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AMERICAN MOTORCYCLE DEALER

THE ONLY MAGAZINE FOR THE WORLDWIDE V-TWIN PARTS, ACCESSORY AND PERFORMANCE INDUSTRY

MAG buys Motorcycle Superstore and MotoUSA to create new Retail and Media groupings

MOTORSPORT Aftermarket Group, Inc. ("MAG") has been on the acquisition trail again with two recent announcements of additions to the Group's line-up.

The company has bought Motorcycle Superstore, Inc., an Oregon-based online powersports industry retailer, and Motorcycle USA ("MotoUSA") the online consumer motorcycle news site.

MAG has added Superstore to J&P Cycles, the world's leading mail order custom parts and accessory retailer which it bought seven years ago, to create a new division within MAG, the MAG Retail Group.

The Group is being headed up by Superstore founder, Don Becklin, as president, reporting directly to MAG's Chief Executive Officer, Brian Etter.

"We are very pleased to welcome Don and Superstore to our family of companies," said Etter. "Don has a proven track record driving both growth and innovation in a rapidly changing market. I am proud to have him join our leadership team."

Commenting on the sale Becklin

said that "Since founding Superstore 14 years ago, I've seen it grow from a humble start-up to one of America's largest powersports industry retailers. Joining forces with J&P Cycles and creating the Retail Group represents an exciting new opportunity. Superstore has found a strategic partner that opens the door to more success and growth for all parties involved."

According to a MAG announcement Becklin will oversee operations of both companies from the Superstore headquarters in Medford, Oregon., with both retaining "their unique consumer brand identities - the two companies will continue to operate as separate businesses."

As Vice President and General Manager of J&P Cycles, the son of J&P Cycles founders John and Jill Parham Zack Parham said that he had "gotten to know Don during the past year and his story is very similar to how my parents started J&P Cycles and I have a lot of respect for what he has accomplished."

"The knowledge and experience he brings from online e-commerce will help me and my leadership team grow

J&P Cycles in new and exciting ways. This is a new chapter for J&P Cycles and I can't wait to get started!" Parham said.

The acquisition of MotoUSA is MAG's second foray into the motorcycle media market, having bought Cycle News as an online news source three years ago following the closure of the weekly magazine's print edition.

Also founded by Don Becklin, two years before he ventured into the online retail sector, MAG is also putting these two brands together into a MAG Media Group that will also be under Becklin's management.

Cycle News' Paul Carruthers and MotoUSA's Ken Hutchinson will continue their editorial leadership positions at their respective publications, with Becklin saying that "when I founded MotoUSA, it was the standards of professionalism and journalistic integrity that Cycle News was famed for that I sought to bring to the then emerging world of online media - so there is a very complimentary relationship between the two that will deliver great value to readers".

MAY 2012

ISSUE #154



V-TWIN EXPO

2012 Review Part II

PRODUCTS



SHOW ZONE



CATHCART REPORT



Confederate Hellcat X132 road test



Built 30 years ago, John Reed's Gold Yamaha is still collecting trophies having taken ninth place in the Freestyle class at the 2011 World Championship of Custom Bike Building. See pages 63-64

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Showzone: V-Twin Expo 2012 Part II 18-25

There may have been fewer visitors to the V-Twin Expo this year, but that simply made it easier for those who were there to do business, and there was plenty of business being done



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Drag Specialties p.34



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MOTORCYCLE STOREHOUSE
Motorcycle Storehouse p.41-43



Custom Build: Zodiac's 'Custom Bagger'47

Despite being a lifelong Chopper rider, moto journalist Grizzly took time out to ride Zodiac's custom build Bagger and shares his thoughts on the bike



Cathcart Report: 'Hellcat X132' Road Test57-60

Alan Cathcart test rides Confederate's X132 Hellcat, the first bike from the company to use its own 132ci version of the S&S developed and manufactured X-Wedge motor



Custom Build: 'Gold Yamaha' by John Reed63-64

John Reed built his show-winning Gold Yamaha 30 years ago, and now having restored it, he showed it one last time at the World Championship of Custom Bike Building



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Stability remains best projection for 2012 prediction and best hope for market's future

THOUGH mostly positive, vendor parts and accessory sales reports so far this season remain mixed, with opinions about retail floor traffic and sales split between the experiences of aftermarket shops and authorized Harley-Davidson dealerships.

While aftermarket shops are seeing continued workshop busy-ness and some improvement in used motorcycle sales, the sector is still feeling the absence of the custom build volumes that fuelled the growth of shop numbers in the 10 years to 2005/2006.

That growth translated into an unsustainable number of independent stores that, unlike vendors, who can more readily tune their product offer, price-points and distribution strategies, have unavoidable geographic limitations to their ability to develop the revenue profiles of their businesses.

Authorized dealers on the other hand are seeing the benefit of the demand being created by Harley-Davidson, some of which is no doubt deferred investment in new models, and the improving retail landing landscape that they are able to dial into.

While more new Harleys on the road eventually filter through into more opportunities for aftermarket shops and the vendors they buy from, the market is also seeing changes in the service and buying habits of out-of-warranty riders. Many more riders are buying their workshop use on an item specific basis, or selecting from menu based service opportunities at an increasing range of outlets. This is somewhat of a parallel to the changes being seen in automotive service and dealer workshop visit habits.

Whilst the evidence for this remains anecdotal at this stage, taken in combination with the continuing growth in internet parts and accessory sales, factors such as these undoubtedly render the temptation to link vendor reports to market growth projections as premature.

With capital resources at all levels of the channels still low and consolidation still rife, market stability not only remains the best forecast for this year, but also the best and necessary foundation if we are to see any real growth in the years ahead.

Although election years generally see a bounce in economic activity in the United States, regardless of the level it has been at previously, there are no guarantees that the present increasing optimism will sustain, and no guarantees that electoral outcome won't actually screw-the-pooch.

Given that we are recovering from being leveraged on a market that was intrinsically unsustainable, regardless of economic cycles, assumptions that simple economic activity improvements are the same thing as real, true sustainable growth have to be superficial.

As we have all found to our cost, that which consumer confidence giveth can be just as quickly be taken away again – which is why what was seen at V-Twin Expo this year is so important.

The market has folded back in on itself, become again a market based on 'staples', and therefore a market that can have expectations of stability and long-term viability specifically because the umbilical cord between home equity and custom bike sales that fuelled the madness has been replaced by one that connects us directly to the miles being ridden instead.

This is a good thing and is a point I have made before, and one that warrants being made over and over. Regardless of how much logic that argument carries, regardless of how often the market is encouraged to be realistic about what has happened and what is likely to happen now, those who have not lived through repeat cycles of market evolution and disintegration find the context of our present place in the recovery process abstract at best.

Preaching continued caution may appear to be counter-intuitive at this time, given the revenue performance most parts and accessory vendors are seeing, but there appears to me to be way too few analysts paying attention to what is happening in the independent motorcycle dealership sector, and therefore way too few people paying attention to what is happening to the traditional channels on which vendor revenues have been based.

The recent news concerning MAG's continued efforts to develop its channel influence and control is instructive.

While a market with its revenues firmly rooted in the real-world riding activity of real-world riders is a really good market to be a part of, it takes one heck of a multi-zero loaded number of miles to replace the kind of big-ticket revenue dependence habit that caused the number of independent custom shops to grow in the first place.

At the front line of retail warfare we will continue to have thinner revenues spread among more independent shops than they should be for some years to come. So without being able to better penetrate the authorized dealer network and late model rider market, the temptation to morph the model or take ownership of the channels is one that also has potential parallels to the automotive industry experience.

linking vendor sales reports to market growth projections is premature



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Saddlemen AMA Rookie of the Year program

AMA Pro Racing has announced the return of the Rookie of the Year program to AMA Pro Road Racing and AMA Pro Flat Track through an expanded multi-year partnership agreement with Saddlemen.

The \$5,000 Saddlemen Rookie of the Year Awards will be given to the eligible rider in each series who demonstrates exceptional performance on and off the track during their first season of competition in AMA Pro Road Racing's GoPro

Daytona SportBike division or AMA Pro Flat Track's Harley-Davidson Insurance Grand National Championship Expert division.

"Highlighting the highly competitive up-and-coming talent which AMA Pro Racing has long been known for is something that we care dearly about," said David Atlas, COO of AMA Pro Racing. "The Saddlemen Rookie of the Year award is one of the components that will help us continue to cultivate world-class motorcycle

talent in our ranks. We are very happy that Saddlemen has chosen to show their support of the AMA Pro community through this program."

"Racing is part of our heritage," said Tom Seymour, President of Saddlemen. "We have supported many generations of up and coming racers through our Flat Track Program and now look to do the same with Road Racing. It is a great way to grow the sport and for Saddlemen to showcase our sportbike seat

technology. I am very proud to see Daytona Sportbike teams racing on the very same seat an enthusiast can buy at their local dealer."



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London International Custom & Classics Show

NOW in its 3rd year, the London affiliate round of the World Championship of Custom Bike Building once again took place at the historic Alexandra Palace. For 2012, the remit of the show, which took place over February 25 -26, was expanded to include classic bikes and custom cars.

In the supporting classes the Modified Harley title was taken by Mr Jenkins' Shovelhead, while the BSH Invitational (sponsored by Back Street

Heroes magazine) was awarded to Paul Milburn for his Weird Fish Yamaha XJR. He then went on to also claim second place in the Freestyle class.

The winner of the Freestyle class, and the £5,000 towards travel expenses to take a bike to Sturgis for the World Championship of Custom Bike Building, was Pete Pearson, of Rocket Bobs, with his '79 Shovelhead.

The Rocket Bobs bike, which was finished the night before

the show opened, is based upon a '79 FXS, fitted with a modified '64 Arrowhead swingarm and Hagon shocks, a modified '76 Super Glide tank and Narrow Glide trees from a '78FXS with the legs lowered by 2½in. Other highlights include a one-off race pipe in a combination of aluminum, magnesium and carbon fiber that took three days of fabrication and paint by 8 Ball.

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MCS launch interactive online catalog

MOTORCYCLE Storehouse has launched an interactive online catalog.

The new online version of the company's catalog covers all of the 44,000 parts listed in the 1,600-page print catalog and is searchable. To use the online catalog it is simply a case of going to the main chapter index, and clicking to go to the beginning of the desired chapter. Click on anything in the index and the

site will go straight to that part's page. Clicking on any part's product number will take the user directly to the Motorcycle Storehouse database, which will show a brief product description, up to three product pictures and up to date price and availability.

The new online catalog is compatible with desktop computers, laptops, tablets and smart phones.



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Corbin's Rider Appreciation Day

CORBIN is once again planning on holding its Rider Appreciation Day. Now into its third year, the annual event is scheduled for Saturday, June 30, in Hollister.

This year Corbin plans on having a trade show on its property during the day and the vender space is free.

Vendor applications are available online at:

www.corbin.com/rally/vendorapp.pdf

The company is also working with Biker Bob to put on a custom bike show on the Corbin lot. Six different classes will be judged; Street: factory custom, non-bagger; Custom:

Chopper or exotic, two-wheeler; Sport: Streetfighters and more; Touring: Baggers of all brands; Trike: three-wheelers of all brands and Best of Clubs: patch clubs' favorites.

During the day factory tours will also be held and there will be a one-day only 10 percent discount on all

Corbin goods alongside the regular offer of free fitting at the factory.



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A.D. Farrow of Columbus, Ohio, celebrates 100 years as oldest continuously operated Harley-Davidson dealership



Now the headquarters of a three dealership group, A.D. Farrow can document the business's first dealership orders to Harley-Davidson back to February 1912



At 23 years old Alfred D. Farrow opened his Harley dealership at Nelsonville, Ohio, in 1912 and moved to Columbus, Ohio, in 1924, where the now expanded group's original store still thrives at the West Broad Street site it moved to in 1941

A.D. Farrow Co., which proudly lays claim to the title of being America's oldest Harley dealer, is celebrating 100 years in business throughout 2012. Founded by Alfred D. Farrow, the

business originated in Nelsonville, Ohio, where the first shop was opened, later moving to Columbus, Ohio, in 1924, with the dealership being operated by both Alfred and his wife Lillian.

After the move to Columbus, the business moved locations within the city several times before finally settling at its current location on 491 West Broad Street in 1941. It has now expanded to include dealerships across Ohio in Pataskala, Sunbury, and downtown Columbus. However, Lillian Farrow's story is remarkable by itself. Her husband died in 1927 and as a widow she was left to run a motorcycle dealership at a time when women in business were few and far between. She was the first woman to own and operate a motorcycle dealership in America, and managed to successfully keep going right through the great depression and then through WWII when military contracts and materials rationing meant there were no new bikes available for sale. During the war the business survived on Columbus Police Department service contracts. From a storefront in Nelsonville in 1912 to one of the largest contemporary investments in people, inventory and facilities in the Harley-Davidson world, A.D. Farrow is heavily involved in motorcycle events and it is also cognizant of the ability to



Bob and Valerie Althoff bought the dealership in 2002. To say they have been successful in growing the business is quite an understatement. The group has sold more motorcycles in the last 8 years than in all the previous 92 added together



serve the non-motorcycling community as well through several charitable activities and donations. Contributions to military causes have also been a part of A.D. Farrow's history, with the company hosting the annual Ohio Fallen Heroes Motorcycle Ride and Rally in honor of those who have lost their lives in the war on terror. In addition the business trains current Lima Co. Marines, with its Rider's Edge Safety Course. These contributions have won A.D. Farrow Co. the prestigious Conway Family Business Center Community Engagement Award. Dealer Principal Bob Althoff says: "We sometimes lead, sometimes follow, but always are the glue as our big hearted and generous motorcyclists step up to support yet another

worthwhile cause." The charitable work comes on top of the business's success that has seen the company sell more motorcycles in the past eight years than it had in the past ninety-two years combined. In addition to the record bike sales the company has been recognized as a Top 100 Dealer in the Dealernews Top 100. The Farrow family operated the dealership until Pat and Al Doerman purchased it in 1983, and then current Dealer Principal Bob Althoff and his wife Valerie purchased the company in 2002.

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Lilly Farrow (forefront, centre) and her husband founded the Buckeye Motorcycle Club in the early 1920s - believed to be America's first uniformed motorcycle club

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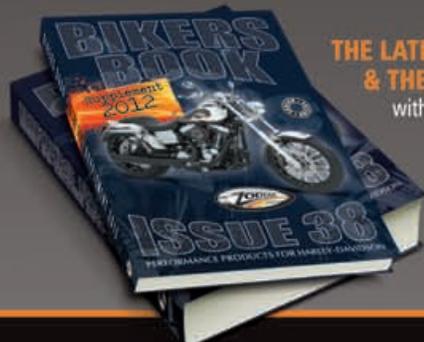
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In the 'Bike Builds' section there are photos and product information on company builds, while the 'Events' section lists all consumer events Drag is attending.

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Classes at Biker Fest include Freestyle, Modified Harley-Davidson, Metric, Old Style, Streetfighter and Sport Bike, Café Racer and Bagger. Event sponsors include National Cycle, Rizoma, Givi and Shark Helmets.

Alongside the custom motorcycle show there will be airbrushing and pinstripping demonstrations, an American car display and the



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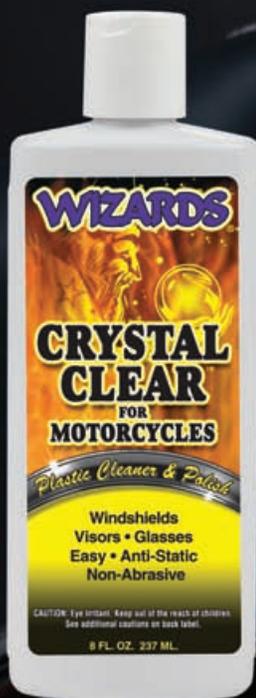
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V-Twin EXPO

by Easyriders®

Part II

Cincinnati, Ohio - February 4-6, 2012

AMD Magazine presents a second part to our review of vendor news from this year's V-Twin Expo. With most vendors reporting better than feared sales and profits towards the end of last year and through the winter, AMD found that though smaller still than last year, V-Twin Expo still presented the best available trade showcase for leading vendors from the important revenue generating sectors of the market - the performance, tuning, service, workshop and bolt-on custom accessory sectors that have kept dealers in business through the downturn. The general view of vendors was that a market that is now based on 'staples' is a sustainable market, and that can be a foundation for future growth as consumer spending confidence returns ...

Words by Robin Bradley robin@dealer-world.com Photography by Duncan Moore duncan@dealer-world.com



KHROME WERKS: new products from the Minnesota based manufacturer include '2+2' two inch taller "sweeper" custom handlebars for selected 2008 and up touring models and three inch 'HP-Plus' slant mufflers for 2007 and up FLSTC, FXST, FXCW models. Also check out Khrome Werks' sound reduction kit, which is available at time of order or as a retro-fit for their 3 inch and selected 2.5 inch mufflers; www.khromewerks.com



SUPERTRAPP: the Cleveland, Ohio manufacturer followed up his acquisition of the Jaybrake product program with the purchase of Fluidyne Powersports range of high performance radiators and oil coolers. Recent new exhaust product line additions to both the SuperTrapp and Kerker brands include the 'Imposter' series for 2-into-1 equipped baggers to create a "True Dual look; www.supertrapp.com



K&N Engineering: new v-twin products from the reusable cotton gauze filter technology specialist include additions to their range of custom filter assemblies and replacement stock filters; www.knfilters.com



VEE RUBBER: the contribution that Vee Rubber made to the wide tire wars of the custom boom era is the stuff of industry legend. The company's 'Monster' tubeless DOT H-rated approved custom tire is still default choice for those in search of the biggest, baddest, fattest rear ends; veerubberusa.com



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2012 CATALOG

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ROLAND SANDS DESIGN: beside its newly launched clothing range and signature series of Bell helmets, RSD was promoting its Clarity Line products. The Clarity parts are an air cleaner, derby cover and timing cover, all fitted with transparent panels; www.rolandsands.com



MTC ENGINEERING: drawing on its racing experience, MTC has a slipper clutch in development for use on V-Rods, based on its existing slipper clutch technology. A second new development for V-Rods from the Cocoa, Florida-based business are lightweight forged aluminum racing pistons; www.mtceng.com



COMETIC GASKET: the Concord, Ohio, gasket manufacturer was playing host to fellow Ohio residents Delkron. The combination not only makes sense on a geographical basis, but also because the crank cases, heads and cylinders made by Delkron need gaskets; www.cometic.com



GLENNDYNE DESIGN: a former World Championship of Custom Bike Building competitor, GlennDyne Design has firmly adopted the big wheel trend. Not only is the company producing wheels up to 30in diameter, it is also manufacturing 16in and 18in brake rotors to match the big wheels and oversized six-piston brake calipers to match the rotors, but also suitable fenders for the large wheels; www.glenndynedesign.com



DYNATEK: new product launches from the Californian performance and tuning specialist include a new DC6-7 coil for '01 - '06 Efi Big Twins that is said to offer improved spark and incorporates the Ion sense feedback for seamless OE Efi ECU compatibility; www.dynaonline.com



LYNDALL: Paul Kittrell had a new version of his Lug Drive rotor on display that features a narrow composite friction ring which he says offers better braking because the ring doesn't heat to different temperatures as the pads sweep the entire surface area, unlike conventional rotors where a section is left untouched, allowing it to heat up at a different rate and adversely affect braking; www.lyndallracingbrakes.com



HANDY: the new owners of the Marshalltown, Iowa based lifts and workshop equipment manufacturer have announced that they have brought the ever-popular classic 'Handy' gas caddy back into production; www.handyindustries.com



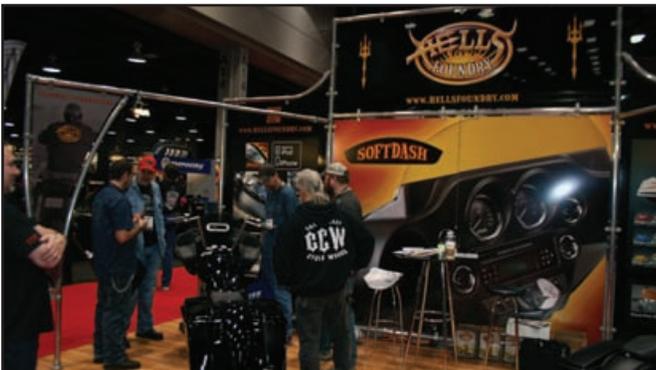
MEDALLION: latest product news from the Spring Lake, Michigan based instrumentation manufacturer include a line of officially licensed US marine Corps gauges for '96 and up Harley touring models; www.medallion.com



K&P ENGINEERING: designed and manufactured in the United States, K&P's high performance stainless steel Micronic oil filters are cleanable and reusable, featuring magnetic prefiltering for superior filtration and high flow rate; www.kandpengineering.com



HELMET CITY: the Florida based specialist continues to add contemporary designs to its fully D.O.T. approved ranges of full-face, flip-up, scooter and custom style helmets and reports signs of increased dealer demand so far this year; www.helmetsales.com



HELL'S FOUNDRY: "Innovation not Imitation" is the Michigan based manufacturer's proud claim for its program of bagger accessories. Their steady flow of new designs includes the well received 'DashLink' docking console introduced last year. Available in a choice of finishes and with options to allow volume control through stock handlebar controls, it is a complete replacement fuel tank console with integrated docking station for all apple devices; www.hellsfoundry.com



DNA SPECIALTY: celebrating their 20th Anniversary, Southern California based manufacturer has added to its billet wheel design range this year with four new designs and extended its ranges of spoke wheel fits, billet, springer and inverted front forks, rolling chassis and custom bike kits and also offers dealers access to a wide range of accessories such as lights, brakes, controls and the unique trike conversion kits that they launched last year; www.trydna.com



DRAG SPECIALTIES: the market leading distributor continues to add new vendors and progresses with their state of the art European distribution centre in Germany. Always a market bellwether, the company's army of outside sales executives started to report seeing improved sales last Fall, and by the time of the V-Twin Expo were confirming that growth had sustained through the winter. Check out the new Drag Specialties dealer website; www.dragspecialties.com



DAYTONA TWIN TEC: the award-winning Daytona Twin Tec and Daytona Sensor programs are firmly established with dealers and riders. "Users appreciate the flexibility, durability, compatibility and intuitive features that are designed into the product line," according to CEO and President Allen Alvarez; www.daytona-twin-tec.com



BIKER'S CHOICE: now headed by former S&S Cycle man Charlie Hadayia (whose father was a long-term industry fixture in the firm's NEMPCO days), the Fort Worth, Texas based distributor has reported v-twin parts and accessory growth throughout the downturn and is poised to capitalize on a return to market growth with several new programs lined up for their dealers; www.bikerschoice.com



MID-USA MOTORCYCLE PARTS: described as "a must-have for any biker shop or reading room," the 944-page 2012 Mid-USA 'EN-CYCLE-PEDIA' features over 10,000 parts and is "loaded with hundreds of exploded diagrams, thousands of high-quality images and helpful hints to save time and help find the right parts the first time," according to company owner Johnny Stdko; www.mid-usa.com

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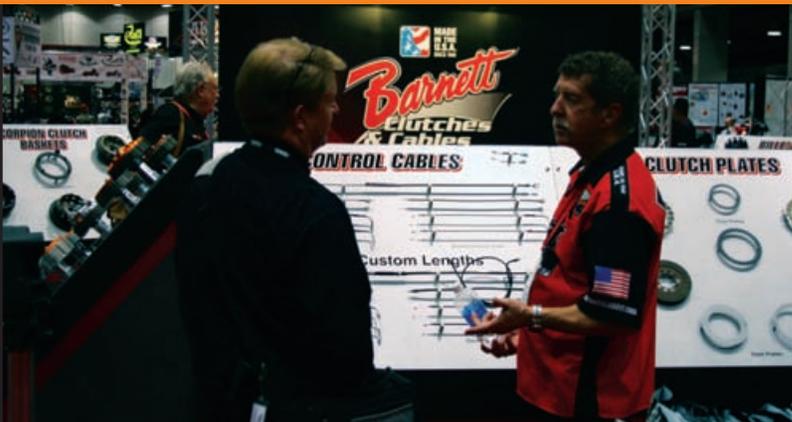
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BARNETT PERFORMANCE PRODUCTS: established in 1948 and still in the same family ownership, the Southern Californian manufacturer is celebrating its 65th anniversary this year with additions to all its major Scorpion clutch, plates and springs, and cable assembly programs. New this year is the Scorpion "undercover" lock-up clutch which features a fully adjustable billet aluminum lock-up pressure plate and multiple sets of heavy duty coil springs for a wide variety of spring pressure options "We have added capacity to this clutch to handle today's big inch motors and it fits under the stock primary cover without modifications," says company President Mike Taylor; www.barnettclutches.com



AVON GRIPS: putting the science and ergonomics into an often overlooked aspect of rider comfort and machine control, Avon has now added matching footpegs, shifter/brake pegs and highway pegs to its hand-crafted American-made product line. Using 'Kraton' rubber, Avon's custom grips are available with both standard push-pull and ride-by-wire throttle sleeves for 2008 and newer Harley touring models; www.avongrips.com



CYCLE ELECTRIC: the leading manufacturer of high-quality American made charging systems for use on Harley-Davidson and other v-twin motorcycles, Cycle Electric manufacture all of their generators, regulators, rectifying regulators and stators in their Brookville, Ohio factory. The company buys its rotors from Harley-Davidson and offers 46 complete charging systems to cover models from 1936 to the present day; www.cycleelectricinc.com



DARKHORSE CRANKWORKS: the Wisconsin based specialist, established in 1980, offers dealers access to "horsepower with precision". Noted for their proprietary crank assembly balance and rebuild service, the company's reputation for precision flywheel, engine case machining, and Timken bearing upgrades is backed up by multiple national championship wins; www.darkhorsecrankworks.com



SAMSON MOTORCYCLE PRODUCTS: recent additions to Kenny Price's Harley-Davidson exhaust fitment program includes a new True Dual Crossover with 2.25" heatshields and mufflers with removable Longtail tips for 1995 to 2012 Dressers, Road Kings and 1986 to 2012 Softails. Kenny says "this True Dual eliminates the rear crossover pipe to the front pipe, providing for a cooler and improved ride". The "Godfather of Pipes" and Sturgis "Hall of Famer" owns numerous high performance exhaust system patents and has come a long way since trying to tweak more power out of his 1956 Vespa as a teenager; www.samsonusa.com



KÜRYAKYN: sales continue to steeple for the accessories specialist whose product offer has exploded since Tom Rudd founded the company in the 1980s, based on his famous ISO pegs and Hypercharger designs. Now offering everything from L.E.D. lighting to luggage and exhausts, the hot news in recent years has been the Mike Rowlands developed 'Perfect Storm' performance program. Latest products include updates for tourers with Kuryakyn's patent-pending Tweeter Dash Pods leading the way; www.kuryakyn.com

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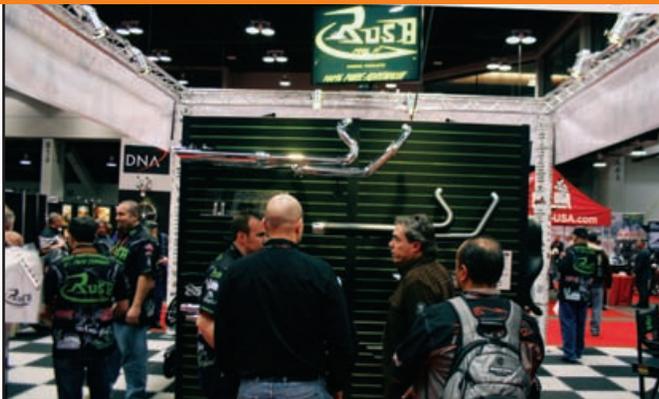


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RUSH RACING PRODUCTS: hot news from the performance exhaust specialist was the V-Twin Expo launch of new 'Vengeance' composite disc brake rotors for Touring, Dyna, Softail and Sportster models. Boasting extended life and resistance to warping, corrosion and wear, Vengeance rotors are said to be 60 percent lighter than traditional steel rotors and come with a limited lifetime warranty; www.rushracingproducts.com



KIBBLEWHITE PRECISION MACHINING: new products from the market leading performance valve train manufacturer include beehive-style valve spring kits for Evo and Twin Cam models that are progressively wound, using heat-treated and shot-peened Kobe 'Super-Clean' chrome silicon based wire and choice of bronze as well as cast iron guides; www.kpmivalvetrain.com



ZIPPER'S PERFORMANCE PRODUCTS: Dan Fitzmaurice and the team at Zipper's have been manufacturing, assembling, installing and supplying performance and transmission products since 1978. At the V-Twin Expo the Zipper's booth has now become a performance and tuning, training and education centre where the company provides dealers with T-Max fuel injection and engine management seminars throughout the weekend; www.zippersperformance.com



RENEGADE WHEELS: having just relocated to larger premises at Orange, California, Renegade has introduced new wheel designs for 2012. The Whistler Phantom-Cut is described by the company as a "new twist to an old twist". The company has taken its twisted spoke design and added a black anodized finish with machined accent highlights. Also new for 2012, the 'Winslow' is a minimalistic ten-spoke design that features hard lines which contrast with a smooth rim; www.renegadewheels.com



HOGTUNES: distributed by Drag Specialties/Parts Europe, new products this year from the Canadian audio specialist include their "Hog-Pod" windshield pouch, replacement speakers for '86-'96 Ultra Classic / Electra Glide Classic and a 140 Watt 2 Channel amp and speaker kit. As the range of audio options on the market evolves, dealers should check out the new 'System Builder' tool that Hogtunes have built into their website, allowing model-specific detailing of audio options; www.hogtunes.com



MOTION PRO: the well known tools, controls and cables specialist offers dealers access to a V-twin specific workshop program with accessories and workshop solutions for most Harley-Davidson models; www.motionpro.com



RIDE WRIGHT WHEELS: new from the Anaheim, California manufacturer are updated options and features for its 'one-hub-fits-all-wheels' Fat Daddy modular spoke wheel program. Believed to be an industry first for spoked wheels, the Ride Wright modular hub-ends allow swap-outs between rotor configurations and interface between the bike and the hub; www.ridewrightwheels.com



RINEHART RACING: the fast growing Rinehart exhausts program includes 'True Duals', slip-on mufflers, 'cross-backs', 2 into 2 and 2 into 1 full systems; www.rinehart racing.com



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PM Apex grips and pegs at MAG Europe

MAG Europe has extended the range of products it offers from the Performance Machine catalog with the introduction of the Apex grips and pegs. Based on the company's existing Contour and XL Contour grips, the Apex design features a series of machined cut-outs that form a ring around the end of the grip. Available in chrome or Contrast Cut, the Apex will fit 1in bars and FL models with electronic throttle. Matching Apex design footpegs are available too.

MAG EUROPE
 Denton, Manchester, UK
 Tel: +44 (0)161 335 9955
 E-mail: sales@mageurope.net
www.mageurope.net



Rivera Primo TransparaGuard

RIVERA Primo has spent the past year testing and refining its latest product release – the TransparaGuard.

The TransparaGuard is a see-through cover for use on open belt primary drives. It has been created in response to numerous requests from customers for a belt guard that could be used, yet that still allows the belt to be seen in operation.

The clear plastic guard is available for use with Rivera Primo's Brute IV Extreme and a second universal version is being made to work with other company's belt drives. More



application specific versions are in development as is a version with built-in LED lighting.

RIVERA PRIMO
 Whittier, California, USA
 Tel: 562 907 2600
info1@riveraprimoinc.com
www.riveraprimoinc.com



Vance & Hines Pro Pipe Chrome

VANCE & Hines now has a version of its Pro Pipe in chrome for use on 2012 Dyna models. The latest 2-into-1 pipe from Vance & Hines combines stepped header pipes with a large volume merge collector. It features complete header and collector heat shields, as well as a shield over the first step of the megaphone. As with all



new 2012 pipes from the company, the Pro Pipe has the new flat plane mounting panel for the 12mm oxygen sensors.

The Pro Pipe is finished with a CNC machined end cap and optional quiet and competition baffles are also available.

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New introductions from Küryakyn

KÜRYAKYN'S new multi-purpose driver and passenger backrest can be used by either person without needing tools to adjust it and it also doubles up as luggage rack. The fully adjustable backrest is available to fit '97 - '12 Electra Glide Standards, Road



The Küryakyn multi-purpose driver and passenger backrest can be used by either without any tools being needed to make the change

Glides, Street Glides and Road Kings.

A plug-in driver backrest is also offered by Küryakyn. The contoured backrest comes with a removable back pocket, tool-less height adjustment and removal, and easy installation using the existing fender bolts. It fits '97 - '12 Electra Glides, Road Glides, Street Glides and Road Kings with one-piece slotted seats.



Küryakyn's plug-in driver backrest installs using the existing fender bolts

Moving on to lighting options and Küryakyn now has its Phase 7 LED headlamps and passing lamps available to fit Electra Glides, Street Glides, Road Kings, Trikes, and FLST models with 7in headlights and Dyna Switchback and '05 - '12 H-D models with 4½in passing lamps. The complex reflector design used in the lights is said to provide



Phase 7 LED headlamps and passing lamps have impact resistant polycarbonate lenses

unmatched performance while providing the appearance of a traditional headlamp. They have impact resistant polycarbonate lenses with chemical and scratch resistant non-yellowing coating and meet all applicable DOT, FMVSS or SAE requirements. For owners of CVO Road Glides and Street Glides, Küryakyn is able to offer a curved license plate to replace the stock black plastic stock license plate mount on the fender. The Küryakyn chrome mounting back plate once fitted can be used with the company's curved LED lighted frame or the curved LED lighted Tri-Light frame. The kit fits '09 FLTRSE CVO Road Glides, '10 - '12 FLHXSE CVO Street Glides and '12 FLTRXSE CVO Road Glide Customs.



The curved license plate fits CVO Road Glides and Street Glides

The final new piece to be launched by Küryakyn is a line of spark plug and head bolt covers. They feature stepped and slotted design with faceted edges to catch and reflect light. Installation is via four set screws per cover for a secure fit. They are available in chrome or wrinkle black to fit '99 - '12 Electra Glides, Road Glides, Street Glides, Road Kings and '09 - '12 Trikes.



Küryakyn's spark plug/head bolt covers are secured by four screws



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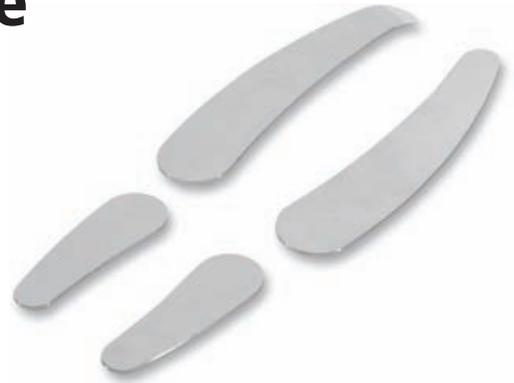
DRAG Specialties has added a range of new parts to its own label product offering. Among them are pop-up gas caps. The billet aluminum vented caps, which fit '04 - '12 XL models, feature a 2.36in outer diameter and are available in either a chrome or black wrinkle finish. The fit is nearly flush when closed and the cap opens with just a quarter turn.



The pop-up gas cap by Drag Specialties can be ordered in chrome or black wrinkle finishes



The ignition coil from Drag Specialties is said to increase peak spark voltage by 20 percent or more



Drag Specialties' frame inserts fill the recessed area of the frame by the rear wheel on Softail models

Drag Specialties has expanded its line of ignition coils with the addition of a 12V, 0.5 Ohm coil for '01 - '06 Twin Cam EFI models. This single-fire coil is a direct replacement for the stock part, but is claimed to increase peak spark voltage by 20 percent or more.

The frame insert set from Drag Specialties is a four-piece chrome steel insert set, which dresses Softails by fitting into the recessed area of the frame by the rear wheel. All four pieces are held securely in place by the included special adhesive tape. The frame insert set fits '07 - '12 Softail models with a 200 rear tire (except FLSTSB, FLSTFB, FLSTF and FLSTN models).

Created to tidy up the rear of '93 - '12 FXST and FLST, '93 - '12 FXD and FXDWG, '99 - '12 FLT and



The chrome or black bolt covers hide the stock bolts on the bike's rear pulley

FLHT and '04 - '12 XL models, Drag Specialties' rear pulley bolt covers are made from aluminum and available in chrome or black finishes. Sold in packs of five, they are designed for use with the OEM 5/16in hex bolts.

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Feuling Econo Beehive valve springs

FEULING has designed its Econo performance Beehive valve springs to handle up to 585in lift camshafts, while costing less than other comparable springs. The Feuling beehive springs are made from the same premium stress relieved conical ovate wire as its high load springs, but are developed for economical engine budgets.

Feuling's Beehive valve springs use a much smaller and lighter weight retainer, which is claimed to drastically reduce the valve weight, creating a much quicker revving and smoother motion than comparable dual valve springs. They allow up to 585in lift cams with no rocker box clearancing required.

The valve spring kits include Feuling Econo



beehive valve springs, lightweight seven-degree steel retainers, machined heat-treated chrome moly spring seats, seat shims and valve locks and a set of Viton valve seals equipped with a spring loaded valve stem wiper system.

Feuling Econo Beehive valve spring kits are direct replacement with no machining or rocker box clearance required up to .574in lift for '84 - '04 Big Twin and '86 - '03 XL with seven-degree, standard 3/16in valve stem and keeper groove and up to .585in lift for '05 - '12 Twin Cams with seven-degree, 7mm valve stem with stock triple keeper groove.



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Performance Machine spoked wheels

WELL known for its extensive line of forged alloy wheels, Performance Machine has now made the move into the production of wire spoked wheels.

The new patented design of wheels are manufactured from aluminum and use proprietary stainless steel spokes. Two styles are being offered; the 'Spoked Wire' wheel, featuring CNC-machined detailing circling the lip of the rim, and the 'Merc', which frames the spokes and the integrated aluminum hub with ribbed circles. In turn, these styles are available in chrome, black, Contrast Cut and Black Ops finishes.

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Zard exhaust systems

XR1200



ITALIAN exhaust manufacturer Zard has expanded its product line to include a range of pipes for H-D applications.

For the Sportster family Zard has a 2-into-1 steel system with an aluminum tip. It is finished in a black ceramic coating with a polished stainless steel heatshield or all polished.

Zard's 2-into-1 system for the XR1200 features tuned length header pipes in a choice of stainless steel or titanium with the option of a stainless steel, carbon or titanium muffler. It can also be ordered with a ceramic coating.

Catering for Big Twins, Zard has a set of slip-on exhausts for the Blackline and Fat Boy models. The steel mufflers can be ordered in ceramic black, satin finish or polished.



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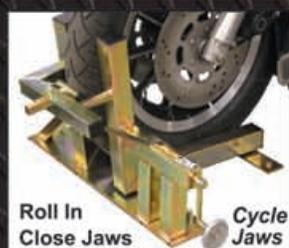
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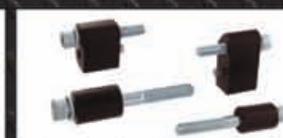
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Latest parts at W&W

W&W Cycles is continuing to increase the range of **LeBeef** parts it is offering for use on older model Harley-Davidsons with the introduction of the company's **solo seat front mount**. The new unit allows riders to install an OEM solo seat on an older seat-post frame. The mount is made up of a hinge which installs into the center frame tube that would normally house the seat post. Large OEM-style seats require an adapter bracket for the seat springs, while with smaller OEM-style seats like the ELR Knuckle seat, the coil springs can be directly attached to the seat pan.

A solution to the seat mounting problem mentioned above is the **LeBeef seat spring and passenger peg mount**.

is now carrying **Hippy Killer brake pedal pads**. Constructed from skateboard roller urethane, in a 95A hardness, which is said to provide grip and

The Hippy Killer brake pedal pad is available in a range of colors, including clear



absorb vibration, the pads can mount on numerous applications due to the 3/8"-16 threaded stud. The pads are available in blue, clear, green, orange, purple, red, ruby or yellow.

Designed for use in workshop environments, **JIMS engine and transmission plug kit** is now available through W&W. Designed for use on Twin Cam engines and transmissions, it allows mechanics to plug holes preventing dirt and dust from entering the assembly while work is being done. Each kit includes enough pieces for one engine and one transmission.



Bel-Ray's EXE storage additive is claimed to keep petrol usable when a bike is put into storage

The Bel-Ray EXE storage additive has been developed for use in bikes being placed into storage for any length of time. The protective formula

of EXE is claimed to bind harmful water in the gas tank, prevent deposits in the fuel or injection system and keeps the fuel combustible. Each bottle of EXE contains 125ml of additive, which is enough for 25 liters of gas. It is suitable for all Harley models, including those with catalytic converter.

W&W Cycles has a bracket from LeBeef that makes it possible to fit a spring solo seat on an older seat-post style frame



The LeBeef bracket provides a mounting point for both seat spring and pillion footpegs on '36 - '57 Big Twin rigid frames

The plug kit from JIMS can help debris falling inside Twin Cam engines when they are disassembled for repair or tuning work



The bolt-on combination bracket mounts with the upper bolts of the rear fender brackets and supports the seat springs at the correct angle and holds the passenger pegs in a convenient position. The bracket has been designed to fit stock '36 - '57 or similar Big Twin rigid frames.

Continuing with the Od School feel, W&W Cycles



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New lines at Motorcycle Storehouse



Barnett cables are available through Motorcycle Storehouse for all '76-'12 H-D models, Big Twin and Sportster, both carbureted or fuel injected

MOTORCYCLE Storehouse (MCS) is now carrying Barnett cables. In the MCS catalog, the cables are listed for all '76-'12 H-D models, Big Twin and Sportster, both carbureted or fuel injected, in just four model years. This method allows purchasers to simply pick the correct throttle or clutch cable, out of one of the four major model year ranges. For custom applications all the buyer needs to do is measure the handlebar height to see what outer cable length is required. Lengths range from standard to 18in over stock and Storehouse is also carrying understock lengths. All control cables are available in four finishes, stealth, black, braided steel and braided platinum silver. The complete line of Fehling handlebars is now being carried in stock at MCS. The bars made by the German manufacturer are all bent on computer controlled machines and the finish options of



A timing cover with a transparent panel in it is part of the Clarity line of products by Roland Sands Design

carrying the Namz exhaust sensor thread reducer, which reduce the thread size from 18mm to 12mm, allowing later model sensors to be used on earlier model-specific exhausts.

The Clarity line of products from Roland Sands Design is now available through MCS. The air cleaner, timing cover and derby cover are machined from aluminum and then fitted with transparent polycarbonate panels. Each piece is available in chrome, Contrast Cut or Black Ops finish.



Motorcycle Storehouse is now carrying the complete line of Fehling handlebars and many are sold with TÜV approval



MCS is stocking the Namz exhaust sensor thread reducer, which reduces the thread size from 18mm to 12mm

polished, nickel and chrome plate, or powder coating, are all done in-house at the DIN and ISO 9001 certified business, and virtually all of the bars are supplied with TÜV approval.

To allow riders with Touring models built after 2010 and fitted with O2 sensors equipped with a 12mm thread to use earlier exhaust systems with threads for 18mm sensors, Motorcycle Storehouse is



Biltwell's stainless steel riders can be ordered from Motorcycle Storehouse in either polished or black finishes

Biltwell's Thunder risers have been styled to resemble a '60s design, but are manufactured in stainless steel using modern techniques. The risers fit all 1in diameter handlebars and give a 1 1/2in rise and work with all triple trees with a 3.5in spacing between the mounting bolts. Thunder risers are available in polished or black finishes.

As the number of H-D riders using Apple's iPhone increases, Motorcycle Storehouse has responded with the introduction of



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The GaugeFace interface cable allows iPhones or iPod Touches to be used as instrument panels on fuel injected H-Ds

the GaugeFace interface cable, which is used in conjunction with the free GaugeFace app download from the App Store. The set-up allows an iPhone to be connected to the OBD (On Board Diagnostics) and then used as a virtual speedometer. Additional features available with the GaugeFace app/cable include charging of an iPhone / iPod battery, customizable gauge faces, speedo, tacho, odometer, tripmeter, engine temp, gear indicator, turn signals, orientation auto-lock, metric and US displays, heads-up display, digital compass, altimeter, check engine, shift light, battery voltage, fuel level, VIN reader, DTC (Diagnostic Trouble Codes) read and erase. The package has been tested on iPhone 3G, 3GS and 4 and iPod touch 3rd and 4th generations and is compatible with most '01-onward Delphi fuel injected H-D models. However, '11 – '12 Softail and '12 Dyna models are not yet supported as they use a new HDLAN protocol and have a different data port connector.

The Slim JIMS oil filter wrench, which is now available from Motorcycle Storehouse, is described as the slimmest filter wrench on the market and is designed to solve clearance problems. It



JIMS Slim oil filter wrench is said to be the slimmest on the market in order to solve clearance problems

Paughco's brass intake housing for S&S Super E and G carbs takes its styling from the original Linkert design



fits 3/8in square drive wrenches. While known for their frames, Paughco also make other parts and accessories and among those parts that are carried by MCS is a brass intake housing for S&S Super E and G carbs. Styled to look like an original Linkert intake housing, the solid brass Paughco part uses no filter just like the original. It fits S&S Super E & G carburetors on engines with a bottom vent or '92 – '07 head vent system.

Ride-On tire sealant has been designed to be added to the bike's tires when they are fitted as new or into existing tires through the valve stem. Once the fluid, now available from MCS, has been put into the tires it is said that it will automatically seal 85-95 percent of all leaks up to 6.4mm diameter in tubeless tires and 55-65 percent of all leaks up to 3.2mm in tube type tires. In addition, since the sealer will evenly disperse, it acts as a wheel balancer, meaning wheel weights are no longer required. The fluid is biodegradable, non-flammable, corrosion protective and compatible with TPMS (Tire Pressure Measuring Systems). Available in a 8oz bottle, or in a five-gallon barrel. A special manual pump for the five-gallon barrel is available.



Ride-On tire sealant is claimed to dramatically reduce the chance of a puncture



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Ride Wright modular hub ends

RIDE Wright Wheels has developed its new modular hub ends (MHE) to simplify the issue of customers ordering the correct hub configuration for different combinations of rims and spokes. The MHE for spoke wheels allow interchangeability between the three parts of the hub; the left, the right and the center. Changing rotor, pulley or sprocket bolt patterns are now only a matter of swapping out MHEs. This system creates one-hub-fits-all-wheels and means one-brand-fits-all-bikes. The design has been on the roads for a year after rigorous testing, and is now

available on Ride Wright that are built to order.

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D&M 'R' model air cleaner



D&M Custom Cycle's latest air cleaner is the new 'R' model, which takes retro styling influences into its design.

The R model is being offered in the choice of textured black with raw bars or chrome. In addition D&M can provide special finishes to order.

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Von Braun Exhaust Build to Order program

VON Braun Exhaust's latest manufacturing option is its 'Build to Order' program.

Using the program, customers first select the sound through the use of differing baffle lengths, diameters, and wrapping materials, then choose trim accents, canister length, end caps, and hardware colors to create the finished exhaust.

One example of the program is the Dominator that has had a spike pattern digitally transferred onto each canister for a total of 86 precision-placed, drilled, and tapped holes per muffler (172 total for the pair). A full-length, louvered-core baffle was then modified to work within the muffler body, and the canister was coated in a super-high-temperature black finish.

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Mustang Café seat

MUSTANG has responded to the latest trend in custom bike building with the introduction of its Café Comfort seat, which has been inspired by the designs used on café racers.

Mustang's Café seat is 11.5in wide and

features a classic pleated design. It fits '04 - '12 Sportsters with both 2.25- and 3.3-gallon tanks.

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EDITRICECUSTOM (10)



Zodiac's custom Bagger

Words & pics by Grizzly

WHAT is a Bagger? A bike with hard cases; an old man's bike in my eyes. I've ridden homebuilt Choppers for more than 30 years and hope to keep doing so forever. Back in the day the Chopper was the favored form of transportation for rebellious youth, while Baggers were ridden by Joe citizen.

However, today that is no longer the case. Eighty percent of all bikers do not ride Choppers anymore, with many of them preferring a Bagger to a Chopper. Why? Well, let's face it, we are getting older! I understand that people want to ride a more comfortable bike because of old age, health problems or just for convenience sake.

Firstly in America, and now throughout Europe, Baggers are being rebuilt and customized without losing the touring characteristics, and without sacrificing comfort. Big name companies that used to build only choppers have now discovered the potential to start customizing Baggers. Companies like Yaffe, Covington, Ness and many others. Zodiac has also noticed this development and sees this new trend as a big challenge to

develop a new breed of parts.

A '04 FLHTi Electra Glide Standard was purchased and subsequently given a complete makeover, and now I have the doubtful honor of test riding it.

Every year Zodiac builds or rebuilds bikes to show its customers what the possibilities are with the use of parts from the company's catalog. These projects are used to develop new parts as well, because Zodiac is not only getting parts from other fabricators, it also produce its own. On this bike they have developed a '200 Wide Tire Kit'. This kit comes with a wider rear fender, an offset for the primary, saddlebag support kits and much more.

To mount the Öhlins upside-down front end it was necessary to change the weird stock neck of the Electra. The solution to this problem was to rake the chassis. Rather radical for the company from the Netherlands, especially if you realize that most other parts from this company are bolt-on pieces. And because not all of its customers are frame builders, Zodiac quickly added the 'Get Raked' kit to its product range. With this kit you get a template that shows you how to cut the stock neck. When you have done that, the new neck with more rake can be welded onto the frame. It is possible to do all this without a frame-jig and without having to remove the motor.

The first thing I noticed when I hit the road was how light it handled in the corners. I'm talking about a neck with 34 degrees rake now and zero degrees in the trees. Steering appears to be effortless, Zodiac turned this bagger into a real sports bike. Stability on a straight road was even improved.

Time to study the Zodiac Bagger more closely. I must admit that I like



the looks of it. The bright gold colored Öhlins front end sticks out and the builders at Zodiac have returned the color stylishly with the grips, pegs and risers. The handlebars have a wider diameter, which fits in with the massive appearance of the bike.

The hard bags are extended, giving the Bagger the looks of a proper 'led sled' kustom car. Because of the wide tire kit, the bike looks bigger from the rear. The gaps between the cases and the frame are filled with good looking panels from Küryakyn.

The gas tank looks better thanks to the tidy dash panel from Paul Yaffe.

Exhausts are Supertrapps with Afterburner end caps, again from Yaffe's Bagger Nation.

The motor is cosmetically upgraded thanks to Roland Sands Design valve covers, and I also notice the use of a ribbed 'timing' cover from RSD. This ribbed design subtly returns in other parts, like the handlebar controls

and latch covers from Arlen Ness.

Altogether, this bike looks fresh and sporty. I love the paintjob by Sam's from Purmerend, especially the fact that the silver grey panels flow from the hard cases into the Ness side covers.

The Bagger runs great and does everything a good bike needs to do. The two front discs with Beringer calipers, combined with the round Arlen Ness brake levers, work perfectly.

The seating position is okay, although the handlebars could have been a little bit higher for me personally. Other things are similar to what we are used to from an Electra. Despite the totally different look, most of the geometry stays the same.

When I take the Bagger back to Zodiac's head quarters Vincent Pels, Zodiac's General Manager, asks: "Are you going to customize a Bagger now?" "What do you think?" I ask laughing. "No, Vincent, a Bagger is not for me, I will desperately try to be young forever. Choppers for Life!" It is a fact, however, that many other bikers will embrace this new trend with open arms. Using the Zodiac Bagger as a source of inspiration, we might as well welcome a whole new generation of custom bikes in Europe.



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German Performance 2012

THE Custom Performance show in Germany, held from 1995 to 2003, was one of the original 'boosters' for high-class custom parts and style innovations in Europe, and now its spirit continues with the German Performance show.

Now into its second year, the show took place in Friedrichshafen over the weekend of January 27th -29th.

The organizer is Ruedi Steck, who has also organized Swiss Performance for the past 11 years.

As the south of Germany lacked a custom bike event for some time –and quite a lot of custom shops and parts manufacturers are located in Baden-Wuerttemberg and Bavaria, Steck adapted his well established Swiss Performance concept and started the

German Performance show in January 2011, at Motorradwelt Bodensee, a very well organized general motorcycle show on the last weekend in January.

Friedrichshafen is located on the shores of Lake Constance and is famous for being the home of Count Zeppelin. Dornier also fabricated airplanes there and the industrial heritage is still strong. The show has grown from last year, and Ruedi Steck

says "We want to grow it slowly but steadily."

"The bike show was bigger and better this year and generated a huge visitor turnout."

Best of Show went to Custom Wolf's 'Aston Martin Homage' for its clean metalwork, superb craftsmanship and the one-off paintjob by Austrian Airbrush-pro Marcus Pfeil.

www.swissperformance.ch



From Road King to Bagger in a matter of seconds, Maxomation Motorparts' 'Quick Bagger' is based on a 103ci Screamin' Eagle Road King. Just two connectors and two screws make the difference between a stylish Bagger with a full stereo system and a non-streamlined apehanger Road Glide.



Created by German theme bike specialists, Custom Wolf, 'Aston Martin Homage' was built for an Aston Martin collector in China and painted by Austrian airbrush, pro Marcus Pfeil. Themes from Aston Martin history and racing are all over the handcrafted lowrider bodywork. The 'Best of Show' winning bike is powered by a 125ci RevTech V-twin

Words and Photography by Horst Resler - motographer@t-online.de

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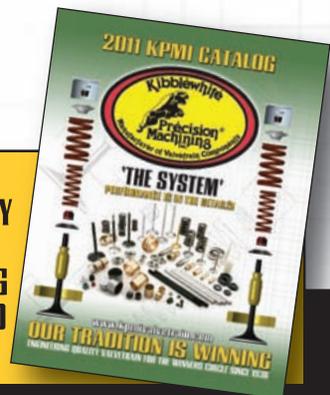
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Tony Leenes is considered the leading European authority on restoring and creating authentic Indian masterpieces. This '50s style speedway machine was created from Indian crankcase halves with Rudge cylinders and heads, mounted in a genuine racing speedway frame. Both Indian and Harley-Davidson engines were used for speedway bikes, but they never became as popular as the specialized speedway manufacturers

Second place also went to Custom Wolf with this rigid framed lowrider. Powered by a RevTech engine, all metal body components were heated by torch flame and 'colored'



Tom Lang of Hells Kitchen Choppers is well-known for his cool and high quality 'Old School' parts. His parts are distributed by Custom Chrome Europe, so it is not surprising that his latest custom features a RevTech engine and a full set of Hells Kitchen and RST-Performance parts



Probably less than 30 of the unique and powerful Feuling W-3 engines were produced before Jim Feuling died in 2002. Ruedi Steck was European importer for the engine. Sven Traber of Sven Cycles asked Peter Penzenstadler to build a custom frame for the triple that uses Twin Cam heads

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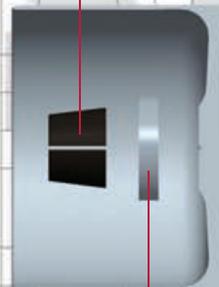
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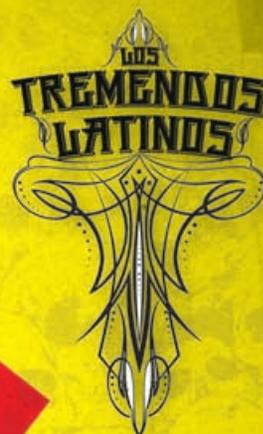
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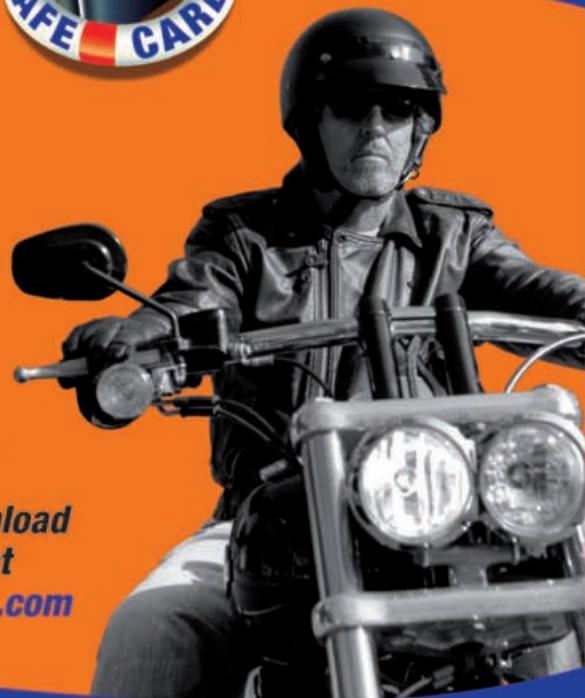


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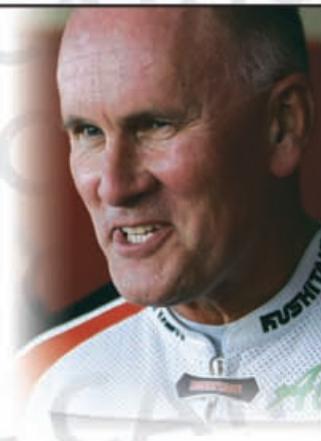
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THE CATHCART REPORT



Words by Alan Cathcart - cathcart@dealer-world.com - Photo credit: Kel Edge

Confederate Hellcat X132 road test

Fifty grand doesn't exactly sound a cheap price to pay for any motorcycle, but when it's one of the exclusive products of Confederate Motor Company, then I guess it's practically a bargain. Confederate President Matt Chambers has taken the firm's self-styled 'Art of Rebellion' to its pricelist as well as its product line, with the newly-announced X132 Hellcat that's just entering production at \$49,500, representing a more affordable product in the company's catalog

CONFEDERATE'S Hellcat has been the mainstay of the company's range ever since deliveries of the debut version powered by an S&S motor began back in 1994. More than 500 such Hellcats were produced and sold before the company went bankrupt.

Refounded in 2003, Confederate developed a second generation, quite different Hellcat model designed by J.D. Nesbitt. Alongside the radical-looking Wraith he's best known for, with its carbon-fiber girder fork front end, Nesbitt created an all-new Hellcat X124 replete with carbon fiber, and his imaginative idea of getting its swingarm to do double duty as the exhaust pipes. Around 75 examples of this version were made, before the model was dropped from the line-up in 2009.

It was this same year that Chambers and current Confederate designer Ed Jacobs, now responsible for the third generation Hellcat X132, started planning this next-generation version after reaching agreement with S&S to start working together again with the Wisconsin-based engine manufacturer, essentially producing Confederate's own dedicated air/oil-cooled V-twin engine derived from its own ground-breaking X-Wedge motor, starting with the Hellcat's 132ci version – hence the bike's X132 nametag.

"Back in '92 when I was working with Sandy Kosman on the original Hellcat, we dreamed of having a V-twin engine we could buy with a one-piece forged crankshaft," says Matt Chambers. "But we've had to make do until now with an old-style, bolted-together, five-piece Harley-type crank so that, when you lean into that motor to get the kind of explosive lowdown hit of torque that Confederates are all about, the flexy nature of the crank makes it fall down hard in terms of vibration and robustness, which meant we couldn't tie the motor fully into the chassis to create a rigid unitary structure that handled ideally.

"The S&S X-Wedge power plant changes all that. It has that forged one-piece crank and big flywheels that allow us to deliver that substantial torque safely and smoothly, and S&S has agreed to supply us with a special Confederate version of the motor, with a billet crankcase machined from 6061 aluminum, which has dedicated attachment points to specifically suit our frame designs."

Having ridden each of the previous Hellcat variants,



The Wisconsin-based engine manufacturer essentially producing Confederate's own dedicated air/oil-cooled V-twin engine derived from its own ground-breaking X-Wedge motor

as well as all other recent Confederate power cruiser models, I was quite unprepared for what awaited me as I threw a leg over the X132 and nestled into the surprisingly comfortable ultra-minimalist seat to find a completely unexpected riding position that's more race track than Sunset Boulevard. Unlike its predecessors, this new Hellcat is no cruiser, but instead it's a 21st-century re-interpretation of a typical British café racer of the 1960s but powered by an American V-twin engine.

The wide-spread but low-set, flat clip-on handlebars dictate a stretch forward over the 18-liter fuel tank, while the rearsset footrests are straight out of any café racing catalog. However, this sporty stance gets to be hard work on your wrists and shoulders after a couple of hours, and even before that you'll be wishing Confederate had fitted some swan-neck handlebar risers to the clip-ons. I'd say this is a must-have option for them to offer on what amounts to a café cruiser

model like this, because a lot of their customers are likely to choose it, especially if they come from the cruiser side of that divide.

Fire up the X-Wedge powerplant and it settles to a 900rpm idle that's quite devoid of the rattles and shakes of other American, air-cooled V-twins, and it's quiet, too, with the same lumpy offbeat lilt as a V8 Corvette motor. In spite of the fact that S&S declined to fit any vibration-sapping counter balancers, and the engine is rigidly mounted in the frame, the X-Wedge motor is improbably smooth by air-cooled American V-twin standards.

It'll pull cleanly off idle thanks to the huge amount of torque on tap, which peaks at just 2,000rpm but holds hard and strong all the way through to the 5,800rpm revlimiter. The Hellcat motor's happy zone is between 1,500-3,500rpm, and you're best shifting up at 4,000rpm as shown on the bike's only instrument, a



This new Hellcat is no cruiser, but instead it's a 21st-century re-interpretation of a typical British café racer of the 1960s, but powered by an American V-twin engine



confederate
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large black-faced analogue tacho, containing a small digital panel showing road speed and the fuel level, with a red ignition light, green N-for-Neutral, and that's it!

Though the surprisingly light-action hydraulically operated Bandit clutch barely needs to be troubled accelerating out of even the tightest turn from little more than walking pace, you're best off keeping the revs dialled up above 1,800rpm to avoid any hint of transmission snatch. But there's acres of torque from there on up to the 5,100rpm power peak, where the triple-camshaft motor delivers 135bhp at the gearbox.

The change action of the race-pattern, five-speed Confederate gearbox was a little heavy but quite positive, swapping ratios smoothly except from second to first when there's a big clunk each time you go through neutral while shifting down. However, with so much torque on tap, two of those five ratios are completely superfluous. You can start off from rest in third gear without slipping the clutch in any way unduly, and the X132 will go anywhere in top gear, with simply magnificent roll-on performance from any revs.

But you expect all that from such a big-cube motor, although the fact this impressive performance is delivered with such refinement and so little vibration is really noteworthy. What I frankly wasn't expecting at all is how impressive a sportbike package the new Hellcat is in terms of handling, remembering that on the old X124 cruiser version you couldn't lean it over more than around 30 degrees from vertical without the lower frame rails rubbing on the tarmac. On the X132, this problem is not only resolved, but you can exploit the great grip from that Superbike-section rear Pirelli to crank the Hellcat over on its side to the point that the left footrest just touches down before you go off the edge of the front tire. On a cruiser? No, because that's not what the X132 is, really instead, it's a bike that you inevitably end up riding like a lean, mean, stripped-out café racer, maxing out turn speed by putting all your faith in that great Pirelli front tire and the well set up fat Marzocchi forks, after using the responsive and ultra-effective Beringer front brakes to stop what is, at 505lb half-dry, a pretty heavy package from high speed.

Swiss motorcycle guru Fritz Egli invented the V-twin café racer back in the '60s, and today the Egli-Vincent is still revered as the benchmark for all future such bikes to aim at. Passing through the town of Vincent, Alabama on my day's ride in the hills around Birmingham reminded me of this and also of the fact that the new Confederate Hellcat X132 has an up-rated modern version of Egli's trademark spine frame, with its large-diameter backbone doubling as an oil tank, from which the engine was suspended. But with roughly three times the horsepower and twice the torque delivered by the two-liter S&S X-Wedge engine compared to the 1,000cc classic-era Vincent V-twin that Egli had to work with, Confederate designer Ed Jacobs had to come up with a whole new design strategy to make the format work on the new Hellcat X132. The fact that it does so to such good effect when ridden pretty damn' hard is a tribute to his design skills as well as allowing the first of the new-generation Confederate models to create a new model sector, the Café Cruiser. Let's hope the rest of the family of those new models are equally innovative, and effective. Oh, and affordable, too!

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Paul Yaffe has long been an exponent of custom Baggers and as a leading light in that field is always one step ahead of new trends. Now he is exploring the possibilities of fitting audio systems to Baggers with a full-on custom trike and trailer loaded with audio

OFTEN hailed as a Master Builder, Paul Yaffe has always been one of the elite custom bike builders who has pushed new trends forward. While Baggers are now beginning to be seen as a viable market for the custom industry, Paul realized the fact back in 2007 when he launched the business Bagger Nation.

Under the Bagger Nation banner Paul has built numerous custom Baggers, many of which have been used to not only showcase his skills as a builder, but also to highlight new Bagger Nation products. His wholehearted embrace of all things Bagger and custom has not gone unnoticed within the wider sphere of business, and when in-car audio specialist Rockford decided to make the move into the motorcycle market it knew its best move would be to partner with Yaffe and Bagger Nation.

The result of the new partnership between Paul Yaffe's Bagger Nation and Rockford is a full custom Tri-Glide and matching trailer loaded with motorcycle specific audio.

Having long been an advocate of larger front wheels, the first change made to the trike by the Bagger Nation (BN) crew was to fit one of the company's nine-degree rake neck kits, nine-degree raked trees and extended fork tubes, which allow for the use of a High Five 26in wheel and matching 11.8in brake rotor. Dressing of the front end continued with the addition of BN handlebars, Yaxle, Yafterburner slider covers, race levers and power mirrors.

At the rear of the trike a Bagger Nation lowering kit has been installed alongside the BN air suspension, which is also fitted at the front.

Bodywork changes to the trike include the fitting of a Bagger Nation Scooped fairing, Bike Wheel



Trike fenders to cover the 20 x 10in wheels, a stretched tank kit, Original Trike Tour Pack, and the bottom of the trike's bodywork has been extended along its bottom edge.

The changes to the bodywork also allow for the audio install that really sets this trike apart from other custom built versions and naturally showcases the audio kits developed jointly by Paul and Rockford for use on Baggers and trikes. The install on this particular trike is made up of a Rockford Fosgate 1100 watt sound system.

The audio package is further complemented by the package installed in the BushTec Entourage trailer that has been painted to match the trike. The install, done by Creative Audio Works, is made up of eight Rockford Fosgate 6.5in marine grade speakers, two 10in Rockford Fosgate P-3 subwoofers, two Rockford Fosgate 400 x 4 amplifiers, one Rockford Fosgate 1000 x 1 mono amplifier, one 100 amp 12v to 120 converter and a marine/auto battery to power it all.

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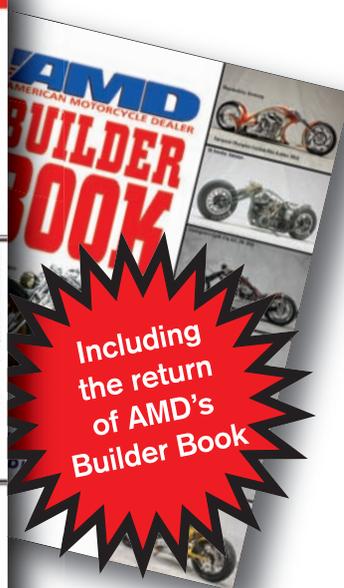
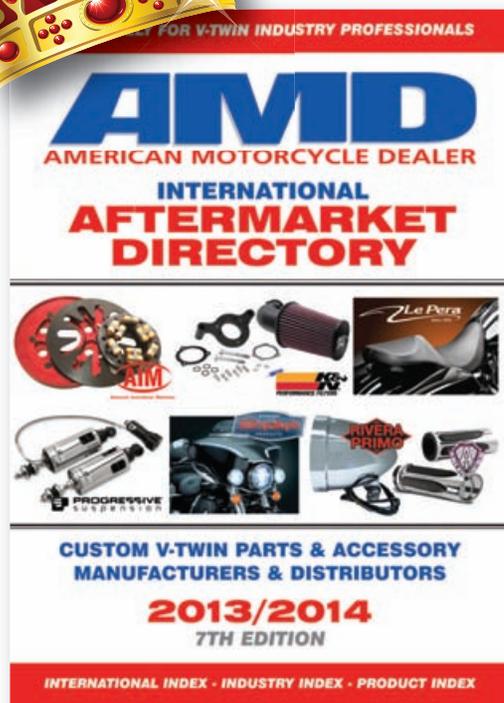
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THE RETURN OF A LEGEND



Words by Duncan Moore - duncan@dealer-world.com

Photos by: Onno Wieringa - onno@madnessphotography.nl

In previous years there have been bikes entered in the World Championship of Custom Bike Building that have won the Grand National Roadster (GNR) Show before competing in the Championship. However, in 2011 a bike that was a previous winner of the GNR 30 years ago was entered in the Championship. The bike in question – the Gold Yamaha, built by John Reed – was the first non-domestic built bike to take the Best of Show title at the prestigious Californian event in 1982.

Today John Reed is well established in Morgan Hill, California, having spent many years working as a designer for Custom Chrome International, but at

the time the Gold Yamaha was originally built he was still a UK-based custom bike builder.

A former road racer, Reed was an early star in the fledgling UK custom scene and quickly established himself as a builder of outstanding customs under the shop name Uncle Bunts. And it was that notoriety that led to him being approached by Paul Butler of Yamaha Europe who wanted a bike building to mark the launch of a new range of Cruisers. A sponsorship deal was struck that saw Reed given an engine and build budget.

The engine and the tires, supplied by Avon, are became the only piece on the bike not made by Reed.

Before any work began on the build, John explained his ideas to a young motorcycle painter

Words like iconic and legendary are frequently banded around in today's society with little thought given to what they mean. However, when those words are applied to a motorcycle like John Reed's 'Gold Yamaha', they can be used appropriately. Thirty years after the bike first appeared and took Best of Show at the Oakland Grand National Roadster Show, it has been restored and was entered in the World Championship of Custom Bike Building

and artist, Stu Garland, who was able to create a picture that John could work from. In the intervening years Garland went on to not only paint many of the best custom bikes built in the UK, but also take on the role of Editor at the country's leading custom bike magazine – Back Street Heroes.

Using the pre-production Yamaha TR1 engine as the focal point of the build, John set about creating a pair of subframes to carry the suspension at each



end of the bike. The Springer style fork used at the front was made from stainless steel legs with 6061 aluminum triple trees, with rake and trail both adjustable. At the rear end, the single-sided swingarm was built up from cold drawn mild steel and acts on a single offset shock absorber.

The engine, due to it being supplied in a sponsorship deal by Yamaha, was left stock. However, the exhaust is a one-off, 2-into-2 system where each pipe splits into two and then rejoins again. The only other change has been a conversion from chain final drive to belt.

The wheels on which the bike rolls began with a pair of steel rims that John bolted his own aluminum centers into. The centers themselves, 21in front and 16in rear, were produced by John on a manual lathe from solid billets at a time when CNC workshop equipment simply didn't exist. Even had the technology been in existence at that time, the economics of the UK's custom bike industry would not have made it a viable option anyway.

Within the wheels' centers are the bike's brakes, and to be road legal in the UK, it needs a brake on each wheel. The calipers were supplied by AP and were modified by John to suit his needs, and he went on to craft his own master cylinders and brake rotors.

The minimal bodywork comprises a gas tank made from sections of 6061 aluminum that have



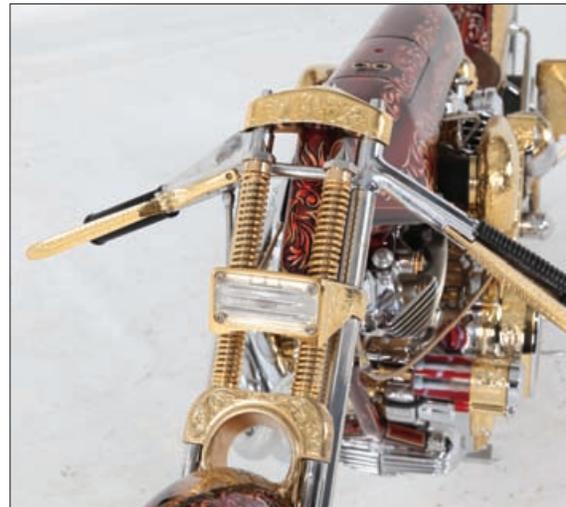
been shaped and welded together, while the front and rear fenders were hammered by hand into the shapes required to follow the profile of the tires. To finish the bodywork half of the fenders have been engraved and then gold plated, the same treatment being given to the underside of the gas tank, and then the rest has been painted. The red base coat with gold and silver leaf applied over the top was done partly by Stu Garland and partly by American motorcycle painter Horst.

When John decided to bring the bike out of retirement, to show it at the World Championship, the paint was starting to show signs of its age. The job of restoring the 30-year-old artwork was entrusted to Erik Solorio at Corbin. During the time the paint was being carefully restored John stripped the rest of the bike down in order to have all of the gold plating redone. The renewed gold-plating shows fully the intricate engraving detail that runs across the bike, which is the work of Don Bloxidge. Prior to the work on John's bike in the early '80s, Don had made a living engraving shot guns, but after the impact the Gold Yamaha made on the custom bike show scene he switched to motorcycles, which he is still doing today, now into his 80s.

Following the bike's mild restoration it was placed in the World Championship of Custom Bike Building

with the only clue to its true age being the legend on the license plate 'Built by John Reed 1982'. How many people thought it was a new build and how many knew of the bike's history was never recorded, but it still placed ninth. There is no denying it is an impressive result for a bike first built 30 years ago.

JOHN REED
Morgan Hill, California, USA



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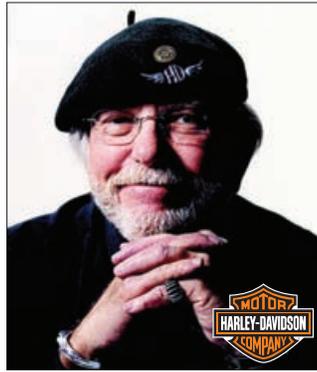
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Willie G. retires after 49 years of bike design work

HARLEY-Davidson has announced the retirement of Willie G. Davidson, from his role as Head of Styling after almost 50 years with the company that bears his family name. However, he will continue his involvement with the company as an ambassador at motorcycle rallies and events, and through special design projects as Chief Styling Officer Emeritus. Over the course of his career, Willie G., 78, built a design team that is now led by 19-year company veteran Ray Drea, Vice President and Director of Styling, who has worked collaboratively with Willie G. in the development of numerous



milestone vehicles. "Throughout my life, I have been truly fortunate to have the opportunity to marry my passion for design with my love for this amazing brand that runs so

deeply in my veins," Willie G. said. "What's most rewarding has been to see the impact our motorcycles have on the lives of our customers. Everything we do in styling is based on the notion that form follows function, but both report to emotion." Grandson of one of the company's founders, William A. Davidson, and son of William H. Davidson, its second president, Willie G. joined the company as its first Head of Styling in 1963. With responsibility for the look of all Harley-Davidson motorcycles, landmark motorcycles to emerge from Willie G's styling studio team include the Super Glide, which

established the factory custom category in 1971, Low Rider, Heritage Softail Classic, Fat Boy, V-Rod and Street Glide. "Few individuals have the kind of impact on an organization, a brand and a lifestyle that Willie G. has had," said Keith Wandell, Chairman, President and Chief Executive Officer of Harley-Davidson. "Everyone with a love for motorcycles owes a great deal to his vision and talent, and all of us have been blessed by his presence. His legacy will continue to grow, thanks to the talent he has nurtured in the Harley-Davidson styling studio."

www.harley-davidson.com

MAG Europe confirms multi-year booth agreement at Big Bike Europe

THE European office of MAG (the Motorsport Aftermarket Group) has agreed a multi-year commitment to exhibit at Big Bike Europe – the all new 'headquarters expo' for the motorcycle parts, accessory, custom, performance, workshop and tuning industry in Europe.

The new expo, which will host AMD Magazine's European Championship of Custom Bike Building, has been widely welcomed by the international motorcycle parts aftermarket, and MAG Europe Managing Director Robert Brinkmark said of the agreement "we are delighted to be able to be in at the start of this exciting new expo project as one of the event's Founding Exhibitors.

"By targeting the high mileage

large displacement air-cooled v-twin and liquid-cooled motorcycle markets, we believe that AMD Magazine has hit on a winning formula."

Slated for May 2013 at Essen in Germany, right at the heart of Europe's most valuable motorcycle markets, Big Bike Europe is an expo concept that has been under consideration and development for many years.

Founder Robin Bradley says that "we are delighted to add MAG Europe to our roster of Founder Exhibitors. For the project to have the backing of prestige aftermarket brands such as Vance & Hines, Kuryakyn, Performance Machine, RSD, Progressive Suspension and the other businesses in the Motorsport Aftermarket Group says much about the acceptance of the Big Bike Europe concept".

The first day of the expo (Friday, May

10th 2013) will be a by-invitation only trade and VIP visitor day that will feature the first annual International Motorcycle Industry and Custom sector conference.

The weekend (May 11th and 12th) will be open to riders and enthusiasts, with the European Championship awards ceremony closing the show on Sunday May 12th, 2013.

Advance exhibitor information is available online with the deadline for Founder floorplan preferences due to expire in the next two weeks.

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