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Believe it or not, the Gold Wing actually started out as a naked ... neat cubby holes containing items like a tool kit and manual. Honda also installed an electrical relay which prevented the ...

Honda Gold Wing bikes for sale

Most people banged out their work on a Royal manual typewriter. In fact ... At age 81, he still rides his 2003 Honda Gold Wing. He and a friend took a three-day, 1,300-mile road trip in April to buy a ...

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2003-2006 HONDA CBR600RR

GL1500C (1997-2003), GL1500CT Tourer (1997-2000),
GL1500CF Interstate (1999-2001)

VTX1800C (2002-2007), VTX1800R (2002-2007), VTX1800S
(2002-2006), VTX1800N (2004-2008), VTX1800F (2005-2008),
VTX1800T (2007-2008)

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Evolution or revolution ... this was the dilemma Honda faced in creating the new fifth generation Gold Wing. Consumers were happy with the near-perfect GL1500 Gold Wing, but sales were declining and owners ageing. In 1996 Honda's designers and engineers decided the only way forward for the Gold Wing was a revolutionary approach. Given a brief by management to incorporate more 'Fun Factor' and make a large luxury touring motorcycle perform like a sports orientated machine, their target market was the younger rider. The GL1800 Gold Wing launched as a 2001 model and was updated in 2006 with the world's first and only motorcycle airbag system. Surviving a production return to Japan it had a second face-lift for 2012 and from that, two other variants emerged, a 'Bagger' and 'Power Cruiser', the F6B and Valkyrie/F6C. The GL1800 was destined to become the longest

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running Gold Wing series, but over its 17 years of production Honda faced stiff competition. Peter Rakestrow examines the GL1800's history from 1996 to the end of production in 2017, looking at model improvements through the years of this legendary marque, creating a point of reference for owners, buyers and restorers alike.

The Complete Idiot's Guide to Motorcycles, Fourth Edition, is the most complete book on motorcycles, covering everything from how to choose and maintain a motorcycle and how to buy appropriate gear, to how to ride safely, and how to make the most out of trips on the open road.

XLH883, XL883R, XLH1100, XL/XLH1200

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It was the most brutal corporate restructuring in Wall Street history. The 2015 bankruptcy brawl for the storied casino giant, Caesars Entertainment, pitted brilliant and ruthless private equity legends against the world's most relentless hedge fund wizards. In the tradition of Barbarians at the Gate and The Big Short comes the riveting, multi-dimensional poker game between private equity firms and distressed debt hedge funds that played out from the Vegas Strip to Manhattan boardrooms to Chicago courthouses and even, for a moment, the halls of the United States Congress. On one side: Apollo Global Management and TPG Capital. On the other: the likes of Elliott Management, Oaktree Capital, and Appaloosa Management. The Caesars bankruptcy put a twist on the old-fashioned casino heist. Through a \$27 billion leveraged buyout and

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a dizzying string of financial engineering transactions, Apollo and TPG—in the midst of the post-Great Recession slump—had seemingly snatched every prime asset of the company from creditors, with the notable exception of Caesars Palace. But Caesars’ hedge fund lenders and bondholders had scooped up the company’s paper for nickels and dimes. And with their own armies of lawyers and bankers, they were ready to do everything necessary to take back what they believed was theirs—if they could just stop their own infighting. These modern financiers now dominate the scene in Corporate America as their fight-to-the-death mentality continues to shock workers, politicians, and broader society—and even each other. In *The Caesars Palace Coup*, financial journalists Max Frumes and Sujeet Indap illuminate the brutal tactics of distressed debt mavens—vultures, as they are condemned—in the sale

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and purchase of even the biggest companies in the world with billions of dollars hanging in the balance.

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