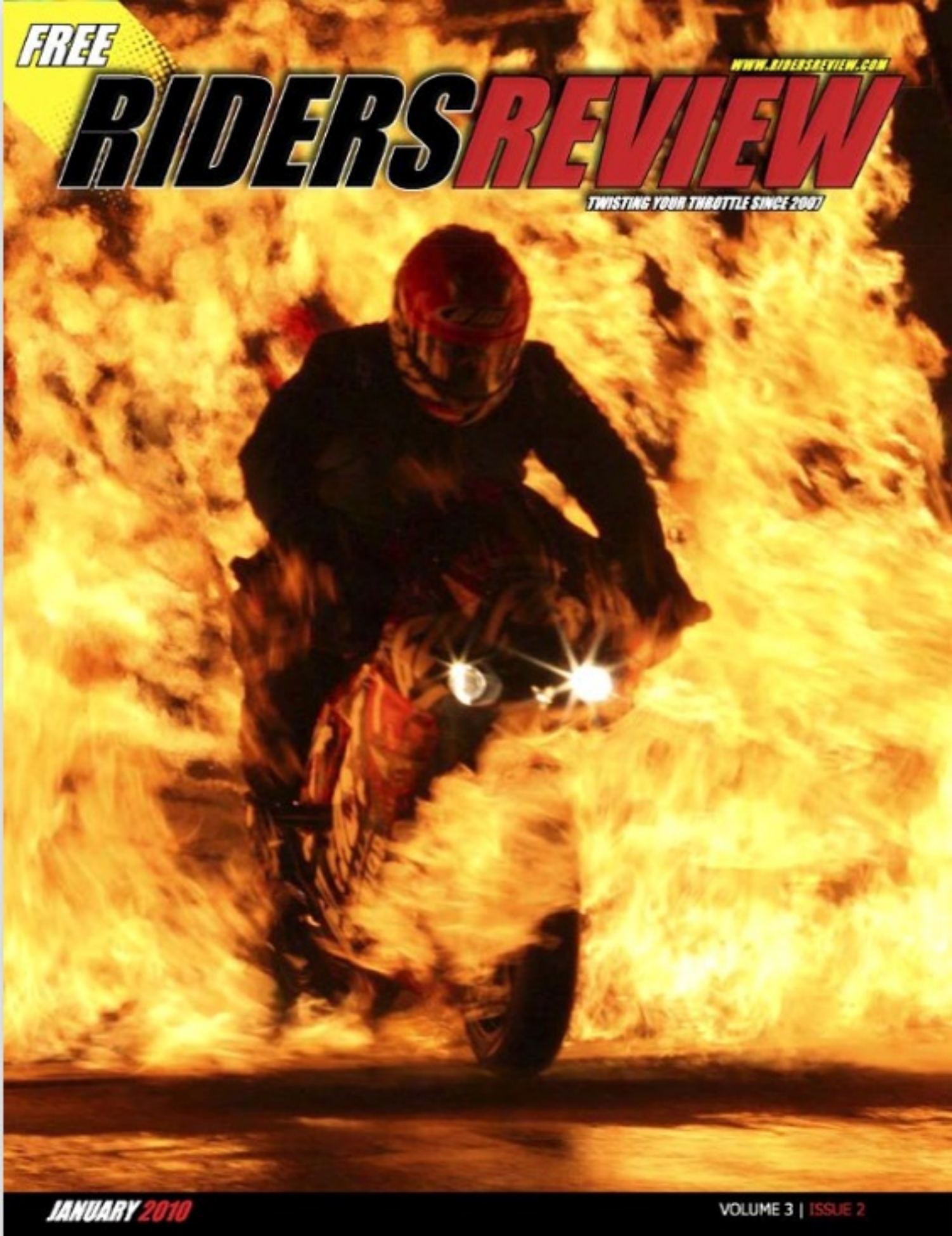


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# **RIDERS** *REVIEW*

*TWISTING YOUR THROTTLE SINCE 2007*



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# STUNT IN STYLE

BY CLINT EWING  
PHOTO BY LARRY GRIFFITHS



As many have noticed the sport of street bike stunt riding has grown in popularity. Growth brings new riders, companies and riding styles to the surface.

Starting back in 2003 for me, the sport began with no crash cages, no hand brakes and really no concern for the law. As I began to get more events under my belt and bigger sponsors, the tides shifted towards more engineering going into the bikes and legit practice areas.

Companies were quickly sprouting crash cages, hand brake systems, 12 bars, you name it. I quickly adapted the principal to keep my plastics on the bike in order to maintain professionalism as well as the sport bike look.

This isn't to say I was replacing plastics more often than my toilet roll, but I never much grew accustomed to riding my bike without plastics. Today you see a lot of riders out there with no plastics or the bare minimum. This plays two important roles for these riders, no plastic damage and accessibility to move around the motorcycle. For instance, it's harder to jump your feet through the front of the bike when you have a windscreen in the way.

I wanted to be able to ride a great looking bike but still ride as

hard as everyone else. I believe this in general has been achieved by many riders and when a rider can bring together great riding and a good looking motorcycle it's a win-win situation.

Along with different bike setups there are also different riding styles. Style and setup become your M.O., and riders become known for how the bikes looked in addition to how well they could ride.

Currently, I run my bikes with a full set of plastics but only one of my bikes looking its best. I prefer the practice bike to take all the beating and damage and allow my nice bike to stay somewhat healthy in comparison.

With this being said, here is what I have done to my fully customized 2010 CBR 600: Dunlop Qualifiers, Street FX lighting, Luimoto custom seats, Speed & Strength custom wrap, RG3 front suspension, Gilles Tooling rearsets, Gilles Tooling chain adjusters, Eika rear suspension, Brembo front and rear brake, Carrozzeria rims, Vortex Sprockets, RK chrome chain, Freestyle Ingenuity chrome cage, BMC air filter, NGK platinum plugs, Two Brothers Juice Box, FMF exhaust, Freestyle Ingenuity clip-ons, Galfer front wave rotors, Galfer rear wave rotor, Galfer steel lines, Galfer front calipers, and ESD rear stunt pegs. —RA