3 years ago. I've raced four wheels in my past but never two wheels."

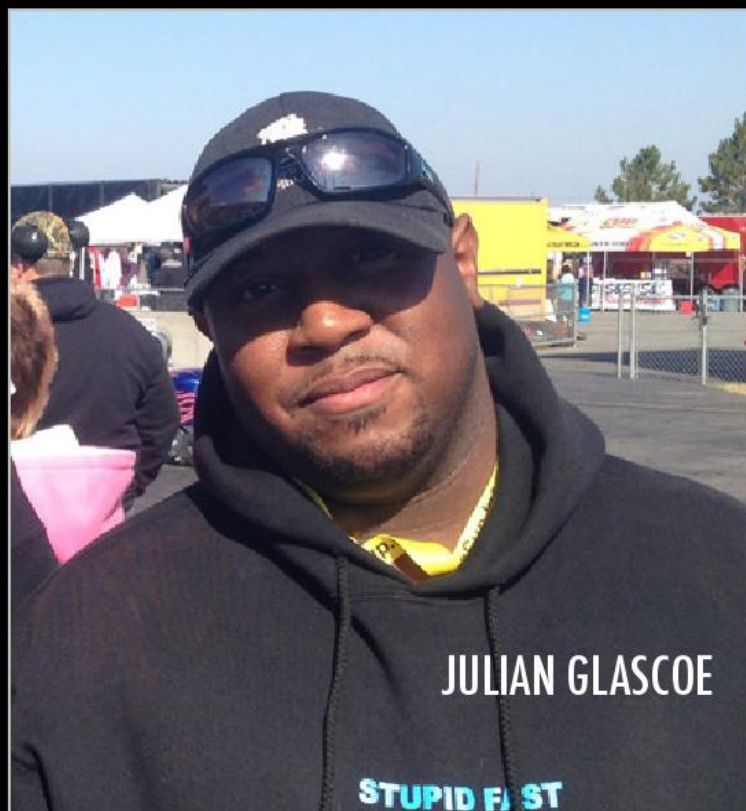
"I love catching memories that will last forever! Drag racing is my heart and soul!"







BRIAN GLASCOE



JULIAN GLASCOE

STUPID FAST

BRIAN & JULIAN GLASCOE

Equipment: Brian - Fujifilm HS50EXR; Fujifilm HS30EXR; Canon FS100 Camcorder. "I like the Fujifilm because of its manual zoom that allows me to shoot close up and far away without the need to change lenses."

Julian - Nikon D3100; Nikon D3200 and Nikon D5100. "I like the Nikons because they are easy to function and the high resolution. I'm looking to upgrade, but they are perfect for shooting bike events."

"We're motorcycle people and enjoy being around like minded people. Not only drag racing, but we have a love for all things two wheeled related. From Motorcycle Club events, to Motocross, to Underground Grudge Racing, to MotoGP. We're blessed to have gotten the opportunity to meet a lot of good people and we enjoy capturing the lifestyle and preserving these moments and memories."

"A favorite memory of mine (Brian) was during a 2014 grudge race event. I photographed Richard Gadson piloting the Budlight Lime grudge bike as he started his burnout before a race. I enjoy shooting this bike and the natural lighting at that moment was perfect for bringing out the detail."

"For me, (Julian) it was at the 2014 ManCup DME Summer Nationals at South Georgia Motorsports Park. A candid shot of Rickey and Kiana Gadson. They were sharing a little quality time together in the staging lanes."







KWAME OLDS

Equipment: Canon 60D, 18-200mm f/3.5-5.6, 70-200mm f/2.8, Canon Vixia HF G20.

"Canon is my weapon of choice due to the availability of lenses and accessories. The brand has been around for ever and the ease of use is easily understood from the beginner to the professional."

"Photographing racing is a rush similar to racing. Each pass has the potential to be different. You never know what you will get. It's inspiring to be there at that given moment that something great happens. A wheelie or a new record is possible with each trip down the track."

"One of my favorite memories is during the 2012 WPGC Bikefest. A grudge bike ridden by Joey Gladstone lined up at the tree. The second the tree dropped the front wheel started to rise. Just as he passed the tree, Joey was already at 10 o'clock. That moment gave me one of my most popular and most famous shots. It's definitely made its way around the web."





MOTO-D

Folding Brake & Clutch Levers

- Sportbike Brake & Clutch Levers
- Six (6) Adjustment Positions
- Factory Spec Brake Plunger Pocket
- Billet T-6061 Aluminum
- 90° Folding Design
- Machined Bearings
- Lifetime Limited Warranty



PERFORMANCE RIDING MOTORCYCLE APPAREL AND ACCESSORIES

MOTODRACING/

MOTO-D

PERFORMANCE RIDING MOTORCYCLE ACCESSORIES

Strapless Transport Motorcycle Stands

- The Original Trailer Restraint System, Since 2004
- No Stress on Suspension or Handlebars
- Bolts to Traller / Long Bed Truck Floor
- Solid Steel, Axle Bar Included, 100% Secure



DPTM BRAKES

Ride. Grip. Feel the Trust.



- More durable than OEM -
- Extra smooth delivery -
- No pre-soak needed -
- Ready to fit -



- Progressive Feel -
- Immediate Response -
- No Brake Fade -
- No Brake Dust -
- HH+ Compound -



**PARTS
UNLIMITED**

**PARTS
CANADA**

KARLEE COBB





NAME:

Karlee Cobb

HOMETOWN:

Mithcell, S.D.

AGE:

21

ASSOCIATION/AFFILIATIONS/SERIES:

AMA Competition Member since 2007.

GOALS:

To go 200MPH on the Bonneville Salt Flats at age 21. Be the first mother, daughter, daughter trio in land speed racing history to all go 200MPH at the same event. And to make more women passionate about riding.

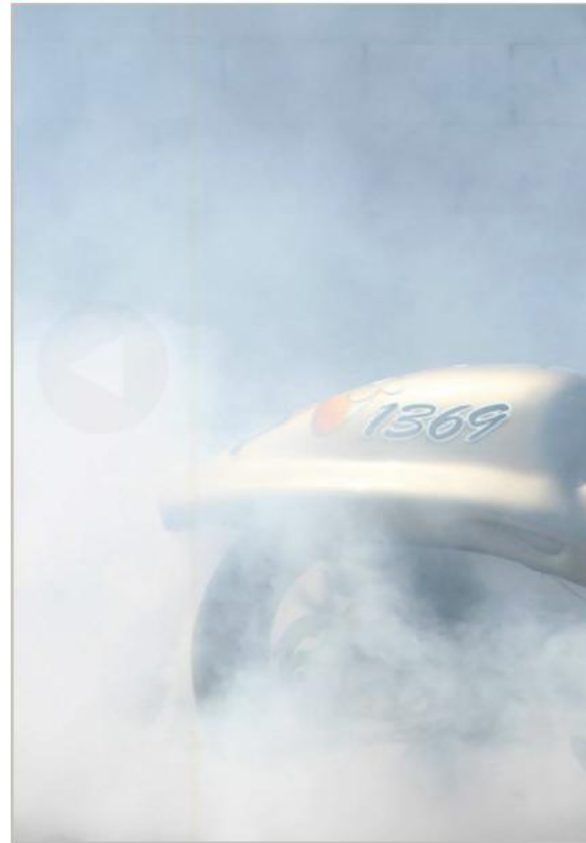
ACCOMPLISHMENTS:

The youngest to ever set a land speed record at the age of 14. Set over 4 land speed records in the last 7 years. I was featured in the amazing movie "Why We Ride."

DEFINE YOUR PASSION IN ONE SENTENCE:

Setting goals and achieving them.
Challenging myself and inspiring those around me to reach their full potential too!

Q AKA "MR. TIBS"





NAME:

Q AKA "Mr. Tibs"

HOMETOWN:

Atlantic City, N.J.

AGE:

N/A

ASSOCIATION/AFFILIATIONS/SERIES:

Smokin Acez Race Team, Unleashed Rydaz M.C.

GOALS:

Racing to be one of the best in the game!

ACCOMPLISHMENTS:

I went 4 and 0 at the 2014 MlRock ATCO event and won a little cash.

DEFINE YOUR PASSION IN ONE SENTENCE:

Blessed to be doing what I like!



THE STRAIGHT LINE: ON THE COME UP

Images: Courtesy of Rudy Sanzottera

RUDY SANZOTTERA





NAME:

Rudy Sanzottera

HOMETOWN:

St Peters, MO

AGE:

43

ASSOCIATION/AFFILIATIONS/SERIES:

Quicktime Motorsports, NHDRO,
Mancup Series

GOALS:

To make a 6 second pass in ProStreet
legal trim at a national event..

ACCOMPLISHMENTS:

Racing in the NHDRO and Mancup
series.

**DEFINE YOUR PASSION IN ONE
SENTENCE:**

My passion is build and ride the fastest
bikes on the planet and build the best stuff
I can for my customers.

Images: Courtesy of Jody Chanel Butler

JODY CHANEL BUTLER





NAME:

Jody Chanel Butler

HOMETOWN:

Fredericksburg, VA

AGE:

22

ASSOCIATION/AFFILIATIONS/SERIES:

Butlers Racing, IDBL

GOALS:

My goal is to become a fully sponsored drag racer in my 2016 and 2017 racing season and to eventually run in the 4.60 bracket.

ACCOMPLISHMENTS:

I placed second in The Paint The Quarter Mile Pink Breast Cancer race at the WPGC bike fest in 2014. I am currently competing again this year and have already raised over \$600 for Bikers Against Breast Cancer.

DEFINE YOUR PASSION IN ONE SENTENCE:

To carry on our legacy and set the bar for my son Jaylen like my father and grandfather did for me.



THE STRAIGHT LINE: ON THE COME UP

Images: Courtesy of Shannon Maylee

SHANNON MAYLEE





NAME:
Shannon Maylee

HOMETOWN:
Higbee, MI

AGE:
41

ASSOCIATION/AFFILIATIONS/SERIES:
NHDRO, MIROCK, MANUFACTURERS CUP, CMA, PMRA

GOALS:
Focus on Ghetto Superstar Cycle Center.

ACCOMPLISHMENTS:
My best quarter mile was 7.05 at 209MPH, Several wins and runner ups at numerous events.

DEFINE YOUR PASSION IN ONE SENTENCE:
Addiction. 🇺🇸

 **LightTech**
italian racing components





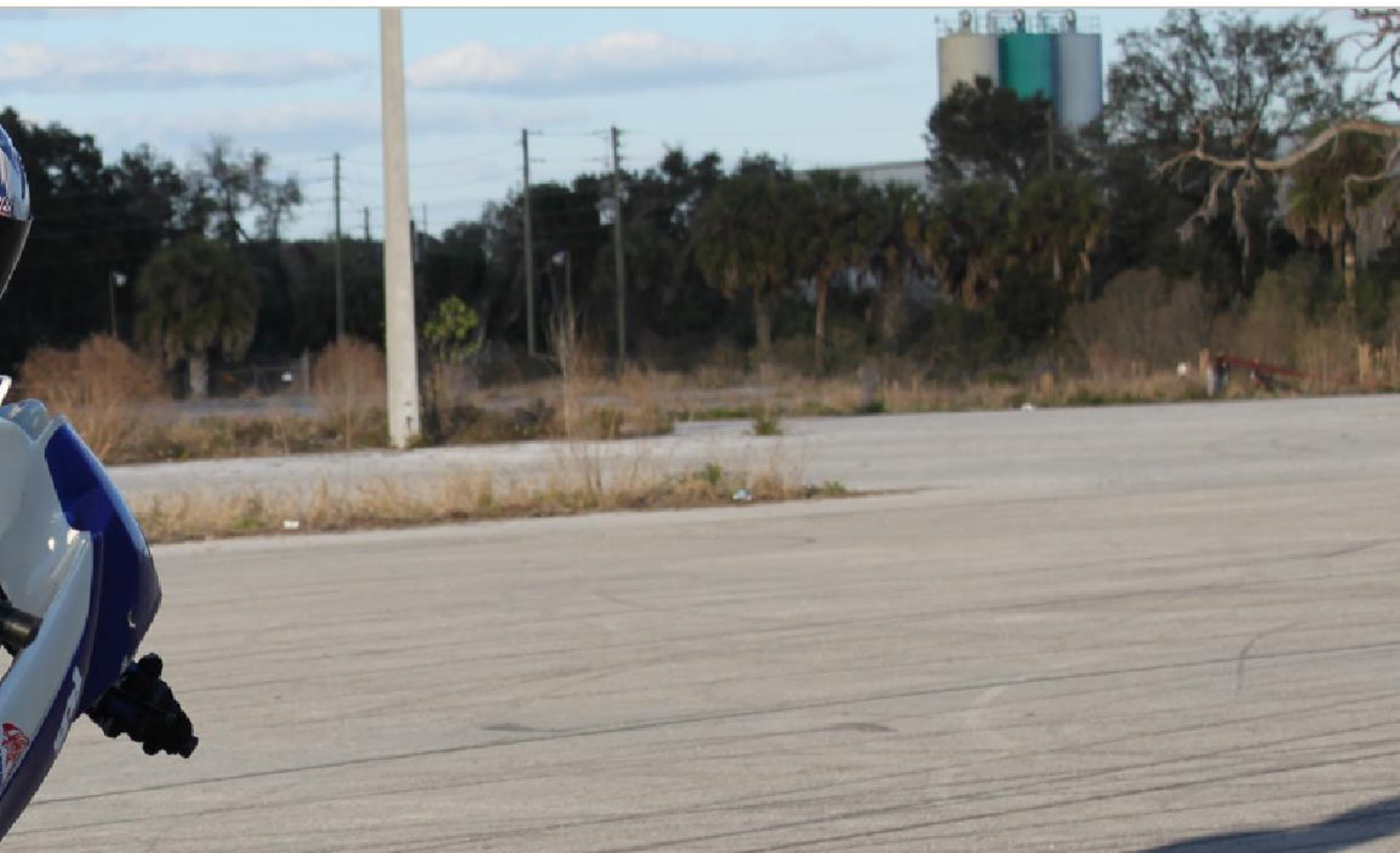
THE REV LIMITER

THE MAIN POINTS

WORDS: DENA SODANO

IMAGES: PAWEŁ WNEK//GIANZINHO BRAZIL





**DAVE CUTLER
AND HIS**

YAMAHA'S



THE REV LIMITER: THE MAIN POINTS

He certainly loves his Yamahas. Fellow stunt rider and fabricator, Dave Cutler, has been riding quite some time now. A veteran stunt driver and moto rider at Disney's Lights Motor Action Extreme Stunt Show in Orlando Florida, to husband and father of two, to shop and business owner...Dave Cutler still manages to make time for motorcycles and some good old fashioned wheelies.

DS: How did it all start?

DC: My motorcycle career started before I was even born. My father and grandfather both lived the two wheel dream, met their wives while on those open wheels, and passed it all the way down three generations to yours truly. It was 1990. I was six years old when I stayed up way too late, without my parents' knowledge, of course, to watch a show about stunts. Although I do not remember the name of the show, I do remember what was on that night that started my interest in

two wheels, a six year old on a mini bike doing wheelies in front of a crowd. I jumped up and started running around making motor sounds like I was the kid in the show. I could not believe this kid was the same age as me and there were motorcycles that were small enough to fit me? I was hooked! Of course, I made too much noise and woke my Dad who put me back in my bed without a smile on his face. The next day I started a two year mission that eventually landed me my very first dirt bike, a used 1975 Suzuki TM 75cc. It was a little big for me but beautiful to an eight year old on his birthday. This would also be the first time I watched my dad wheelie my little bike down to the end of our pier dock, turn around and ride that same wheelie all the way back to where I was standing. My dad was my hero from that day on.

DS: Why such a love for Yamaha?

DC: The years passed and bikes came and went until,





once again, my dad introduced me to the next stage of my two wheel career. On my seventeenth birthday he bought me my very first street bike, a 2002 Yamaha R6, right out of the crate. I looked at many different brands of motorcycles for my first bike, but after seeing a stunt video called "Serving it Up" with Darius Khashabi doing amazing things on a Yamaha R1, I figured that was the bike for me. I was repeatedly proven right about the Yamaha being my type of bike. McGrath in Supercross, Mccoy and Rossi in MotoGP, Hays, Herrin, and Spies in Superbike, all of these Yamaha Riders are Champions of

their craft. So I would say I had plenty of motivation to keep me pushing on the Yamaha machine. The original generation of Sportbike Freestyle was on the rise, tell us about some of the competitions you've competed in? In 2004, I landed my first job as a professional stunt performer for Walt Disney's "Lights, Motors, Action! Extreme Stunt Show" at the MGM Theme Park, now known as Hollywood Studios. It is the first show of its kind in not only Florida, but in the U.S. At that same time, stunt riding had started to explode in the world, from Stuntfest in Ohio with the Starboyz, and conveniently right here in Florida



THE REV LIMITER: THE MAIN POINTS



with StuntWars, put on by one of the godfathers of the sport, Todd Colbert. Also in 2004, I attended my first stunt competition as a spectator. After the first wheelie was performed, I was immediately reminded of that six year old and my dad on my eighth birthday. I had to be on the other side of that fence line. In only one year I knew I would not be worthy of entering the competition with these seasoned guys. But I was determined to stand out somehow. I was so hooked that first year. I stayed until the last ride where I found my in. The competition was





location, so that I could control the bike from the rear while not in the saddle. Let's just say that on that night of my first competition of 2005, everything that could have gone wrong, did. The competition went long. The weather was very bad, and the lights had shorted out on the track. I had come too far to wait another year for this opportunity to show what I could do with a motorcycle.

The conditions

called "Sickest Trick. That sounded like me, one go big trick. Do or die and leave it all on the track. I spent six months turning my R6 not only into a stunt bike, but into a special custom made bike to perform my winning trick. I developed a trick never seen before called a "Skitch Wheelie". This trick combines skitching, or skiing, off the back of the bike while in motion and then performing a wheelie. Well, the only way to make this happen was to use my design and craftsmanship to engineer a second throttle, clutch, and brake at the rear passenger peg

and rush of the bike design led to a fail at the competition, but a big win at getting noticed for going big and thinking outside of the box. Ten years later I have turned a third generation love of motorcycles into performing in front of ten thousand people daily, owning one of the largest stunt fabrication shops called C4-Revolutions, touring with the factory Yamaha stunt team, performing in mostly every brand of stunt competition this country has had, and now I have expanded my last ten years of knowledge into marketing and building bikes for companies to use for advertising. This 2015 year, my motto is "Go Big! Do Big! Be Big!" That means that I will climb to the top once again and show the world why me, my father, and his father before him ever put a leg over a motorcycle. 📌





THE REV LIMITER: ON THE COME UP

Images: Courtesy of StuntARMY

CHARLIE ROSS





NAME:

Charlie Ross

HOMETOWN:

Winston Salem, N.C.

AGE:

31

ASSOCIATION/AFFILIATIONS/SERIES:

StuntARMY.

GOALS:

To always push forward keeping the StuntARMY Family in a positive direction and continue to book more shows every year at bigger better events.

ACCOMPLISHMENTS:

Featured in numerous local and national magazines, newspapers and DVD's. Appeared on Discovery Channel's Biker Live in 2014. Involved in promotions for companies such as ABS Fairings, C&S Custom. Top placements in multiple stunt competitions on the East Coast. Performing at NHRA events, Kawasaki sponsored events and Harley Davidson Dealerships.

DEFINE YOUR PASSION IN ONE SENTENCE:

Going on thirteen years now with trial and error of this sport and it is still the first thought of every day. 🇺🇸

BRUTALE 800 DRAGSTER



Adrenaline addicts only.



BRUTALE DRAGSTER 800 Pure adrenaline: 3 cylinders, 12 valves, 125 hp - MV EAS Electronically assisted shift MVICS (Motor & Vehicle Integrated Control System) integrated ignition and fuel injection system with three injectors, misfire detection and torque control with four maps - Traction Control with eight levels of intervention - ABS e RLM (Rear wheel Lift-up Mitigation) as standard. Warning: it can be addictive.



Motorcycle Art

[cheap]

THE ALL NEW POWER TRIP GAUGE JACKETS IMPRESSIVE LIST OF HIGH PERFORMANCE FEATURES WILL REDEFINE YOUR IDEA OF WHAT CHEAP IS.



HIGH PERFORMANCE FEATURES START WITH A LARGE GAUGE **COOLING MESH CHASSIS** REINFORCED WITH ABRASION RESISTANT **ROCKTEX™** PANELS AT ALL KEY IMPACT POINTS, SCULPTED HIGH DENSITY PADDING AT THE RIBS, **C.E. CERTIFIED ARMOR** AT THE SHOULDERS AND ELBOWS, PLUS A REMOVABLE **HD SPINE PAD**.

COMPLIMENTING THIS BIG SUMMER HEAT-READY CHASSIS IS A REMOVABLE, FULL-SLEEVE **WATERPROOF LINER** FEATURING A FULL-LENGTH, DUAL-CLOSURE STORM FLAP TO KEEP YOU DRY WHEN SUNSHINE TURNS TO RAIN.

KEEPING ALL THIS IN PLACE IS A 6-POINT **SUREFIT™** **CUSTOM ADJUSTMENT** SYSTEM WITH ADJUSTERS AT THE WAIST, WRISTS, AND FOREARMS.

FINAL DETAILING INCLUDES A LOW PROFILE MANDARIN COLLAR, 2 OUTSIDE POCKETS, 8" ZIPPER PLUS BELT LOOPS FOR PANT ATTACHMENT, & **320°** OF **REFLECTIVE STRIPING**.

AVAILABLE IN BLACK ONLY.
SIZES SMALL THRU 3XLARGE.

FREEAIR BEST VENTILATION **Waterproof** Liner **HD** SPINE PAD **SureFit™** **ROCKTEX** **SPINEPAD READY** **RATED ARMOR**

SCULPTED RIB PADDING



WATERPROOF LINER



THE
GAUGE
ARMORED MESH JACKET

CUSTOM ADJUSTMENT



C.E. ARMOR



Powertrip
power-trip.com

PROUDLY DESIGNED &
MANUFACTURED BY





LADY RYDERZ M.C.

Rocker interpretation:

A female rider poised on her bike with a purpose accompanied by a blue ribbon are the perfect images to represent a female club that rides on a unified road together as a family. The good will and health of their ride is represented by the ribbon's color of blue.

Club history:

The Lady Ryderz became a motorcycle club in 2011, several years after the founders Lady and Big Girl formed the club in its original class as a SUV and Social Club. Current President Rain and Vice President RedBone began riding in 2008 and the goal was set to make the transition into a M.C. After years of riding and paying their dues, the goal was met and the Lady Ryderz M.C. was officially established in April of 2011.

Club milestones/memorable moments:

It is always an adventure when it comes to the Lady Ryderz and never a dull moment. From losing license plates on rides, adverse weather conditions, making wrong turns, there is never a dull moment making every time that they are together a memorable time. However, one moment stands out from the rest. In August of 2014, the loss of their club member and sister Chyna Doll affected the club in a very deep manner, as would be expected when a loved one is lost. The experience of losing a family member unified the club members and strengthened their bond.

Future of the club:

The Lady Ryderz M.C. is a club with goals. They will continue to set and accomplish those goals as a positive example of female riders. Growth is on the horizon and they will move forward in a path that will reflect on them in a manner of favor. 🍀

CHAPTER: Queens N.Y.

FOUNDED: 2011

MEMBERS: 8

ELECTED OFFICIALS:

PRESIDENT: Rain

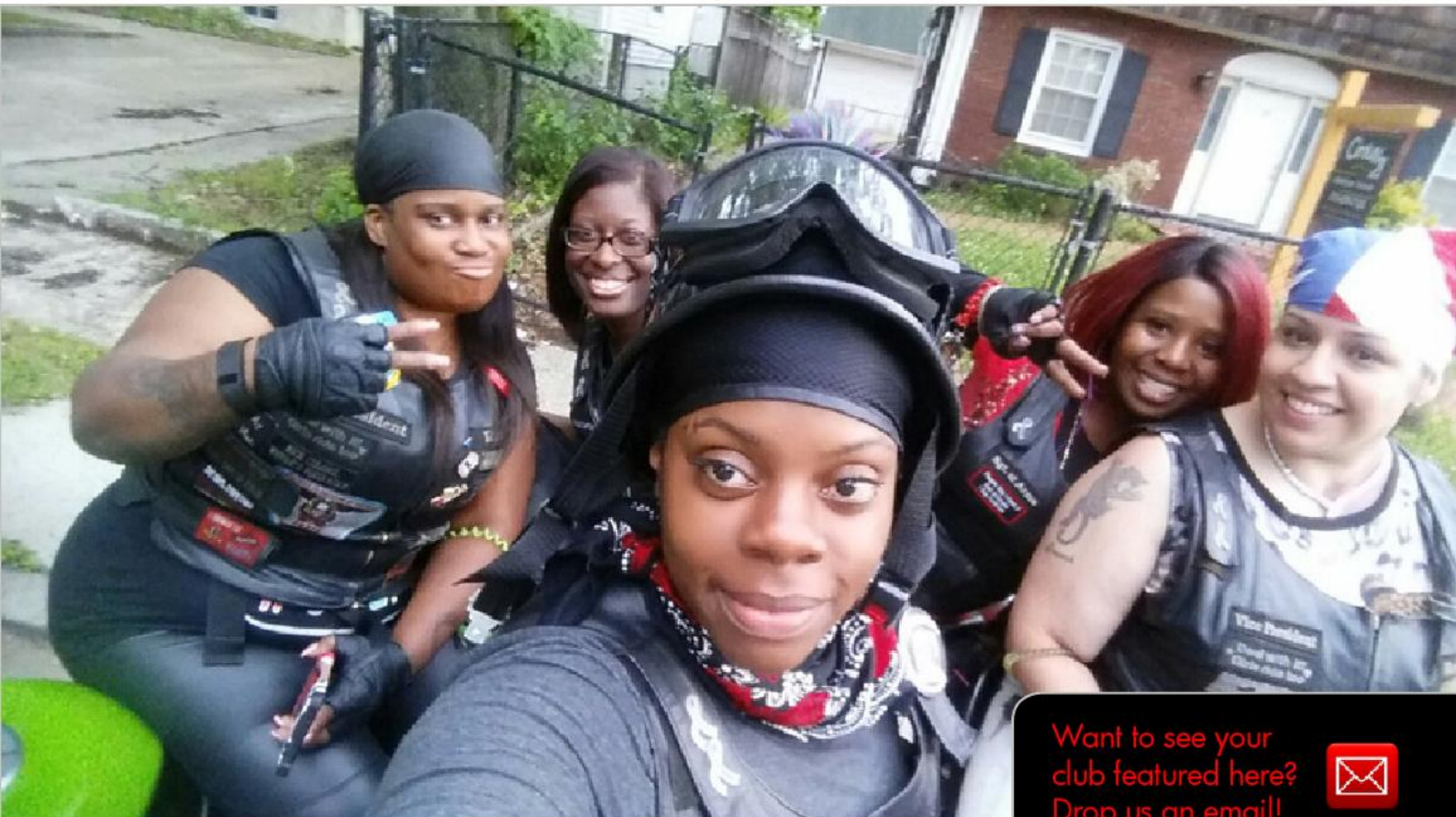
VICE PRESIDENT: RedBone

ROAD CAPTAIN: Spice

SECRETARY: Plush

SERGEANT AT ARMS: Apple





Want to see your club featured here?
Drop us an email!





THE LION'S DEN: LET'S ROLL!

WORDS AND IMAGES: LION JAMES



New Year's Day 2014 I made a 2 wheels resolution to no longer allow Johnny come lately, slacker ass, can't make up their mind, or set an alarm riders hold me up or slow down my ride. Frustrated by having to wait, be late myself, deviate from my scheduled ride or otherwise go out of my way to accommodate fellow motorcyclists who want to join me on a ride but don't ride like I do, I decided to ride more and wait less. In other words, I decided to ride alone more. My rides start well before my rubber ever touches the road and if others don't prepare for MY ride the same then I have to roll out solo. My new outlook on riding has lead to more solo rides than ever before but more importantly has led to more rides. I realized in the past 18 months that I was missing out on a lot of riding because of other people. These days I'm riding much more but still riding with others about the same as before. It has been brought to my attention (my friends are not shy about telling me about myself) that I am in no way

subtle in my acceptance or rather declaration of lone ridership as a result of others not setting their watches to mine, respecting meet-up times and locations or responding appropriately to ride invitations. I suppose I need not be so vocal about it but it has been a source of frustration for far too long. I started to take an introspective look at myself as a motorcyclist and as a friend or two wheeled peer and I realized that while I stand by my lone wolf approach to riding most times, what I was doing became less about celebrating my two wheeled social independence and more about pointing the finger of blame at those who I suspect or knew would hold me up if given the opportunity. I was quite frankly being a "Richard" about it. Not wanting to come off to others as someone who disliked riding in groups or with friends I have been thinking of ways to balance my need to ride without the constraints of others weighing me down with my desire to ride with friends and take advantage of the social benefits this



bike life has to offer. I never intended to be anti-social. I never wanted to avoid others.

As a member of a formal and recognized Motorcycle Club it stands to reason that I have at least some desire to ride with others and be around like minded motorcycle enthusiasts. In fact one of the main reasons I joined my club many, many moons ago was so I would always have someone to ride with. After all, the assumption is that in a large enough club you should seldom, if ever, have to ride alone. There's something very familial about riding in a group. I'm not talking about the pack mentality or appeal that comes with being one of many in formation while on a large group ride like the many charity runs organized and executed by Motorcycle Clubs all across the world or even the Sportbikes, Inc. Magazine hosted bi-annual Shut The City Down open rides that have become famous for drawing riders from far and wide to our City of Brotherly Love twice a year. I'm not even referring to the "strength in numbers" that's achieved when many single riders

come together to form a sea of motorcycles seen and heard coming and going when the nice weather or the draw of some biker friendly event pulls us from our respective areas to congregate on quaint beach towns, eatery parking lots or motorcycle dealerships' front door. What I'm referring to is that security, that bond, that comfort and how at ease your mind becomes when your brothers and sisters surround you on the road. I've been on a lot of group rides from 3 riders to 300+ and they all seem to fill me with pride and joy that I am a part of something that is greater than the sum of its parts. Individually we are dangerous, a nuisance at times, reckless and vulnerable but add up 20 or so motorcyclists with the same destination and love for the ride and we become something far removed from all those things previously mentioned. My willingness to throw a leg over and ride alone was leading me away from that wonderful appeal. I miss it. I miss my brothers and sisters to the left and right of me and I miss sharing my love of motorcycling with them. I want to ride with others more than I have recently. I want my Motorcycle





THE LIFE: THE LION'S DEN

Club membership to mean more than just rocking a cool leather vest and backpatch. I want to challenge as well as be challenged by other motorcyclists because I truly believe that the only way to improve is to not only ride more but to ride with those who ride more than you.

I wish I could honestly say that I am too deep and mature to look forward to the admiration from on-lookers when my motorcycle peers and I are together but it wouldn't be true. Anyone who says they don't like being looked upon as cool just because they ride a motorcycle is lying to you and themselves. Hell yes I like being cool and despite how cool I am when out on two wheels alone, I am made that much cooler when I am in a group of bikers out representing motorcyclists everywhere. Hell yes we are cool and I like to think that my presence makes us as a group of motorcyclists that much cooler. There's absolutely nothing wrong with that. No I didn't buy a bike to look cool or to please others but you know what, it's a pretty damn nice added bonus. To my earlier point, I have noticed that I have stopped inviting folks to ride with me in anticipation that they will not be on time, slow me down (to those I ride with that is in no way meant as an insult to how fast or slow you ride) or take away from the ride. I've also been missing the little things that are appealing about group rides. The things that you take for granted or that go unnoticed until it's just you out on 2. Things like that way you communicate with your fellow riders without using words. Have you ever paid attention to the screwed up sign language we motorcyclists use when communicating with our fellow motorcyclists? It's amazing that we understand one another half the time. Or the way we come to read our riding partners' subtle movements and respond accordingly. How many times has that one rider you are most comfortable and familiar with made that little gesture almost involuntarily that let you know s/he was about to kick a gear and take off so you did the same in kind? Have you ever noticed that when riding in a group you already know which member of the pack is gonna leave their indicator(s) on long after the turn has been made, which rider is gonna over shoot the exit while showing off or which one your fellow motorcyclists is gonna be the reason you all have to stop for fuel despite how many miles the rest of you each have left in the tank? Sure those things are annoying at times but they are a part of the group riding experience. Riding in a group usually means that you have many tools (both literal tools like wrenches, hex keys or zip ties and figurative tools like aspirin, a GPS, fully charged cell phone or maybe a snack & something to drink) at your disposal which you may not

have available were you out on the road alone. Riding in a group means having someone else or many others with whom to share the ride both while riding and in conversation while stopped. Riding in a group provides security in that you are more easily seen and heard but also with all the dangers and risks associated with riding a motorcycle the edict of "a problem shared is a problem halved" holds very true. Something as simple as having to push a bike along a path or push start the bike is made easier with help or something more like having to actually perform a roadside motorcycle repair is exponentially easier when you're not at it alone. If you are injured while riding, that horrific experience is certainly easier to manage when you have a friend or friends there with you (ask me how I know, thanks Noah). And of course when you perform, experience or witness something amazing while out on a ride there's no denying that re-telling that story will be much easier and even confirmed if you had a buddy there when it happened who can also be there when you retell about it for the 51st time. Sidebar, motorcyclists are notorious story tellers and even the most fantastic or least likely of scenarios can be validated by an eye witness. I think fishermen may be the only group that tells bigger stories about their exploits or achievements.

When you ride alone you learn a lot about yourself but when you ride with others, especially others who are better, faster or more experienced riders than yourself, you learn about riding. I have a select few motorcycling friends with whom when I ride I consider it an honor to keep up. They challenge me without pushing me and I am made a better motorcyclist because of it. I could never achieve that type of improvement when riding alone. Sure I could push my own limits and continually try to ride farther, faster, longer, harder and better but there's a give and take relationship that is formed or strengthened when one motorcyclist challenges another to improve in a constructive way. I can't get that benefit when riding alone no matter how "on time" for the ride I was or how close to the mapped out route I stuck. Maybe I need to embrace some of the things about riding with others that have traditionally made me shy away from it. Perhaps I need to let go of some of the control over the ride I try to maintain. I once heard (and I'm not sure if it was during some academic lecture or a line from a movie, neither would surprise me) "control is an illusion." The fact that I can't make others be on time or prep for the ride to my satisfaction should not take away from the joy I get from the ride or riding with others. Might I be missing out on some of the most enjoyable aspects of this sport/lifestyle/



hobby by spending so much saddle time alone? Could I be hindering my riding development or denying others the benefit of my company by going on too many solo missions? Am I alienating myself or others? I want to ride with others and I need to adjust my approach at times and way of thinking at other times. Just because I don't need other people to ride shouldn't stop me from wanting to ride with them. We don't need a reason to ride or a destination for that matter. Riding together is reason and destination enough or at least it should be. All this time I thought that by riding alone instead of waiting on others to join or to join me was a way to keep from denying myself the ride but what I discovered

is that I have been denying others the benefit of me. I have been missing out on riding with them and for all the perceived shortcomings of some of my fellow motorcyclists, I miss riding with them. How many solo riders whose paths I cross while also out riding alone have my same outlook? How many solo riders are out riding alone because they have no one to ride with while I have plenty I could call to join but choose not to? When I ride alone neither I nor those I would ride with get to experience all the benefits I mentioned earlier so why are we not riding together? We need to ride and we need to ride together. Calling all motorcyclists, let's roll out... Together. 📌





Replacement of Highway Patrol Motorcycles

All 51 members of the Highway Patrol are qualified as motorcycle patrol officers, certified to operate one of the Unit's 45 motorcycles. In addition to its routine patrolling of highways in marked and unmarked vehicles, this unit also performs a multitude of other important and very public functions on motorcycles including escorting dignitaries, traffic and crowd control for major city functions and events, and performing in the annual Hero Thrill Show to raise funds for the college tuition of children of police officers and firefighters killed in the line of duty. The unit also has a unique role in the Department's "Rolling Thunder" strikes which saturate certain high crime areas of the city several times a year.

Unfortunately, 14 of the Unit's 45 Harley Davidson Road King motorcycles were manufactured in 1991, almost 25 years ago. For all practical purposes, because of the inability to locate engine parts, the exceedingly high mileage, and just the routine wear and tear of 25 years of heavy street use, these 14 motorcycles are obsolete, unreliable or simply out of commission.

With Philadelphia being the host city of several national and international events in the coming years, the Department is seeking funding to replace as many of these motorcycles as possible.

2015

ALL-NEW YZF-R3™




56mpg
estimated*

WELCOME TO THE R WORLD.

- All-new model
- The easiest way ever to enter the world of Yamaha R-series supersport performance
- Class-leading, fuel-injected 321cc, liquid-cooled twin-cylinder engine
- Slim, lightweight chassis for agile handling
- Yamaha supersport-inspired styling with full fairing
- Low 30.7" seat height and a flat seat design to get both feet firmly on the ground for added confidence.
- Perfect for 1st time riders or experienced riders who prefer an ultra-light, nimble machine



Subzero

LOCATION: Philadelphia, PA

OCCUPATION: Transit Operator.

YEARS RIDING: Since 2002.

RIDING STYLE: Street and road race track.

BIKE/S OWNED: 2009 Suzuki GSXR 600.

FAVORITE BIKE MODIFICATION/ACCESSORY: The Leo Vince GP style full exhaust system! I love the sound and performance!

FAVORITE PIECE OF RIDING GEAR: My Arai Jolly Rogers 2 helmet.

MOST MEMORABLE RIDE: My first track day at Pocono Raceway in 2006.





Lauren "Lu" Clark



LOCATION: Sarasota, FL

OCCUPATION: President of Bad Habits with Good Intentions (Non Profit Motorcycle Safety Awareness Group).

YEARS RIDING: 6 years.

RIDING STYLE: Street and Strip. Stunt and track in the future.

BIKE/S OWNED: 2009 Honda CBR 1000RR, 2000 MV Agusta F4 750s

FAVORITE PIECE OF RIDING GEAR: My ICON Airmada Lucky 2 Helmet.

FAVORITE BIKE MODIFICATION/ACCESSORY: My Taylor Made Carbon Fiber Exhaust on my CBR.

MOST MEMORABLE RIDE: My good friend and I got stuck in a rain storm going over Skyway Bridge. We got tossed around by heavy wind and rain the whole time which tested my skills as a rider. It was one heck of an adrenaline rush.





Tyler Maten

LOCATION: Grand Prairie, TX

OCCUPATION: Student.

YEARS RIDING: 3 years.

RIDING STYLE: Street.

BIKE/S OWNED: 2006 Suzuki GXSR 1000 Turbo

FAVORITE BIKE MODIFICATION/ACCESSORY: The Turbo!

FAVORITE PIECE OF RIDING GEAR: My ICON Field Armor Stryker Vest.

MOST MEMORABLE RIDE: The Miltown Throwdown in 2014 and every late night cruise with friends.





Payton Suicide



LOCATION: Staten Island, N.Y.

OCCUPATION: Office Administrator.

YEARS RIDING: 8 years.

RIDING STYLE: Street.

BIKE/S OWNED: 2003 Honda CBR 600RR.

FAVORITE PIECE OF RIDING GEAR: My leather jacket from Street and Steel.

FAVORITE BIKE MODIFICATION/ACCESSORY: The pink powder coat and the exhaust.

MOST MEMORABLE RIDE: My ride out to Ocean City, Maryland. It was the longest ride but I had some great memories getting there. I stopped to discover some cool spots along the way. 🍷



TEXAS TORNADO BOOT CAMP

2015
REMAINING
CAMP DATES:

4-DAY CAMP:
JUNE 4-7

PRE-INDY GP 4-DAY CAMP:
AUGUST 1-4

HALLOWEEN 4-DAY
BOOT CAMP:
OCT 29 - NOV 1



COLIN EDWARDS

**WHERE THE ROAD MEETS THE DIRT
& THE ADVENTURE NEVER ENDS**

RK[®]

Racing Chain

TIRED OF GRAY?

The Dark Days of Boring Chains are Over!
Let RK Colored Chains Complete the Look

Choose From Standard
or Neon Colors

Gold,
Natural,
Black or Black Scale,
Blue,
Red,
Green,
Orange,
Yellow

"Angel" Built by Paul Huntington



Extendable Foldable Levers



Sliders

Re-Discover



Footpegs



Spools / Axle Sliders

Puig
Hi-Tech Parts



YOUR FIRST PRIORITIES

WORDS: ERIC WOOD

IMAGES: ERIC WOOD//ANDREW WHEELER



Whether you are deciphering a new track or simply trying to drop your times at a track that you know, the first thing that you need to do is to conquer the fastest parts of the track. There are two basic reasons for this. First, high speed corners often cause a good deal of anxiety and stress for a rider who is trying to go fast. The very nature that speed carries additional risk with it if you make a mistake. The fear of making a mistake consumes a considerable amount of mental energy and can not only cause riders to leave larger than normal margins for error, but it also often results in riders making tentative, slow inputs to the motorcycle. Second, in high speed corners the differential in speed between fast riders and slow riders tends to be very large. When we think about this for a moment it makes perfect sense. The difference between you and Valentino Rossi in a first gear corner might only be a few miles an hour. If you are 20% slower in a 30mph corner, then the difference between you and Rossi is only 6mph. However, if you compare your speed to Rossi in a 125mph sweeper, the difference

becomes 25mph (and the percent difference usually grows when fear begins to creep in). Since it only takes about 1 mph increase in average speed around most tracks to drop 1 second/lap, it quickly becomes obvious where there is the most to gain.

Often these fast corners are blind. This is sometimes because they happen over a rise (my personal favorite) or simply because they are long enough that you cannot see all the way through the corner at the point of initial turn in. In an effort to increase speed, free up mental capacity and lower lap times, these corners are almost always your top priority. In order to master these corners we generally follow a three step process; (1) establish the exact strategy for the corner, (2) find references to accurately guide us through the corner and (3) do all we can with our body position and the timing of our inputs to maximize grip.

Much of the strategy for these corners was discussed last month when we talked about the difference



between roll speed and exit speed focused corners. At the conclusion of that article, we established that any time that your bike has exceeded the threshold of traction speed for your motorcycle (the speed at which your bike will no longer spin the tire) we make the corner as straight as possible. In order to do this, we generally need to make a single bar input to initiate the corner and then carve on a constant (large) radius arc throughout the entire corner. Only on very powerful bikes will these fast corners usually fall below this threshold. Since bikes accelerate much slower, for example, at 30 mph than at 130 mph we only want to "square off" these corners if we have to, as this action scrubs off speed that we never get back on many motorcycles.

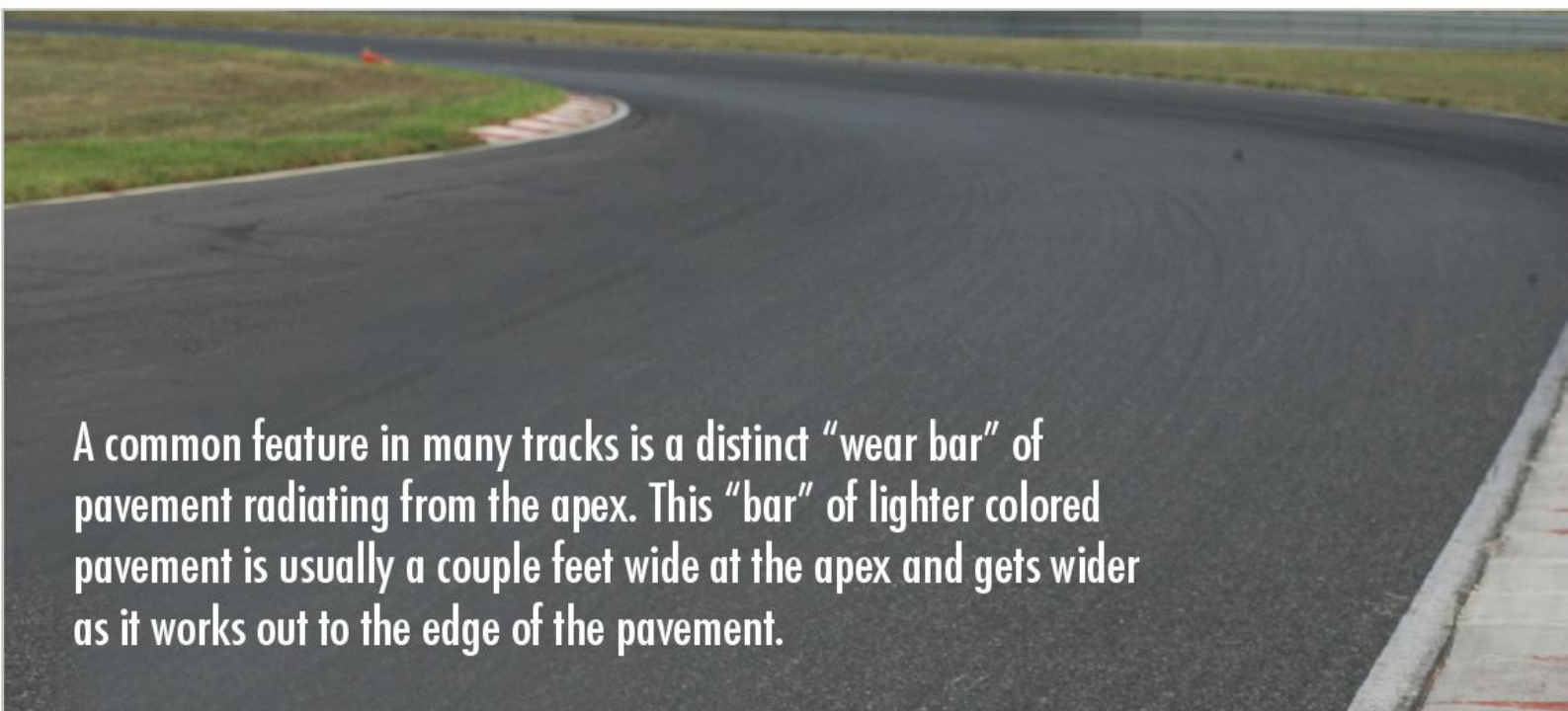
With the strategy in place, the most important step to gaining confidence in these corners is to establish your exact track position and trajectory at the point that the track is blind. This may simply be the apex of a fast sweeper, or the crest of the hill in a corner with elevation. Our goal is to make a definitive input (not a slow or tentative one) that brings us to our blind spot not only in the right position but also pointing in the right direction.

Blind turns require the addition of a secondary reference that is not generally required in a normal

corner. We will call this the initiation point, and this point is used to create a consistent reference point to begin our trek into a fast apex or over a blind crest. The purpose of this point is to allow you to create a consistent trajectory to your blind spot. Most riders can accurately get to the blind spot, but without a consistent reference to start it is difficult to go fast with confidence.

In a fast sweeping corner that does not allow you to see through the apex, this point is usually located on the outside edge of the track and should be a high contrast item that is easy to locate. It must be visible from a distance so that you can reduce your perception of speed and bring your vision further down the track. This will improve both your accuracy and your perception of control. A rider should use peripheral vision to pick up this point as we pass by and then work to establish a consistent bar effort that brings the motorcycle to the apex at the correct trajectory (the important part).

A common feature in many tracks is a distinct "wear bar" of pavement radiating from the apex. This "bar" of lighter colored pavement is usually a couple feet wide at the apex and gets wider as it works out to the edge of the pavement. Other corners have patches as a result of repairing roughed up pavement. These



A common feature in many tracks is a distinct "wear bar" of pavement radiating from the apex. This "bar" of lighter colored pavement is usually a couple feet wide at the apex and gets wider as it works out to the edge of the pavement.



IMPROVE YOUR SKILLS: YOUR FIRST PRIORITIES



features serve as fantastic guides because they help not only bring you to the apex, but they also help get you there pointing in the right direction. Be sure to look for them. When used in conjunction with a solid initiation point, these corners become much easier to ride a consistent line.

If we have done it correctly, we will be able to control our track position on the exit exclusively with the throttle. As long as we follow the philosophy of “gas on, bike up” we can roll the throttle on progressively harder every lap until we use the entire racetrack. In a fast sweeper, we should be able to pick the gas up right in the area of the apex. The timing of this input should be to keep the momentum that you carried to the apex. If you can pick it up well before the apex then it is likely that you scrubbed too much speed on the entrance. If you cannot pick it up until well after the apex then you either tried to carry too much speed, turned in too early or turned the motorcycle too slowly (all common mistakes). The establishment of a solid initiation point should give a rider the confidence to turn the bike in with authority, and then release that bar input almost completely on the edge of the tire.

This brings us to the final part of this discussion, which is doing all that we can to help the motorcycle in these situations. In fast sweepers, the goal is to allocate as much of the tire’s traction to carrying roll speed absorbing cornering force. The two main ways we do this are to first be sure that we have released as much bar input as possible on the edge of the tire. Riders must actively use their outside leg to anchor on the tank so that they can release bar pressure, especially with the inside hand. Second, they should work to get off the inside of the motorcycle to help relieve load on the tire. How far should you get off? Riders in this situation should get off as much as they can without sacrificing control. In short, get off as far as you can, evenly with both your hips and shoulders, while never allowing your arms to straighten, even if your bars went to full lock in either direction. This is a good place to start.

With fast sweepers worked out, you’ll be fast in the most important section of the track and will be ready to attack your drive and entrance focused corners with confidence.

Until next time... Ride fast! Ride safe! 🏍️

Key Switch Elimination Harness

Installs in seconds - No wire cutting!

NEW!
only from
Woodcraft



- ✓ Take **WEIGHT** off your bike where it counts - up high!
- ✓ Create **SPACE** for dampers and timers
- ✓ **PLUG & PLAY** installation saves time, hassle and allows for switch re-installation for resale



Sport Bike Products that MAKE SENSE!!



Stay Dry
Base Layer



Klucky Pucks



Servo Buddy



Frame
Sliders



Clip-ons &
Risers



Cycle
Mount



Warmers



Rearsets



Covers



Lever
Guards



Bar Ends



Stands



Toe
Guards



Axle
Sliders



Bodywork

DIRTY LITTLE SECRETS: MY MACHINES

WORDS: BILLY MORRISON

IMAGES: ELIZABETH RAAB

As I am now deep inside the Italian countryside, in a hotel 3 miles from the leaning tower of Pisa, and the last two wheeled machine I saw was three days ago in Leipzig, Germany (it was a gorgeously restored Royal Enfield!) my thoughts have turned to my own rides that are waiting for me back home in Los Angeles. Subsequently, as I stare out into what can only be described as motorcycle heaven, twisty, tree lined country lanes peppered with small Italian cafes serving the best coffee on the planet, I remember some of the bikes I've owned and how they fared, how they ended up, which ones made me smile and which ones were like owning a temperamental Bull Shark. And so for this month's slice of Morrison, I have decided to review a few of my own machines.

2010 TRIUMPH TIGER: I added this bike to my garage because I needed something that seemed would handle the 'two up' situation nicely, and yet would still be fun to ride solo. So as usual, I took delivery of this machine at the dealership and then promptly left it there for a further two months while they stripped it of all the unnecessary rubbish, like rear fenders, reflectors, ugly mirrors, signals and a bunch of weight, and added some tasty improvements, like three into one exhaust, new front screen and fairing, carbon loveliness and various powder coated and anodized bits and pieces. The end result is a machine that I absolutely love. It's comfortable to ride, super quick and handles surprisingly well for a bike with such a tall center of gravity. It obviously serves the intended purpose of having a twin seat and passengers have the grab rails (or me!) to hold on to, but I pick this bike a lot when I'm solo; nipping through the Los Angeles traffic with ease. The pipe sounds awesome; the overrun on a closed throttle from high revs can





2010 TRIUMPH SPEED TRIPLE

FRICITION ZONE: DIRTY LITTLE SECRETS

sound like a fighter plane if you catch it just right and it's a super easy front end to get in the air. I didn't expect as much hooligan potential as I ended up with, and the Tiger is definitely a ride that's going to stay in my garage.

2008 DUCATI SPORT 1000: Now this has to be one of the best looking machines I have ever owned. Resplendent in bright red with full fairing, sourced for me with a fair amount of trouble I might add by Ducati themselves, it was a head turner even when parked at a gas station. It echoed the racing machines of yesteryear. Single huge round headlight, solo seat, Termi pipe system, loud as hell, starting this thing in the early morning silence to go to the gym was always a real laugh, and gold anodized and powder-coated stuff all over the place. Tires were an issue until I finally swapped

them out for some softer stickier Michelins and then the handling started to behave. But still not what I wanted; apparently the only thing that would make this bike flop nicely into corners was a complete Ohlins upgrade (front and rear) and I never got around to doing that. So as beautiful as this ride was, it ended up being nothing but a noisy wrist-snapper, the clip ons perfectly position your whole body weight entirely onto your wrists, and I have to say that she and I ended up getting a divorce. But it was the bike to take if you were popping up to 7/11 or nipping over to Mr. Chows for a spot of lunch.

1984 SUZUKI GSX750: Ah, the indestructible beast! I loved this bike. Torque for days and would literally bounce back up if I dropped it! No matter what I threw at this machine, and I used it

2008 DUCATI SPORT 1000





2010 TRIUMPH TIGER

for a long while during my days as a motorcycle messenger so I threw a lot at this one, it kept moving. Suzuki has always made amazing motors in the GSX series and obviously later on, the GSX-R would become the boy racer tool above all others. If I still had this bike, it would be a prime candidate for a full on café racer makeover...but unfortunately I threw one too many objects at mine and the tree that it ended up bent around proved too much for the beast. Off it went to the great bike park in the sky and I moved onto...

90'S YAMAHA FZ750: My love of the three quarter liter class of superbike grew exponentially with this one. Another great motor, their big selling point with this one was that it had 20 valves, 3 inlet valves, and although I'm not sure that all the technical jargon they threw at the machine really did that much, it was certainly a great looking bike that accelerated hard all the way through the gears. I used and abused the Yamaha for quite a while and it accepted pretty much anything I subjected it to, from long drawn out trips at constant high rpm



1984 SUZUKI GSX750

freeway use, to hours of first/second/third gear street use, mainly with the front wheel in the air, around London.

2010 TRIUMPH SPEED TRIPLE: My current hooligan tool extraordinaire! Has to be the twin headlight version as I am really not a fan of the current angular weird alien eye headlights they are using on most new bikes at the moment. My Speed Triple is just perfect in every way. Another machine that stayed exactly where it was after purchasing it, so that every detail could be powder coated black, and everything I didn't need could be taken off. The bike was stripped, blacked out, painted matte black, with a full Arrow system, and I spared no expense in turning this thing into a loud, obnoxious,

truly fun bike to ride. I love this machine. I had the suspension changed and it handles like a dream. I had the motor tweaked and it will hoist its front wheel up in the first three gears with zero effort. It's short, stubby, beefy and functional; this is the bike that I jump on, along with my laptop, my shotgun and a brick of cash, if the shit hits the fan and we all have to head into the hills to live in a cave and fight the invading armies. Hey, I loved that movie, Red Dawn! There's been many other two wheeled toys to pass through my garage doors, but it's been fun to think about a few of them in a little more detail. That's all I got for you this month, from deepest, darkest Europe, I send my love and respect to every SBI reader...Until next time. 🍷



THE *NEXT LEVEL* OF MOUNTING TECH IS HERE

TESTED
AT
120 MPH

THE **TECHGRIPPER** BY **TECHMOUNT**,
IS NOW AVAILABLE

THIS AMAZING MOBILE DEVICE
GRIPPER, TESTED UP TO 120 MPH, IS AS
INCREDIBLE AS THE MACHINE
THAT IT WILL NOT LET GO OF.
AND NOW YOU CAN HAVE IT.

GET A GRIP TODAY WITH A GRAND OPENING 15% DISCOUNT
WITH DISCOUNT CODE: **GETAGRIP**
LIMITED TIME ONLY. ACT NOW TO SAVE!

*TESTED BY A PROFESSIONAL ON A CLOSED COURSE, DO NOT ATTEMPT

ON SALE NOW!

THE NEW ISH

BROCK'S PERFORMANCE •

BLACK ALIEN HEAD2 SLIP ON EXHAUST FOR THE NINJA H2

Leave it to the team at Brock's to come out the gate with performance exhaust options for the Ninja H2. The Alien Head2 Slip On is a 14 inch megaphone styled muffler with a 2.25 inch outlet with a permanent baffle. The pipe shaves 77% of the OEM weight with total weight of 3.75 pounds. Its sleek and aggressive with a black ceramic coated finish. It installs to the OEM mounting points and retains use of the catalytic converter. For optimum performance of the exhaust, they recommend the use of a Power Commander V with the Brock's map installed in harmony with their ECU flash. Included in the box is the muffler, elbow, the necessary hardware and your color choice of logo badge.



JOE ROCKET • RESISTOR GLOVE

The Resistor Glove is easy on your hands as well as your wallet. They feature internal injection molded knuckle armor housed in a double layer of elastane with high density padding on the palm and in the fingers. Comfort and protection all for under \$40.00 makes them a premium selection for lightweight summer street riding gloves.

Sizes: S - XXL

PUIG RACING •

PRO SLIDERS FOR THE 2015 BMW S1000RR

Made from high impact nylon material, the PRO sliders feature a wide surface to increase protection from the ground for your bike as well as sliding. The blocking system prevents the sliders from turning around and are equipped with an interchangeable rubber end to avoid injuries if contact is made with the rider's knees. No modifications are needed for installation.





RK EXCEL •

530 PRO DRAG RACE CHAIN

Rated for up to 1500cc applications, the 530 Pro Drag Race chain from RK Excel is lightweight and has an average 10,400 pounds in tensile strength. It weighs 5.16 pounds per 100 links which is less than other 530 chains on the market. RK Excel engineered the 530 Pro Drag Race chain specifically for the needs of today's drag racer. Available in lengths from 100 to 170 links with a clip type master link.



FRESH OIL & CO. •

CHARCOAL HELMET TEE

Embracing the lifestyle of every true rider, Fresh Oil & Co. offers the Helmet Tee that simply projects an image that we can all relate to and want to associate with. The graphic is screen printed on a preshrunk 100% cotton shirt. Small details in the quality of this tee speaks volumes for the brand such as the seamed collar, double needled sleeve and the bottom hem.

Sizes: S - XL

C&S CUSTOM •

DRAG LITE SWING ARMS

Designed and manufactured by C&S Custom, the Drag Lite Swing Arms are made from 6061 T6 extruded aluminum to be extremely light and super strong. To make sure that the Drag Lites are up to spec, they are welded and assembled in house and include built in air tanks and adjustable axle slides for proper and precise dialing in of your required length. A nitrous bottle bracket can be added as an upgrade and underbracing is offered at no additional charge. Available in several color options for a majority of late model sport bikes in a choice of lengths ranging from 6" to 20".



ON SALE NOW!

THE NEW ISH

ICON •

ANTHEM 2 MESH JACKET

The tested and proven quality and the relaxed fit of the ICON Anthem Mesh jacket returns in the Anthem 2 Mesh jacket. Featuring a fighter mesh jacket and iron weave mesh paneling, the Anthem 2 is engineered to be the hottest cool jacket that you buy. It's great sense of style and fashion brings the heat but the jacket's construction is what keeps you cool. Equipped with D30 armor in the shoulders, elbows and back, the Anthem 2 provides protection and comfort and most importantly, breathability which is so important when riding in warmer climates or just on longer rides. And when it does get a little chilly in the air, the Anthem 2 does come with an insulated full sleeve liner that you can easily zip in.

Sizes: XS - XXXL

Colors: Hi Viz Yellow, Gray, White, Black



CARROZZERIA •

METAL SCORPIO FORGED ALUMINUM WHEELS FOR THE ZX14R

Metal Scorpio's forged aluminum wheels were designed to be stronger than your OEM wheels and lighter. The set of front and rear wheels save over 15 pounds when compared to your stock rims and use your stock front and rear brake rotors. The set ships complete with spacers, cush drives, bearings and valve stems.

Colors: Wine Red, Electric Blue, Gold, Black, Machine Silver

AMERICAN KARGO •

TOOL WRAP GEAR BAG

Being ready for potential roadside troubles can make the difference between being able to keep rolling or waiting for a tow. The Tool Wrap Gear bag from American Kargo help you to stay on the ready with dual layer webbing to keep your road necessary tools in place and organized. The micro weave constructed bag is durable and features a hanging option for easy access to its contents. The Tool Wrap is made to fit on your bike or can be used with other American Kargo bags.

Colors: Black, Black/Hi Viz





**WOODCRAFT CFM •
FRAME SLIDER KIT FOR THE YAMAHA R1**

Woodcraft has redesigned their frame slider pucks and are introducing them on this kit for the 20q15 Yamaha R1. The new pucks feature a tapered edge that will assist the bike in sliding over an object as opposed to catching hold of it. The frame sliders are two pieces: a perpendicular mounting bolt a solid slider puck that can be replaced after a tip over or fall.



**MOTO D RACING •
TRANSPORT BAR HARNESS**

The Bar Harness assists in getting transporting your bike when trailering. Use in conjunction with tie down straps, the Bar Harness stabilizes the motorcycle at the bar ends. Tested for safety on motorcycles up to 750 pounds, the Bar Harness fits across bars measuring 32 inches to 34 inches and can be used cruisers, as well as sportbikes. Made from durable nylon webbing material with a tensile strength of 1,500 pounds.

**K TECH SUSPENSION •
RAZOR R REAR SHOCK FOR
THE HONDA GROM**

The Razor R is a three way, fully adjustable rear shock for the Honda Grom that offers spring reload, compression, damping and rebound damping. Equipped with a piggyback remote reservoir, the Razor R is nitrogen gas charged and is 2.5mm longer than the stock rear suspension.



ON
SALE
NOW!

THE NEW ISH: FEATURED ITEM

GOPRO • HERO4 SESSION CAMERA



The latest offering from GoPro is their lightest, smallest and most technologically advanced camera to date. The Hero4 is half the size of its predecessors and almost half the weight. Its functionality offers advanced flexibility thanks to the included low profile mount, the standard mount and the ball and joint buckle mount that allows you to adjust the camera's position on the fly. The Hero4 uses a single button control making it one of the most user friendly action sports camera on the market, if not the most user friendly camera. The built in battery can record for 2 hours on a full charge and can be recharged via the included USB cable. The housing is built to endure and is waterproof to 10 meters as it records 1080p60 video with a dual mic setup or captures 8MP photos. It features built in WIFI and Bluetooth making pairing to your mobile device or laptop as well sharing your pics and vids across a multitude of social media platforms a cinch.

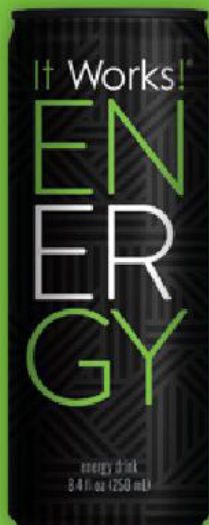
COMPETITION WERKES



The pursuit of refinement is the road to perfection.....

Quality Sportbike Accessories

WARNING: THIS IS NOT YOUR TYPICAL ENERGY DRINK!



**BLENDED WITH A PROPRIETARY FORMULA,
ENERGY IS PACKED WITH NATURAL
STIMULANTS FREE OF THE JITTERY EFFECTS
CAUSED BY TODAY'S LEADING ENERGY DRINKS.**

- A full spectrum of phytonutrients
- Potent antioxidant-rich polyphenols
- Packed with B vitamins to support brain function
- Helps support the body's ability to sustain natural energy levels



These statements have not been evaluated by the Food and Drug Administration. This product is not intended to treat, diagnose, cure, or prevent any disease. International release dates coming soon.



SADDLEMEN •

GEL CHANNEL SPORT SEAT

Lady Kim

I understand that a sport bike has never been designed to ride comfortable like a cruiser. I have never had a problem with the comfort of my stock seat until now. I guess it is true that your body changes every 7 years. On my last ride, my seat was putting knots on my legs and my butt was killing me on a ride through the mountains, twisties and highway on a 12 day of riding. I just wanted to stretch my legs straight out but I am not ready to buy a cruiser yet. So, I decided to buy a custom seat for more comfort and the Saddlemen company was recommended by the other riders.

I bought the Saddlemen Gel Channel Sport Seat for my Honda CBR1000RR which was designed specifically for sport riders who need a seat that can ride on the highway, city and track. It specifically has a split piece of SaddleGel with a channel in the base foam to relieve the pressure of your perineal area which increases blood flow to the rider's butt so they can ride longer periods of time.

Installation was easy and only required removing my 2 stock seat screws that I used to install the Saddlemen seat. It even had a matching seat cover for the rear seat. Both were made of a nice suede to keep you from sliding around in the seat. I could feel the difference in the thickness of the seat as I sat

on it. The real test of this seat was my ride to Maryland, totaling 350 miles. I could feel the difference after the first 50 miles. The seat was much bigger than my stock seat. It was a firm ride but not a soft feel. The pressure on my butt was relieved but I could feel the knot in my leg coming on. I favor my right side so I adjusted my body position and voila, pain gone. We rode through a lot of construction with unpaved roads and dodging pot holes. The suede seat kept me from shifting around. On the way home it started to rain. I had to ride in a downpour for 3 hours which brings me to my only negative issue of the seat. I didn't have any rain gear on so the water went down the middle channel. The seat dried pretty quickly when it stopped raining the last 45 miles of my ride.

Rating: 5 (out of 6) 



ZERO GRAVITY'S NEWEST SERIES OF
PERFORMANCE WINDSCREENS

**ZERO
GRAVITY**
Racing

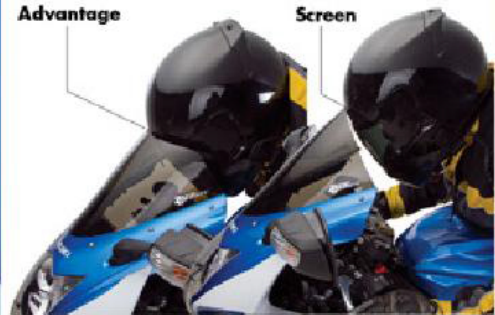
NEW

Marc1

MARC1 IN ACTION!

Marc1
Advantage

Corsa
Screen



- AVAILABLE IN CLEAR & LIGHT SMOKE
- WEIGHT FORWARD RIDING STYLE
- AGGRESSIVE LOW PROFILE

Marc1

AVAILABLE FOR MOST POPULAR SPORT BIKES

• HONDA • KAWASAKI • SUZUKI • YAMAHA
• BMW • DUCATI • TRIUMPH • APRILIA





THE BACK SHOT!

Image: Michael Belo Location: Orlando, FL



Discover other motorcycle & powersports exhaust parts on our website.