



# SPONSORSHIP RESUME

# I was born to race

I grew up with racing in my blood. My parents were both rally car racers and met on the racetrack. Born and raised in Stockholm, Sweden, my passion began at the age of twelve riding dirt bikes with my best friend. We would drag my dirt bike from the 2<sup>nd</sup> story balcony of my apartment and push it 8 miles round trip to a dirt lot where we ran it until it was out of fuel. In 1986, my family moved to the San Francisco Bay area. Competing in the Mickey Thompson Stadium Grand Prix, I achieved great success in the local and national circuits racing dirt bikes and ATV's.

In 1991, I was invited to participate in the quad segment of the Monster Jam shows which turned into a career expanding over 25 years.

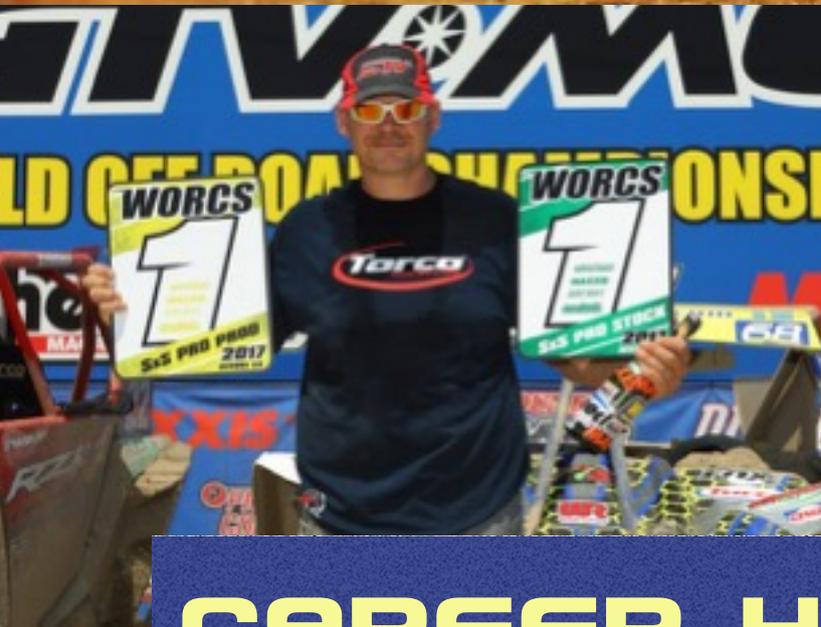
In 2012, my career was enhanced when I began racing SxSs. With the experience and knowledge I have gained in the industry, I now travel all over the world competing by driving SxSs, ATVs and Monster Trucks.

**'I've been involved in motorsports since I was twelve. I can't imagine my life without it.'**

Some of my early career accomplishments were:

MTEG ATV Main Event Winner,  
Havasu World Champion, runabouts,  
AMA ATV Super Moto National Champion,  
Six-time State Line Super Moto Champion and  
Two-Time Best in the Desert Pro Quad Champion





# CAREER HIGHLIGHTS

## 2017

1st Place Pro 1000 and Overall short course champion at Best in the Desert UTV Winter Nationals

WORCS RACING SxS Word Finals winner

1st person to win SxS Pro Stock and Pro Production classes in the same weekend for WORCS

Dirt Series and Quad-X Points Leader

## 2016

West Coast Motocross Championship at QUAD-X/DIRT SERIES ATV/UTV 1st Place Champion

QUAD-X Pro 1000 Podium Finisher, 4/4 rounds

DIRT SERIES Pro Production 1000 Podium Finisher, 5/6 rounds

GBC Pro UTV Shootout, 1st Place finish

WORCS Pro Stock, Podium Finisher, 2/6 rounds

Best in the Desert UTV World Championship, 8th



# A FASTER, BETTER HANDLING SHIFT KART FOR THE UTV WORLD NIC GRANLUND'S YXZ1000R

By the Staff of UTV Sports

**N**ic Granlund has plenty of experience racing UTVs and ATVs. Nic has won many motos aboard a wide variety of ATVs and UTVs in the motocross, short course, desert and even Super Moto events. He has raced a wide variety of the latest Polaris XP series vehicles, as well, including the RZR XP900 and XP1000.

Today, Nic has switched over to racing the new manual shift, 2016 Yamaha YXZ1000R and has embarked on a program to make this particular vehicle his machine of choice to race with. To that, Nic has taken his production YXZ and

## SHORT COURSE



### How to Jump a UTV

Nic Granlund on the best way to jump your UTV

Something most UTV riders will agree on is that they love the feeling that comes whenever they jump their side-by-side. But, not everyone knows the simple mechanics of what you need to do before and after you launch your machine into the stratosphere.

One of our race builders, Nic Granlund, is an experienced, longtime ATV and UTV driver. He has won AMA Supermoto (champ aboard his YZ450) Yamaha ATV races, as well as a top 10 pro in the ATV motocross series. Similar to a lot of former ATV riders, Nic made the change to racing UTVs in both desert INORCA

events and shortcourse Lucas Oil events. The technique for jumping UTVs is much different than that used when jumping an ATV. No amount of body lean or weight shifting will amount to a hill of beans when driving a UTV.

You have to measure your approach, the face of the jump you're hitting, and the distance you want to travel. We asked Nic for his best advice when jumping a side-by-side, and this is what he had to say.

#### Three things you need to do

**Tip #1:** Make sure your approach gives you a smooth, stable jump surface. Hitting a steep jump that shoots you up and off to the side is not just dangerous

PLACE FINISH AT THE UTV WORLD CHAMPIONSHIPS

# MEDIA COVERAGE

In addition to very active Social Media, I am often featured in print and on-line media both nationally and internationally. I have collaborated with journalists and magazine editors to contribute to product and vehicle reviews.

Some of the magazines I have been featured in:

- DirtWheels, UTVSports, ATV/UTV Scene, ATV/UTV Riders, UTVguide.Net and Swedish ATV/Quad magazine ATV-Quad.SE



# MEDIA COVERAGE

## PROJECT YXZ1000R



The Weller Racing dual exhaust creates a superbike-esque tone. The Fox shocks are Kashima-coated to help reduce heat and add more performance. The LSR A-arms in the rear complement the front arms perfectly.



The LSR MTS long-travel suspension utilizes the stock-length shocks. Granlund modifies his own shocks to handle the extra leverage of the longer A-arms. The total width is 71 inches compared to 64 inches stock.

### SUPERCHARGED FUN

Packard offers a turbo kit, but they're seeing a lot of performance out of the three-cylinder Yamaha engine when it's supercharged. This car is using Packard's bolt-on supercharger with their number-two pulley. It's the smallest pulley that they offer, and fine-tun-

ing with the pulley is where most of the power is gained or lost with a supercharger. With this pulley, Nic's YXZ is producing over 130 horsepower to the wheels. Nic will eventually go with a bigger pulley, but he'll need to add Packard's intercooler to help keep the temperature down. Installing the super-

charger only takes between two and four hours, and the physical installation doesn't require any special modification.

That isn't to say that the engine doesn't need modifications to get the best race reliability. Packard connecting rods help handle the extra power from the supercharger. CT Racing used their

### PARTS AND SUPPLIERS

<b>STV Motorsports:</b> www.stvmotorsports.com, 702-701-7101	Race cage and metal work.....\$1,800
Billet steering rack and tie-rod kit.....\$300	Frame gusset kit.....\$300
Five-point harness.....\$79.99	Billet gauge panel.....\$99
Switches.....\$11.99 per switch	Rear bumper.....\$200
Front bumper.....\$200	
<b>RevUp Graphics:</b> www.revupgraphics.com, 888-44-REVUP	Full wrap, number plates, and stickers.....q\$1,600

<b>Fox:</b> www.ridefox.com, 800-Fox-Shox	2.5 Podium RC2 shocks.....\$3,995.99
<b>Packard Performance:</b> www.packardperformance.com, 801-335-4013	Performance supercharger with #2 pulley.....\$2,695
Connecting rods.....\$600	Short shift billet shifter.....\$195
Billet rear diff pinion carrier support.....\$495	Billet body hardware kit.....\$49
<b>CT Racing:</b> www.ctracing.net, 562-945-2453	Five-angle valve job.....\$576

<b>Nic G Motorsports:</b> www.nicgranlund.com, 702-375-1837	Shock tune (includes springs).....\$1,200
Head porting.....\$750	<b>Weller Racing:</b> www.welleracing.com, 480-507-4771
Full tuned exhaust system.....\$1,399.99	Billet thermostat housing.....\$85.99
Thermostat housing.....\$45.99	billet end cap.....\$45.99
Temp gauge.....\$186.99	Air-injection block kit.....\$45.99
Head stud kit.....\$179.99	<b>Double E Racing:</b> www.doublee racing.com, 985-507-3307
Adjustable rear sway bar kit.....\$950	<b>Torco Advanced Lubricants:</b> www.torcousa.com, 809-980-1495
SR-5R 20w/50 100% synthetic racing engine oil.....\$24.65 per bottle	T4MXR 15w-40 transmission oil.....\$14.70 per bottle
MTF-E differential oil.....\$13.15 per bottle	Unleaded Accelerator race fuel concentrate.....\$20.95 per bottle
<b>LoneStar Racing:</b> www.lsracing.com, 480-834-2990	LoneStar MTS +3.5-in. A-arm suspension kit.....\$4,200
<b>DWT Racing:</b> www.dwt racing.com, 800-Race-Rim	DWT sector bead lock wheels 7x14 5/2 offsets.....\$297 per wheel
<b>GBC Motorsports:</b> www.gbcmotorsports.com	Kanati Mongrel 27x9-14.....\$190.93 per tire
<b>NRG Motorsports:</b> www.getnrg.com, 625-369-2668	FRP-300-BL Bucket seat.....\$264.95
Quick release steering hub.....\$134.99	Two-button steering wheel.....\$129.99
<b>CryoHeat Metal Treatment:</b> www.cryoheat.com, 619-940-4227	Treated and micropolished CVs.....\$59.96 each
Treated axles.....\$29.96 each	<b>Gaffer USA:</b> www.gafferusa.com, 800-685-6633
Wave brake rotors.....\$137	Rear brake line.....\$99.40
<b>TireBlocks:</b> www.tiretblocks.com, 253-973-5111	Run flat inserts.....\$960
<b>Hess Motorsports:</b> www.hess-motorsports.com, 940-759-4597	21 Steering quickener.....\$600
Radiator and relocation kit.....\$900	Rapid steer kit.....\$275
<b>Rugged Radios:</b> www.ruggedradios.com, 888-541-7223	Short-course system.....\$683.91
<b>IMG Motorsports:</b> www.imgms.com, 951-471-1615	B-flap kit.....\$299.95
<b>Summers Brothers Racing:</b> www.summersbrothersracing.com, 909-395-5555	Rear axles.....\$245 each

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## PROJECT YXZ1000R



As you can see, the seat position and the lowered cage made for a much lower center of gravity. This helps tremendously with the handling of the car.



Since Nic Granlund is well over 6 feet tall, he needed more room. His NRG seat sits low and the sides are bolstered. To accommodate him sitting farther back, Hess Motorsports makes the longer steering quickener and mates it with a NRG quick-release steering wheel.



Packard Performance's supercharger creates power no matter what rpm it's at. With the other engine needs and the smallest supercharger pulley, it's putting 130 horsepower to the wheels!



This larger-than-stock Hess Motorsports radiator is mounted behind the driver for less cab heat, has dual cooling fans and is less likely to get mud packed in it and overheat the machine.

expertise to perform a five-angle valve job, which makes the engine produce more usable power. Nic has his own shop, Nic G Motorsports, and he performed his own head porting to allow more flow. A Hess radiator relocation kit mounts two fans and a larger radiator behind the driver for increased cooling capacity. This kit prevents heat from entering the cab from the stock radiator location. A full Weller Racing exhaust system added a thrilling sound and more potent power to this UTV.

### MORE THAN JUST POWER

The YXZs have good suspension in stock trim, especially for short-course settings, but most racers widen their UTVs for better stability and more travel. This YXZ uses LoneStar Racing's MTS suspension that widens the stance from the stock 64 inches to 71 inches. Summer Brothers extended axles were used since the stock axles won't work any longer. STV handled the billet tie-rod kit. This setup doesn't change the overall wheelbase, so the YXZ still handles properly. Another reason this YXZ stays planted so well is because of

Double E Racing's adjustable rear sway bar kit. This is a better setup than stock. It sits higher, is adjustable, stronger and takes away weight. His Kanati tires are protected by TireBlocks' flat-prevention system, and the car sits on 14-inch DWT Sector Zero beadlock wheels.

### SAFE YET COMFORTABLE

Nic is a big guy at 6-foot-5, so the stock seating arrangement doesn't work well for him. An NRG bucket seat allows him to sit farther back in the car, while the NRG quick-release steering hub and steering wheel extend closer to him. To meet the safety standards of WORCS, a full race cage from STV was added for strength and to keep the occupant safe in case of a rollover. An STV five-point harness also keeps the driver safe. Bumping, but not intentionally rolling someone is legal in WORCS, so STV front and rear bumpers were added.

With the jumping, whoops and hard cornering that is in a WORCS race, frames can become weak, so Nic welded in his supercharged YXZ before the race. After the interior mods, the car is comfortable for a taller driver. The NRG seat puts the driver in a lower position to lower the center of gravity. Granlund's car is a big improvement over stock. Thanks to the Hess 21 steering quickener and rapid steer kit, you can turn lock to lock without taking your hands off the wheel. Being that this YXZ is a manual-shifting model, that is extremely important, as Granlund has one hand on the wheel most of the time.

The Kashima-coated Fox RC2 shocks work well stock, but Granlund re-valved them so they work extremely well on a WORCS course. The car floats effortlessly over jumps, through chop, across whoops and over rocks.

# OCT 2017 DIRTWHEELS MAGAZINE

The most impressive pieces to the suspension puzzle were the LSR arms and Double E Racing sway bar. Having the wider stance aids confidence when driving the YXZ hard in any situation.

The engine runs flawlessly on this machine. The supercharger is unlike most turbo setups. Both are compressing the intake charge, but turbo power can be inconsistent. They run harder

when the turbo gets hot or when the engine is under a load. A supercharger has a mechanical drive. There is a certain amount of engine power that is required to spin the supercharger to compress the intake charge, but the effect is consistent power that's always on tap in any rpm range. When stabbing the throttle from a standstill, you must shift very quickly to avoid bouncing the engine off the 11,500 rev

limiter. On one section of the course, Granlund hit 86 miles an hour before he ran out of room, but there was more speed on tap.

### CONCLUSION

Granlund confirms that the Packard supercharger feels very different than a turbocharged machine, but he had all positive notes about the difference. The supercharger means that the power is always going to have the same feeling throughout the powerband, and there is no lag whatsoever. That's what they're designed to do. Now, the supercharger probably weighs more than a turbo, but it depends on what setup you're looking for in a power choice. We watched NG get third on the start of the SXS Pro race against turbocharged UTVs. He then went on to win the race—his first win of the season in that class.

The Packard supercharger gave him the edge he needed to take home a win for Nic G Motorsports and the rest of his sponsors. STV Motorsports' cage is welded to the OEM frame for strength, and it's built beefy with extra gussets in all corners.



## PROJECT YXZ1000R

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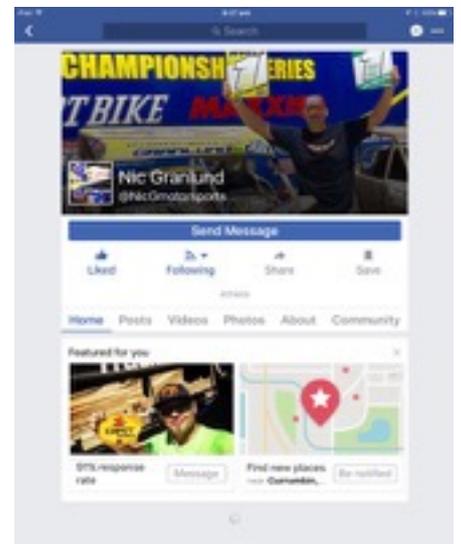
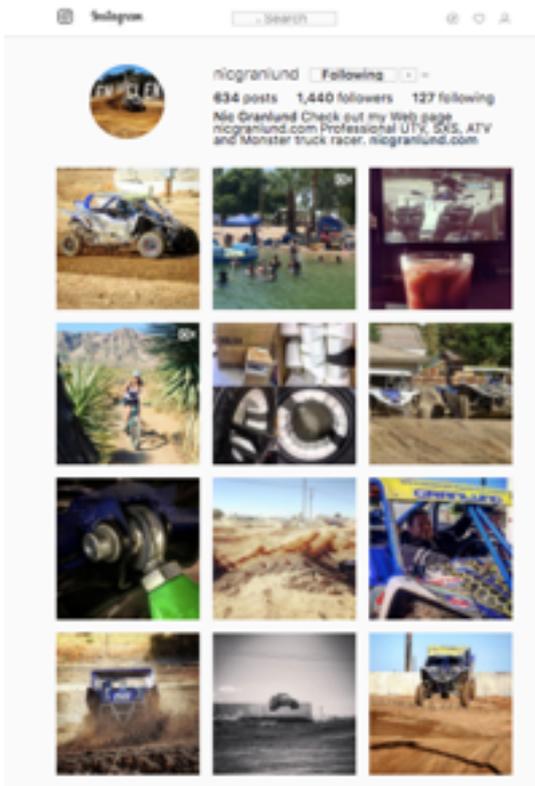
OCTOBER 2017 / DIRT WHEELS 61

# SOCIAL MEDIA



I am very active on FaceBook, Instagram and Twitter. I average 10 to 14 posts per week to promote my racing career and my sponsors. My professional web page prominently features my sponsors with links to their sites, has updated race reports and blogs.

Between all my social media accounts I have nearly 5000 organic followers and friends.



# Branding

## OPPORTUNITIES

- Press Release & Social media representation
- UTV Wrap, Banners, Canopies & Firesuit
- Logos and links on web page
- Instagram, Facebook and Twitter sponsor spotlights
- Photoshoots for product promotion
- Customised branding for specific levels of sponsorship

CNC PARTS & FABRICATION  
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# STV

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1st Place World Finals - 2017  
1st Place BTD UTV Winter Nationals - 2017

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YAMAHA YXZ

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# 2017 SPONSORS



PROJECT MACHINE

# SUPER-CHARGED YAMAHA YXZ1000R

Nic Granlund's turbo-destroying YXZ

By the staff of *Off Road*

Stock YXZs tend to nose-dive off jumps, but Granlund has his machine's LSA/Fox suspension tuned to the point of perfection.



Many manufacturers offer a turbo option for their UTVs, but there are still a few brands that have not jumped up to that level yet. We hear that there might be some sort of hyper-performance Yamaha YXZ1000R model happening soon, and we're rooting for it to happen. There are many aftermarket turbo kits for the Yamaha engine, but what about a bit older technology that shaped how fast and high piston-engine fighter aircraft

could fly? We're talking about a supercharger! Sure, the turbos of today are performing very well, but a supercharger is an easy, effective, no-lag and mechanical way to gain some extra ponies.

Professional-ATV-rider-turned-professional-UTV-driver Nic Granlund knows his way around a track or desert loop. Granlund has won championships in both desert racing and Supermoto racing. He's a

top contender in the Pro UTV classes at the WORCS races now. Nic races the Pro Stock class in his fully built YXZ1000R, along with the SXS Pro class in a built YXZ1000R. Granlund was finishing well in the SXS Pro class, but with his turbocharged competition, it was a tough fight on the starts and on the straightaways. That was until he acquired supercharger specialists Packard Performance as a sponsor!



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