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AMERICAN MOTORCYCLE DEALER

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

Harley to fund additional share buy-back program with \$750m of new debt

In a June 17 Securities and Exchange Commission 8-K filing in the United States (SEC) Harley-Davidson announced that its board had authorized the extension of its share buy-back program announced in February.

The plan is for Harley to acquire and retire a further 15 million shares of its common stock - some 7.2 percent of its outstanding common stock.

This new repurchase authorization is in addition to the buy-back launched by Harley-Davidson's board in February 2014 - one which saw the company bid for 20 million of its shares last year.

However, what wasn't revealed in February was that Harley-Davidson is to issue \$750 million of long-term debt in the third quarter this year to fund the repurchase.

From trading at around \$54.50 the day before the announcement, Harley-Davidson common stock saw some upward momentum by around 4

percent, to the \$59.00 a share mark the day afterwards. As this edition of AMD Magazine went to press though, a week later, the share price had started to soften again - trading in the region

improving value to fend off raiders?

of \$57.85 and appearing to be headed south again; though at this stage analysts are still marking Harley's prospects as "stable" (Fitch responded with an 'F1' Issuer Default Rating) and as a stock "buy".

There are several reasons why a company will launch share buy-back programs and one of the primary ones is as a tax efficient way of returning cash and value to shareholders.

However, share buy-backs are also used to signal that management regard

the share price as undervalued - if that was in Harley management's thinking then, so far, it would appear that the investor community needs more convincing. Buy-backs undertaken at a time when it transpires that the share price was actually over-valued destroys shareholder value, especially where debt has been used.

Another reason for share buy-backs can be because a company may take the view that of all the options it has for use of available resources, investing in its own shares is a better bet than acquisitions, R&D or new activity investments.

In Harley's case, given the needs of their dealers to see the sluggish performance of key product areas re-energized, given where their sales and market share numbers have been headed recently (especially domestically), that clearly cannot be one of the factors in their thinking.

Sometimes buy-backs are used to

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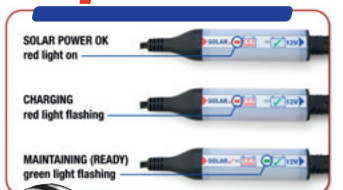
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PRODUCTS Optimate



Knuck Out



by Riverside Motocycles



NIMBUS 4

For the first time in the history of the AMD World Championship of Custom Bike Building the event saw a motorcycle entered that used a Nimbus engine, with the bike built by TMT Moto winning the Retro Mod class

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After placing 2nd in the Retro Modified class at the 2013 AMD World Championship, Tomas Turner, of TMT Moto returned in 2014 and took the class win with Nimbus 4. A bike built around a motorcycle engine originally manufactured in Denmark in the '30s

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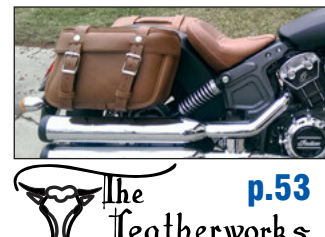
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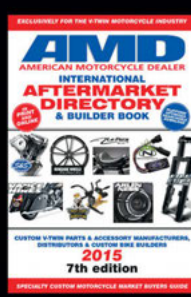
'Knuck Out' by Riverside Motocycllettes55-56

The 2014 AMD World Championship of Custom Bike Building was a good event for Riverside Motocycllettes, not only did the French business win the Street Performance class it also placed in the top ten in Freestyle with Knuck Out

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What next after 'Baggers', and will there be money in it?

Do you remember AMD's subject-specific ProGuide editions? For five years from around 2002 through to the peak of the market in 2007, we published an ad-hoc program of Specials, the three best known of which were our Exhausts and Frames ProGuides, and 'MotorMania' - aftermarket complete engine and components.

There were others too - on 'retro' parts, wheels and brakes, Chopper parts, parts and accessories for Sportsters, another one specifically for Buells and, in what turned out to be a way-ahead-of-its-time but prescient move, one on parts and accessories for Harley's tourers.

We don't claim to have first used the term 'Baggers' (I'd be ashamed if we had!), we called ours the 'FL/Touring ProGuide' - not snappy perhaps, but it was stimulated by the, at last, appearance of the first aftermarket frames for FLs, the ever growing displacement of available aftermarket engines, and the changing nature of Harley's product mix ratio.

Harley were looking to boost their balance sheet following its then long overdue capacity and production process improvements, and boy, how that worked. I figured that if Harley think they can make more money by producing bigger higher price-point bikes, then the aftermarket should be taking notice.

Our ProGuides came out in varying frequencies, and the subjects were re-visited entirely based on the quantity and timeliness of new product being unleashed by the aftermarket. If I remember correctly 'MotorMania' appeared twice annually for three or four years, the ones on frames and on exhausts were annual, and we visited other subjects maybe twice during that era, some of the subjects just the once.

The 'FL/Touring' edition celebrated, what I remember describing it as at the time, the "Cinderella" of Harley's platforms.

Of course what has happened to the so-called 'Bagger' market since is now well known. At the end of the 'builder-boom', as credit apps started to fail in ever increasing numbers from late 2006 and through 2007, and home equity availability started to dry up, there was a race to the bottom in terms of stripped-down price-point builds as hopelessly leveraged hopefuls tried to salvage what they could from the melt-down.

The 'Bobber Boom' burned brightly, but briefly, as even bikes at the \$20k mark soon also started to fail to find sufficient buyers. Throughout the downturn there have been two primary discernable trends, both the paradigm opposite of each other.

One, the ever decreasing circle drawn by the ever decreasing price point characterized by SVs' and other theoretically obsolete and retro platforms,

en-route to a minimalism in cost that matched the designs.

The other is an ever-widening upward spiral of price fuelled by production ratios and CVOs. However, who doesn't realize that 'what comes round, goes round' is naive at best. Anybody who is heavily dependent on 'Bagger' demand who doesn't have an escape plan or a what-comes-next option is just plain foolhardy - just remember what happened to fat rear ends!

The start of this year saw the first closure of one of the unsustainable crop of 'bagger-zines' that had sprung up overnight like mushrooms around four or five years ago.

There was evidence in the shape of vendor absentees and quieter than usual 'bagger' booths at V-Twin Expo that maybe the trend had peaked. Now, reports from around the market suggest that, at best, saturation point has been reached in terms of parts and accessory oversupply and vendor headcount - the

'bloom' may well be off the 'boom' already.

If it is, then, yet again, a massive hole will be left where once there was profit. If it is, then the obvious question is - what comes next, and will there be money in it?

If you are reading this expecting some pearl of wisdom, some insight into where custom taste will take us next, then I'm sorry to disappoint, but I'm much more of an interpreter of history rather than futurologist where such things are concerned.

The market has way too many issues still, all playing out simultaneously for the crystal ball to be anything other than misted at this stage.

The process of vendor consolidation continues apace, the evolution of the regulatory landscape continues to challenge, we are still not really seeing any genuine trickle-down from the theoretically robust economic recovery and, above all, the morphing of our demographic in this digital dystopia of a century appears to be bent on turning quantum physics into an economic doctrine - there will be at least some demand for everything all of the time.

What we can already see though is further turbulence in the fabric of our space-time as Harley faces uncertainty and new players' scoots get parked on their lawn!

the demand cycle may be softening

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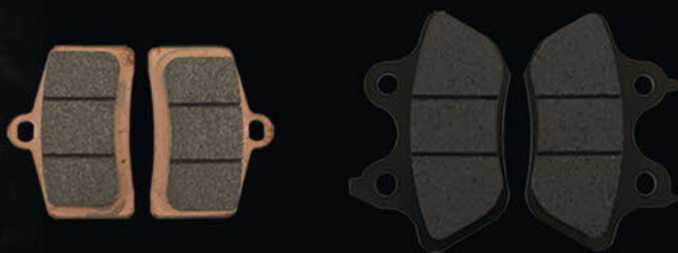
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J&P Cycles to move out of Iowa, museum unaffected

OWNER Motorsport Aftermarket Group (MAG) has announced that it is to close the J&P Cycles warehouse, sales, marketing and management complex at Anamosa, Iowa, with the loss of some 125 jobs.

Headquarters to the business started by John and Jill Parham some 30 years ago, the site has seen the company grow into one of the largest and most respected mail order motorcycle parts and accessory businesses in the world.

The warehouse function will relocate to a 900,000 plus sq ft (85,000 sq m) former K-Mart facility at Louisville, Kentucky, with sales and administrative functions being split between the J&P store and call center at Daytona, Florida, and a new Motorsport Aftermarket Group head office in Texas where it will be co-located with front-office functions for Motorcycle Superstore, MAG's other, largely 'metric' internet and mail order business.

Ryan Polk, the President of J&P Cycles' parent company MAG Retail, says that the company expects to continue shipping products from Anamosa through the end of January, with the Anamosa, Iowa location, including the showroom, closing entirely some time in 2016... "when

our lease expires, we'll stop operating in this building."

Polk says that a changing business model has forced the changes. "The business has changed a lot in the last five years. The internet customer has different expectations than the traditional catalog customer. We have to adapt to those differences."

He says that the worldwide UPS air hub in Louisville means a warehouse there will allow the company to ship its products to more of its customers faster than could ever be achieved from the Anamosa warehouse. "We can cover 71 percent of our customers in one to two days from Louisville. For us to be a viable company, we have to change."

In a statement issued to make it clear that these changes do not affect the National Motorcycle Museum at Anamosa, John Parham said: "While I know that improving customer service is important to hold a strong position in the market, and with the internet, people want everything now, it is painful to see the company that Jill and I built here in Anamosa move its headquarters.

"Having retired from the company a few years ago, we wish the employees and the leadership, including our son, Zach, who serves as



Vice President/General Manager, all the best, continued success and growth.

"The National Motorcycle Museum is an entirely separate corporation, completely separate from J&P Cycles, and there has never been a corporate management relationship between it and the Museum. These changes do not impact the Museum, which will

remain open daily, year around. The Museum and J&P Cycles do promote each other in their respective marketing work, and with J&P Cycles' reach to over a million customers, it has been, and we trust will continue to be a helpful marketing partner for the Museum."

www.jpccycles.com

JT Nesbitt launches ADMCi Bienville Legacy

BIENVILLE Studios, a business founded by former Confederate Motorcycles designer JT Nesbitt, has launched the Bienville Legacy Motorcycle as a commission under The ADMCi (American Design and Master-Craftsmanship Initiative) Foundation.

Bienville is the first aftermarket manufacturer to make use of the American designed and made V4 from Motus. The 100ci motor, with a claimed 185hp output, is used as a stressed member in a tubular 4130 chromoly single-radius bend frame. Suspension on the bike is made up of patented bilaterally symmetrical carbon-composite blades at both front and rear. The system, which uses titanium axles, axle nuts, hardware and linkages, features worm-gear-driven eccentric adjustment for chain tension and adjustable trail; rake can be adjusted between 27 and 28 degrees. Each pair of

carbon blades is connected to a single composite leaf spring that runs along the length of the machine and provides springing for front and rear suspension.

Carbon composite wheels in a 17in diameter and 3.5in front and 5.5in rear widths carry 250mm Swedish-made ISR rotors and these are matched to radial mount four-piston calipers.

The performance of the Bienville Legacy can be further enhanced by specifying a supercharger kit, which is claimed to take the output up to 300hp. Personal fitting and custom geometry is included with each model and there is a first-right-of-refusal buy-back program in place, too. Three Bienville Legacy motorcycles have so far been produced and two are going to be taken to Bonneville later this year.

www.bienvillstudios.com

Photo credit: Marc Bondarenko



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TT podium for Victory E-bike



VICTORY has scored a podium place at its first ever appearance at the Isle of Man TT races, scoring a third place in the SES TT Zero race for electric motorcycles - Lee Johnston recording 111.620mph lap time on the iconic mountain road circuit.

The second Victory electric motorcycle took fourth place with UK racer Guy Martin recording a lap time of 109.717mph, after stepping in to replace the injured William Dunlop.

Victory Racing Team Manager, Brian Wismann, said: "It was a

good day for Victory Racing at our first ever time at the TT. We accomplished what we set out to achieve. We got on to the podium, but we also got a 111mph average in our first ever TT Zero race.

"The speeds were good, the bikes were good and reliable; they looked great out there. I'm just very, very pleased with all the hard work the team's put in and the work that the riders have done to get the bikes round so quickly."

The company's entry in the SES TT Zero race has followed on from Polaris' acquisition of



Brammo, the electric motorcycle manufacturer, at the beginning of this year.

The success of the Victory team on the Isle of Man will strengthen rumors that Polaris is looking to repurpose the Victory brand as a performance marque, while it develops Indian Motorcycle as its cruiser range of motorcycles. These rumors have been increasing since Victory announced plans to compete at the annual Pikes Peak Hill Climb with a prototype naked sports bike bearing the Victory name. Built in collaboration with Roland Sands Design, the bike will use a modified Indian Scout engine, under the "Project 156" banner.

First held in 1916, the Pikes Peak International Hill Climb is the second oldest motorsports event in the United States. Polaris' choice of "Project 156" recognizes the 156 turns involved in climbing the 12.42

miles and 4,620ft/1,440m of the famed Colorado course

www.victorymotorcycles.com



Darwin kit bike program

DARWIN Motorcycles has used its Brass Balls Cycles brand to launch a kit bike division. The company is now making its Brass Balls Cycles bike kits available in five separate and customizable budgets.

"Through our years of building low volume production, custom award-winning Bobbers and Choppers, we've learned which parts have the superior engineering, fit and finish needed to build high quality, safe and hassle-free customs," said Dar Holdsworth, Chief Designer and CEO of Darwin Motorcycles.

The five-phase kit program starts with a complete roller package of frame, wheels and tires, handlebars and

front end options and upgrades which include the baseline model and also have the possibility to add additional components to build an individually specified Bobber or Chopper.

"We are excited to take a leading role in helping customers worldwide build and ride quality American motorcycles. We've used our years of experience building high quality, world class bikes to create a bike kit system that allows customers to custom configure a bike kit unique to their own personal style.

"Uniquely our kit program means a customer doesn't have to buy everything all at once, but allows existing components to be integrated.



If they have a powertrain, for example, they could skip that phase and just get what they need," said Holdsworth, "and we are honored to offer a \$500

discount to active duty US military members and veterans on the complete kits."

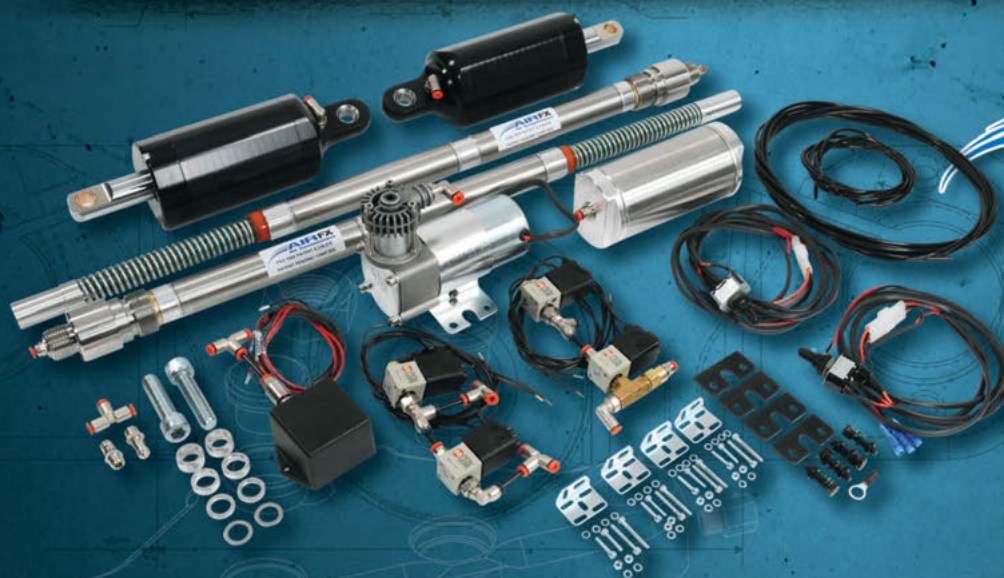
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AMD World Championship competitors in BMW Custom project

LAST year four well-known Japanese customizers were given the opportunity to work on the increasingly popular BMW R nineT platform. BMW is now following this up with what it is calling the Ignite Straight Six project, using the BMW K 1600 GTL with its six-cylinder 1649cc engine, and in doing so has chosen two leading Japanese customizers from the v-twin industry. Kenji Nagai of Ken's Factory and Keiji Kawakita of Hot-Dock Custom Cycles, who are both well known through the AMD World Championship of Custom Bike Building among other claims to fame, have been given the task of interpreting the K 1600 GTL's six-cylinder engine. The only parts retained from the original bikes are the engine and frame, and, in the case of Keiji Kawakita's 'Juggernaut' creation, the BMW Motorrad Duolever front suspension. Kenji Nagai's 'Ken's Factory Special' relies on hand-made aluminum girder-type, raked out front forks using a modified headstock. The K 1600 GTL's original full fairing was replaced by a small aluminum front cowl housing the headlight, with the stock rear sub-frame and seat having been replaced by a low position aluminum seat. Kenji Nagai said: "At first I had a 'bagger style' in mind, one that grew out of the contemporary tourer look. But simply transforming a tourer into a 'bagger' was a bit too obvious,



Kenji Nagai (Ken's Factory) left, Keiji Kawakita (Hot-Dock Custom Cycles), right

so I settled on the 'digger-style' as it would emphasize the in-line six-cylinder engine." The illusion of a dramatically low seat height and narrow motorcycle is enhanced by the

23in front and 20in rear wheel. Keiji Kawakita's 'Juggernaut' in contrast has a skeleton of aluminum tubing to broaden the naked K 1600 GTL's chassis; the instruments at each side of

the fuel tank fit neatly with the military look, with hints of GS provided by the dual fog lights and the front trail-like beak.

www.bmw-motorrad.com



Kenji Nagai's "Ken's Factory Special", left, and Keiji Kawakita's "Juggernaut", right

Mid-year catalog supplement

HARDDRIVE, the specialist American V-twin division of Boise, Idaho distributor Western Power Sports, has published a mid-year catalog supplement in order to accommodate the growing selection of new brands and new parts from existing brands that it sells.

Among the new brands now offered are Paughco, Nash Motorcycle Company, Accutronix, ShowChrome Accessories, MC Baggers (in particular its bolt-on raked tree for 26in and 30in wheel conversions), Gardner Westcott and Jagg Oil Coolers.

Harddrive has also added new lines

from existing suppliers such as weld-on bungs and tabs, lights, axle plates and forward controls from TC Bros; J&M Audio's 2015 Road Glide amps and speakers; saddlebag fasteners and windshield insert repair kits by Hardbagger; Klotz synthetic straight weight oils; Redline's synthetic brake fluid; 7in LED headlight inserts by Street FX; West Eagle's sissy bar bags; the Iron Rider luggage line from Dowco; Reaper handlebars from Wild 1, and GP mufflers, Upstart and FiftyTwo52 pipes from Californian manufacturer Firebrand.

www.hdtwin.com



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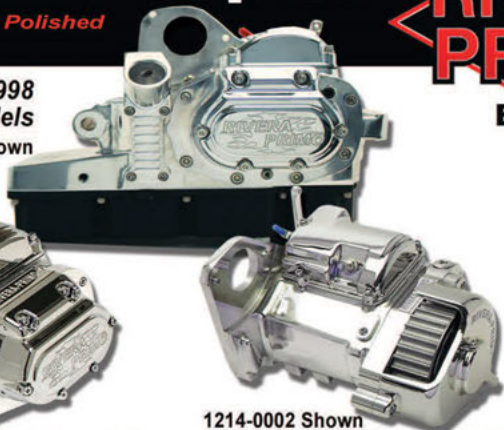
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Slingshot performance exhaust

Congratulations to Bassani! They have been the first company to get a press release for aftermarket product for the Polaris Slingshot into the AMD office!

While Polaris has run into headwinds about its status as a motorcycle manufacturer (trike, autocycle, or none-of-the-above vehicle) in some US states, the Slingshot has been mostly well received by the media and early adopters, and would appear to be another step in the powersports industry to seeing the "Reverse Trike" becoming established as an accepted leisure riding/driving option and industry category.

Specifically in the case of Polaris, the

Slingshot looks set to capitalize on the strength of the increasingly diverse Polaris dealer network, and on the ground originally trail-blazed by Quebec, Canada based Campagna Motors with their T-Rex 20 years ago.

Some 100,000 units later that first appearance for a "Reverse Trike" project with volume production ambitions has subsequently been exploited by CanAm with their Spyder.

That said, the two machines are really quite different though. As Bassani's Gary Naito points out "the Slingshot fits into its own category. Technically it's more like a 3 wheel car with a 4-cylinder Chevy style engine, but Polaris has got it classified as a motorcycle."

At least they have now. While most states treated it as a motorcycle straight away, there were those who weren't so sure, but that issue does appear to be largely resolved now in the Slingshot's favor.

In addition to having logistics on their side, it would appear that Polaris will also have demographics working for them with the Slingshot. Although they had some initial production and recall issues, it would appear that the company is on to a winner, and with the kind of muffler demand that Bassani are reporting, the smart money is on the Slingshot emerging as a popular and highly tuneable and customizable platform.

Bassani's performance muffler is getting good reviews in Slingshot owner forums as an answer to the "thin sound" that some owners are looking to upgrade. The louvered core that Bassani uses is said to deliver a more aggressive sound, and to offer improved performance.

Featuring a 4 x 8 x 12" body, the muffler is a direct replacement fit for the stock item on the 2.4 liter Slingshot engine.

For our part, as an American made vehicle, AMD Magazine intends to be



"Slingshot friendly" on a moving forward basis, so we'd be happy to hear from other vendors with aftermarket product for the machine.

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<<< Continued from cover

improve ratios, but adding debt rarely does that and even though it is a relatively cheap form of capital currently, it won't remain so for much longer, and using debt suggests that Harley does not have the spare resources needed for a value-return strategy.

Corporate America has been obsessed with share buy-backs the past 24 months; near record levels of buy-backs have been happening - The Economist reports that in the 12 months to September 2014 American

firms had bought back more than \$500 billion of their own shares.

If buy-backs are used to artificially prop-up a share price, especially if debt is being used, then investment in the activity of the business is probably being shorted and any short-term benefit from improved share prices or ratios is likely to unravel. The recent addiction to buy-backs has been described as "corporate cocaine".

There is one other reason why a company may buy back its own shares, especially with debt - and that is to prepare itself for fending off raiders.

As at the time of this new filing, 15.9 million shares remained outstanding under Harley's 2014 authorization, suggesting that the repeated absence of a Dollar limit on the price Harley pay for their shares, and the fact that they are now eyeing authority for repurchase of at least 30.9 million (15 percent) of its shares, suggests they may well be lining up ammunition for a fight, and seeking to dissuade unwelcome attention and to improve earnings per share and share value in order to keep existing investors "on-side".

Fuelling a pre-emptive strike theory,

having bought back nearly 9.1 million of its shares last year, Harley spent \$182.5 million to buy back 2.9 million shares in the first quarter of this year - an average of nearly \$63.00 a share, meaning that Harley is prepared to pay those investors who are prepared to sell a healthy premium. Following 35.5 percent and 31 percent hikes in its dividend in 2013 and 2014 respectively, this year's increase to 31 cents represents an increase of 12.7 percent - more reason for the company to be conscious of shareholder value in advance of hostile share buying.

Twin Club MC 41st Custom Bike Show, 6 June 2015

THE 41st annual Custom Bike Show held in Sweden at Norrtälje featured over 200 bikes, entered in 8 classes. The largest established AMD World Championship of Custom Bike Building affiliate event (this was the 11th year), over 9,000 visitors from around Europe came to enjoy a weekend that is internationally renowned for the quality of bikes seen there. Competing builders travelled from across Scandinavia and Europe, with bikes coming from Lithuania, Estonia, France, Poland, Italy, Germany and the Netherlands as well as the regular attendees from Sweden, Denmark, Norway and Finland.

New this year was a Cafe Racer class, which provided two of the three winning bikes, earning their builders an invitation and 2,000 euro in expenses to compete at the AMD World Championship of Custom Bike Building, taking place at INTERMOT in Cologne, Germany, in October 2016. Three separate judging systems are used to determine the winners, with a jury of industry professionals deciding on three



World Championship affiliate prizes, with the competitors deciding the class prizes, and a Public Choice winner being awarded a RevTech engine, courtesy of Custom Chrome Europe.

This year's winning bike was "Flowster" by RNO Cycles from the Netherlands, a heavily modified Ironhead Sportster in Cafe Racer style, which gained 8th place in the Retro Modified class at last year's World Championship.

The runner-up prize went to Norway's Pål Steensersen for his hand-built, self-painted Harley-Davidson chopper. In third place was Caferacer Manufacture from Poland with "Cavallo Nero", a Ducati 900 Super Sport derived Cafe Racer, which was also seen in the 2013 World Championship, where it took 6th place in the Street Performance class.

Our thanks, as always, to Twin



"Flowster" by RNO Cycles also won the inaugural Cafe Racer class at Custom Bike Show the show.



Runner-up Pål Steensersen will be the first Norwegian builder to compete at the World Championship



Polish builder Caferacer Manufacture's "Cavallo Nero" took third place and was first seen at the 2013 World Championship

Club MC for their meticulous organization, Custom Chrome Europe, Motorcycle Storehouse and W&W Cycles for their support of the event, and the City of Norrtälje authorities for their biker-friendly attitude and use of the Central park for



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.com



THE BRADLEY REPORT™

By AMD founder Robin Bradley

Robin Bradley

robin@dealer-world.com

EU motorcycle registrations + 4.9 percent for first four months

THE latest data released by ACEM, the Brussels based international motorcycle industry trade association, says that motorcycle registrations in the 28 member states of the European Union grew by +4.9% during the first four months of 2015. A total of 295,760 motorcycles were registered between January and April 2015, against 281,950 during the same period of 2014.



total of 388,000 powered-two and three-wheelers were registered during the first four months of 2015 in the EU. Of all Europe's primary markets, France continues to be faced with multiple local market difficulties, especially regulatory, as well as a lack of economic confidence. However,

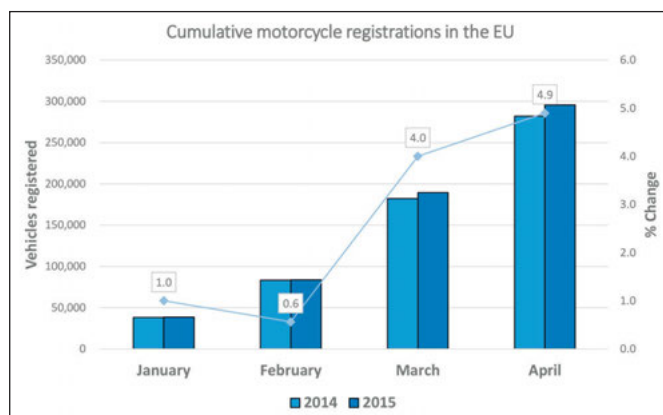
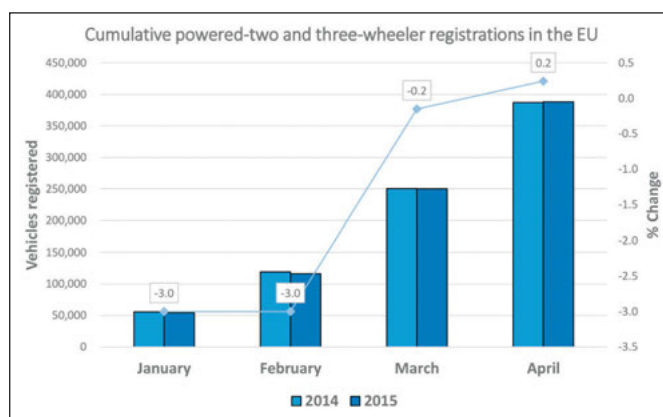
after a very bad start to the year, the -2.7 percent shrinkage seen for the period January-April suggests that some market stabilization may be on the cards.

After two years of good growth, the German market appears to be softening this year. It too had a very bad start to 2015, but after recovering to be +3.8 percent up to the first four months, May data shows it is softening again.

In Switzerland, Europe's sixth largest market, and not included in ACEM's EU data, new registrations are +14 percent for the first five months of the year.

Year-on-year motorcycle registrations increased in most of the key European markets including Spain (36,025 units, +17.4%), the UK (33,690 units, +13.8%), Germany (62,210 units, +3.8%) and Italy (57,425 units, +1.3%). Registrations were down in France (52,265 units, -2.7%).

Total Powered Two-Wheeler (PTW) registrations were up by +0.2 percent for the first four months of the year (January - April 2015). A



Goodridge expansion in Spain

GOODRIDGE has announced the opening of new larger premises in Valencia, Spain. The brand new facility will provide the company



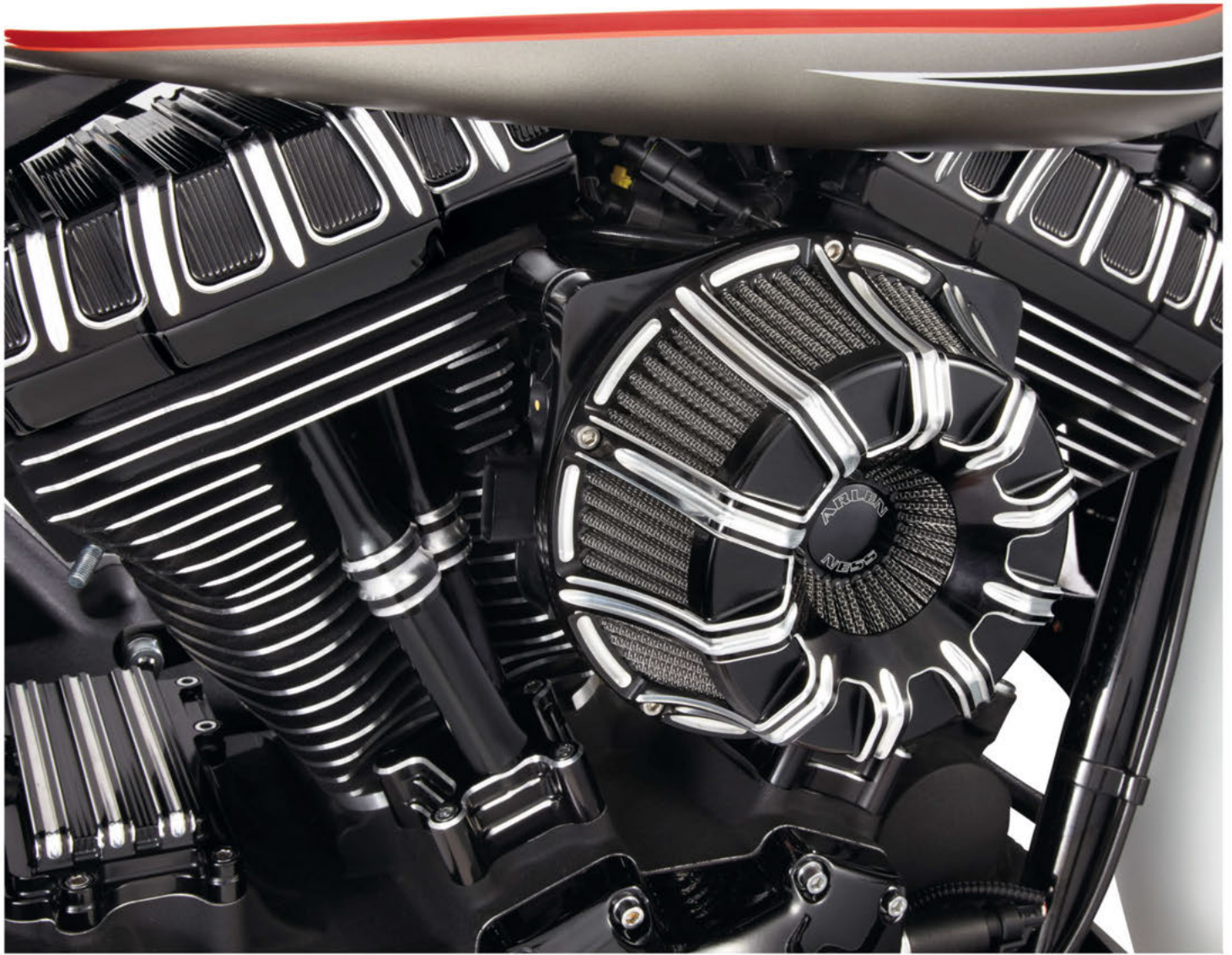
with almost three times the capacity of the previous location, and include new offices, and new modern manufacturing facilities allowing for "efficient and high quality production of one-off and quantity special products tailored to customer specifications".

The new operation, with over 400sqm and a slick mezzanine overlooking the buzzing factory floor, is one of 11 sites operated worldwide by Goodridge.

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John Parham to be inducted into AMA Motorcycle Hall of Fame

JOHN Parham, the founder of J&P Cycles, has been named as an inductee into the AMA Motorcycle Hall of Fame; the annual ceremony will take place in October at AIMExpo.

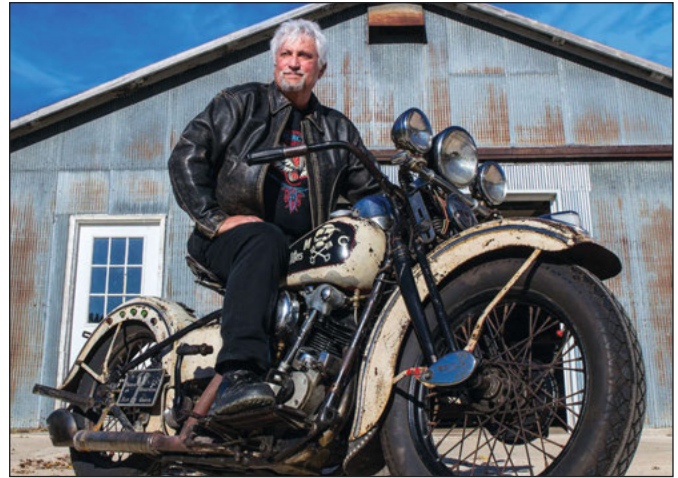
Making the announcement, Ken Ford, a member of the AMA and American Motorcycle Heritage Foundation boards of directors, said: "John Parham created one of the most successful motorcycle accessory businesses and went on to become one of the greatest benefactors of motorcycling's heritage."

John Parham opened his first shop in 1975 in his hometown of Anamosa, Iowa. Four years later, he branched out with his wife Jill, starting J.

Parham Enterprises. This company came to be known as J&P Cycles. By the '90s, J&P Cycles had grown into one of the largest motorcycle accessory mail order companies in the world.

Parham stayed on board to run J&P Cycles after selling it to the Motorsports Aftermarket Group in 2001. At that time he also focused additional energy and resources on preserving motorcycling history. In 2001, Parham relocated the National Motorcycle Museum to Anamosa, where it has continued to thrive and grow. "His contribution to the world of motorcycling has been substantial; it is one that will endure", said Ford.

www.americanmotorcyclist.com



After founding J&P Cycles John Parham went on to run the National Motorcycle Museum

International Motorcycle Show Series

FORCED into cancellation of the ill-conceived attempt to revive its Dealer Expo with a pre-Christmas move to Chicago after just one year, the now British owned UBM Advanstar Powersports Group has announced an 11 stop tour for its Progressive International Motorcycle Show series later this year.

In an attempt to salvage something from the near 50-year history of its Dealer Expo, the shows will now incorporate a "business-to-business platform" that will facilitate

meetings between manufacturers and dealers in each market."

The new B2B platform is being designed to "serve the educational, information and training needs of dealers in each market." Advanstar say they are acting "in response to industry demand", and that the 2015-16 IMS nationwide tour "business-to-business platform" will provide "vehicle and aftermarket manufacturers and allied services the opportunity to meet with dealers in each of the 11 markets", said Tracy Harris,

senior Vice President of the UBM Advanstar Powersports Group.



www.motorcycleshows.com

The 2015-16 schedule is as follows:

Oct. 30 - Nov. 1, 2015	Portland, Oregon
Nov. 6-8, 2015	Sacramento, California
Nov. 20-22, 2015	Long Beach, California
Dec. 11-13, 2015	New York, N.Y.
Jan. 8-10, 2016	Miami, Florida
Jan. 15-17, 2016	Fort Washington, Pennsylvania
Jan. 22-24, 2016	Dallas, Texas
Jan. 29-31, 2016	Cleveland, Ohio
Feb. 5-7, 2016	Minneapolis, Minnesota
Feb. 12-14, 2016	Chicago, Illinois
Feb. 19-21, 2016	Glendale, Arizona

Japanese motorcycle exports tanking

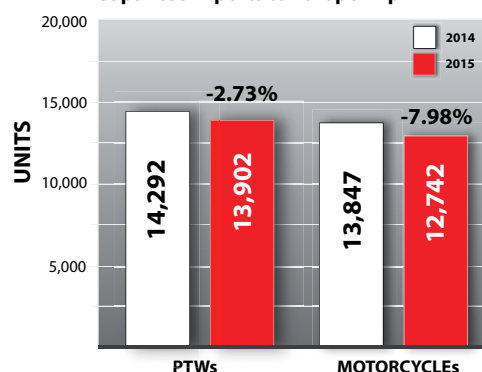
WHILE the v-twin industry eyes Harley-Davidson's recent performance with concern, spare a thought for 'metric' dealers.

While some manufacturers such as BMW, Ducati, KTM, Triumph and MV Agusta are doing well in the context of their historically much lower production bases, dealers for the Japanese "Big Four" are not yet seeing the love of recovery spread their way.

The latest data from the Japanese Motorcycle Industry Trade Association (JAMA) puts Honda, Yamaha, Suzuki and Kawasaki exports to Europe down by nearly 8 percent over April 2014, and just about level for the four months of the year to April at 67,131 units.

To put that in context, this year's 12,742 exports to Europe in April compare to 52,061 in 2007, and

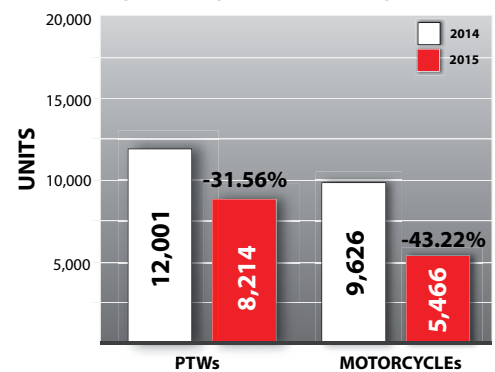
Japanese Exports to Europe - April



199,114 for that year to date.

In percentage decline terms, the picture is even worse for dealers in the United States. April saw a -43.22 percent drop in Japanese motorcycle exports to their American dealers, at 5,466 - down from 9,626 in April 2014. In April 2007 their exports to

Japanese Exports to the US - April



America were 33,950.

For the year to date, Japanese exports are -28.45 percent, at 34,220 units compared to 47,830 for the first four months of 2014 and a whopping 162,066 units for the first months of 2007.

At this rate, it is already clear that

Japanese motorcycle dealers in the United States are headed for a bad year - one unlikely to meet the 120,699 units sold in 2014. That itself, thought slightly up on 2011, 2012 and 2013, compares to the 331,978 units shipped to US dealers in 2007.

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CLOUD BUSTING

In the Retro Mod class at the 2014 AMD World Championship of Custom Bike Building there was one bike that had many people scratching their heads in wonder at what it was powered by. The clue was in the bikes name – Nimbus 4. Nimbus being the name of a Danish motorcycle manufacturer active between the '20s and '60s and the builder of the motor used in TMT Moto's custom build

Words: Duncan Moore - duncan@dealer-world.com - Pictures: Onno @ Madness Photography - onno@madnessphotography.nl



TOMAS Turner, of TMT Moto in the Czech Republic, first entered the AMD World Championship of Custom Bike Building in 2013 when he placed 2nd in the Retro Modified class with his Shovelhead build T5. Tomas returned to the Championship in 2014 and this time took the win in the Retro Modified class with Nimbus. This time his build was centred around a unique engine choice with a Nimbus 75 inline four-cylinder being seen for the first time in the Championship's history.

Nimbus was the name given to the motorcycles produced in Denmark by Fisker and Nielsen between 1919 and 1960, followed by the production of electric motors, and from 1910 the first vacuum

cleaners in Europe under the Fisker brand name.

Despite being the highest selling motorcycle brand in Denmark during the '30s, the Nimbus motor that Turner sourced is one of the later models produced primarily for use by the Danish military and postal service, and like all of the bikes made, features shaft drive to the rear wheel.

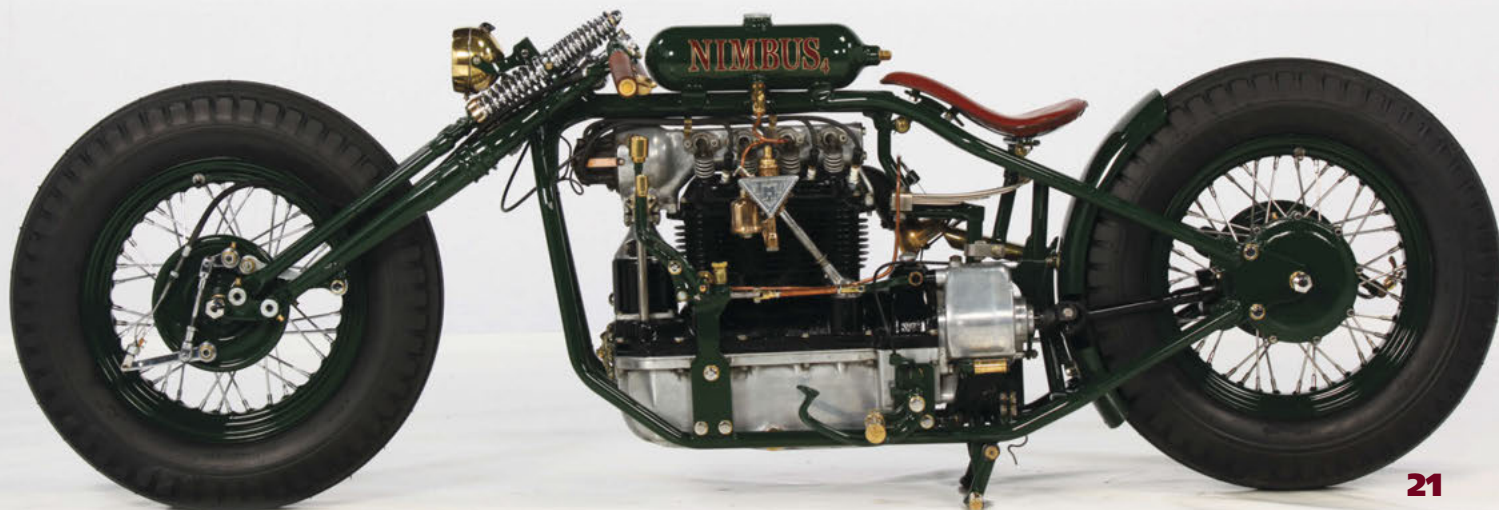
Original Nimbus frames are made from steel strips riveted together, and Turner chose not to try and modify it, but instead to rework a H-D Wishbone frame, stretching it as necessary to fit the longer in-line/Nimbus motor and drivetrain package. Along with the rear of the frame being heavily modified to accommodate the shaft drive, the head stock was also heavily raked to lower the front end. At the front a WLC Springer front

fork was used in conjunction with the frame to keep things simple.

A pair of 16in rims were then laced up to the hubs and shod with Firestone 5.00-16 tires, to keep a period look, further accented by the use of a WLC drum brake on the front wheel to match the fork.

It is not only the engine that is an unusual choice on Nimbus, many of the other parts used in the build are from different sources. The gas tank for example was once a fire extinguisher, the tail pipe on the exhaust was once the whistle on a steam train, and the shift lever for the transmission came from an old car.

The unusual touches continue on Nimbus



AMD CUSTOM BUILD

with the finishing kit that includes a '20s Vitalux headlamp and a solo leather seat suspended on a series of linkages and a pair of leaf spring.

Whether it was Turner's unusual choice of engine or the extremely high level of detailing and repurposing parts from a variety of sources, or a combination of both, his fellow competitors at the 2014 AMD World Championship of Custom Bike Building thought enough of Nimbus to vote it into first place in the Retro Mod class. All that remains to be seen now is whether Turner will return to defend his title in that class or make the move up to Freestyle and attempt to take the ultimate title.

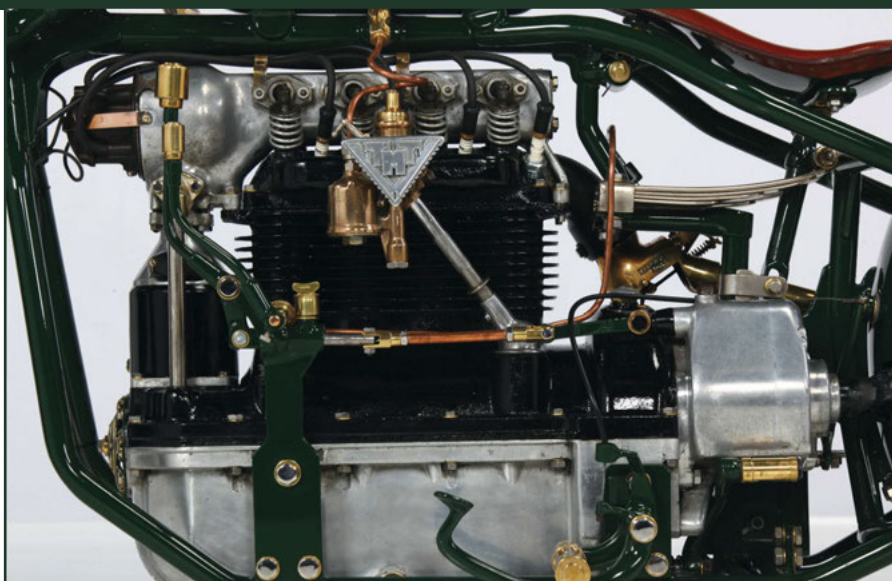
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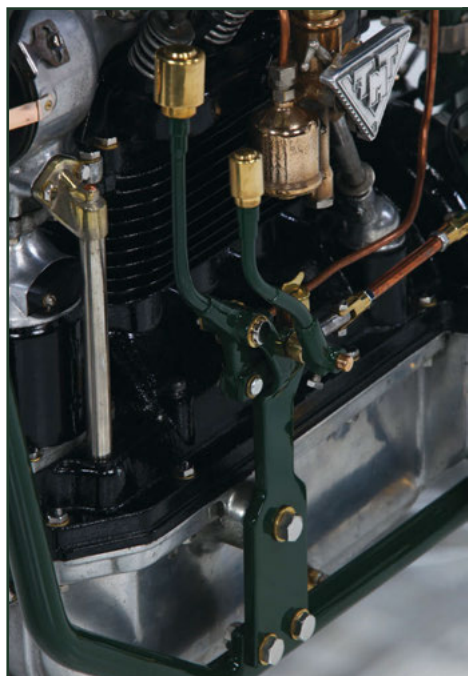
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tomasturner@seznam.cz

www.tmtmoto.cz



The inline four-cylinder 750cc engine used in TMT Moto's build was manufactured by Fisker and Nielsen under the Nimbus brand between 1919 and 1960



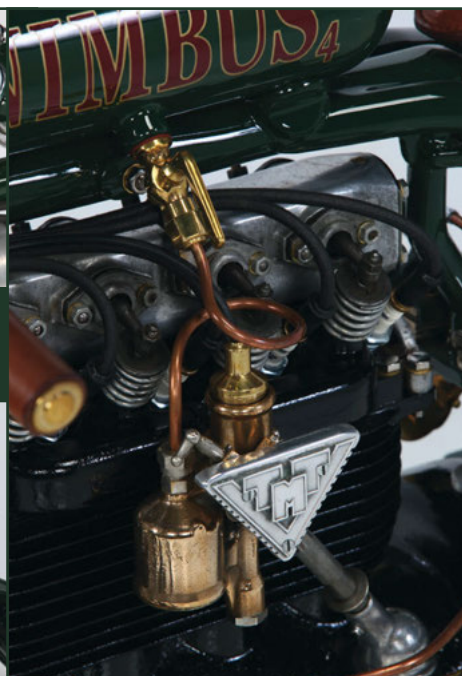
The gear linkage used with the Nimbus transmission was originally from an unknown old car



Tomas Tuner repurposed an old fire extinguisher as the gas tank for Nimbus



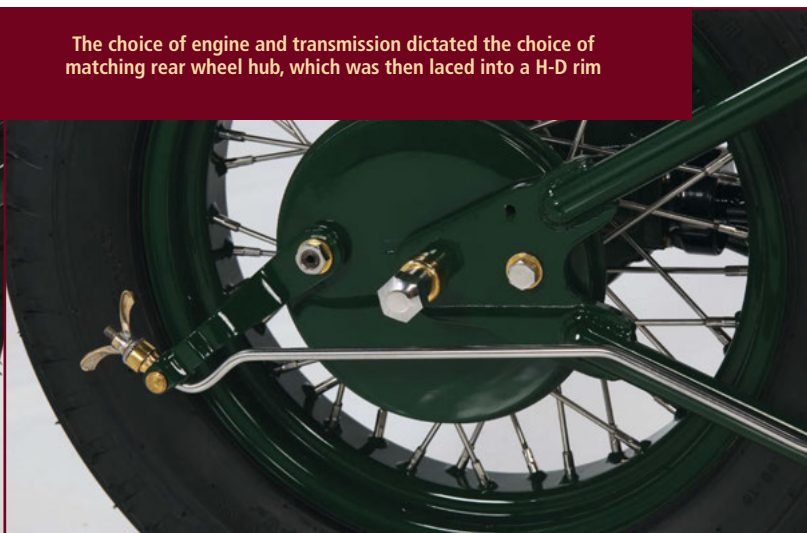
A 1920s Vitalux headlamp is used to give a period look to the front of the bike along with the use of a WLC Springer fork



Due to the unusual engine choice it was left virtually untouched, the only changes being to refine the cosmetic finish with touches such as the polished carb body and fuel lines

To keep the build simple and retain a period specific look a WLC drum brake was used to match the H-D Springer fork

The choice of engine and transmission dictated the choice of matching rear wheel hub, which was then laced into a H-D rim





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THE number of aftermarket parts being made available for the Harley-Davidson Street continues to grow with Italian aftermarket parts manufacturer Free Spirits developing one of the most comprehensive ranges available.

Their new forward controls are CNC machined from billet aluminum and then anodized. They mount to the Street without modification, feature a 13mm master cylinder, folding footrests and have TÜV-approval.

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Pipes and seats at MCS

MOTORCYCLE Storehouse is now carrying the range of Arlen Ness by MagnaFlow exhaust systems. The line of options includes slip-ons, 2-into-1 and 2-into-2 systems, and complete crossover systems; all available in 'Bad to the Bone Black' or 'Where Are My Shades Chrome'.

The slip-ons are available for '07-'15 Softail, '08-'15 Dyna, '95-'15 Touring and '04-'15 Sportsters; plus most complete exhaust systems for '96-'15 Softail, '06-'15 Dyna, '95-'15 Touring and '04-'15 Sportster models.

Also seen here for Dyna models are Biltwell Challenger solo seats for '06-'15 Dynas. Covered with hand-sewn vinyl over injection molded closed-cell polyurethane foam padding, the vacuum formed ABS plastic pan comes with a steel tail mount bracket for quick attachment to the stock fender holes.

The seats are available with a smooth or vertical Tuck 'n Roll covering, or they can be purchased with any vinyl upholstery.



Biltwell's 'Challenger' solo seat for use on '06-'15 Dynas with a choice of cover options

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Draggin Jeans are Back in Black



THE latest option from Draggin Jeans is the BLKGEN, made from stretch denim, with a straight leg, mid-rise waistband and a sports liner that is said to draw away moisture in summer and keep the wearer warm in winter.

Made with Draggin's own abrasion-resistant Roomoto fabric, which is claimed to offer unrivalled safety and climate control, heat and sweat are drawn away from the skin while an anti-bacterial treatment keeps them fresh.

Draggin is the world's first Preferred Licensee for motorcycle garments built with DuPont Kevlar fibre, and it was this partnership that created Roomoto for abrasion resistance and day-long comfort. CE approved armor is also available and can be fitted to the knees and hips for additional impact protection, if required. Also, as a Preferred Licensee, Draggin Jeans has been invited to attend this year's C-Games at Austin, Texas, where Managing Director and former skate champion Grant Mackintosh will be showcasing the use of Kevlar in his designs on the DuPont booth.

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JIMS' tappet position holding tool

JIMS USA's latest new product release is a tappet position holding tool. It has been designed to allow the tappets and anti-rotation pins to be safely and accurately stored for proper reinstallation after they have been removed to facilitate cam shaft changes or complete rebuilds.

Tappet locations are clearly referenced on the tool, which also serves to protect the tappets from



damage when removed from the engine. The JIMS No. 5504 can be used for all Twin Cam engines '99 to present and '00 to present XL and Buell with the exception of the 1125R.



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'Raxx' detachable luggage rack



PRO Pad has expanded its product range with the introduction of its 'Ellipse' detachable luggage rack, the first product to be launched under the new Raxx line of motorcycle luggage racks.

Made from heavy-gauge steel, Pro Pad says it fits '09 to present Harley Touring motorcycles, latching securely to the Harley-Davidson four-point docking hardware. Offered with a five-year warranty, the rack is available in a choice of polished stainless steel or flat black powdercoat.

PRO PAD INC
Mooreville, North Carolina, USA
Tel: 704 660 1084
info@thepropad.com
www.propadonline.com



Hybrid Anchor System

PIT Bull has launched a new Hybrid Anchor System which can be used to secure motorcycles, ATVs, toolboxes and other cargo with quick-release tie-down rings secured by floor mounts with a load rating of 6,000lbs.

Once installed, the floor mounts are nearly flush when the anchors are removed. Each piece is built from TIG-welded steel, then zinc-plated and each kit contains one tie-down anchor and a mount kit. Additional floor mounts available separately.

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CG 05/2015

El Loco 32" fenders

NEW from Californian craftsman Fat Katz, El Loco 32" front fenders are available in two styles, the El Loco wrap fender and the El Loco Classic FL style fender. Made of 13 gauge cold rolled steel, they are offered with or without billet spacers.

Fat Katz also offers a full line of fender designs in size options from 16" right up to these new 32 inchers.

FAT KATZ INC
Grass Valley, USA
Tel: 530-268-2232
sales@fatkatz.com
www.fatkatz.com



Retro style velocity stack



BARE Knuckle Choppers' new Retro velocity stack has been designed as a direct result of customers asking for an alternative option to use on Super E and G and Linkert carbs. Cast in aluminum and then machined before being left with a raw finish or polished, the cover plate used doubles as the screen retainer, which is available short or tall in a choice of stainless steel or brass.

BARE KNUCKLE CHOPPERS LLC.
Hawk Point, Missouri, USA
Tel: 636 338 4355
nic@bareknucklechoppers.com
www.bareknucklechoppers.com

Fender with integrated fill-ins

KLOCK Werks Kustom Cycles' latest addition to its sheet metal line up is 'The ONE' rear fender. A new stamped, 14-gauge steel stretched design, it features integrated filler panels.

"The ONE rear fender set-up is our answer to the one-piece fender bag filler trend. While others are made from fiberglass and plastic, this deep-draw stamped part has superior strength and is near flawless right out of the box," said Dan Cheeseman, Klock Werks' COO. "Your painter will appreciate the difference. The minimal additional bodywork needed to prep them means you save him time, and save you and your customer money".

The ONE has been designed to line up with H-D rear top strut covers and either extended bags, aftermarket bag extensions or stock bags. The integrated filler panels are TIG welded to the fender and the whole unit accepts all stock detachable mounting hardware/brackets. They come pre-drilled with mounting holes.

The ONE is a direct bolt-on replacement and filler panels are available with or without cut-outs for Klock Werks round LED marker lights (sold separately). Fender and/or filler panels can also be modified to fit a wide variety of lighting options. All fender options have filler panels set-up for running a dual exhaust, but can be modified if desired. The ONE fits '09 - '15-onward FLHT, FLHX, FLHR, FLTR, CVO Touring models. Taillights and blinkers not included.



KLOCK WERKS
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AMD PRO GUIDE

Radiantz lighting at Custom Chrome

MORGAN HILL, California based specialist v-twin aftermarket distributor Custom Chrome has a range of lighting options available from Radiantz, including a selection of LED license frames.

The chrome billet Add-On license plate lights bolt onto vertically or horizontally-mounted license plates and offer full spectrum LED whites (H.I.D. type) in 3in or 6in lengths.

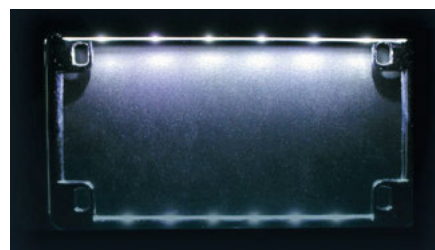
The chrome finish Real Flex license plate frame 3 has a white LED license plate illumination with a bottom red LED running or auxiliary brake light. The two side LED lights can be wired to be either red or amber in many configurations as running lights, auxiliary brake lights or turn signal/marker lights. The LEDs themselves are in a clear tube and they fit most license plates measuring 7 x 4in.

Radiantz's Real Flex license plate frame 2 features a white LED license plate illumination with two side LED lights wireable as either red LED running or an auxiliary brake light. The LEDs are in a smoke tube and are supplied with mounting hardware and a dual element circuit.

The lighted license plate frame in chrome or satin black aluminum billet license plate frame comes with built-in six white LED plate lights, includes hardware and are available in 6in horizontal or 3in vertical configurations.

Radiantz state that their turn signal LED bulbs provide the maximum number of LEDs and use the widest possible 38-degree viewing angle. The LED bulbs use the existing lens and bucket, and are a direct plug into the bulb socket. Fitment options include all Deuce models from '00-'07 and all models (except FLT, FLHT, Road King, V-Rod and FL Softail models) from '02-'07; all models from '86-'01 (except FLT, FLHT, FLHS, Road King, 01 FXDX and FXDXT models, FL Softail and Deuce models) and all FLT, FLHT, FLHS, Road King and FL Softail models from '86-'04.

CUSTOM CHROME INTERNATIONAL
Morgan Hill, California, USA
Tel: 800 359 5700
www.customchrome.com



6in Add-On license plate lights by Radiantz



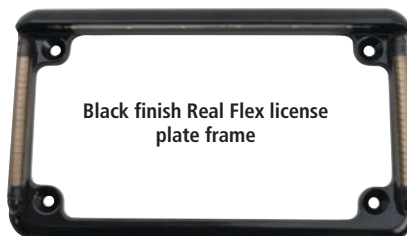
Chrome 6in horizontal lighted license plate frame



Real Flex LED license plate frame in chrome



Black finish Real Flex license plate frame



Radiantz turn signal LED bulbs have a 38 degree viewing angle

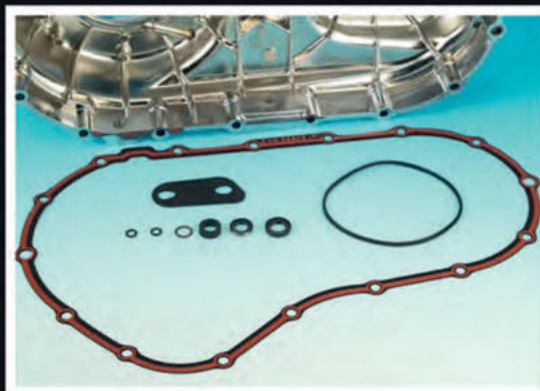


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High-performance FL and XL 72 filters



NEW from K&N are two high-performance air filters for '14-'15 H-D Touring models and the Sportster Seventy-Two.

K&N is offering high-performance air filter upgrades for the '14-'15 Road King, Electra Glide Ultra Classic, Tri Glide Ultra, Electra Glide Ultra Limited, Street Glide and '15 Road Glide and Free Wheeler models, plus the CL Seventy-Two.

K&N reusable air filters use a cotton gauze filter media to reduce air restriction into the engine, which can lead to increased performance, acceleration and throttle response. To ensure that the air filter will last for the life of the motorcycle, K&N uses zinc-coated top and bottom plates for corrosion resistance.

A feature of the XL1200V Seventy-Two, that separates it from the rest of the Sportster family, is the use of a nostalgic round chrome air cleaner. To build a replacement air filter for the '12-'14 Seventy-



Two, K&N has designed precision molded nylon mounting plates to sandwich the filter media and form a solid mounting surface.

K&N's high-flow replacement air filters are washable and reusable and can be serviced using the company's 'Recharger' air filter service kits. Each kit includes a bottle of air filter cleaner and a bottle of air filter oil. The filters each come with a 10-year/million-mile warranty while also providing long service intervals, making them ideal for long-distance riding or touring.

K&N ENGINEERING INC
Riverside, California, USA
Tel: 951 826 4000
tech@knfilters.com
www.knfilters.com

Replacement hard bag hinges

COVINGTONS has designed new bag hinges to enhance the look of Bagger hard bags. They are CNC machined from billet aluminum with a streamlined, finned style. They replace factory hinges while retaining all stock functions and fit 2014 and later Bagger and Touring models equipped with hard bags.

Sold in pairs, they are CNC machined from billet aluminum and available in a choice of finned or dimpled design, and chrome or black finish.

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LED H9 and H11 headlight bulbs for Street Glide

HEADWINDS has updated its lighting range with the introduction of new all-in-one, hi-output H9 and H11 LED Headlight bulbs for FLHX Street Glides '14-onward.

The bulbs are said to be energy efficient, produce whiter and brighter light than halogen, offer a 6,000-degree K-color temperature and 2,000 Lumens.

The H9 is the high-beam and the H11 is the low design; they are equipped with American made Cree LED chips with all-in-one bulb, fan and



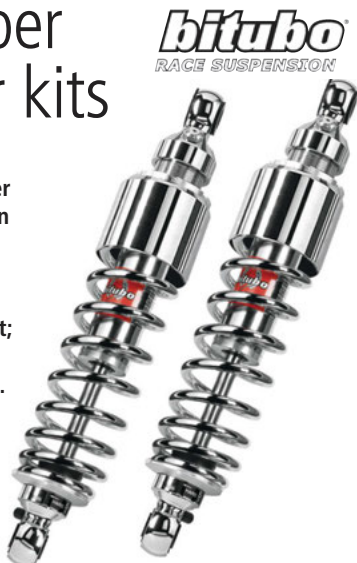
driver for simple plug-and-play install.

HEADWINDS, Inc.
Monrovia, California, USA
Tel: 626 359 8044
sales@headwinds.com
www.headwinds.com

Chrome upper spring cover kits

BITUBO now has chromed upper spring cover kits available as an optional extra for its chrome WMB and WME shock absorbers. The WMB shocks have spring preload adjustment; their WME line features the addition of adjustable rebound.

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Selve di Teolo (PD), ITALY
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Heartland USA releases new catalog

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HEARTLAND USA is celebrating 20 years of production of wide tire conversion kits in 2015. The latest edition of its product catalog, detailing new conversion kits including their "Heart Breaker" conversion for use on Softail Breakout models '13-onward and the "Sport Chop" conversion for stock Sportsters '07-onward.

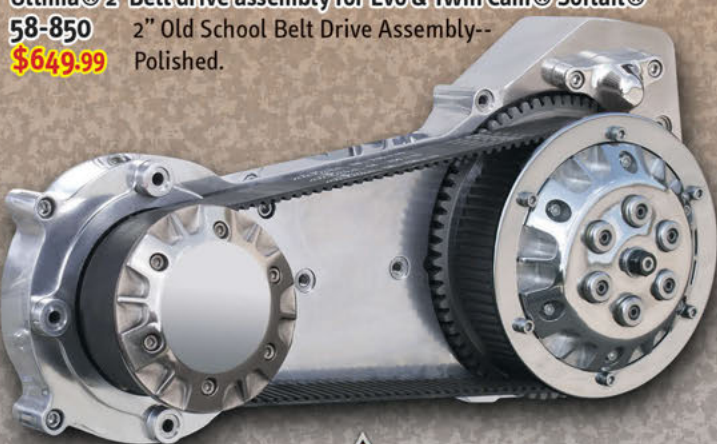
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Paul Yaffe helps Vision X develop DoT approved 'Bright' LEDs

VISION X, a specialty vehicle lighting manufacturer since 1997, has announced a new motorcycle-specific headlight, the XMC LED.

The XMC LED line is available in 7" round, 5 3/4" round and 5 3/4" oval for '04 to '13 Harley Road Glides.

All XMC headlights are said to be plug-and-play and available for the most popular motorcycle makes and models. Vision X say "we have always been recognized as a quality manufacturer of lighting in many industries from on and off-road to mining and military, as well as contributors to NASA space projects."

The new XMC lights feature a polycarbonate shatter proof lens and a "state of the art exclusive daytime Halo style running light."

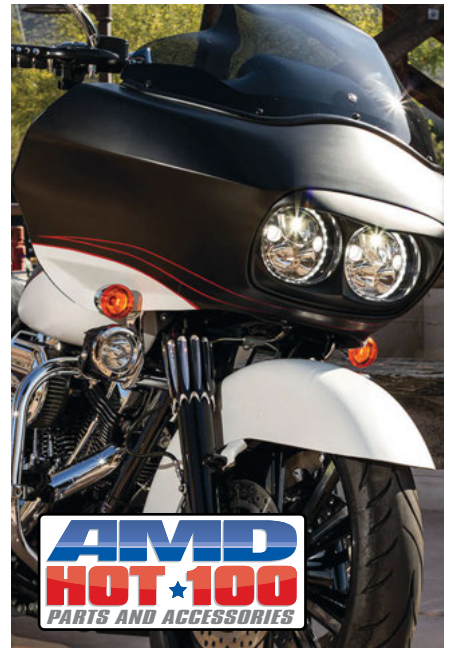
Paul Yaffe, President of Bagger Nation, teamed up with Vision X to create the Bagger Nation DoT

approved "Never Night" 7" LED headlight, "which is documented to be 60 percent brighter than a factory light with light spill that is twice as wide and 400 percent further than the stock item," says Paul Yaffe. "Besides the cool factor, the additional safety of enhanced vision and rider awareness is unparalleled."

All Vision X XMC lights offer a lifetime manufacturer's warranty and are available from 3" to 7".



VISION X
Auburn, Washington, USA
Tel: 888 489 9820
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www.visionxusa.com



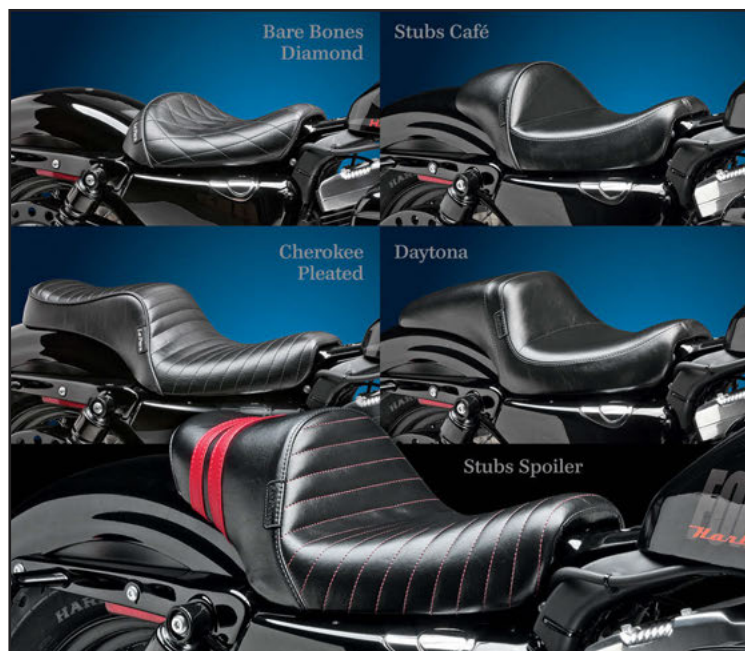
XL sound control options



REMUS Innovation's latest electronically controlled variable sound exhaust has been designed for use on H-D's XL model family. The latest slip-on exhaust mufflers are available as regular exhausts, with mechanical control of the volume level, or with Can-Bus compatible sound modulation via an electronic push button. The EEC homologated slip-ons are supplied without end caps, but Remus offers stainless steel slash-cut, perforated, tapered, straight, rolled-up and sniper end cap designs in either chrome or black.

REMUS INNOVATION
Baernbach, AUSTRIA
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'Overdrive' grips, foot and toe pegs

PERFORMANCE Machine has released a matching line of grips, foot pegs and toe pegs in its new Overdrive design.

Available in chrome and black anodized finish, they are CNC machined from billet aluminum with



machined faceted accents. Available for dual cable throttle and electronic throttle applications.

PERFORMANCE MACHINE

La Palma, USA

Tel: 714 523 3000

sales@performancemachine.com

www.performancemachine.com



Performance Machine Inc
DISC BRAKES AND WHEELS

'Wedge' frame-mounted fairing

BLACKMORE Manufacturing has launched a new fairing design for Dyna, FXR and Sportster models, with more to follow soon.

Behind the design and production of the 'Wedge' fairing is Bill, who says: "As a young man I sold Hondas at a big dealership. I was exposed to the 'Vetter' fairing at the same time. I sold a lot of Hondas, and a lot of those left the store with a Vetter fairing fitted. Since then I've had a frame-mounted fairing on most of my motorcycles. I like the stability and the comfort that a good frame-mounted fairing offers.

"I bought a second-hand FXRT that was fitted with the ugliest fairing I've ever seen, the bike looked like a pretty girl in need of a new dress. So I built a fairing from fiberglass for the FXR. When I started to ride that bike, people always asked where they could get one of their own, and that's how the 'Wedge' came about."

The 'Wedge' has been designed to work on a wide range of mid-sized motorcycles, not only Dynas, FXRs



and Sportsters, but also machines like Triumph's Bonneville and Thruxton, and similar sized machines from Yamaha, Suzuki, Victory and other manufacturers.

Bill says that a key feature of the 'Wedge' is that unlike many other fairing designs it bolts directly to the frame. "A frame mounted fairing is inherently more stable. It offers more wind protection and storage, and is less affected by side winds and the kind of pressure wave that every biker experiences when an 18-wheeler passes them on the Freeway."

Each 'Wedge' fairing is supplied with a complete mounting kit including all necessary brackets, fasteners and a wiring harness, in a finish that needs minimal preparation for paint.



BLACKMORE MANUFACTURING

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XL bolt-on forward controls and rubber-mounted license plates

TC Bros. Choppers not only has an extensive line of handlebar options for H-D models, but also bolt-on forward control kits for use on '91-'03 five-speed Sportsters.

The company's forward control kits feature CNC machined 6061 aluminum folding foot pegs with a knurled, non-slip finish, and heavy duty, steel mounting brackets that are TIG welded and powder-coated gloss black.



Tim Cobb's Sportster license plate kit offers a choice of positions and isolation mount option

The pivot points utilize oil impregnated, precision fit bronze bushings, and the kits include stainless steel linkage rods, as well as everything needed for install, whether the bike came with factory mid controls or forward controls.

A further option available from the Wauseon, Ohio specialist is a side mount plate holder designed to allow the license plate to be mounted horizontally or vertically on either side of the bike.

Each kit includes three different mounting brackets (axle, shock, and weld/clamp on) to allow mounting to virtually any motorcycle.

Also included in each kit is the TC Bros. exclusive 'Hardtail Proof' rubber mounting system that isolates the



taillight from vibration, allowing for maximum bulb life.

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- 953247 Diesel Brake disc
- 554116 Diesel Wheel 23"

AVON TYRES

520669 Cobra tire

Sealed bearing forward controls

AVAILABLE in black, chrome and phantom cut, these classically designed controls from Hawg Halters come in both standard and extended versions, with an assortment of optional footpegs and designs.

Mechanically they feature the "clean technical design you expect from the Dahlonega, Georgia based company", and they incorporate features such as dual sealed ball bearings, which provide a smooth positive actuation "for many miles of safe riding," the company states. Available for Softail, Dyna and Touring models.

HHI *Hawg Halters Inc.*

HAWG HALTERS INC.
Dahlonega, Georgia, USA
Tel: 877 442 5837
info@hawghalters.com
www.hawghalters.com



'Hutch' wheels, discs and pulleys



ROLAND SANDS DESIGN
WWW.ROLANDSANDS.COM

ROLAND Sands used Performance Machine's Kimtab wheel, designed by his father Perry Sands in the '80s, as the basis of the newest wheel style to be launched by Roland Sands Design. Unlike the original cast version this new wheel, the 'Hutch', is made in forged billet aluminum.

The wheels feature a rim lip detail and are supplied with fully sealed, maintenance-free deep groove wheel bearings and are being offered in a choice of Contrast Cut, Machine Ops or chrome finishes.

To match the wheels, RSD is offering an air cleaner with an exposed filter design, a stainless steel mesh screen, hidden built-in crank case breathers and a K&N filter

element.

'Hutch' two-piece rotors have replaceable high grade 420 stainless steel outer bands and CNC-machined billet aluminum inner carriers. They are Blanchard ground to ensure precise and even tolerance and cross-drilled for increased ventilation. Also available, CNC-machined 'Hutch' forged aluminum pulleys feature hard anodized teeth.

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Bagger options from Azzkikr

AZZKIKR, a Phoenix, Arizona, Bagger specialists has an extensive range of products available for custom Baggers, and the range includes its El Camino 4in stretched bags. The bags, which are precision-formed from ABS, fit '98 -'13 Baggers and are supplied drilled ready for installation. Carpet lining is available for an extra charge and an option with exhaust cut-outs will be offered shortly.

To work with El Camino bags or stock H-D FL saddlebags, Azzkikr has both one- and two-piece Dlux latches available. Offered in contrast cut, black, chrome or special order finishes, the latches feature a textured rubber insert.

The Dlux line of parts includes one-piece floorboards. For use on all FLH and FLHST models, the floorboards use a modular design that allows riders finish options including anodizing, chrome and brass. The modular theme continues with Dlux brake pedals, which are CNC machined and have a rubber insert.

AZZKIKR CUSTOMS LP
Phoenix, Arizona, USA
Tel: 623 879 5150
info@azzkikrcustombaggings.com
www.azzkikrcustombaggings.com



El Camino 4in stretched bags



Dlux floorboards from Azzkikr fit all FLH and FLHST models



Dlux bag latches are offered in one- and two-piece designs



The Dlux line includes matching brake pedals

"New Generation" white wall tire

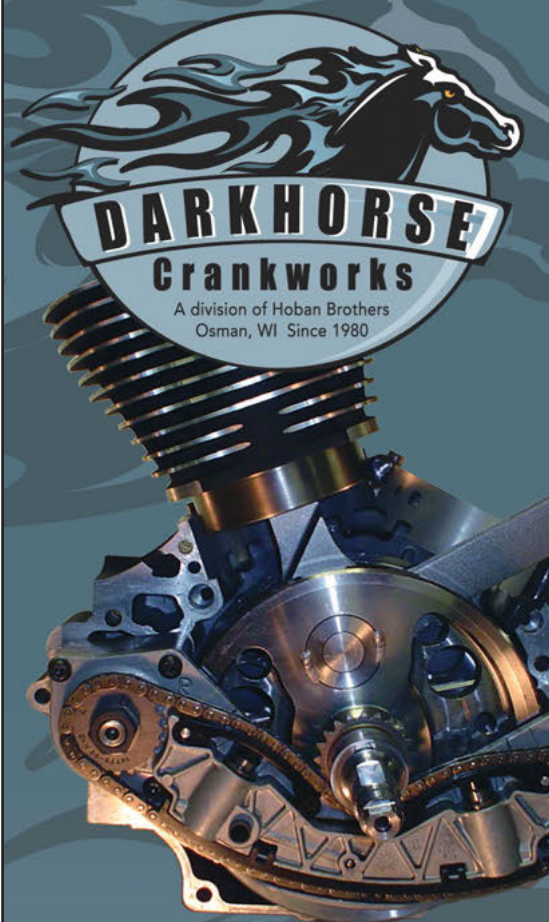
METALSPORT Wheels is now carrying the "New Generation" 21in white wall tire, developed by Vee Rubber

Said to offer improved wear, handling and load rating, it is DOT approved and offered with a comprehensive warranty.

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South Gate, California, USA
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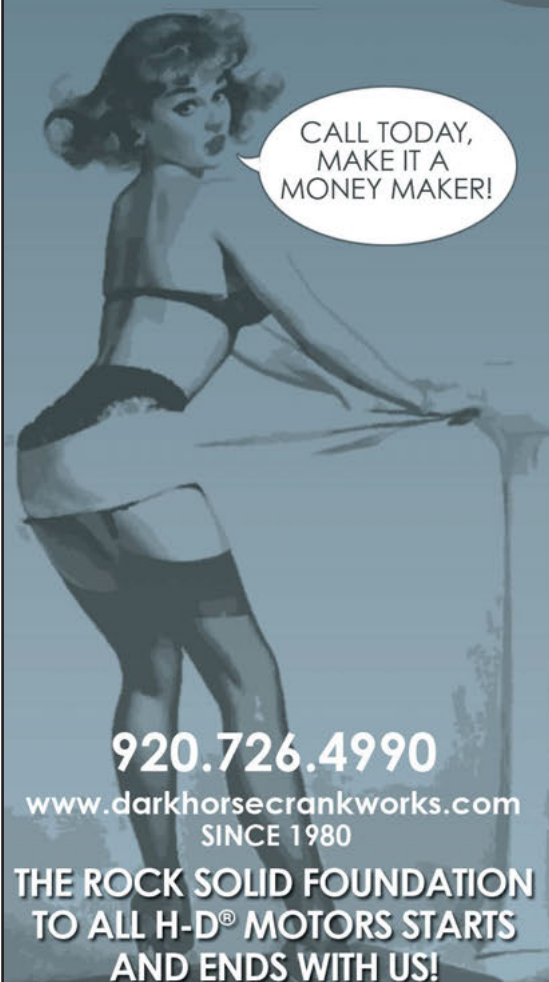


"New Generation" 21 inch White Walls by Vee Rubber and now available from Metalsport



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LOS Angeles, California based battery specialist Antigravity Batteries say their top-of-the-range American made ultra lightweight YTX12 24-cell lithium ion motorcycle battery is the "highest power lithium nano-phosphate motorsport battery ever made."

At just 5 lbs it is said to deliver a weight saving of up to 14 lbs in motorcycles, and despite its compact 5.82" x 3.4" x 5.12" design, it can produce "a massive 720 cranking amps. The high power, light weight and deceptively small dimensions mean there is no powersports battery model on the market quite like it."

The company says it can hold a charge for up to

a year provided there are no "plastic drains" (accessories such as alarms etc that draw power when the bike is off), that it features all-brass terminals, comes with a 3-year warranty and is "excellent for every day use in bikes up to 2400cc. It is great for stock bikes and for extra large high performance v-twin engines, touring bikes of all kinds, and adventure bikes - in fact any motorcycle application where reliability is key and where extreme power and larger Amp hour capacity are needed."

ANTIGRAVITY BATTERIES

Los Angeles, CA, USA

Tel: 310 527 2330

sales@antigravitybatteries.com

www.antigravitybatteries.com

Choice of Valve Guide Seal technology at Kibblewhite

LEADING valve train specialist Kibblewhite Precision Machining is offering a choice of three different material specification valve guide seals for most Harley-Davidson applications, including Panheads,



Shovelheads, Ironhead Sportsters, Evolution Big Twins, Evolution style Sportsters, and Twin Cams.

Their "PC Style" Valve Stem Seals for all Harleys (except V-Rods) are made in PTFE (Polytetrafluoroethylene), a synthetic fluoropolymer of tetrafluoroethylene. PTFE does not have "memory" and therefore is subject to "creep", which allows the seal to conform to mating surfaces - which controls oil without letting parts run dry. KPMI say they have used fillers to keep the material stable and to reduce friction; PTFE is known to retain its mechanical properties at temperatures as high as 500°F. The twin spring design provides continuous tension on the valve guide and the stem of the valve.

KPMI's steel clad OE style seals have a low profile for seal-to-retainer clearance, and will fit inside dual spring assemblies. Also made in PTFE, they incorporate a special low

friction graphite impregnated sealing element.

Finally, KPMI's solid and steel clad Viton valve stem seals are designed to have "optimum fitment, allow for maximum lift, and to give maximum life," according to CEO Will Kibblewhite.

"Our Red valve stem seals are resistant to high temperatures, petroleum products and the corrosive gasses that are the by-products of combustion. These seals retain their ability to seal in situations where other materials could harden and allow oil to enter the combustion chamber causing detonation, carbon build up and a loss of power. The Red Ones are truly the racer's choice!"

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Rushmore compatible saddlebag lid covers

WITH increasing numbers of Project Rushmore Touring models on the road, BikeSheath has created model specific saddle bag covers for the 2014 and newer tourers.

BikeSheath say that their saddle bag lid covers are made from the same patented waterproof material used in all its complete bike covers. With some of the touring models being equipped with speakers in the lids, it is imperative to keep these covered while the bike is parked." The covers are said to be tight fitting and completely waterproof.



BIKESHEATH
Stockbridge, Georgia, USA
Tel: 888 548 5642
bikesheath@bikesheath.com
www.bikesheath.com

'Classic' forward controls

JAYBRAKE'S 'Classic' Solid forward controls feature adjustable brake and shift levers to "create a perfect riding position." The controls for '00-onward models extend foot reach 2-3/8in forward and 1/2in lower compared to stock. Pre-'00 controls extend foot reach 1in forward and 1in higher compared to stock. The controls require the use of a '00 - '06 Softail-style kickstand and are available in polished, chrome or black finishes.

SUPERTRAPP INDUSTRIES, INC.
Cleveland, Ohio, USA
Tel: 216 265 8400
jaybrake@supertrapp.com
www.jbrake.com



Extra-wide touring seat

FOUNDED in 1972 and still family owned, California based seat specialist Le Pera has always had an international reputation for style and hand-crafted quality.

Seen here, their RT66 model is "the widest seat ever to wear a Le Pera label." For use on '08-onward Touring models, its width ensures a new level of comfort for rider and

passenger alike. The RT66 has a 17in wide rider area, with 16in for the passenger area.

The seat comes with an integrated removable back rest, and as with all Le Pera seats, it is constructed from a 16 gauge steel powder-coated base plate.

Le Pera is one of the only seat companies still using steel exclusively for all its seat bases, and the company is constantly investing in new steel-forming dies to keep up with new model developments. Their perfected forming process creates the "cleanest and tightest fitting base plates" possible.



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'SuperLight' and 'Low Roller'

SUPERTRAPP's 'Low Roller' for Softails is a non-disc-based, curvy 2-into-1 system which is claimed to be 25 percent lighter than the stock exhaust. It includes a three-piece heat shield set and chrome, tapered billet end cap. SuperTrapp offers 15 compatible end cap styles which are available separately for a customized look. The SuperTrapp Low Roller System fits '86 - '11 Softail models.

SuperTrapp's 'SuperLight' Stainless Series slip-ons are a tunable disc-based option that are said to add 4 percent hp for '99 - '02 Buell Lightning, '99 - '02 Buell M2 Cyclone, '98 - '02 Buell S-3 / S-3T Thunderbolt and the '99 S-1 Thunderbolt White Lightning. They are said to offer a four percent



Low Roller is a non disc-based 2-into-1 for Softails with three-piece heat shield set

increase in horsepower. To allow the exhaust to be tuned, fifteen, 4in discs are supplied with each slip-on.



The SuperLight Stainless Series is a disc-based tunable slip-on muffler for Buell applications

SUPERTRAPP INDUSTRIES, INC.

Cleveland, Ohio, USA

Tel: 216 265 8400

sales@supertrapp.com

www.supertrapp.com



Gear Cut Style billet gas caps

KUSTOMWERKS is now carrying a Gear Cut Style line of billet gas caps. They are available in three styles - Murder Black, black with relief cuts, or chrome.

Designed for '82-onward stock H-D style and aftermarket fuel tanks, they are available vented or non-vented.

KUSTOMWERKS INC.

Kernersville,

North Carolina, USA

Tel: 336 996 8690

sales@kustomwerks.com

www.kustomwerks.com



New KB Forged Piston Designs for a Quieter, More Powerful Ride!

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Shocks with rising-rate springs

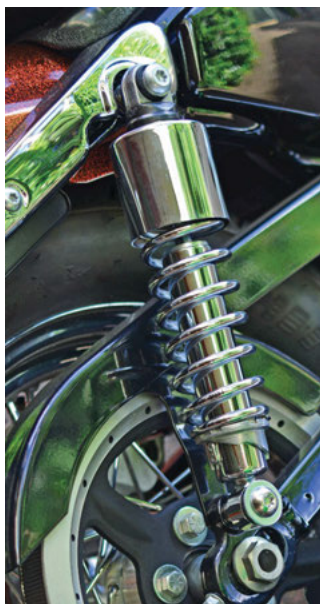
IKON has developed a range of rear shocks designed to upgrade Harley-Davidson 883 and 1200 Sportsters.

Traditionally styled to suit the Sportster's looks, 7610 Series shocks have a triple rate progressive spring that is said to adapt to different loads. Ikon say that most standard springs are designed for 'full bump load' so they will cope with maximum suspension travel while the bike is carrying maximum weight, which makes them quite unforgiving under more normal conditions.

However, the company says that their progressive springs have a rising rate, so that they move more easily over smaller bumps.

Preload can be adjusted to three settings improving handling and comfort, but Ikon also offer four-position rebound damping adjustment, which can be altered by hand.

The 7610 Series shocks come with either eye or clevis mounts, in a choice of black or chrome bodies and springs and with or without covers.



IKON SUSPENSION
Albury North, New South
Wales, AUSTRALIA
Tel: +61 (0)2 6040 9955
sales@ikonsuspension.com
www.ikonsuspension.com

Airmaster Dark Smoke Windshield **Kuryakyn**

THE new Airmaster dark smoke windshield from Kuryakyn is now available for '10-'15 Victory Cross Country, Cross Country Tour and Magnum models.

Made in the USA from premium hard coated crack- and shatter-proof polycarbonate, the Airmaster for Victory measures 10" tall x 25" wide, which at 1" taller than the OEM windshield means superior wind protection and significantly reduced head buffeting.

The center air scoop is also

larger than stock, to diminish turbulent airflow while complementing the sharp lines and styling found on Victory fairings.

They come with a one-year warranty and re-use the stock factory hardware for easy install.

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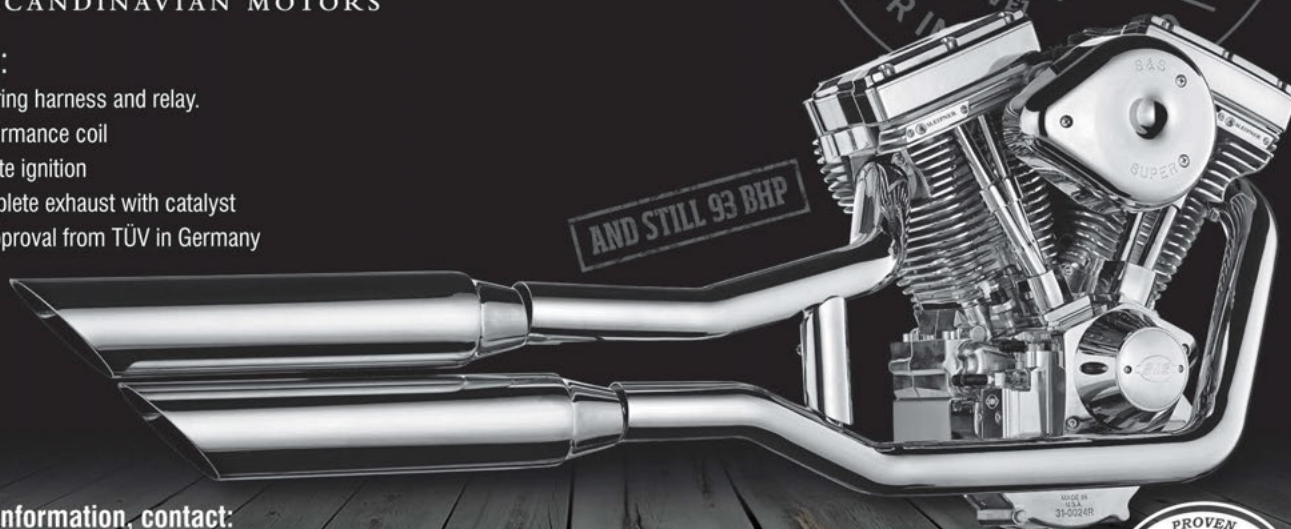
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In cooperation with



Carbon 'Nano-Core' heating elements

COLIANT Corporation has launched a new line of heated gear available through Drag Specialties. The company says that its Atomic Skin line has been "engineered to extend the riding season while providing comfort and safety."

Atomic Skin incorporates new design concepts utilizing carbon 'Nano-Core' heating elements. These are said to be flexible and conduct warmth to the body by using far infrared (FIR) wave length technology. It is claimed to provide a more comfortable, even flow of heat compared to other heating technologies "resulting in a more comfortable and enjoyable experience."

To operate the heat option, Atomic Skin uses a water and dust proof, wireless remote, line-of-sight controller. Riders who purchase a full set of gear (jacket, gloves, pants and socks) have the option of controlling warmth to the upper part, the lower part or both zones of the body. Coliant believes that Atomic Skin is the only heated gear on the market today that can control up to four items of clothing at a time. There is a downloadable Android phone application to control the temperature of the gear and provides real-time diagnostics. An application for the iPhone is planned for the Fall of 2015.

The Atomic Skin jacket outer shell is constructed using a durable, weather resistant polyester blend fabric complete with Pro-form stretch panels for a comfortable fit. The remote control supplied with the outer shell features a rechargeable battery and all cabling is included, permitting an on-the-fly Powerlet charging system.

COLIANT CORPORATION
Warren, Michigan, USA
Tel: 877 752 7835
marketing@powerlet.net
www.coliant.com



Atomic Skin fold-away Powerlet charging compatible heated jacket



Riders can control the heat in the full set of gear by body zone

Water and dust proof wireless remote controller



The manufacturer believes that this is the only heated apparel system on the market that allows temperature control of up to four items of apparel at a time



The range uses carbon 'Nano-Core' heating elements that use infrared wavelength technology



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JOKER MACHINE
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Fuel Moto brings back E-Series exhaust systems

ORIGINALLY offered by White Brothers in the 1990s, in their day the E-Series exhaust system program was "one of the most sought-after aftermarket exhausts of its generation".

Now Fuel Moto, based between Milwaukee and Green Bay in northern Wisconsin, has teamed up with ex SuperTrapp and White Brothers man Kerry Bryant, the inventor of the E-Series exhaust, to make "subtle but dramatic improvements" to the elliptical shaped design and brought the E-Series up-to-date "for today's level of tuneable performance."

Available for most popular H-D models (Big



Twins and Sportsters) as full-systems, slip-ons or for universal fit applications, Fuel Moto say they offer "dyno proven results" and that they are now available with the "level of industry leading customer support that dealers have come to expect from all Fuel Moto products."

The company says that their new generation of E-Series exhausts are "easily



adjusted for horsepower, torque, sound and air-fuel curves based on the engine's state of tune."



FUEL MOTO USA
Little Chute, Wisconsin, USA
Tel: 920 423 3309
info@fuelmotousa.com
www.fuelmotousa.com

OptiMate makes solar charging more efficient

TECMATE have been researching 'off-grid' charging for years. The challenge they have been trying to meet is to overcome the inefficiency of traditional solar charging devices, while meeting riders' needs for a reliable source of 'off-grid' energy to maintain their vehicle batteries while still being able to know the condition of battery at all times during the charging cycle, or during long-term charge maintenance.

Solar chargers for 12V batteries have been available for some time now, yet many who have tried them have been disappointed by low power delivery and the lack of information during charging - this makes for a frustrating charging experience.

The primary problem is that efficient solar charging starts with unobstructed and direct sunlight onto the panel surface. However, even with 6-8 hours of perfect daily sunshine, power delivery is affected by the fixed position of the panel and in reality, very few days are perfect for solar unless you live in the Sahara desert!

On an even modestly cloudy day power delivery can drop to 20% or less, effectively reducing charge current below the level that will charge the battery and fail even to combat the current drain from the vehicle circuitry. Some 12V panels come with built in charge controllers, but they may use 2-3W of power just to operate, resulting in very little power reaching the battery.

Tecmate has now developed an OptiMate SOLAR charge controller that converts low constant solar energy into efficient pulses of energy that are more effective for battery charging. The principle is simple and, critically, very accurately controlled. A high efficiency capacitor is 'filled' (charged) by the solar panel; once full it is then discharged into the battery by the OptiMate SOLAR controller's micro processor-operated circuitry.

This occurs repeatedly, with the frequency of pulses being directly managed by the solar energy being delivered, with each pulse only being delivered once the current level is effective for battery charging and maintenance.

This process is highly efficient, the circuit needs around 4-8mA to control the power and indicate progress, resulting in almost all the delivered solar power being passed to the battery.

A 4-step programme includes low volt desulphation pulse charge and safe long-term maintenance that is ideal for all lead-acid batteries, including motorcycle, automotive and marine.

A battery as low as 1V can be recovered and charged, after which the safe long-term 'pulse' maintenance mode kicks-in to keep the battery 100 percent ready and, crucially, prevent sulphation from reoccurring. The programme is also smart enough to



check if the battery can continue with the lower voltage maintenance mode when it starts to receive light again in the morning, rather than restarting the entire charging process again.

The company says that the OptiMate Solar controller is light and small enough to be located at the battery, even hanging directly off the fitted battery lead, instantly allowing full information access at a glance; information such as whether there is sufficient sunlight/solar power to charge a battery, whether it is charging or maintaining the battery, and how fast is it charging.

The TM-524 OptiMate SOLAR charge kit includes a 6W high quality solar panel that comes with a 2m/6 1/2 ft output lead ending in an SAE connector. By adding the OptiMate Charge controller, reach is expanded to 3m/10ft between solar panel and battery. If the panel is needed to be mounted further away, the reach can be extended with the O-3 or O-13 charge cable extenders.

For those who already own a 12V solar panel, adding the OptiMate Solar charger kit will instantly improve the solar charge experience. The TM520 Solar charger kit works on 12V batteries and the TM521 Solar charger kit will convert a 12V solar panel into a 6V battery charger. Both kits are delivered with high grade durable cable accessories, including OptiMate's O-1 weatherproof battery lead and O-4 OptiMate battery clips - which connect directly to the OptiMate charge controller, as well as the O-27 polarity converter, just in case the solar panel's SAE connector is the wrong polarity.

Tecmate are continuing to develop the range, and say that further solar products will be added soon, including new high-power solar solutions.

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OptiMate

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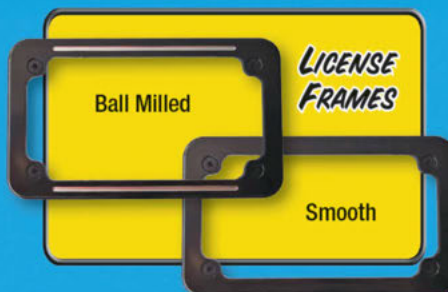


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THE JIMS DAILY NEWS

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THE FOLLOWING IS A PAID ADVERTISEMENT

SEVERE ENGINE DAMAGE WARNING NOW POSSIBLE FROM JIMS A \$200 PART CAN SAVE YOU THOUSANDS OF DOLLARS!

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Small amounts of metal shavings from failing parts can work their way into other vital engine components, such as bearings, tappets, and oil pumps. Detecting damaging particles is essential in preventing additional problems. A special sensor in the oil drain plug analyzes particles and debris in the engine oil and sends a signal to the warning light.

Example
Test Plug

The LED warning light is located in an attractive handlebar mounted clamp. Two types of clamps are available, chrome and black anodize. A warning light alerts the motorcycle operator when the ferrous metal particles in the oil reach a level that is problematic. This will avoid the "domino effect" of increasing engine damage. Complete kit looks professional because it is!

"Plug and Play" wiring and connections work in conjunction with a high-tech sensor and durable, long lasting LED light. The complete kit is easy to install and includes its own wiring harness. No cutting or splicing is required.

*Available in
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Trike rear axle assemblies

PAUGHCO claims to be able to offer the largest selection of three-wheel conversion products in the industry, with a focus on rear axle drive assemblies. The company has units designed specifically for use in converting Sportster, Softail, FXR, Dyna and chain drive models.

Made in the USA, Paughco's rear axle assemblies feature housings constructed from precision-cut and welded 1 x 4in and 1 x 2-1/2in rectangular tubing. The axle tubes are manufactured from 2-3/8in diameter thick-wall tubing with solid steel, CNC machined carriers housing US-made Dana 44 spider gears.

Automotive-style Timken-type severe-duty splined wheel hubs are used with disc brake components that include black Wilwood two-piston calipers and two-piece 11.09in diameter rotors with an offset hat.

PAUGHCO
Carson City, Nevada, USA
Tel: 775 246 5738
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Rear axle assembly for '87-'99 FXRs



Chain drive model assembly for '58-'84 models



Three versions of Sportster '86-'14 assemblies are available



Three versions are offered for 1986 and up Softails; Dyna '00-'06 assembly also available



Sport Bucket seats for Slingshot

CORBIN now has Sport Bucket seats for the Polaris Slingshot that are compatible with the stock seat frame and slider. Instead of building up complete racing style seats with shoulder bolsters, Corbin opted for a Sport Bucket style with thigh and side bolsters that keep the shoulders free.

Covered in leather, available in a range of colors and textiles, with textile highlights, they have an integrated heater option for the seat base and back.

Corbin includes a pouched stowaway fabric sunshade with every seat, made from stretchy material that pulls over the seat to give some shade when the Slingshot is not in use.

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VICTORY & INDIAN PRO GUIDE

New choices at Biker's Choice

BIKER'S CHOICE, the specialty v-twin division of Fort Worth, Texas based distributor Tucker Rocky, offers dealers access to a fast growing program of parts and accessories for Victory and Indian models.

Seen here are examples from three of the designers and manufacturers that they carry in inventory.

Lloyd's Motor Workz, a Victory and Indian motorcycles performance parts and tuning specialist (also known as Hard on Horsepower) based at Pine Bush, New York, is offering an air intake filter for Victory Vision models.

Designed to increase intake efficiency and minimize airflow turbulence in the Vision's unique air intake design, it is an easy install that simply replaces the

current stock plate and is said to produce a 7-8 hp gain due to a 30 percent larger filter area that is said to deliver almost 40 percent more airflow over the Stage 1 filter.

Customizer, parts designer and Victory dealer (Stokers, Dallas) Rick Fairless made no secret of the fact that he loved his Victory so much that he wanted to sell them for the company, but his enthusiasm hasn't stopped there.

Though best known for his air-cooled v-twin custom bikes and parts, the king of tie-dye has turned his attention to Victory platforms, and among a fast growing range of upgrade parts, is offering the Victory engine cages and hot rod grills seen here.

Available in gloss or flat black finishes, his engine cages fit all 106ci 2008 to current Victory models. Made from cold rolled steel and sold as a pair, they are easily installed and also available in a brilliant chrome finish.

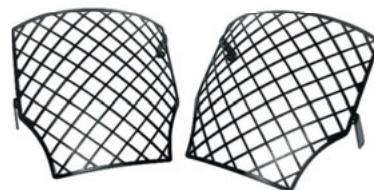
Also designed by Rick Fairless, the hot rod grill seen here replaces the OEM plastic chin guard on all Cross and Hard Ball models from 2010 up. Also made from cold rolled steel, it can be finished in powder coating or brilliant chrome with many mix-and-match options to choose from.

Biker's Choice is also stocking 4" slip-on mufflers for Indian models, manufactured in California by

Hot Rod Grill designed
by Rick Fairless



Rick Fairless
Engine Cages



Freedom Performance. Described as delivering the "perfect sound and performance with exceptional engineering, superior manufacturing, stylish finishes and end tips," Freedom say they give "increased power and a unique crisp throttle response."

They are available in three designs - Eagle Chrome, Liberty Chrome (seen here with black tip) and Racing Chrome.

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Eagle Chrome



Liberty Chrome
with Black Tip



Racing Chrome



Lloyd's Motor Workz air intake filter

Indian retro style saddlebags

WHEN it comes to top quality, genuinely hand-crafted motorcycle luggage, it doesn't come much better than the products offered by Aimee Thacher and the team at her Stockton, California workshops. The Leatherworks are offering leather saddlebags for 2014 and up Indian Motorcycle models, made in the exact same leather used by Indian themselves. Shown here is Leatherworks' 119 extra large retro classic with flap lid. Said to be ideal for larger motorcycles, they are customizable and can be made zipper detachable with the yoke under the seat or easy install bolt-on with easy brackets or direct bolt-on kits. They can also be made as a zipper detachable throw-over set.

Matching seats, tool bags and accessories are also available along with a range of "Easy Bracket" bolt-on saddlebag support systems that allow quick release of saddlebags on Indian Scouts and Spirits. The kits include left and right side brackets, with four stainless steel docking points to mount to the motorcycle fender rail and all necessary hardware to mount the brackets to the saddlebags with only basic tools.

THE LEATHERWORKS INC
Stockton, CA, USA
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sales@leatherworksinc.com
www.leatherworksinc.com



Victory slip-on and full system options

Bassani
Exhaust

CALIFORNIAN exhaust manufacturer Bassani is offering slip-on mufflers for the Victory Magnum, and 'Road Rage' 2:1 complete systems for the Cross Roads applications. Their 4" Cross Country and Cross Roads models and slip-ons are offered in chrome or black, are said to deliver improved power and performance and have a black billet end cap with contrasting machined flutes fitted as standard, or riders can select from a choice of alternative end cap styles. Bassani's 2:1 full system for the Cross Roads feature 1 3/4" to 1 7/8" stepped head pipes

and their B1 style muffler with an "advanced inner collector for maximum performance", oxygen sensor and an "aggressive" exhaust sound. Available in chrome or ceramic black with the same end cap options, a left-side bag mounting kit is included.

BASSANI MANUFACTURING
Anaheim, California, USA
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Indian wheel options

RIDEWRIGHT Wheels has introduced a complete line of 'El Camino', 'Omega' and 'Exotica' wheels for the Chief Dark Horse, Indian Chief Classic, Indian Chief Vintage and the Indian Chieftain models, available as traditional steel spoke, high-tech aluminum spoke, billet or forged wheels.

"We believe we are the leader in aftermarket motorcycle wheels for the Indian and provide more options and styles than Indian themselves," said Sam Wakim, President and founder of Ridewright Wheels.

Ridewright use a three-piece modular billet hub system, which allows the company's wheel designs to be used on the Indian platform simply, quickly and

easily through a change of hub, not the entire wheel.

By stocking modular hubs from Ridewright, dealers can easily add an Indian option. It also allows dealers to stock one wheel and multiple hubs to fit a range of models and manufacturers.

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Knuck Out

The 2014 AMD World Championship of Custom Bike Building was a very successful event for French custom shop Riverside Motocyclettes. Not only did business owner, Xavier Chante, take the win in the Street Performance class but also placed top ten in Freestyle with a customer commissioned build – Knuck Out

XAVIER Chante, the man behind French custom shop Riverside Motocyclettes, is no stranger to the AMD World Championship of Custom Bike Building, having been a regular competitor with numerous top 20 placings in the Freestyle class over the years. In 2014, Xavier not only took the win in the Street Performance class, he also had a motorcycle place in the top ten in the Freestyle class at the 2014 Championship. The motorcycle in question was Knuck Out, a build commissioned by a customer of Riverside Motocyclettes – Xavier Raynal, who is also known as Mister +, a moniker that is seen throughout the detailing on the bike.

The starting point of the build of Knuck Out was one of Riverside's own hardtail frames, which features 34 degrees of rake combined with a 4in stretch and carries the engine's oil internally. This was then matched to a Zodiac Springer fork, and a set of 26in wheels from Southern Motorcycles were then mounted to create a roller. Vee Rubber was called upon to supply the 120/50-26 tires used on Knuck Out and braking is taken care of with perimeter brake



The large wheels used on Knuck Out by Riverside Motocyclettes show how the wide tire phase is now a thing of the past as custombikes continue to evolve



The use of one of Riverside's own frames to carry the oil only becomes apparent on close examination of Knuck Out

rotors by Riverside and Beringer calipers on custom mounts on both wheels.

For motive power the choice came down to a 93ci KN Series from S&S Cycle. Naturally, it has been fitted with a Super E carb, and the exhaust gases exit via one-off custom pipes in stainless steel with brass tips. Detailing on the engine includes engraving on the rocker boxes that references the owner's nickname, a Vity's Design velocity stack and brass bolts throughout. The brass detailing is continued on the foot pegs and the BDL clutch on the open chain drive primary. One unusual aspect of the bike's drivetrain is the location of the electric starter. Despite the bike having a kickstart, it also has an electric starter mounted below the transmission with the started jackshaft passing through the engine

frame rail.

Bodywork on Knuck Out includes a set of gas tanks that mount either side of the frame's backbone and are held in place with polished stainless steel straps that are replicated on the rear fender, which was also fabricated in-house at Riverside.

With the dry build complete, the bike was stripped down for paint and polishing. The paintwork was taken care of by Daddygraph, while the chrome and polishing was handled by Chromalux.

Once the final build was under way, detailing included a Riverside made seat, hand controls and headlight by Vity's Design, which includes setting the brake lever up to operate both the front and rear brakes, and a Motogadget speedo mounted on the frame just behind the gas tank. There are also brass

caps for the gas tank and the oil in the frame behind the headstock and a brass reservoir for the master cylinder.

The level of care that has gone into the detailing of Knuck Out no doubt played a part in it placing so highly in the Freestyle class, in which it finished 8th. Thanks to Knuck Out getting a top ten placing in Freestyle and Riverside Motocyclettes' other bike winning the Street Performance class in the 2014 AMD World Championship, it was a good year for Xavier Chante.

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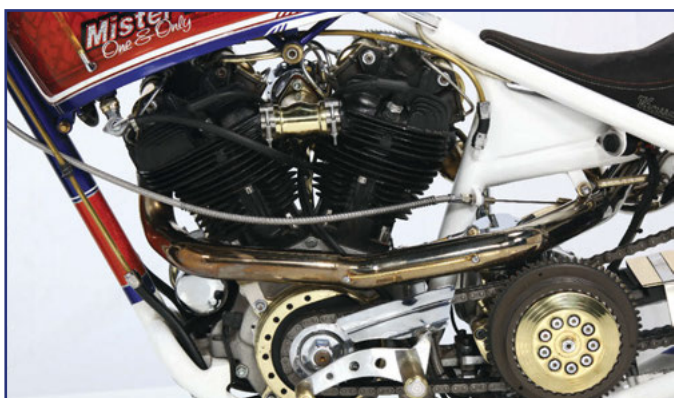
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Vity's Design supplied not just the hand controls, but also the velocity stack for the carb



The bike's name is picked out in stainless steel on one side of the gas tank and on the other there is the owner's nickname



Brass detailing on the primary drive echoes the use of brass throughout the rest of the bike, including on the engine and hand controls



The 26in wheels from Southern Motorcycles are fitted with Riverside's own perimeter brake rotors to leave them as clean looking as possible

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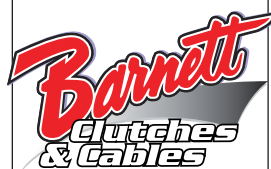
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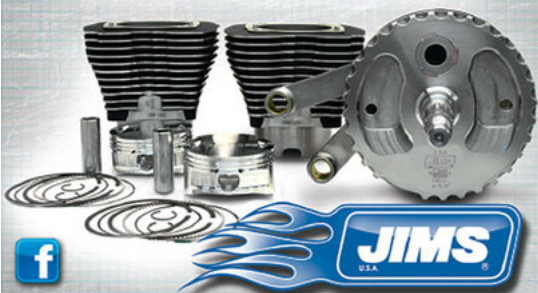
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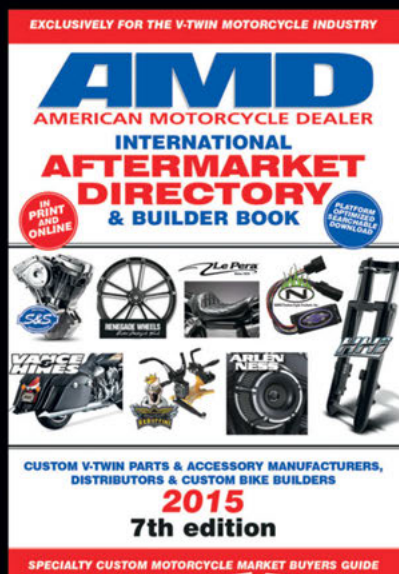


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NEWS BRIEFS

RICK'S Motorsport Electrics has announced a minimum advertised price (MAP) policy. Designed to support Rick's as a premium brand in the international replacement electrical components industry, it will apply to all distributors, dealers and retail sales outlets that sell the Rick's line.

FORMER Harley Chairman and CEO Richard Teerlink is to be inducted into the AMA Hall of Fame at their ceremony at AIMExpo in Orlando in October. Teerlink joined Harley as CFO in 1981 and was part of the executive team responsible for the financial turnaround and, ultimately, flotation, after the buy-out from AMF. On his watch losses became profits and production had more than quadrupled from its mid 1980s low by the time he retired from Harley in the late 1990s.

DRAG Specialties is to host their annual Dealer ShowCase (and National Vendor Presentation sessions) at Madison, Wisconsin, again this August. The two day Product Expo for dealers will be staged at the Monona Terrace, Madison, on August 29th & 30th.

ZERO Motorcycles of Scotts Valley, California, has announced price cuts of around \$1,350.00 on all its seven models. The company says it is passing on the benefit of reduced costs for the battery packs it uses.

STEVE Piehl, Harley-Davidson's manager of North America Event Strategy, has announced his retirement from the company. A veteran of 35 years service, his prior roles have included director of customer experience, director of consumer event marketing and director of communications. Piehl oversaw the launch of H.O.G. among other contributions.

AIMExpo announces additional custom market initiative

THE third annual AIMExpo (American International Motorcycle Expo) at Orlando, Florida, (October 15 - 18) is headed for further growth this year and now includes added v-twin aftermarket features.

The event continues to differentiate itself from prior 'mainstream' trade show formulas in the United States and delivers on former MIC Chairman Larry Little's vision of bringing a European style Milan or Cologne Show motorcycle industry experience to the North American motorcycle market.

Bob Kay, v-twin industry event director, says that AIMExpo has "created a new paradigm for motorcycling. A way to come together at one place, at one time, at the right time adjacent to an existing major rally - Biketoberfest - in a grand celebration of the riding lifestyle and business.

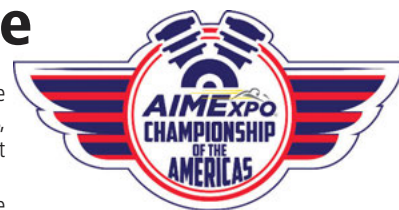
"The first and only combined trade, media and consumer enthusiast bike event in the United States, AIMExpo has already changed what an event could and should look like. This year we will show how the v-twin and custom influence has been seamlessly integrated into AIMExpo. The AIMExpo platform has been designed from the ground up to

respond to the direction provided by the industry and the needs of exhibitors, dealers and enthusiasts in the 21st century."

New features this year include the 'Made in America' themed exhibitor zone, which will provide domestic US v-twin (and metric/crossover) application parts and accessory manufacturers with a focused showcase for their products.

The Championship of the Americas (COTA) is an all new custom bike competition affiliated to the AMD World Championship of Custom Bike Building. The builder of the Best in Show custom bike will win an expenses-paid trip to go forward to compete at the next AMD World Championship at the INTERMOT Expo at Cologne, Germany, in October 2016.

Bob Kay told AMD that the first competitor entries have been received already. The classes (Freestyle, Retro Custom, Street Custom and Performance Custom) are non-brand specific showcases designed to provide builders with a structure and environment that recognizes and promotes the "emerging and changed approach to what constitutes the real world and affordable custom design and engineering that has



emerged from the new generation of custom bike builders.

"Millennial bikers are leading the way when it comes to appreciating motorcycles for their form and function over any particular brand. It is not uncommon to see custom Yamaha Bolts alongside Harley Sportsters or a cool Ducati Cafe cruising around with a Triumph Bobber," says Bob.

Recognition that there is a new generation of young entrepreneurs with a new and unique take on custom creativity and their garage-built bikes and accessories has been behind another new feature - the 'Garage Party'.

With a special after-party at Orlando's new ACE Cafe, Garage Party will be the feature that links customizers to enthusiasts and AIMExpo to the tens of thousands of consumers who will be in the area for Biketoberfest

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Bob Kay, AIMExpo V-twin Director: "Garage Party is a new feature catering to the unique creativity of the new generation of young entrepreneurs and their garage built bikes and accessories"

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