

Merry Christmas to my Adventurer friends!

Today (Wed before Christmas) I did the test I'd been waiting to do, the test of the **Warp-9 Racing 19" front wheel** on my 450R...



Note this wheel is a rear (w/sprocket); my front is identical w/o the sprocket. This was a straight "bolt-on" from Warp-9 racing...

<http://www.warp9racing.com/>

...and at at as-delivered price of \$400 a bargain for the performance gain. Below is the rim (green) mounted on the front of the bike, note the fat-front tire...



Close-up...



Wow! What a fattie!

Note that I must "get ready" for these winter events. Can't just "head into the garage, get going". So, nowadays, RB watches...



In the garage, my truck-as-storage-table...



I would subject the fattie-front to a rock-pounding at 50+ mph...



...where (amazing) my steering-stabilizer was **not** needed...



...and the "ride" vastly-improved compared to skinny 21" tire :-)

Info: The steering-stabilizer prevents "violent wobble" of the bike as sometime occurs in rock-fields or sand. The 19" fattie-front "tracks true" always. A steering stabilizer is \$600 installed (**worth it; saved-my-butt multiple times**). The fattie-front is \$500 installed (includes tire/tube). Yes the steering stabilizer can be "turned completely off" which was done for this test.

Below, the old skinny-front, even w/stabilizer "on", would "wobble" under acceleration, coming up this fast-hill...



...but today arrow-straight! No handlebar-wobbles :-)

I then tested braking-effectiveness on a steep-down-hill...



...braking noticeably-improved. Nice (confidence-inspiring). Yes I see "does not look steep". Hey if you're here, I'll lead you down :-)
At Dove Springs I came upon this empty/running (?) fire truck...



New sign (really does not limit the riding)...



The BLM (rightfully so) is po'd at the trash left behind...



...and all along the 70-mile route I saw discarded beer-bottles :-)

Below: Another close-call. I had come through the badlands (in the distance) where (A) slowing-down or (B) falling-off is not an option (because likely to lead to "them, getting you" and if-ever there's something you don't want to happen, it's "getting got, by them").



High-speed handling on these rutted-sweepers was a joy. I felt "in total control" on the entire ride. Nice.

Below, riding through the endless sandstone-erosion is always a picture-taking opportunity...



And yes, I had my SPOT satellite-tracker with me. If activated, SPOT calls for help via satellite, and gives my coordinates...



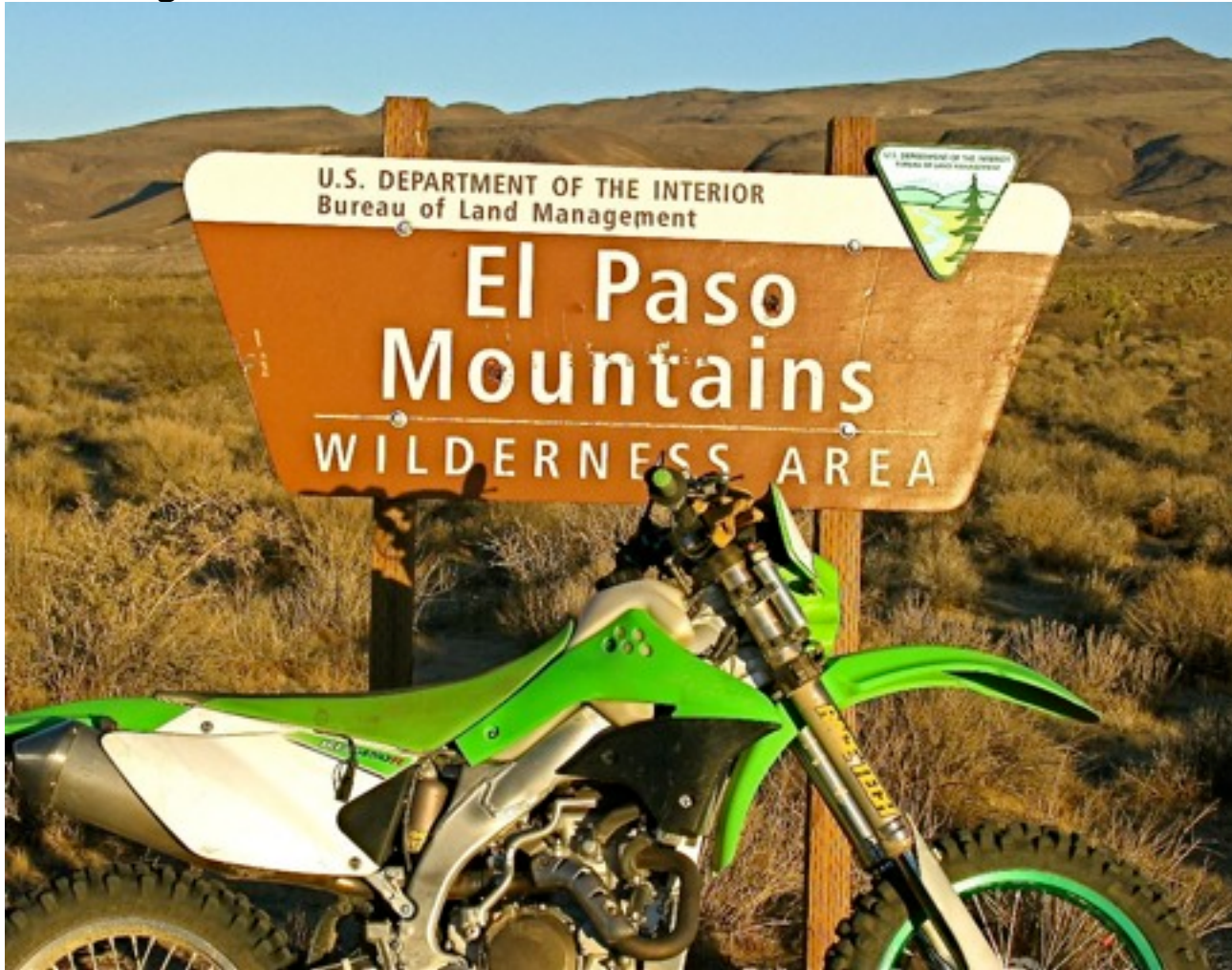
The crosswise-undulations below (called "whoops") are always a challenge. The Warp-9 wheel handled "whoops" terrifically :-)



Heading back home...



...through El Paso Wilderness...



...and in to SAND HELL...



...a well-known area of deep/soft sand, and with a skinny-21" tire miser. Ha! The 19" fattie-front performed splendidly :-)

Here's the consistency of the sand...



...and at low speeds the fattie-front "floated" on the sand, and the knobbies provided directional-stability. **Wow**. I'm impressed.

OK, what can we say regarding 19" fattie vs 21" skinny front tires?

- 1) I see no downside, in any condition, to the 19" fattie front tire (Warp-9 anodized-green rim)
- 2) 19" superior in fast-accel where 21" tires "hunt for traction"
- 3) 19" superior in rocks, at all speeds
- 4) 19" superior in sand, at all speeds
- 5) 19" cost-effective, because at \$500 (installed) negates the requirement for a steering-stabilizer (\$600 installed)
- 6) 19" on-pavement vastly-superior to 21" skinny

This was a really terrific day. Perfect weather, the Kawasaki 450R ran perfectly, the 19" fattie-front-tire exceeded all expectations.

Fact: The 450R has a rock-hard "butt-burner" seat. Overall ride-quality offered by the 19" fattie-front made my day. With an aftermarket "cushy" seat, I predict my Kawasaki 450R will be my favorite bike!

Thanks for reading along!

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