

RW™

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ROADRACING WORLD & MOTORCYCLE TECHNOLOGY™

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PANIGALE**

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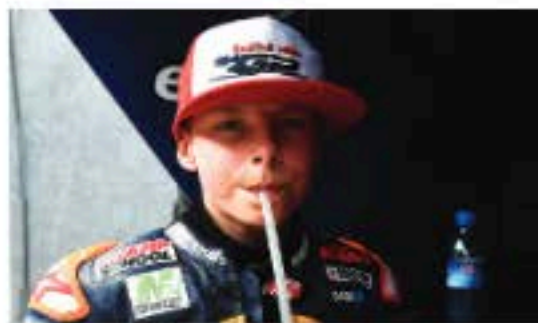
International Tri-Series Formula One/Superbike Championship in New Zealand.

Professional Racing In The U.S.

Toni Elias, the 2017 MotoAmerica Superbike Champion, will spearhead **Team Hammer's M4 ECSTAR Suzuki** program in the 2020 MotoAmerica Superbike Championship. "I am excited for this new way and happy to build something together with Suzuki and Team Hammer," said Elias, who has already won 32 MotoAmerica Superbike race wins in just four seasons. "The goal is to keep performing at the same high level, continuing to win races, earn the podium, and fight for the championship."

The Altus Motorsports Tucker VP Lubricants team is continuing with rider **Jaret Nassaney** in the 2020 MotoAmerica Supersport Championship and is promoting **Kevin Olmedo** from the Junior Cup into the Supersport class. Nassaney and Olmedo will both ride Suzuki GSX-R600s built by Team Hammer. Altus is looking to add riders in Stock 1000 and Junior Cup to its 2020 program.

Quarterley Racing On Track Development is bringing **Ben Gloddy**, age 14, back to compete in the 2020 MotoAmerica Junior Cup on a Kawasaki Ninja 400. Gloddy finished ninth in the final 2019 Junior Cup Championship



(Left) Rossi Moor (92) leading Travis Horn (23) on Ohvale mini racebikes on the kart track at PittRace in 2019. (Above) Tyler Scott landed Estrella Galicia 0,0 sponsorship for the European Talent Cup.



(Above) Toni Elias (24) is racing Team Hammer-fielded M4 ECSTAR Suzukis in MotoAmerica Superbike. (Above, Right) MotoAmerica improved its TV deal. (Right) Altus Motorsports is returning with Jaret Nassaney in MotoAmerica Supersport. Photos by Brian J. Nelson. (Below, Right) Peter Hickman and Smiths Racing switched from Triumph to Yamaha for Isle of Man, Northwest 200, and other street-circuit races. Photo by Barry Clay.

popular with our existing fans and also attracted new fans, which added up to increased numbers across the board. We also started our MotoAmerica Live+ streaming service in 2019 and it was a home run for us as it continued to grow throughout the season as people became more aware of both the quality and the amount of coverage we were able to provide from each event. As for our social media, the numbers were simply phenomenal with our fans proving every day just how totally engaged they are in MotoAmerica—wheth-

1987 Superbikes in Vintage Superbike and Open Exhibition categories. The MotoAmerica events at Road America (May 29-31), Ridge Motorsports Park (June 26-28), and Pittsburgh International Race Complex (August 7-8) will include rounds of the new MotoAmerica Mini Cup by Motul, featuring racers between the ages of six and 14 competing in three different classes on kart tracks at the selected facilities. There will also be a fourth class for riders over the age of 14. All of the classes

ed between the A Superbike and C Superbike classes in the 2020 WERA West Sportsman Series Presented by Lucas Oil.

Industry News

The winner has been named in a raffle of a 2019 Kawasaki Ninja 400 racebike/track day project bike to benefit the not-for-profit Roadracing World Action Fund's work buying, deploying, and maintaining soft barriers made by Airfence and Alpina. During a live-streamed video, **David Hildebrand** of Texas was chosen as the winner of the raffle and the Kawasaki Ninja 400, a vouch-



will run Ohvale mini road racing motorcycles with strict technical rules. Competitors are expected to bring their own motorcycles, but Ohvale importer Rise Moto will be on hand at events with a limited supply of rental motorcycles.

Steve Nace Racing Promotions (SNRP) flat track racing will be part of the MotoAmerica event August 21-23 at Indianapolis Motor Speedway. Amateur and Pro-Am races, a round of the Hooligan National Championship, an invitational Bultaco Astro race, and an AMA All-Stars event will be

er for a free set of Pirelli Diablo Rosso 2 tires from Metric Devil Moto, a free number plate from

QUICK LOOK:

**2020 SUZUKI
KATANA GSX-S1000S**



HIGH STYLE, BIG TORQUE

By David Swarts

There may not be a more iconic motorcycle than Suzuki's 1982 GSX-1000S, which later became the 1983 Katana GSX1100S. It wasn't that the machine was remarkable in its performance, and I'll have to take the word of others on that because I was 12-13 at the time. But I can still remember the Suzuki Katana as being one of the first motorcycles to catch my eye and start waking something up inside me that defines my life to this very day. The Katana looked like a silver rocket on two wheels, and I wanted to ride it!

Now, Suzuki is looking to rekindle that passion in riders like me and maybe win over some others with the 2020 GSX-S1000S Katana, which is a combination of Suzuki's current GSX-S1000 naked model and a modern interpretation of the Katana's iconic appearance.



Suzuki introduced the latest generation GSX-S1000 as a 2016 model (see *Roadracing World*, October, 2015) with a base model that had a Manufacturer's Suggested Retail Price (MSRP) of just

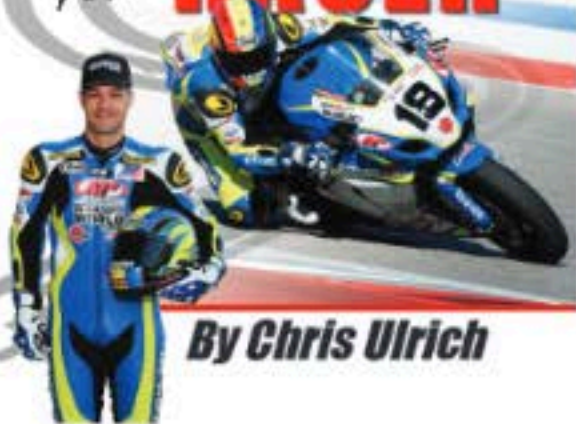
an aluminum swingarm from the 2016 GSX-R1000. With a measured output of 136.97 bhp at 11,600 rpm and 71.95 lbs.-ft. of torque at 9,570 rpm at the rear wheel, Traction Control, available



(Above) The 2020 Suzuki Katana GSX-S1000S at rest on a Southern California street. (Top, Left) The Katana on the track, at Chuckwalla Valley Raceway. Note extra exhaust system volume underneath the engine. (Top, Right) As delivered, the suspension was a bit too stiff for normal street riders, but could be stiffer for aggressive track riders or racers. Photos by David Swarts.

rpm at the rear wheel while being Brembo monoblock four-piston

THE ADVENTURES OF X AN EX RACER



By Chris Ulrich

Riding the Ducati Panigale V4 S in the rain all day brought back memories of some great qualifying sessions, races, and big crashes I had in wet track conditions during my racing career. I grew up racing on kart tracks around Southern California, so there were not very many opportunities to ride in the wet. In fact, I don't remember my first experience riding a motorcycle on a racetrack in wet conditions.

I do remember racing my Yamaha TZ125 during a very soggy spring race weekend at Gingerman Raceway in Michigan during the 1996 WERA 125cc GP season. It took me a few laps to figure everything out, but I eventually got going. Later in the season at Grattan, I had a fourth-gear low-side in Turn 11 as rain started to fall. I was on slicks and kept the gas pinned as I approached the top of the hill and was on my head before I knew it. I ruined my brand new Bell2 leathers on picture day!

I finally figured out how to ride fast in the wet late in the 1997 season, while racing a Honda RS125. I had a good qualifying session at Loudon during a NASB race weekend; I can remember dragging my knee in the bowl turn and thinking I'd figured it out. Then I qualified on pole during



(Above) MotoAmerica Superbike, 2015: "I raced in the wet a lot during my final full pro season. We had a wet race to start the season... and it was also wet at Road Atlanta for the second round. Photo by Brian J. Nelson. (Below) AMA Pro Superstock at Road America, 2007: "One of my biggest rain triumphs came when I qualified on pole for the AMA Pro Superstock race, ahead of Ben Spies and Aaron Yates." Photo by Gron4 Photography.



tice. The bike spit me high into the air before I knew it. I landed on my left hand and the impact shattered the bones below my index finger, which put me out of action until the Mid-Ohio round.

I had a few more races in the wet during my career, but they only netted me top-10 positions. There was a rain race at New Jersey Motorsports Park in 2014, when my crew guys didn't enter the correct tire diameter in the ECU and I had no traction control for 23 laps! It was a very long race...

I raced in the wet a lot during my final full pro racing season, 2015. We had a wet race to start the season at Circuit of the Americas, and it was also wet at Road Atlanta for the second round. We also raced in drying conditions