

Triumph Unveils New Tiger

Triumph has announced a revised Tiger model for 2005, with a 40-hp, aluminum Silver, British Racing Green or Lacquer Orange.

Technical changes for 2005 include: Revised front suspension with single rate springs and revised rebound damping.

Revised rear suspension with increased spring rate, compression and rebound damping.

Revised steering geometry, rake: 25.8° (was 28°) and trail 87.9mm (was 92.5mm). Also, the wheelbase reduced from 1550mm to 1517mm.

Spoked wheels and tubed tires changed to cast wheels with tubed tires.

Revised chain and rear brake levers with weight relief slots.



Cosmetic changes include: New silver frame finish. Updated graphics.

The 2005 Tiger comes complete with hard saddlebags as an MSRP of \$10,500. Like all of Triumph's models, the Tiger is covered by a 24-month warranty.

Venture Specs Error

In the February evaluation of the Yamaha Royal Star Venture, *MCN* incorrectly gave an 1175 lbs. wetting. Making the carrying capacity only 28 lbs.

In reality, the GWR of the Venture is 1287 lbs., making its carrying capacity, even with a full tank, 297 lbs.

We are still not certain as to how the error happened, but we've written a discrete apology, as in the same article we credited the bike for having a carrying capacity much too weak for a touring motorcycle. Obviously, this was not true.

The American Motorcyclist Association (AMA) has announced a "ban" for Air/Vee's new automatic "T" series for use in an inadequate training of car drivers who seriously injure or kill motorcycle riders.

"Ban" for Air/Vee will advocate legislation establishing tougher penalties when traffic officers or criminal actions by other motorists result in a motorcycle rider's death or serious injury, a move that also would benefit other vulnerable road users such as bicyclists and pedestrians. The program will include cooperation with state and local motorcycle organizations, efforts by AMA Community Councils, and a variety of opportunities for individual motorcycle riders and other concerned citizens to become involved.

"Ban" for Air/Vee also will feature events that coincide with the 2004 Black Hills Rally in Sturgis, South Dakota. More details will be announced soon on the AMA's website, AMAUSA.com, and in the American Motorcyclist magazine.

Oregon Motorcyclists can now use three headlights on their motorcycles whereas in the past, two was the maximum allowed. They will also be able to use auxiliary lights, other fog lights or driving lights, all at times if the auxiliary lights are brighter than the headlight and the auxiliary lights are aimed correctly. All other vehicles in Oregon must turn off their auxiliary lights during times when the law requires drivers to dim their high beam headlights. Finally, Oregon riders may use an intermittent parking or flashing brake light, as long as the flashing does not interfere with the rear turn signal function. With the help of legislators that are motorcycle fans themselves, these new options were passed and signed by Governor Kitzhaber.

Air/Wave, Ltd. (www.airwave.com) has contracted with Direct Impact Inc. (www.directimpact.com) to market and provide distribution for its Air/Vee products. Air/Wave's patented line of inflatable motorcycle safety vests that protect a rider's upper body and vital organs in the event of a crash.

They cite the latest available figures from the National Highway Traffic Safety Administration (NHTSA), that studies involving motorcycle accidents account for 7.6% of total traffic fatalities on America's roadways. In addition, motorcycles are about 28 times as likely to be in a crash as someone riding in a passenger car, and are 5 times as likely to be injured and, "Personal protection is the best defense against injury when a crash does occur."

British motorcycle commuters are calling on their government to publicly recognize the benefits of London traffic congestion relief from greater motorcycle use. A year after trial restrictions began charging tolls for cars entering central London, just exempting motorcycles, the streets are safer. Motorcycle sales are up 20% in London, and despite a 20% increase in motorcycle traffic in the city there has been a 15% fall in motorcycle casualties, while the average speed of traffic in central London has risen by 15%.

The Motorcycle Hall of Fame Museum, located in Pickerington, Ohio, and the National Motorcycle Museum & Hall of Fame, located in Anna Maria, Iowa, have signed a "statement of understanding" to promote an merger of their respective hall-of-fame inductees and procedures into a unified entity under the banner of the current Motorcycle Hall of Fame Museum. Both museums would otherwise retain their individual

identities and continue their independent operations and management.

For more information, contact Mark Miodorik, Director of the Motorcycle Hall of Fame Museum (Pickerington, Ohio), at (614) 856-2222; or Maria Terle, Director of the National Motorcycle Museum (Anna Maria, Iowa), at (319) 662-3825.

From AMA Pro Racing: Yoshimura Suzuki rider Aaron Yates has been suspended for one race meet and fined \$5000 by AMA Pro Racing for his actions following an on-track incident with KWS Racing's Anthony Fania during the Daytona 200 on Saturday, March 6. In announcing the suspension, AMA Pro Racing Road Race Manager, Ron Baricki stated that Yates' behavior after the race violated was completely unacceptable.

"After carefully reviewing the tapes and interviewing the corner workers and both Mr. Yates and Mr. Fania, we have concluded that the contact that occurred with both riders involving was an unfortunate racing incident with neither rider specifically at fault," said Baricki. "However, Yates' actions after the crash are the reason we are issuing the fine and suspension."

TV video tape, interviews with the riders and the corner that corner workers confirmed that Yates locked and head-butted Fania immediately after the crash. While it was impossible to discern what each rider said during the exchange, it was apparent that Fania was attempting to walk away from the altercation.

Baricki confirmed that Yates' AMA license is suspended for a period of one AMA Superbike race meet, specifically the California Speedway event scheduled for April 2-4, 2004 in Fontana, California. Yates will not be permitted to compete in

any of the races that make up that race meet. Baricki also stated that the \$5000 fine could be reduced by 50% if Yates enters an anger management treatment program, approved by AMA Pro Racing, prior to returning to competition.

"Physically assaulting a fellow competitor cannot be tolerated under any circumstances," said Baricki. "This penalty should indicate how seriously we are taking this matter."

The following is from Don Sakakura, team manager for Yoshimura Suzuki:

"At Yoshimura we have a 50-year history of racing. We've been here, but at the end of the day, we always believe in watching out for one another and keeping racing as professional as we can. As a result of this philosophy, we cannot, and do not, condone Aaron Yates' actions in any way, shape, or form.

"Needless to say, we at Yoshimura are very disappointed in Mr. Yates' behavior."

Louisiana Gov. Mike Foster called into question a report on motorcycle safety released by the National Highway Transportation Safety Administration (NHTSA). The NHTSA report indicates that motorcycle crash fatalities have doubled since the Louisiana Legislature repealed the state's mandatory helmet law. Foster pointed out that the NHTSA looked merely at race numbers and not at the circumstances of the crashes. According to a 2001 report by the Louisiana Highway Safety Commission, Traffic crashes involving Motorcycles, fatalities per 100 crashes only rose by 0.2% from 1.998 to 2.000. In 2001, that percentage actually went down to 1.8%. In 1998, 3.9% of every 100 crashes resulted in deaths, during that time, the number of crashes increased from 899 to 1,410, a fact that cannot be attributed to better usage rates.

Now a giant-sized motorcycle (Daytona Harley-Davidson) that one they're probably well built specially to fit NRA supporter Shaggle O'Neal is leaping at their dealership, unpaid fee. The dealership, in fact, is suing Shag to try to force him to pay for the custom-built motorcycle he ordered.

The bike's frame has been extended by 3-1/2 feet, with handlebars four feet wide and four controls designed for a size-22 foot. The motorcycle is so huge, employees had to make custom control extensions and use skills just to test drive it. O'Neal has failed to respond to numerous attempts by the dealership to collect their fee for the bike, and refuses to even pay a cent, so why he won't pick up the bike and pay for it. It can't be the price, can it? As for salary, Shag says enough people go to buy two motorcycles at this price, with money left over for gas.

Latest Recalls**Honda****Model: Silver Wing (F3000)**

Year: 2000-2003

Number Potentially Involved: 4,907

Manufactured: November 2001 - February 2003

Defect: On certain motorcycles, excessive clearance between the lower handlebar clamp and handbar holder creates stress that can eventually cause the handbar to loosen or detach, resulting in a loss of steering control, which could lead to a crash. Remedy: Dealers will install two lower handlebar clamps, add washers between the lower clamps and handbar holder, and install new locknuts.

NHTSA Recall No. 02V13

American IronHorse**Model: Classic, Legend, Outlaw, Ringer, Slammer, Stalker, Tejo, Texas Chopper, Thunder**

Year: 2002-2004

Number Potentially Involved: 2,206

Manufactured: August 2001 - November 2002

Defect: On certain motorcycles equipped with optional brake rotor-carriers, the rotor-carriers can crack while in service and possibly break, causing partial loss of the brake system or the potential for rotor-carrier detachment, which could result in a crash. Remedy: Dealers will replace the rotor-carrier assembly.

NHTSA Recall No. 02V21

Big Dog**Model: Chopper**

Year: 2002-2004

Number Potentially Involved: 1,446

Date of Manufacture: N/A

Defect: On certain motorcycles assembled with an early version Rolling Thunder frame, a stress crack could emerge in the frame, which could cause a loss of control.

Remedy: Dealers will repair the frame.

NHTSA Recall No. 02V25

Buell**Model: X310, X210S, X310**

Year: 2004

Number Potentially Involved: 281

Manufactured: June - August 2003

Defect: On certain motorcycles, the wire that provides power to the horn, due to misrouting, can become frayed from contact with the horn bracket mounting bolt. As a result, the horn wire may become exposed, and when the horn button is pushed, either the horn circuit has or the key switch fuse can blow. If the key switch fuse blows, the vehicle can stall, which could result in a crash. If the horn fuse blows, there will be a loss of power to the horn and rear brake light. Remedy: Dealers will inspect and correct the wiring, if necessary.

NHTSA Recall No. 02V44

Harley-Davidson**Model: Dyna WideWile**

Year: 2004

Number Potentially Involved: 23

Manufactured: N/A

Defect: Certain motorcycles with carbureted engines have an angled fuel line that fits the gas tank. These motorcycles do not fitting Harley-Davidson impact test standards and present a risk of fuel leakage and fire in the event of a crash. Remedy: Dealers will replace the fuel tank with the proper tank.

NHTSA Recall No. 02V19

Triumph**Model: America, Speedmaster**

Year: 2002-2004

Number Potentially Involved: 5,148

Manufactured: June 2001 - December 2002

Defect: On certain motorcycles, if the motorcycle is dropped onto the left side, air may enter the rear brake master cylinder reservoir. If left unattended, the rear brake may not operate, resulting in a loss of control, increasing the risk of a crash. Remedy: Dealers will reposition the rear brake master cylinder reservoir.

NHTSA Recall No. 02V25