

AMD

AMERICAN MOTORCYCLE DEALER

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

BIG BIKE EUROPE set to achieve aim of establishing new era in international custom industry business opportunities

AS the first annual BIG BIKE EUROPE expo gets set to open its doors for the first time on May 10th at Essen in Germany, one of the concept's most important aims looks likely to be achieved to an extent that will massively exceed expectations.

With three weeks to go, advance international motorcycle industry distributor, dealer and custom shop registrations were closing in on 300 industry professionals (itself a figure that exceeds the first-year minimum threshold set for the event), but the hot news is just how international Big Bike Europe's reach has already become.

Visitors are registered from nearly 40 countries worldwide - from as far afield as Russia, the Middle East, South America, Japan and Australia, as well as the United States and most European markets.

Using an innovative new 'industry invitational' approach to generating trade attendance, the strength of

worldwide reaction has already provided 'proof of concept' and reinforced the widespread initial reaction to the launch announcement - namely that BIG BIKE EUROPE "is an idea whose time has come".

Many are pointing to the need for the industry to have a brand new opportunity to come together on an international basis, and with so many "hallmarks of difference" that characterize BIG BIKE EUROPE as a genuinely new expo concept, the talk in the industry (on both sides of the Atlantic) is of an event that has every chance of establishing itself as a major structural and strategic pillar of the custom market in the years ahead.

Over fifty exhibitors from seven different countries will be joined by over 100 customizers (from more than 23 countries and counting) as BIG BIKE EUROPE stages the 10th annual AMD World Championship of Custom Bike Building - the first time the event has been staged outside of the United States.

Widely acclaimed as having succeeded in setting a new bar that has rebalanced the conduct and focus of custom bike shows, the AMD World Championship has proven itself as a genuine design and engineering competition.

It would appear that central to market acceptance of the BIG BIKE EUROPE concept has been the opportunity to associate the World Championship's focus on innovation and craftsmanship with vendors from the worldwide parts, accessory, performance and tuning industry.

The show will be open from 10am to 5pm daily on Friday May 10th, Saturday 11th and Sunday 12th. It will conclude with the World Championship awards ceremony in which the competitor-selected 10th annual World Champion bike builder will be unveiled.

Advance trade registrations have now closed, but tickets are available on the door each day for €20 or online for €15 - follow the links at: www.BigBikeEurope.com

Kenny Williams of K W Customs used his years of experience building Pro Stock bikes when he decided to create a custom Bagger. The result was Tantalizer, a top ten finisher at the 2012 Official AMD World Championship of Custom Bike Building. See pages 55-56...



MAY 2013
ISSUE #166

NEWS



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As Rivera Primo celebrates its 40th anniversary in 2013, AMD takes a look at the company's history and recent new product developments



SEE THE CENTER SECTION FOR OUR 'BIG BIKE EUROPE OFFICIAL EXPO GUIDE' PULL-OUT

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**World Champs:** 'Tantalizer' by KW Customs **55-56**

The only Bagger to make the top ten at the 2012 World Championship of Custom Bike Building was KW Customs' Tantalizer. A bike built by Kenny Williams, using his experience of constructing drag race bikes



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I just had to know!

WHEN I started to refine my ideas for the BIG BIKE EUROPE expo, in the lead-up to the August 2011 announcement, I 'beta' tested them with as many industry professionals as would listen. They gave me the time to explain my thinking, and let me bounce my ideas off them.

This involved many dozens of people in the custom v-twin industry (and the 'metric' market, especially in Europe) on both sides of the Atlantic, and many different types of people too - from parts and accessory manufacturers and distributors, right through to custom shop owners and the customizers who had taken part in our World Championship show program.

Remember the classic "I gots to know" scene from Dirty Harry? The bank robber on the steps, "Dirty Harry" Callahan and the .44 Magnum? For those of us of a certain generation it was an iconic movie moment.

In 1993, when I started European Dealer News, the magazine that went on to become AMD, I had canvassed broad and wide about why there wasn't, at that time, a convincing specialist dealer magazine written specifically for the Harley-Davidson aftermarket, and having received universally positive feedback to the idea, I was in 'that place' back then.

I had to know - I had to find out (the hard way if necessary) why nobody was publishing such a magazine, and it has been exactly the same with BIG BIKE EUROPE.

Nobody from the v-twin or 'metric' markets could come up with a good reason why BBE was a dumb idea. Plenty of people came up with some great ideas and input, thinking that helped me refine my own ideas and put flesh on the bones, but nobody could explain to me why motorcycle industry shows weren't focussed on vendor and retail business opportunities in the design and engineering led way that I was proposing.

So I just had to know. There was no alternative but to go for it - to announce it, work hard to develop it, and to deliver on whichever of the ideas and concepts proved the most robust and practical.

The results will be played-out in public at Essen, Germany, from May 10th to 12th, and by the time I get to write this column again, not only will it be a 'done thing', but long before you get to read my take on the outcome, those who exhibited, competed and visited will no doubt have already said plenty about it on the internet and in social media.

So what will they be saying? Who knows! Sometimes there is no accounting on the particular take that some people have, on the slants and spins that some people endow things with, and no predicting what agendas BBE will become a cipher for.

At this stage all I can report is that the support from the exhibitor community has been exceptional (especially given the times in which we live), the advance interest from the dealer and custom shop community in Europe (indeed worldwide) has been way better than even I could have realistically hoped for in advance of a first year event.

From the response to taking the AMD World Championship to Europe for the first time, to the international acceptance of the 'oil under the fingernails' expo message that we have been propagating, the advance market acceptance that BBE has a place on the already crowded show calendar has been remarkable.

As reported in the front cover story of this month's edition, the most startling thing to emerge has been to see the theory about there being a need for an international industry 'nexus' playing out in front of our eyes in recent months.

It is one thing to have ideas, and it is great if those ideas appear to be well received by those whose views are solicited, but to see the reach of the message literally spread to all four corners of the globe, and to consider the investments being made to be there - by exhibitors, trade visitors and customizers alike - is a humbling experience.

With less than three weeks left, we are crossing the T's and dotting I's, making last minute exhibitor booth arrangements, last minute fine-tuning of arrangements for the 10th annual AMD World Championship, and processing the increasing flow of dealer registrations that BBE's exhibitors have helped us generate.

All I have ever hoped for this first year is that we would give the industry a start-point on which our combined resources and goodwill can build. The real test about how well the first year went, will be in how well the show is doing in year five!

Robin Bradley
Co-owner/Editor-in-Chief
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What agendas will BBE become a cipher for?

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Harley-Davidson debuts Breakout at Daytona Beach

HARLEY-Davidson used Daytona Bike Week as the venue for the debut of its latest model – the Breakout.

Like the 2013 Custom Vehicle Operations Breakout model that precedes it, the Breakout features styling that is intended to showcase the engine and tires.

"With Breakout we got down to motorcycle essentials, which means emphasizing the powertrain and the wheels," says H-D Styling Manager Kirk Rasmussen. "The black and chrome engine visually pops out of the

center of the bike, and then to maximize the impact of the tires, the fenders are chopped. We wanted a lot of rubber showing to give the Breakout a tough, muscular look."

The Breakout features a 240mm rear tire visually balanced with thick forks and chopped fenders, while a shaved tank console and a drag handlebar keep the profile low.

A Twin Cam 103B powertrain and other components are trimmed in chrome and gloss-black paint. The new 10-spoke cast-aluminum Gasser wheels



are finished in gloss-black powdercoat, and a gloss-black finish is applied to the new cast-aluminum oil tank, as well as fork lowers, muffler shields and the wide, drag-style handlebar. The side-mounted license plate and combination

stop/turn/tail lights leave the wide rear fender uncluttered.

www.harley-davidson.com

Indian releases details of Thunder Stoke 111

INDIAN Motorcycle has released details of the engine it is building to power its all new models for 2014. Known as the Thunder Stoke 111, it is a 111ci, 49-degree V-twin. The new motor is air-cooled with an integrated oil cooler, a left-side air intake, down firing exhaust system, and parallel pushrod tubes, which create a look reminiscent of the original Indian side-valve motors used in the '40s.

Since Polaris Industries acquired Indian Motorcycle in early 2011 it has fast-tracked the development of a new engine



design, and in a statement accompanying the new engine's launch, the company stated: "The goal was to capture the iconic design and styling aspects of the 112-year old brand's most historic models and fuse that heritage with state-of-the-art technology and progressive design elements.

"The new design reflects an unparalleled investment into researching the complete history of Indian Motorcycle power train development, including the review of volumes of historical documentation, miles of riding vintage motorcycles, and studying and dissecting a broad array of legendary Indian Motorcycle models."

The new unit construction Indian powertrain is said to produce in excess of 115 ft./lb torque through its use of three camshafts acting on pushrods that control two valves per cylinder, acting through



maintenance-free hydraulic valve lifters. Induction is via electronic sequential port fuel injection with electronic throttle control.

Matched to the motor is a six-speed overdrive, constant mesh, helical gearbox with a low-effort, multi-plate wet clutch in

an aluminum basket with an integral torsional damper.

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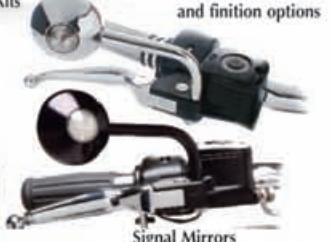
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Irish Motorcycle and Scooter Show

TWO custom bike builders won expenses to help them take their bikes to the World Championship of Custom Bike Building when the Irish Motorcycle and Scooter Show hosted the Irish affiliate round of the Championship. The event, which was held in Dublin, Ireland, over the weekend of 1 - 3 March, had prize packages for both domestic and international custom bike builders in the Custom Show.

In a repeat of the 2011 Show, Netherlands-based René van Tuil, of Revatu Customs once again took the top prize in the International class. This year his build was a one-off, vintage-styled, custom built around an Arona 600cc diesel engine. His prize package includes travel expenses to the World Championship, taking place at Big Bike Europe, Essen, Germany, May 10-12, 2013 and a voucher for €1,000 of product from Zodiac International.



The diesel engined 'Revatu Diesel' built by René van Tuil of Revatu Customs, took the International first prize in the custom show



(Left to right) Paul Timpson, of Zodiac, hands domestic freestyle class winner Don Cronin a €1,000 product voucher, as he is congratulated by AMD's publisher Robin Bradley



A Honda generator engine is used to power the Indian-inspired Model A Whiskey Chaser built by Noel Connolly, which placed second in the domestic builder class

A one-off frame with adjustable Springer forks and a Panhead/FX Shovel hybrid motor from Italian custom shop took second place **Inglourious Basterds Cycles**, who received a €500 Zodiac voucher, while Destiny Cycles from the UK mainland placed third with Vic Jefford's 'Carousel'.

It was a similar story for a former winner coming back to take the top spot with the domestic builder prize

package of travel expenses to Big Bike Europe and a Zodiac €1,000 voucher. In 2009 Don Cronin won travel expenses to the World Championship of Custom Bike Building, and he did the same again this year with his Moto Guzzi engined 'Nuovo Falcone'. Built in conjunction with Michael O'Shea, the bike, with a V-Rod swingarm as the front end and V-Rod wheels, features numerous one-off parts and elaborate detailing that made it a clear winner in the Freestyle class.

In a first for any affiliate show in the World Championship's history, second place was taken by a sidecar in the form of Noel Connolly's Model A Whiskey Chaser, a ground-up build inspired by board track racers and powered by a Honda GC160 generator engine, which gained him a €500 Zodiac voucher.

The top three was rounded out by a Sportster based build from Dinnin Shannahan, which was 80 percent handmade.

The Irish Motorcycle and Scooter Show also held plenty of other attractions for V-twin enthusiasts as both Victory and Harley-Davidson were represented. As part of its continued expansion plan, Victory was being represented by Ireland's first Victory dealership GS Motorcycles, of

Continued on page 10 >>>



Having taken the top honors in the custom show at the 2009 Dublin Motorcycle and Scooter Show, Don Cronin did the same feat again this year with his Moto Guzzi powered Nuovo Falcone, which was built together with Michael O'Shea



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Alongside a selection of stock new models, Dublin Harley-Davidson was also displaying the work done by its custom operation Irish Blood Customs



Confirming that Ireland is an important market for Victory Motorcycles the brand was represented at the show by the country's first Victory dealer GS Motorcycles of Ballymena



The crew from Klock Werks made the trip to Dublin to talk about Land Speed records, Victory and Indian motorcycles. Left to right: Erika Klock talking to MotoGP racer Steve Parrish; Karlee, Laura and Brian Klock

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Ballymena. The shop had a display that also included a vintage Indian, showing that that brand will also be represented in Ireland when the all new models are launched in 2014.

Victory's presence at the show was further supported by a guest appearance by the Klock family of Land Speed Record holders. Not only has Brian Klock introduced a version of his successful Klock Werks' screen for Victory models, but he has also been appointed to the Indian advisory board by Polaris, and in this role he has a say

in how the new Indian Motorcycle models will be styled.

During stage appearances throughout the show, Brian, his wife Laura and daughters Erika and Karlee were interviewed by former MotoGP racer Steve Parrish about their past Land Speed record achievements before going on to announce an agreement with Triumph Motorcycles, which will see the girls all try and set records at Bonneville on the same Triumph Daytona motorcycle which Brian will be supercharging.

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Zodiac launches new online catalog

ZODIAC has launched the latest version of its online catalog at <http://catalog.zodiac.nl>. This version of the online catalog features an extensively developed search engine with Google-like 'Autocomplete' function, and it also shows the parts and accessories as if they are being viewed in a printed catalog. Additional details include finishes, related parts,

and applicable models and years.

The information listed with each product is available in a choice of five languages, English, French, German, Italian and Spanish.

The new Zodiac online catalog does not allow direct ordering, but it features a 'wish list' option which users can print out or e-mail to their local dealer, who will then fulfill the order.



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J&P Cycles 34th Annual Open House Rally

THE weekend of June 29-30 will see the J&P Cycles headquarters host the 34th annual J&P Cycles Open House Rally in Anamosa, Iowa. Last year more than 30,000 motorcyclists and spectators converged on J&P to attend the event. For 2013, more than 110



motorcycle vendors will be on site, displaying motorcycle merchandise, including 20 semi trailers. Additionally, two of the stars of the TV show Sons of Anarchy, Ryan Hurst, who plays



Harry 'Opie' Winston and Tommy Flanagan, who plays Filip 'Chibs' Telford, will be in attendance, and 1 Wheel Revolution will be performing a stunt show. On the Saturday visitors will

have the opportunity to meet 1998 AMA 250GP National Champion Road Racer Roland Sands, now better known as the owner and founder of Roland Sands Design.

Attendees can sign up to win thousands of dollars in door prizes, plus donate for a chance to win the National Motorcycle Museum's 2013 Arlen Ness Victory Cross Country. There will also be a silent auction to benefit the National Motorcycle Museum.

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Student build wins first place at Donnie Smith show

THE Student Build Challenge bike, built by Sturgis Brown High School students, has won multiple awards at the 26th annual Donnie Smith show on March 23 and 24 in St. Paul, Minnesota. The bike, which will be auctioned off on August 5, 2013 at the Sturgis Buffalo Chip in support of the annual Legends Ride event, took first place in the Full Custom Bagger classification in the Open Class, and also won Overall Best Display.

Built by a group of high school students, guided by Keith Terry of Terry Components and Randy and Nick Cramer of Dakota V-Twin, the bike is the centerpiece of the Sturgis Buffalo

Chip's Student Build Challenge. The challenge is a bike build mentorship program that works each year with local high school students, teachers, industry veterans and sponsors to create a unique custom bike. The bike will become a feature of the Buffalo Chip's Legends Ride, where it will be sold to one lucky bidder at a special sponsor auction to support the event.

"Entering the Legends bike ride and winning multiple awards at the Donnie Smith Show is an accomplishment in which these students can truly take great pride," said Rod Woodruff, owner of the Sturgis Buffalo Chip campground. "It's a dream



come true. The Buffalo Chip has a tremendous appreciation for Keith Terry, Randy and Nick Cramer of Dakota V-Twin, the very progressive-minded administration and teaching staff at Sturgis Brown High School and all the amazing sponsors who made this high school mentorship dream a reality."

The Legends Ride will take place on Monday August 5th, where riders can join celebrities for a ride that has raised over \$260,000 for local charities

since 2008. The ride takes place during the Sturgis Rally, starts in Deadwood and ends at the Legendary Buffalo Chip.



www.legendsrider.com

Drag Specialties regional showcase in California

DRAG Specialties partnered with sister company Parts Unlimited for a regional showcase at the Anaheim Convention Center in Anaheim, California, which targeted its western dealers. Attendees of the weekend event were met by over 200 exhibitors and two days of activities.

While the August National Vendor Presentation in Wisconsin is an annual tradition, Drag Specialties/Parts Unlimited wanted to meet its dealers during the Spring selling season with both a West and East Showcase.

"Once again, our vendors did an outstanding job helping us to present a very



successful event," said Jim Matchette, Drag Specialties Sales Manager, adding: "The dealers were excited to see new products first hand and discuss ideas directly with the vendors on how to successfully use the new products to increase their store traffic and sales."

Saturday afternoon, dealers met with vendors, sales reps and top industry VIPs in a casual environment. The Showcase provided a special 'Meet & Greet' to start the weekend. On Sunday, the dealers welcomed well-known industry personalities including Zach Ames and newly-crowned three-time AMA Arenacross Champion Tyler Bowers, AMA Supercross riders Martin Davalos, Tyla Rattray and Josh Grant, custom bike builder Roland Sands, and stunt rider Jason Britton.

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FROM TVS TO V-TWINS – 40 YEARS OF RIVERA PRIMO



Rivera Primo began as a sideline in Mel Magnet's TV shop when he began selling refurbished SU carbs for use on Harleys. Over the years the business outgrew the TV shop and became a major player in the V-twin industry

RIVERA ENGINEERING is celebrating its 40th anniversary in 2013, and today it is not only a major distributor of parts for Harley-Davidson motorcycles, but also a manufacturer in its own right. However, at the very beginning, when the company started, things were very different.

Back in 1970 Mel Magnet, who founded Rivera Engineering, was running a TV shop. Yet in a corner of that store was a glass cabinet that held a selection of SU carburetors that Mel had taken from scrapped cars and reworked for use on H-D motors.

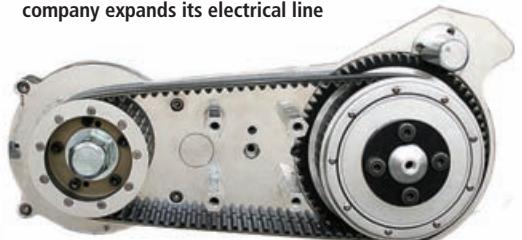
One of Mel's customers, in those early days, who would go on to play a significant role in Rivera Primo's future, was John Ventriglia. He had an ex-police Shovelhead that had been built into a chopper, which he wanted to fit with a SU carb. His first



Ben Kudon with some of the Rivera staff bikes



A solid state controller and equalizer is one of the latest products from Rivera Primo, as the company expands its electrical line



The Slimline belt drive kit features a 1 3/8in wide 'dense pack' Kevlar Polychain Super Belt, which Rivera Primo says has been tested to withstand horsepower loads in excess of 150hp



The TransparaGuard is a clear plastic guard available for use with Rivera Primo's Brute IV Extreme open belt drive



attempt at buying one from a local Harley specialist was unsuccessful, but they sent him to Mel's TV shop. Not only did he get the carb he wanted, but he also started a life-long friendship with Mel, and he was soon helping him take SU carbs off wrecked Jaguar and Healey cars, to take back to the shop to sandblast, rebuild and then sell from that glass cabinet in the corner.

By 1973, when Mel officially started Rivera Engineering, having progressed from the TV store, it was John who was appointed as the company's Vice President. With John onboard, Mel was able to devote more time than ever to the carb business, so much so that he flew to the UK to talk directly to the management at the SU factory, which led to him getting a contract to sell new carbs. Today that agreement is still in place, and the factory now directly supplies the Rivera Eliminator, a carburetor design unique to and only available from Rivera, especially designed for large capacity H-D applications.

Success continued for Rivera, and by 1977 Mel found himself able to purchase Primo Products, a business also known at the time as Primo Belt Drives. This was considered a logical step as the company was so heavily involved in tuning V-twins, it made sense to have primary drives capable of handling high power output engines.



40th anniversary mini catalog



The Flamethrower Max is one of the LED equipped headlight options now available from Rivera Primo

With this emphasis on performance now becoming an integral part of the business, Mel was able to add distribution of Leinweber cams to the Rivera roster.

Business was also good enough for Rivera to look at sponsoring drag racers, and in 1978 Rivera began sponsoring Frisco Choppers' Dennis Philipie's '74 Shovel in IDBA racing, and the Rivera sponsored Dave Mackie's 1974 74ci Shovel became the fastest stock production H-D while running SU carb from Rivera.

This success on the track paid dividends when in recognition of its work supplying carbs for H-D applications, and then proving them on race day, Rivera was able to add the Dell'Orto line of carburetors to its product range, which it sold alongside a growing range of its own proprietary performance parts. From there it was a short step to machining manifolds to mount the carbs it was selling, allowing customers to run large carbs on big inch motors.

The Brute III Xtreme for use with endorsed primary drives



Riders looking for even greater power increases will be interested in the work Rivera has done with Mikuni to develop specialist carb kits for Harley applications. These kits include 45 and 48mm twin Mikuni set-ups specifically for 100ci and larger motors. Mel was not one to rest on his laurels though, and despite the success he had achieved was always looking to the future, and by 1980 he had received his first US patent for the SU tickler pump he created, which resolved a hard starting condition on the SU carbs.

It was not just its own products that Rivera continued to bring to the market, and in 1987 when Dynatek was looking for a distributor for its Harley-Davidson ignitions, it was Rivera that they turned to.

New product development and collaborations with other companies within the industry have long been a part of the ongoing success of Rivera, and in 1990 an agreement was entered into with the original Feuling Motors Company to manufacture Rivera/Feuling four-valve heads. It was in the same year that the Taper Lite pushrods were introduced, which continue to be a best selling line for Rivera. The Pro Clutch was also brought to market in 1990. The clutch came to fruition because of the other developments being made by the company meant regular clutches could not handle the power that Rivera equipped engines were capable of producing.

Since that first clutch introduction the business has continued to expand its product range, always keeping pace with ever increasing engine power outputs. Designed for both street and strip use, the Centri-Force is claimed to eliminate clutch slip when used with either a Brute IV or Brute V belt drive.

The Rivera-TTP variable pressure plate assembly is especially engineered to work with engines producing high hp figures. It is said to offer a light lever action when shifting, but gives a dramatic increase in clutching power when high levels of



John Ventriglia and Ben Kudon (seated) discuss new Rivera products

Just one part of Rivera's show display



power are fed through it.

The Brute line of primary belt drives is something that remains in a state of constant development by the Californian specialist. Among the options available there is the Primo Brute IV Xtreme, developed for riders on a budget. In order to reduce costs, the motor plate is machined from a single piece of billet, rather than the more labor intensive two-piece normally used on Primo cases. The kit comes complete with a Pro-Clutch and the option of a center-mounted oil filter and mid-mounted controls.

Those riders who run high performance bikes are catered for too with the Brute III Xtreme. This particular belt drive is designed for use on high performance engines where owners want to keep the existing enclosed primary cases. The 1½in wide Kevlar polychain belt is 11mm, and the matching pulleys can be used inside Softail and Dyna Glide primary cases without modification. Primo is confident that the drive has the capability to handle 150bhp.

While taking care of getting the power from the engine to the gearbox has always been a priority with the design and development of belt drives at Rivera Primo, the company has striven to keep the drives looking good too. Cover options include a 3D flame design cover, machined from 1in thick billet aluminum, available for both the Brute IV and Brute V belt drives. Though it is not just billet aluminum that the company works with. A recent new introduction was its line of transparent belt



guards. The TransparaGuard is a see-through cover for use on open belt primary drives. 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 companies belt drives.

Product development at Rivera Primo has not been restricted to how to make the bike's transmission look good, while this remains important, it is also combined with functionality.

With the advent of its Direct Drive system, Primo has combined high performance with clean looks by relocating and improving the starter motor. Primo places its proprietary Monster Torque starter motor behind the rear pulley, where it engages a 78-tooth starter ring. This change allows for a starting ratio of 54:1, which is claimed to be a 96 percent improvement in mechanical efficiency over stock. This, says Primo, allows the starter motor to pull just 120 amps from the battery as opposed to the more normal 280-300 amps.

Indeed, electrical systems are another area where the company has been busy over the years. One of its first electrical developments was the introduction



Primo primary cases awaiting completion

of its 'RFB HID' headlamp with integrated turn signals. The 10in long, 4½in diameter chromed aluminum headlamp body features a bezel with a built-in ring of LEDs that can be used for lights or turn signals.

Following on from the introduction of those first LED equipped headlights the company has gone on to produce an extensive range including the Mini and Mighty Magnum HedLED lights. Now Rivera Primo has taken the step of creating its own solid state controller and equalizer to allow the LEDs used in the lights to function correctly and enable them to do other things besides simply acting as turn signals.



The glass cabinet that started Rivera

Once installed the River Primo 1116-0501 controller allows users to control the behavior of the LEDs used in the company's HedLED lights through a range of different settings. The LEDs can simply be used as turn signals or be made to flash in the following patterns: quad alternate, mega alternate, double alternate, quint alternate, double simultaneous, or quad simultaneous.

Having now taken on electrical systems, we need to wait and see what the next avenue of development will be for Rivera Primo as it enters its next 40 years of business.

There is, however, one thing that has remained the same over the years, and that is the original glass cabinet, now on display in the company's headquarters!



Mel's Sportster complete with an SU carb



A woman with long brown hair, wearing a black tank top, is leaning over a motorcycle handlebar. The handlebar features black grips and levers. Labels point to the grips and levers, identifying them as Kuryakyn products.

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Brass Knuckle levers



HIGHWAY Hawk has introduced replacement lever blades for the Harley-Davidson Fat Boy, Road King, Softail, Dyna or pre 2004 Sportster (clutch cable operated), which are styled like knuckle dusters. Machined from billet aluminum, and finished in a choice of chrome or matt black powdercoat, the levers are supplied with TÜV approval.

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Jardine quick-detach backrests for V-Twins

SUPERTRAPP has released a range of quick detach backrests for various V-twin models under its Jardine parts label.

Jardine's patented quick-detach system is said to make for quick and easy installation or removal. The universal backrests are available in Tall Billet, Short Billet, Billet Touring, Short Steel and Mini Steel, and fit a variety of Baggers, Softails, Dynas and Sportsters.

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RSD Slant carbon fiber air intake



VANCE & HINES

THE latest air intake to be introduced by Vance & Hines is its RSD Slant in carbon fiber. Developed in conjunction with Roland Sands Design, the design of the new Slant filter element gives more knee clearance, for the rider, and the element is coupled with Vance & Hines' newest backing plate shape.

The complete package features a laser-etched, black anodized cover, black anodized backing plate and mounting hardware, carbon fiber Ergo trimmed K&N filter and a powder-coated inlet adaptor.

Vance & Hines has the RSD Slant air intake available to fit '00-'13 Softails, '99-'13 Dyna models, '99-'07 Touring models (will not fit '99-'01 EFI Touring, '06-'07 CVO Electra Glide Ultra Classic), '08-'13 Touring models (also fits Tri Glide, and '10-'12 CVO Softail Convertible) and '07-'13 Sportsters.

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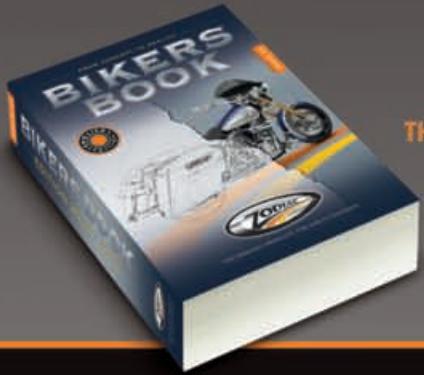
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JayBrake radial slotted forward controls

JAYBRAKE's radial slotted forward controls, which are manufactured by SuperTrapp, feature a modern look with a curved brake and shift arm and can be matched with JayBrake's slotted lever hand controls.

Both the brake and shift levers are adjustable to allow riders to get the right riding position. The 2000 and up controls extend foot reach $2\frac{3}{4}$ in forward and $\frac{1}{2}$ in lower compared to stock, while pre-2000 controls extend foot reach 1in forward and 1in higher.

The slotted forward controls are available in polished, chrome or black finishes.



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Corbin Dual Touring saddle for Vision

CORBIN'S Dual Tour saddle for the Victory Vision uses ergonomical design to provide support and comfort that lasts all day, and is based on a filling of Corbin's exclusive Comfort Cell foam material.

Corbin's Dual Tour saddle is available with or without electric seat heaters built in. Corbin has separated the switches, for rider and pillion, and placed each one conveniently along the left side of the seating platform. This makes them very easy to locate while riding and with gloved hands. Installation is simple with the saddle plugging directly into the Victory seat heater wiring. Low and High settings are maintained automatically with the integrated heater.

The Dual Touring saddle accepts two optional removable rider's backrests for

added back support. The backrests are fully adjustable to provide a tailored fit to an individual's posture. In the front, Corbin has engineered a second adjustment that allows the position to be adjusted fore/aft. Special hardware also allows the backrest to fold down to ease mounting on the bike. Riders can use a single backrest that transfers front to back as needed, or get two backrests for full time use. Like the saddle, Corbin backrests are shaped to fit the curve of the user's body for a better fit and greater comfort. Corbin's Dual Tour saddle will also work with the Victory trunk and/or passenger backrest system. A coordinated two-piece trunk pad is also available.

Corbin

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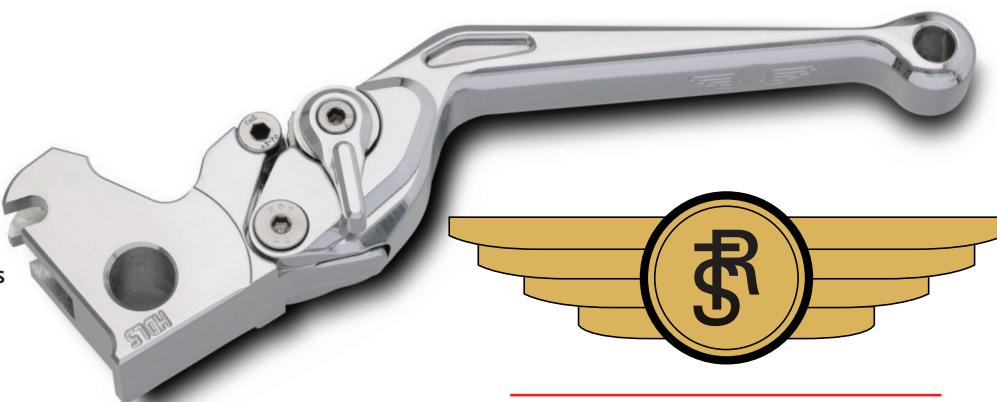


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AVAILABLE under the RST brand are adjustable brake and clutch levers for use on Victory motorcycles.

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Compensating sprocket lock kit



JIMS now has a compensating sprocket lock kit available for selected Harley-Davidson motorcycles, which positively secures the compensating sprocket so that it can't come loose.

While rubber mounted engines help insulate the rider and frame-mounted components from vibration, the entire powertrain, which includes the compensating sprocket, is still at risk from fasteners coming loose due to shaking. Additionally, larger and more powerful engines can cause a lesser fastening system to come loose from the large power pulses combined with the back and forth motion from getting on and off the throttle. An unsecured compensating sprocket can have dangerous and expensive consequences. Along with drive line security, the compensating sprocket lock kit from JIMS keeps the alternator rotor in place to prevent damage to the charging system.

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Sena releases SMH10R intercom

SENA'S newest Bluetooth stereo headset and intercom is the SMH10R, which features a new shape and slimmer profile than the company's previous designs, while still offering eight hours of talk time, seven days of standby time, plus the same long range. The Sena SMH10R utilizes the latest in Bluetooth v3.0 technology and riders can make hands-free mobile phone calls, listen to stereo music or voice instructions of GPS navigations by Bluetooth wirelessly, and have intercom conversations in full duplex with up to three other riders or passengers. "One of the most important things we do



here at Sena is to listen to our customers," said Tae Kim, President and CEO of Sena Technologies, Inc. "We are very pleased with the functionality and popularity of the Sena SMH10, our first and flagship Bluetooth headset for motorcycle riders. Many riders told us they were looking for a Bluetooth headset with the full capabilities of the SMH10, but that had a smaller and more streamlined profile. Our engineers poured over this, got the technology that comes inside the SMH10 even more streamlined, and what came out is the SMH10R. I am very happy with it and we are confident our customers will be happy with it, too." Each SMH10R comes standard with two adjustable in-helmet speakers, Velcro pads for placing the speakers, a wired microphone and an attachable boom microphone, a battery pack and the main unit which houses the DC charging and firmware upgrade port.

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New products at W&W

AMONG the new lines now being carried by W&W are the **Vision Arrow mirrors** from Performance Machine. As the name suggests, the mirrors are arrow-shaped and can be mounted to Performance Machine, stock or other aftermarket controls. The mirrors can be ordered in Contrast Cut or chrome finishes.



Performance Machine Arrow mirrors are available in Contrast Cut or chrome



The Fork timing covers are offered in a range of fitting applications

Another small dress-up item now available from W&W is the range of **timing covers from Fork**. Three versions of the cover are offered to fit either Big Twins '70-'99 and XL models '04 onward, or '71-'03 XLS, or Twin Cam models.

The **Cro's Nest clamp** has been created for builders who want to fabricate their own handlebars to fit Springer forks. The inline clamp is investment cast and has top sleeves that will accept any 1in tubing, which must be welded or brazed in place.



The Cro's Nest clamp allows handlebars to be mounted inline directly to Springer forks



The Intact range of batteries can be installed in any position due to the maintenance-free and leak proof construction

The **Intact Bike Power HVT batteries** stocked by W&W have been specifically designed to deal with the harsh conditions that can be encountered on a motorcycle and are said to be extra sturdy and highly shake-proof. Additionally, the batteries can be installed in any position due to the maintenance-free and leak proof construction. Versions of the batteries are available to fit FX and XL with kick start, FLH '65-'84 and XL '67-'78 with an electric starter, FXE, FXR and XL '79-'96 with electric starter, Softails '87-'90, Buell S2, FLT, FLHT, FLHR up to '96, FLT, FLHT and FLHR '97 onward, Softail and Dyna Glide '91-'96, Softail and Dyna Glide '97 onward, XL '97-'03, Buell

'99 onward, V-Rod '07 onward (excluding VRSCR), Sportster '04 onward, V-Rod up to '06, VRSCR up to '07, and Buell XB1R '03.

As part of specializing in parts for older Harleys, W&W is now stocking **Amal MK1 Concentric carbs**. First introduced in 1966 MK1 Concentric was a long awaited improvement of its predecessor, the Monobloc. It is smaller and lighter and has a completely concentric design. Air and idle adjusters are relocated for easy access.



Reproduction Amal MK1 Concentric carbs are now available from W&W

The reproduction carbs available through W&W

Handy Industries' wheel chock can be used in a van, trailer or workshop



feature various improvements over the 1960's version. Changes include forged alloy, hard anodized throttle sliders for a low friction surface for smoother operation and greater wear resistance, ethanol resistance, puncture proof 'Stayup' float and Viton tipped alloy needle valves, precision engineered idle circuit to improve the pick-up performance from idle and reduce fuel consumption, and easily removable pilot jet, which is said to provide precise metering of the idle circuit.

Two versions of the new carb can be ordered from W&W, one for use on 750cc models and the other for 1,000 and 1,200cc bikes.

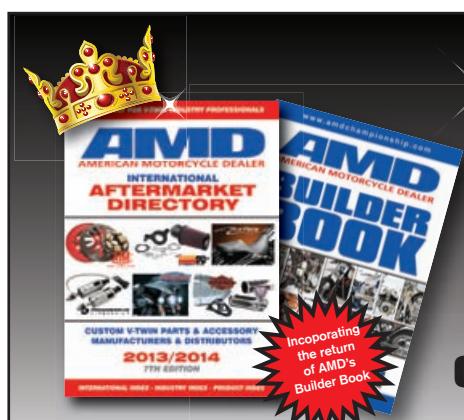
Another new part is the **Handy Industries wheel chock**, designed to keep motorcycles stable while being transported in a trailer or van. The chock can also be used for storing or performing maintenance safely in a workshop.

Once the bike is pushed into the chock it can be secured by tie-downs. Its design fits multiple tire widths and diameters with one rocker.

Anti-skid pads help prevent the chock from sliding when not bolted down. The kit includes a trailer mount, garage floor mount and lift mount.



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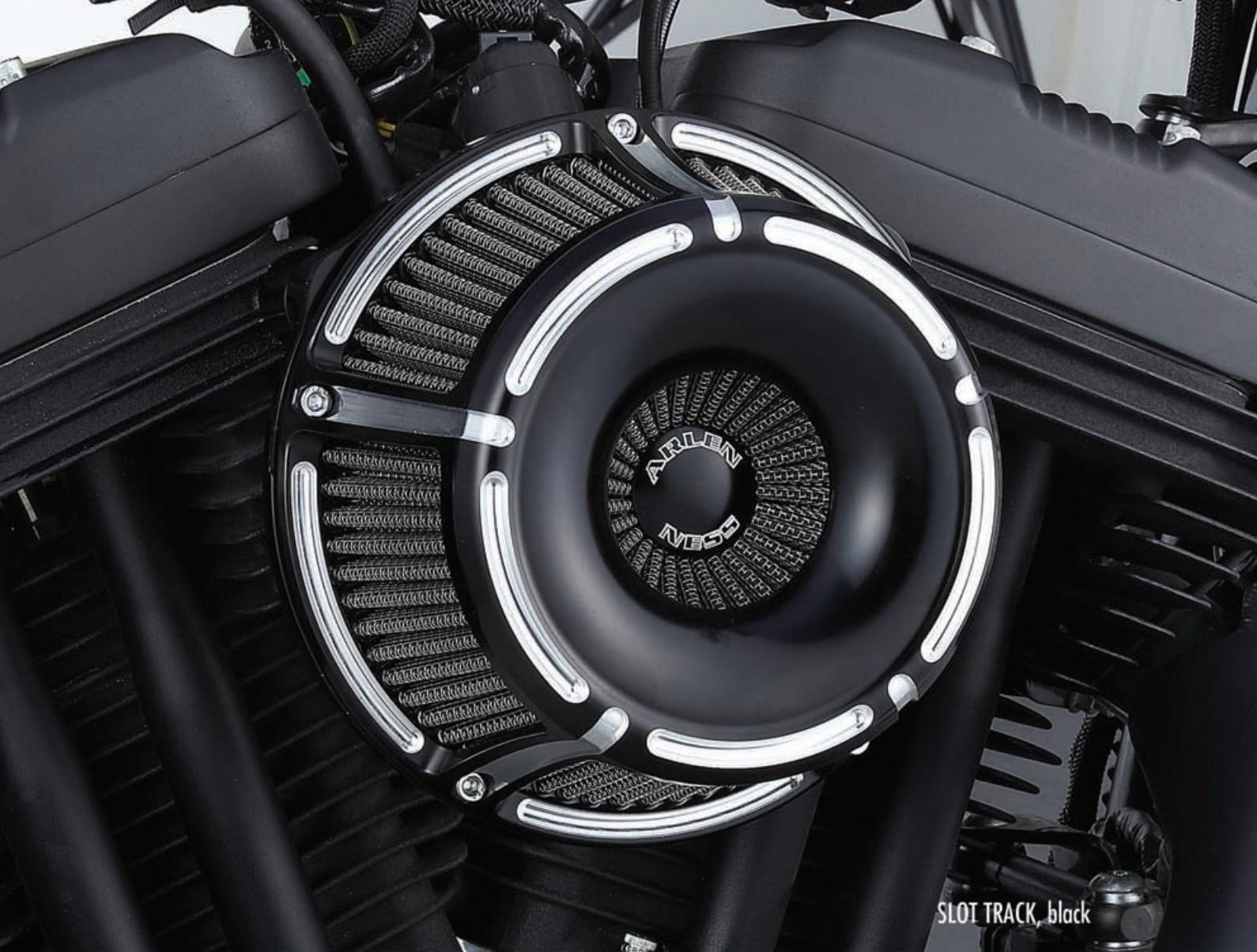
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ZODIAC International has become the European distributor of the AV&V line of high performance valvetrain components. The entire line of AV&V valves are one-piece, forged from 21-4N stainless steel alloy, and the company offers them mostly in its black version. The black coating is applied by a liquid nitriding process, followed by a precise heat treatment process to produce a very hard surface for optimal wear characteristics on the stem by keeping a soft grain structure in the center of the stem to prevent valve breakage in the case of a valve to valve or valve to piston contact.

Additionally, AV&V takes extra care to centreless grind the stems to a micro finish surface before the final nitriding process to give the valves a very slippery surface, which is said to result in exceptional wear characteristics.

For the valve tip AV&V has chosen to go with a friction weld bearing alloy; this hard tip can be reground in the future and is better suited for use with rocker arm applications.

On its $\frac{5}{16}$ valves there is the 45-degree angle just below the lock groove, which is there to help valve seal installation without having to use a plastic sleeve protector.

When AV&V's $\frac{5}{16}$ " valve stems are used in a conversion from 7mm stems in Twin Cam applications, they can be used with the company's manganese bronze guide to create very tight clearances, resulting in a very quiet valve train.

There are two series of AV&V valves available from Zodiac; the Extreme-duty replacement series and the High Flow series. Both feature the same material and surface characteristics.

Extreme-duty replacement series valves match the OEM dimensions (except for the



T.R. Reiser, of T-Man Performance, has set Land Speed records on a bike equipped with AV&V valvetrain products

Shovelhead intake, which is 1.955in instead of 1.940in, to achieve a better three-angle seat job). The head shape has been optimized and swirl polished to improve flow characteristic.

On the High Flow series, AV&V has flow tested them to improve the shape of the valve for better airflow. The smooth dish face on the intake valve helps combustion in the chamber. The exhaust valve features a thick margin for better flow and all chamfer or radius have been optimized. For optimum airflow in Evo or Twin Cam engines it is recommended that the 1.570in exhaust valve (#AV1570) is used as it can flow the same or out-flow commercially available 1.625in valves. The AV1570 offers more intake and exhaust space, so by not having to machine the intake seat as deep, users also gain on the intake flow.



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Drag Specialties increase own brand parts range

DRAG Specialties' line of own brand products now includes a 2.4in mini electronic tachometer. The 12-Volt, 9,000rpm tachometer can be used on '04-'13 Big Twins or Sportsters, and no tachometer adapters are required when installing it. A simple wire connection is all that is needed. The tachometer features a black case, a stainless steel bezel with a black face and 113/16in on-center mounting studs. The three-piece fork tins from Drag Specialties are designed

for use on '86-'13 FCST models. The reproduction tins are available in a black smooth style to give a custom look. Drag Specialties one-piece solo style seats with driver backrest option will fit any '06-'10 FSXT or '07-'13 FCSTF. The seats are claimed to offer an improved seating position and lower profile. While the seats look like two separate seats, they are

Drag Specialties seats feature solar-reflective leather in the seating area and automotive-grade vinyl on the sides



The three-piece reproduction fork tins are designed for use on '86-'13 FCST models



The gloss black OEM replacement oil tank fits any '00-'13 FXST or FCST model



The 12-Volt, 9,000rpm tachometer needs no adaptors to fit on '04-'13 Big Twins or Sportsters

mounted on a single seat pan. Solar-reflective leather is used in the seating area and automotive-grade vinyl on the sides. The seats have molded, flexible urethane foam for maximum comfort, and the 3/16in ABS thermoformed seat base has a carpeted bottom to protect the paint.

Available in smooth and flame styles. Optional driver backrests are sold separately in two sizes. Offered as an OEM replacement, the Drag Specialties oil tank fits any '00-'13 FXST or FCST. The tank has a 3.5-quart capacity, a gloss black finish, and features a side-fill design for easy access and maintenance.



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New lines at Biker's Choice



AMONG the new lines now being carried at Biker's Choice are the Crane Cams Chris Rivas' Signature Series Rocket camshafts. To create the cams Crane worked with Chris 'Rocket' Rivas from Chris Rivas V-Twin with the result being the Rocket 574 and 584 cams for '07 and later H-D Big Twins. The Rocket 574 and 584 cams have a distinctive black oxide finish and feature the patented S&S Easy Start centrifugal compression release system.

Another new line at Biker's Choice are Medallion Bagger gauges. The gauges are LED backlit to make them easy to see and read at night. They feature gear positions 1-6, programmable shift indicator and odometer, two trip odometers, fuel/voltage/cruise/faux security/check engine and ABS telltales.

Superchip's Vigilante offers easy tuning on electronic fuel injection H-Ds



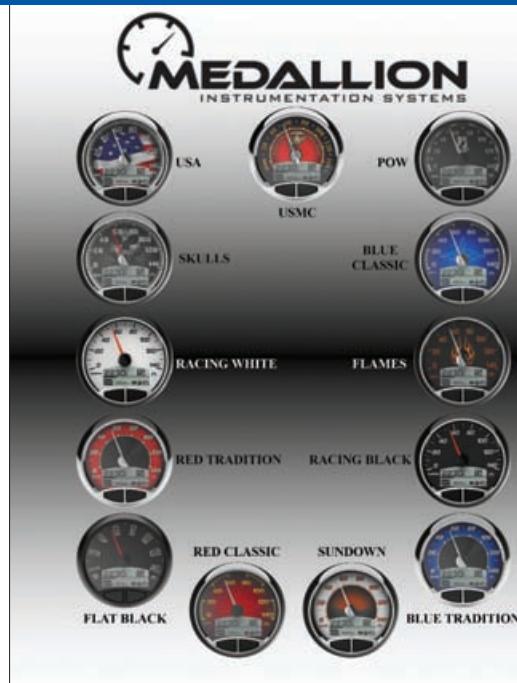
The electronics theme continues at Biker's Choice with the stocking of Vigilante by Superchips. Vigilante is a line of Harley-Davidson tuning and monitoring products, which uses Bluetooth technology and an interface that plugs directly into any factory H-D fuel injection (Delphi) electronic control unit (ECU) diagnostic port. Using an Android smart phone, tablet or PC, (IOS coming soon) the rider can monitor and/or reprogram the ECU for performance.

Once installed and set-up it is claimed that the Vigilante will improve throttle response and allow remapping of throttle-by-wire for better acceleration, lower engine operating temperatures, monitor vital engine parameters to retrieve, store, display and playback engine data, and measure performance time in 0-60mph, $\frac{1}{8}$ - and $\frac{1}{4}$ -mile times.

Users have the option to download up to three tuning files at a time into the Vigilante to try them, change them, and keep their favorites, and the stock ECU tuning can be restored at any time with ease.

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The Crane Cams' Chris Rivas' Signature Series Rocket camshafts feature the patented S&S Easy Start centrifugal compression release system



Medallion's Bagger gauges are LED backlit to make them easy to read at night

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Kerker 2:1 SuperMeg system for customs

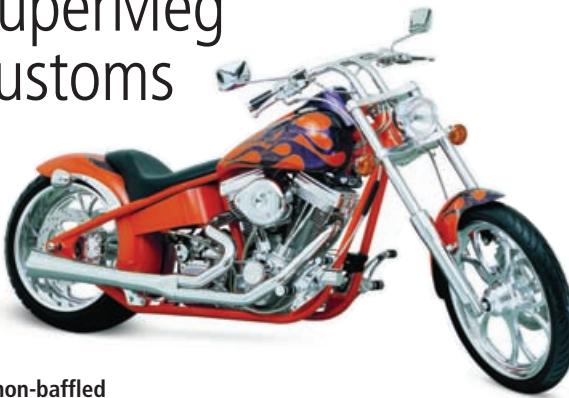
SUPERTRAPP manufactures a version of its Kerker 2:1 SuperMeg system for use on custom builds.

The 2:1 SuperMeg is said to shift the power curve to the top-end, providing high rpm power for performance gains.

Additionally, thanks to its 2.5in non-baffled mechanical core, the system has a deep, throaty, bottomless rumble. The core and packing are rebuildable. The Kerker 2:1 SuperMeg is available in chrome or black, and the black version features a black chrome head pipe and black ceramic coated heat shields and muffler body.

The system fits 230 and 250 wide tire customs, '85-'13 Baggers, '84-'13 Softails, '04-'13 Sportsters and '85-'13 Baggers.

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New wheel designs at MAG Europe

MAG Europe has a range of new wheels available with matching brake discs and pulleys to accompany them.

New options include the Morris wheel from Roland Sands Design (RSD). The Morris features seven tapered spokes in a classic road race pattern. The wheel uses the RSD rolled rim lip style, but has a special rim cut to lighten the rim lip while maintaining strength. Further pocketing towards the outer edge of the rim lip offers a further reduction in weight, along with adding a stylish detail.

The RSD Morris is only available in the company's Black Ops finish.



Morris

Two new wheel designs from Performance Machine are also now available from MAG Europe; the Virtue and the Revel. Like the RSD Morris line, matching brake discs and pulleys are available for the two Performance Machine wheel designs.

The Virtue wheel range is machined from an all new premium forging that has more billet material from hub to rim. The wheel then has machine cut accents to divide seven spokes with rim detailing.

Revel



Performance Machine Inc
DISC BRAKES AND WHEELS

Performance Machine's second new wheel option is the Revel, which is a part of the 'Premium Contour Collection', and unique in the fact that the spokes near the rim have a more extruded dimensional design. The spokes of the Revel wheels feature a machine cut groove starting from the edge of the rim and travelling all the way to the hub.

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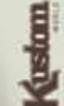
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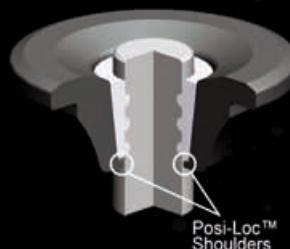


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Swedish style chop chassis and Sportster trike conversions

THE extensive range of frames made by Paughco includes a straight leg Swedish style chassis available in four configurations: 4in over down tubes with 2in extended backbone, 6in tubes with 3in backbone, 8in tubes with 4in backbone and 10in over down tubes with 5in" in the backbone.

The frames are also available in stock and ultra wide versions to accept up to 180 rubber with belt drive. While Paughco recommends no more than a 40-degree neck rake be ordered for use with stock trees, builders can go to 45-degrees when used in conjunction with Paughco's latest six-degree billet triple trees.

For owners of '86 onwards Sportsters Paughco is now offering trike conversion kits, and these are available with swingarms and axle assemblies to cover all 1986-up Sportster models, whether fitted with chain or belt final drive.

Included in each kit is a US-made Paughco axle assembly with a GM/Chevy 5 x 4.75in bolt pattern, a Posi-traction non-slip differential assembly, and brake calipers and rotors.



PAUGHCO
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GMA flat surface controls

MANUFACTURED by BDL, these fully adjustable GMA forward controls are machined from T6061 billet aluminum, and fitted with Oilitate bushings throughout. In contrast to GMA's earlier forward controls with round pegs, this latest design features a flat surface fit with a non-skid rubber insert.

Designed for '86-'99 Softails, the controls are compatible with other stock models as well as a wide variety of custom chassis. Finishes available include chrome, black and polished.



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Slime Moto Spair

SLIME has designed its Moto Spair as a lightweight and compact repair solution for flat tires on a motorcycle.

The Moto Spair, which has received the Motorcycle Riders Club of America's member-tested seal of approval, uses a special formula that is non-toxic and eco-friendly. The 'Fibro-Seal' technology is claimed to find and seal punctures up to $\frac{1}{8}$ in and weighs in at just 1g per ml. The formula also



contains Slime's anti-rust and corrosion package designed to protect expensive wheels from corrosion.

"This product is perfect for anyone on a motorcycle, ATV or scooter who gets a flat and needs a fast, emergency repair," said Patrick Mallon, Brand Marketing Director for Slime. "Instead of hoping you make it to safety on a flat tire or calling an expensive flatbed truck to get you and your motorcycle or scooter, just fill your tire with Slime

sealant, re-inflate it with the Moto Spair Inflator, and you're back on the road." Each Moto Spair tire repair kit includes a 12V 300psi compressor, 8oz Slime tire sealant bottle, carrying case, 8in main harness power cord, 18in power connection with fuse and alligator clips, 14in power connection with fused lighter adapter, 14in power connection with fuse direct pre-wire, 18in air hose with quick-clip, and tire pressure pencil gauge (10-50psi).

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WanaRyd Reactor wheel in chrome

WANARYD Motorcycle has announced the availability of its Reactor wheel in chrome. The unique six-spoke, directional 3D wheel is part of the company's Stark-Line Series of premium forged one-piece billet wheels.

All Stark-Line Series wheels come with a lifetime structural warranty.



The Stark-Line Series currently offers six different wheel designs as well as matching rotors in three different styles and sizes and matching pulleys (including Cush drives), and are available for all '84-present Harley-Davidson models, and many Victory models. All Stark-Line Series wheel designs are also available in the proprietary Starkline finish as well as black powdercoat.



WANARYD MOTORCYCLE
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MGS Custom Bikes Stage 1 Performance Package



MGS Custom Bikes has put together a range of products to create a Stage 1 Performance Package made up of its True Dual high performance exhausts, a programmable tuner and a high velocity air intake.

The MGS True Duals exhaust system includes stepped head pipes, heat shields, 4in mufflers, baffles, all mounting hardware, choice of tips (chrome extra) and two threaded O2 sensor ports with plugs for complete universal fitment of all '95-'13 Harley-Davidson FL Touring models. The new True Duals are available in black ceramic or chrome with a choice of three

different style tips.

The Stage 1 kit also includes a Dynojet fuel tuner, which features a range of fuel adjustments and allows for individual cylinder tuning, along with the ability to download Power Commander V maps. Also included in the Performance Package is a Big Sucker, a high velocity air intake manufactured by Arlen Ness.



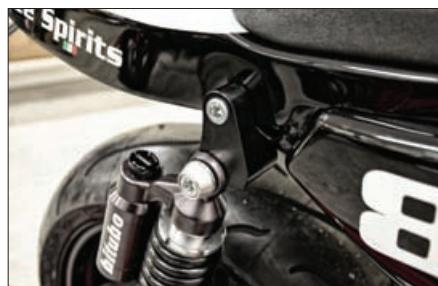
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Free Spirits Sportster parts

FREE Spirits' parts range for the Sportster includes a relocating bracket for the stock speedo. The billet bracket mounts on the left side of the rear cylinder and includes the wiring to re-use the original warning lights. Offered in a choice of black or silver finishes, it is supplied with mounting hardware and instructions.

For riders who want to give their Sportster a more



aggressive appearance, Free Spirits can supply brackets that mount the stock mirrors underneath the handlebars.

In order to sharpen the stock Sportster's steering, Free Spirits makes a kit to raise the rear suspension by 58mm. The kit features aluminum riser blocks, finished in black, that are supplied with mounting bolts to fit them to the original shock positions and raise the rear of the bike.



FREE SPIRITS
Carrè (VI), ITALY
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Good Guys adjustable levers

RICK'S Motorcycles is now manufacturing its own range of adjustable brake and clutch levers. Using the design of ABM's Synto lever, the company has worked with ABM-Fahrzeugtechnik to modify the style to work with Harley-Davidson controls.

CNC-machined in Germany and with European



homologation (ABE), the levers can be adjusted at the easy-to-access button at the pivot point, and there is also the option of long and short versions of exchangeable lever tips.

The Good Guys adjustable levers are available for all common Harley-Davidson models and each kit includes both levers – clutch and brake – plus both lever tip versions; long and short.

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Black chrome fuel valve

PINGEL Enterprise has introduced a black chrome fuel valve to its line-up of high flow fuel valves, which are said to flow nearly three times the amount of a stock valve. Pingel's valves are designed for exceptional fuel flow to feed big inch engines. CNC machined from a solid piece of billet brass and finished with black chrome, the valves are available in the hex design with H-D metric thread and $\frac{3}{8}$ " NPT.



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RSD introduces headlights

ROLAND Sands Design has expanded its product line with the introduction of a range of headlight options.

The company has applied its trademark blend of nostalgia and function to the look of the lights and created Tracker, Chrono and Vintage designs for the outer rings of the headlight assemblies so that they match the rest of the themed parts from RSD.

Machined from billet aluminum, the lights are fitted with DOT approved H-4 bulbs and supplied with mounting hardware for a $\frac{3}{4}$ " wide mount with a $\frac{3}{8}$ " bolt.

Vintage is one of the design options on the RSD line of billet aluminum headlamps



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MAG EUROPE
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Andreani adjustable fork cartridges



ANDREANI Group has created a version of its adjustable cartridges for front forks, which will fit Harley-Davidson Iron and Forty-Eight Sportsters.

The completely serviceable fork cartridge has a 20mm piston, which is adjustable for compression, rebound and spring preload.



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Roaring Toyz Pinstripe Series floorboards

ROARING Toyz has turned its attention to the Bagger market with the introduction of its Pinstripe Series billet floorboards. Designed to be longer and wider than stock Harley floorboards, the Pinstripe Series allows the rider room to move their feet around on longer rides. They also feature dropout slots for the rider to rest the heels of their boots in when wanting a change of foot position.

CNC machined from billet aluminum, the floorboards have knurled rubber molded into a pocket on the top surface to provide good looks and traction for the rider's feet as well as damped comfort. They are a direct bolt-on and will fit all Harley-Davidson Touring and Softail models that come stock with floorboards. Available in chrome or black anodized finishes. The floorboards are part of Roaring Toyz' new Pinstripe Series of billet parts and accessories.

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TANTALIZER



Despite their popularity among the riding community, Baggers have continued to be a rare sight on the show circuit, but that did not deter Kenny Williams of KW Customs. Kenny built the only Bagger in the 2012 World Championship of Custom Bike Building, and was rewarded with a top ten place

KENNY Williams, the proprietor of KW Customs, has been building NHRA Pro-Stock bikes for drag racers for the past 20 years, so when he decided to build a custom Bagger, he decided to incorporate race bike styling. His idea was to make the custom long and low, not too mention powerful. In doing so he has created a Bagger that looks like no other with its long and low lines, which are reminiscent of Pro-Street drag bikes.

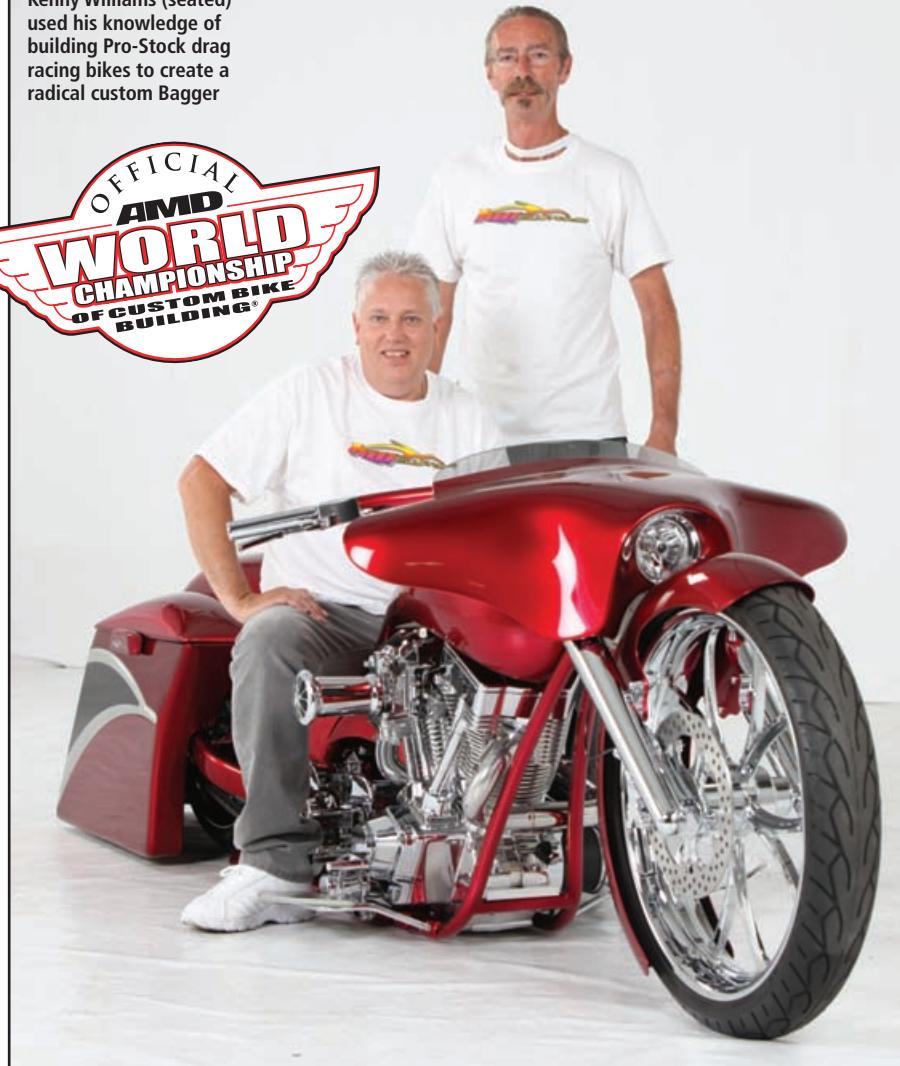
The starting point of the build – called Tantalizer – was a frame based on the design of Independent Cycles' Lowlife frame that features a 5in stretch and 44 degrees of rake. At the rear of the frame the swingarm is suspended on W K Customs' own airride suspension system that allows the bike to drop to the ground.

At the front of Tantalizer, a Perse telescopic front end has been installed and also fitted with a W K airride system, which raises and lowers that end of the bike to match the rear.

To get the chassis to the rolling stage a set of wheels were sourced from Performance Machine. At the front a 23in Lux rim is used, while at the rear an 18 x 8.5in PM Lux wheel can be seen when the hard bags are removed. The rubber for the wheels has

Written by Duncan Moore - duncan@dealer-world.com, Photos by Onno Wieringa - onno@madnessphotography.nl

Kenny Williams (seated) used his knowledge of building Pro-Stock drag racing bikes to create a radical custom Bagger



been provided by Vee Rubber at the front and Metzeler at the rear. Performance Machine was also responsible for braking at the rear, with K-Tech taking the braking duties on the front wheel as well as providing the hand controls, the lines of which, along with the throttle, are all run internally through the KW made bars.

Moving from a roller to a complete bike meant sourcing an engine, and in this case it is a 'Smoothie' from Enginuity. The billet engine was built by a friend of Kenny's, Mike Garrison, before he closed his engine business. It is backed by a Baker Billet six-speed transmission and an open primary. The pulley covers on the primary were machined in-house at KW to match the design of the PM wheels, and the same theme is carried through to the cover on the velocity stack.

To make the bodywork of Tantalizer stand out, one-off trim strips that all match were machined up at KW and then fitted to the side of the bags and along the center of the gas tank and rear fender. The spaces inside the trim were then filled with custom carbon fiber moldings specially created by Aerodyne. The same company was also responsible for the carbon inner on the bike's fairing.



The 'Smoothie' billet motor was sourced from Mike Garrison's Enginuity before Mike closed the shop and ceased production of the high-performance engines



The carbon fiber inlays on the foot boards match those decorating the tank and saddlebags



The custom pulley covers have been machined to match the design of the Performance Machine Lux wheels



The custom bags were molded from fiberglass, while the rear fender was hand-beaten from steel

While the fairing, bags and lids were fabricated from fiberglass, the fully molded rear fender and gas tank were both hand-beaten from steel.

The red candy over silver base paint is a special color normally found on Mattel Hot Wheels toy cars, and Kenny described it as one of the hardest paint jobs he has ever had to do in over 20 years of bike painting. However difficult it may have proven to be, the result was surely worth it when Tantalizer placed sixth in the Freestyle class at the 2012 World Championship of Custom Bike Building.

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The Perse front end contains a custom airride set-up made in-house at KW Customs



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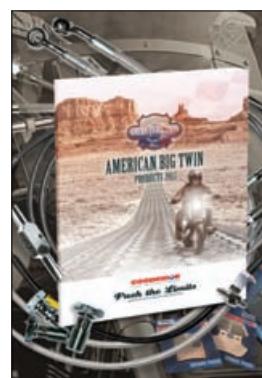
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Western Power Sports to distribute Precision billet

PRECISION Billet Products has announced that it will be entering a partnership with Western Power Sports (WPS), which will see WPS acting as distributor of the company's line of machined billet parts and accessories. Precision Billet chose Boise, Idaho-based Western Power Sports as it already distributes

over 85,000 road and street motorcycle, ATV, snowmobile, and watercraft parts and accessories to dealers nationwide. Precision Billet has carefully chosen specific designs for WPS distribution and is starting by offering the 3D design of the Darkside series, the Aces Wild products, and the mother-of-pearl inlays of the

Grand Prix designs. "It's great that our products have a new outlet. Now more enthusiasts can enjoy custom design elements for their ride," said David Shano, owner of Precision Billet. "We couldn't be happier with this partnership and we know WPS has the ability to reach our customers and deliver."



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Kurt Peterson buys Rampage Wheels

KURT Peterson of Lil Evil Inkorpor8ted has purchased the Rampage Wheel business from United Wheel Group (UWG), and will be relocating the wheel business to Minnesota, where he already oversees the corporate operations of Lil Evil Inkorpor8ted (LEI), a custom Harley-Davidson repair, service, design and fabrication shop.

A satellite office will be opened in Las Vegas, Nevada, to manage Rampage's various suppliers as well as serve as its West Coast sales and warehousing hub. The West Coast operations will be overseen by newly appointed National



Sales Manager Bryan Rehfeld.

"This is an exciting time for me," said Peterson, "and a great opportunity, and although I was not looking to acquire another business while building my own custom motorcycle shop, I saw the tremendous potential in Rampage and its position within the industry. Adding additional designs and product offerings through the extended manufacturing relationships I have developed over the years will only grow the Rampage brand."

Peterson's résumé in the V-twin industry includes positions with

Hawg Wired, Custom Chrome International, S&S Cycle, American IronHorse Motorcycles, Drag Specialties, as well as extensive dealership experience in the Minneapolis/St. Paul area.



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Arnott opens Northeast distribution center

ARNOTT, the air suspension specialist, has announced the opening of a new distribution center to serve the Northeastern United States. Located in Pennsylvania, the new facility is part of Arnott's ongoing plan to shorten delivery times in North America and around the world, and enhance customer support.

The company says the opening of the new location will allow it to reduce freight costs and shorten delivery times for customers in the Northeastern United States. The opening of the Pennsylvania facility follows on from recent development of additional distribution centers in Southern California, Texas and Ontario, Canada. Prior to the

opening of the new distribution centers customers in some of those areas had to wait five or six days for Arnott parts shipped via UPS from Arnott's main distribution center in Merritt Island, Florida. Now those same areas are able to receive Arnott's air suspension products in half the time and even overnight via UPS Ground in some locations.



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