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Polaris steals the show at Milan as manufacturers scramble for a stake in burgeoning international custom market

Polaris Industries upstaged Harley-Davidson and did a pretty good job of eclipsing most of the other new model announcements at this year's EICMA "Milan Show" with the expected unveiling of a new Indian model and powerful new Victory powerplant. The new Indian Scout 'Sixty' is an entry-level 999cc cruiser priced at \$8,999 - the lowest price point that Polaris have yet offered an Indian model for, and a clear shot across the bows of Harley's Sportsters and the other new models that are staking a claim for market share in the fast growing mid-power, low-price 'naked' and cruiser-style street bike market. Sharing the same cast aluminum chassis, twin shock/telescopic front fork suspension and independent front/rear anti-lock brakes as the Indian Scout model that Polaris launched at Sturgis in 2014, the Scout 'Sixty' has a new 60 cubic inch (actually, 61 cubic inch), 4-valve 78 bhp liquid-cooled, closed-loop fuel-injection 60-degree v-twin engine version that is said to produce 65 ft lbs torque at 5,800 rpm. Featuring a 25.3 inch seat height, split

dual exhaust with crossover, 542 dry weight, 4.7 inch trail with 31 degree lean angle and 61.5 inch wheelbase, the low center of gravity of the Scout 'Sixty' gives it the kind of riding geometry and ergonomics that will make it a well priced, well specified

“Victory brand transition from cruiser to bruiser”

competitor for the other offers in its class as Indian joins the race to find new riders looking for a user-friendly pathway into urban riding. "The Indian Scout has been a stunningly successful introduction for us," said Steve Menneto, President of Motorcycles at Polaris. "The new Scout 'Sixty' expands that reach even further to include new riders who desire the legendary quality and craftsmanship of an Indian Motorcycle."

Immediately following the Milan launch, Roland Sands headed-up a five strong race-prepared field of customized 'Sixties' in a stock frame production platform street-bike based "Super Hooligan" racing class at the AMA Pro Flat Track "Superprestigio of the Americas" event at the Orleans Hotel Arena, Las Vegas, on November 21st, following an unveiling and test race three days earlier at Long Beach, California. Meanwhile Polaris simultaneously unveiled the equally well-trailed new 1200cc engine derived from its Project 156 endeavours at this year's Pikes Peak international hill climb. Slated to power an upcoming new Victory model that is expected to have been announced at the Progressive Insurance International Motorcycle show, New York, December 11-13, the engine made its Milan debut with the first pre-production unit to come off the Osceola, Wisconsin, line in an Urs Erbacher special (Fat Attack Custombikes, Switzerland) dubbed the "Victory Ignition Concept." Victory Motorcycles' General Manager

Continued on page 6 >>>

DEC 2015
 ISSUE #197

NEWS



"Major breakthrough"



INDUSTRY EXTRA



Swiss drag racer and customizer Urs Erbacher with his "Victory Ignition Concept" - unveiled at the EICMA 'Milan Show' by Polaris to showcase the 1200cc Pikes Peak Project-156 derived 1200cc engine that will feature in the upcoming Victory new model announcement

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INDUSTRY EXTRA 'CIRO' 32-33

Wisconsin based Cirro is a new custom parts and accessory design business headed up by industry legend Tom Rudd's son Aero Rudd ... has the apple fallen close to the tree?

PRO GUIDE: The new, the best and the must-haves 23-53



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Bigtwin Bikeshow & Expo 55-56

The 24th annual Bigtwin Bikeshow & Expo saw 80-plus customs compete from around Europe as custom show attendance continues to pick up in-line with market growth

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Scrambling for hearts and minds

Six or seven years ago, at the EICMA "Milan Show" David Robb, a Bostonian who was Head of Design at BMW's motorcycle division at the time, unveiled a modular, customizable roadster prototype concept that after some years of hesitation went on to eventually see production two years ago as BMW's increasingly popular 1170cc air-cooled flat v-twin "Boxer" engined R Nine T.

Initially its launch was a tentative toe-in-the-water, and evolution of a limited production "Nine T" that was built to celebrate the 90th anniversary of the aircraft maker's post WWII/Treaty of Versailles rebirth as, initially, a motorcycle maker.

That was in 1923, and the bike concerned, the R 32, has since become an iconic and highly prized and innovative piece of motorcycle industry history - the first "Boxer" style engine with shaft drive to be fitted into a motorcycle chassis.

It was only later, in the 1950s, that BMW became known primarily as a car maker that also sold motorcycles - its entry into motorcycle manufacturing pre-dated its start as an auto-maker by some six years.

Currently BMW is riding high on all fronts, not least in its motorcycle division, with seemingly every month of the past five years seeing it set a new production and sales records - sailing past the 100,000 units a year mark for the first time two or three years ago, and just posting sales of over 121,000 units (+11.5 percent) in the first ten months of this year.

Some 8,600 of those units were R Nine Ts; it would have been more except that the existing production capacity is already working flat out, and the model is back-ordered with dealers. Recently the company took the unusual step of hosting a press conference the week before the 2015 EICMA "Milan Show" in November, at which it outlined a five year plan that will see it target production and sales of 200,000 units by 2020.

That growth is slated to be achieved with further capacity increases and brand extensions - the tactic that in the past 15 years has seen BMW deploy a case-study of excellence when it comes to redefining the meaning, reach and relevance of a brand previously associated with Dads and Granddads; and doing so without leaving their core customers as fodder for other manufacturers (how's your brand strategy going Harley?).

It plans to achieve this next stage of growth, this further reinvention and redefinition of its brand message, with a number of simultaneous and mutually beneficial strategies - entry into the sub 500cc market with the new G 310 R for example, more 'Urban mobility' models, more E-bikes and E-scooters, more sport bike models, more Adventure Tourers (where's yours Harley!), more of everything in fact.

Not least, however, and fulfilling David Robb's promise and AMD's forecast, with more "heritage" models, as BMW terms them!

Speaking at the recent press conference, BMW Motorrad CEO Stephan Schaller (also appearing in this month's Bradley Report in his capacity as President of ACEM, Europe's Brussels based international motorcycle trade association) announced that "based on the R nine T backbone, we are going to create a new family of air-cooled boxers.

"The Heritage models, with their wide range of customization options, have great potential, in the U.S. market in particular. Thanks to our own heritage and long-standing experience, we see growth opportunities for this market, especially in the cruiser segment."

There is more. As many manufacturers scramble to get a stake in the 'Scrambler' turf (Ducati, Triumph, Yamaha etc) add BMW to the list: "At the EICMA Show we will celebrate the official debut of the next member of our heritage family: the R nine T Scrambler."

Where's your Scrambler Harley? Of course, historically Harley-Davidson is no stranger to the middleweight, scrambler-esque flat-tracker "niche", and in theory it should have an understanding that such models would have youth appeal written into the DNA of its corporate memory.

The problem is that Harley appears to have some kind of "early onset" where corporate memory is concerned - increasingly new CEO Matt Levatich is surrounded by men and women who make his 21 or so years mark him out as an industry veteran. The company certainly has access to the platforms, engineering brains, manpower and production capacity it needs to be able to be a part of this particular "Game of Thrones" - even if acquisitions or open-market technology buy-ins would be the order of the day - but it appears to lack the understanding its corporate DNA should have garnered from the Honda and AMF years.

Just as BMW has successfully managed to avoid allowing its core customers to fall prey to rivals for the riding Dollars their brand appeared to own, nobody can any longer bet the farm on believing that the now aging boomers can't be tempted by rival offerings.

It is happening already to Harley's core customers with Indian and other brands, and who is to say that R nine Ts and other new entrants coming down the pike won't render the foundations, on which Harley has been so successful for so long, even less stable than they clearly already are.

The R nine T may not be the principal threat, but we already know it isn't the only one. It doesn't need to be a single knock-out punch - death can come by multiple cuts ... ask Julius Caesar!

In failing to seek engineering solutions for changes in the riding and ownership experience, demands of consumers, young and old, in favour of unreal world digital outreach solutions and paint jobs, are Harley's foundations going soft on them?

As yet another sector of the altogether different motorcycle market of the 21st century looks like it is about to emerge from "niche" into mainstream, is that the sight of another opportunity I see sailing over the horizon as I gaze longingly at the future from the Milwaukee shoreline?

While on the subject of the EOCMA 'Milan Show', as reported in our cover story this month Polaris' re-deployment of the Victory brand continues apace with a December new model announcement expected to start the firing gun in its race to weaken still further the tenuous grip Harley has on the "American Muscle Bike" market with a new 1200cc.

Expect to see what, in Harley's hands, has been a niche to also move center stage as Victory pounds yet more pavement that Harley should have had all wrapped up for themselves years ago.

death by multiple cuts



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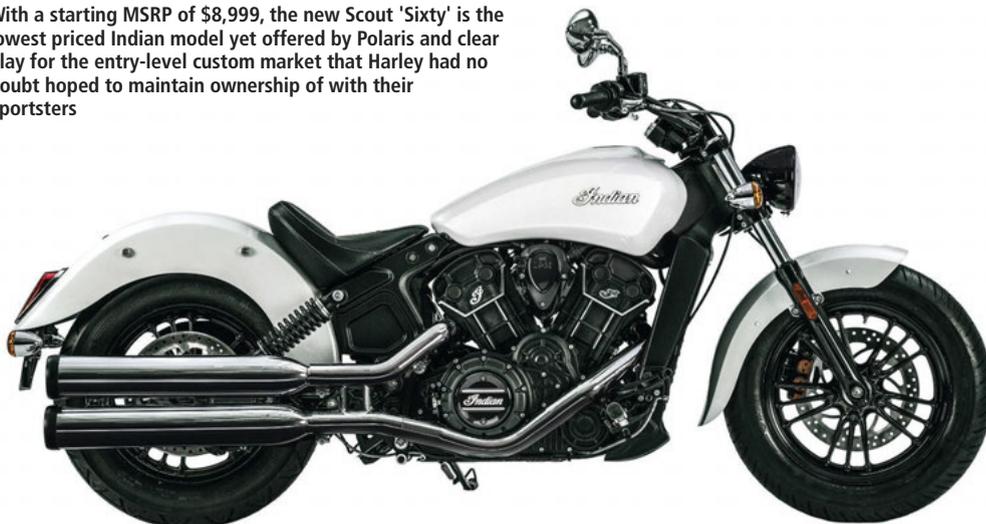
NEWS BRIEFS

Motorcycle thefts are reported -6 percent down in the US according to the National Insurance Crime Bureau. A total of 42,856 motorcycle thefts were reported in 2014. Las Vegas, New York and San Diego were said to be the three worst cities; Honda, Yamaha and Suzuki the most frequently stolen brands, with August the worst month.

The long running saga, or sagas, surrounding the disputed ownership to the name "Sturgis" took another twist in early November with Sturgis Motorcycle Rally Inc (SMRI,) winning a lawsuit against Wal-Mart and a local Rapid City, Sd., business over infringement of its claimed Sturgis trademark. SMRI is a non-profit company created to manage the Rally and return funds to local causes. It has been at war on several fronts as it has fought to secure its ownership of rights to the Sturgis brand these past several years.

The Erik Buell Racing assets, theoretically acquired by Bruce Belfer's Atlantic Metals Group for \$2.5m back in the summer, are back on the block again with a fresh auction slated for December 10th. Belfer is expected to re-bid and blames the need to revisit the deal he thought he'd secured on being unable to finance the acquisition while Hero Motorcorp still had an option to claim against the inventory that didn't expire until October.

With a starting MSRP of \$8,999, the new Scout 'Sixty' is the lowest priced Indian model yet offered by Polaris and clear play for the entry-level custom market that Harley had no doubt hoped to maintain ownership of with their Sportsters



Rod Krois said that "the engine design, which uses designs from other Polaris products, having sold over 200,000 engines, will deliver on the promise of modern American muscle that is in the DNA of every current and future product we sell. Victory will continue to aggressively plot a new course for itself and where an American motorcycle brand can go." Clearly aiming to fill the ever growing void that Harley-Davidson has failed to fill convincingly with its V-Rods, the repositioning of the Victory brand will see it become a compatible and complementary offer to the Indian franchise; one that targets the emerging direction being taken by a much changed 21st century riding landscape. Also a liquid-cooled, 4-valve, 60-degree v-twin, the engine has double overhead cams and is the same base architecture as seen in the prototype engine used in Project 156 – the crankcase, v-angle, rotating bottom-end, transmission and clutch set-up is all the same.

For the launch, concept bike drag racer and custom bike builder Urs Erbacher and his team have handmade twin headers that snake out from the cylinders into a single pipe and then in to an Akrapovic muffler - the idea being to create the shortest exhaust for maximum performance. The front and rear suspension are adjustable - with Marzocchi forks giving 50mm extra height at the front for an improved lean angle and Brembo brake compatibility, and an Ohlins shock at the rear between the frame and the swingarm - also 50mm longer, adding to the extra lean angle. The superlight 17 inch aluminum wheels are fitted with Metzeler Racetec Interact tires. With Triumph, Ducati, BMW, MV Agusta and most of the Japanese manufacturers unveiling new models at Milan, especially in the fast growing middle-weight and naked, retro and custom style categories, the steady return of new motorcycle registration growth and recovering pre-owned market on both sides of the Atlantic



At a claimed 78 bhp Polaris say the new version 999cc/60 cubic inch 60-degree liquid-cooled engine makes the 'Sixty' the most powerful motorcycle in its class

have also started the firing gun for the parts and accessories industries. Milan saw more new replacement and aftermarket product introductions than in the past three or four years added together and with a record attendance announced by the organizer (ANCMA - the Italian motorcycle industry trade association), it would appear that some degree of >>>

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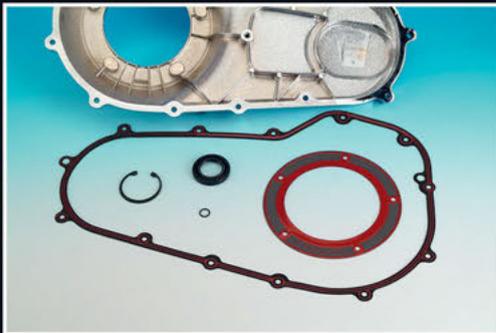
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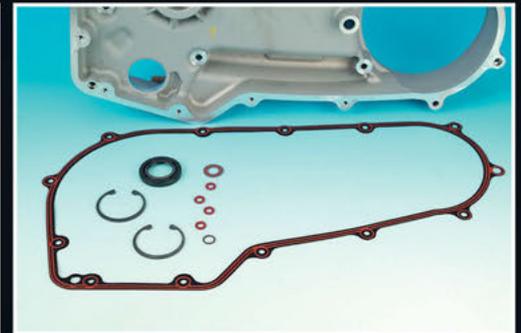
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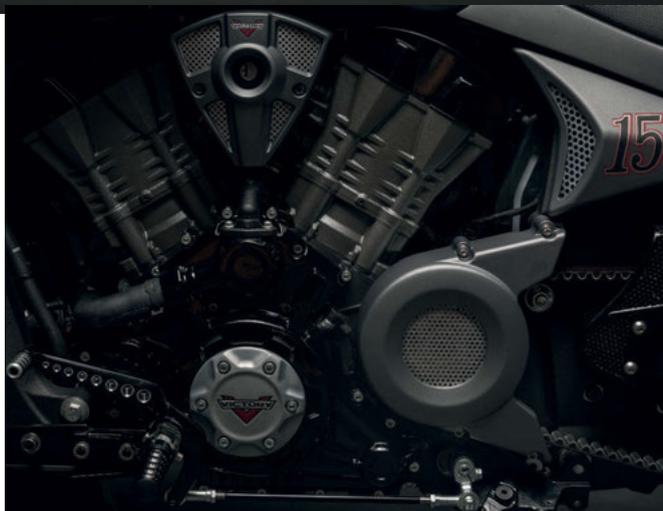
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The shape of Victories to come? "Victory Ignition Concept" is Urs Erbacher's homage to the 2015 Pikes Peak racer - an interpretation of Victory's brand transition from cruiser to bruiser as the company makes a play for the American Muscle void that Harley has so far failed to fill with its V-Rods



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The custom area at EICMA featured bikes brought together by leading Italian custom motorcycle magazine LowRide, and with new v-twin and custom-style product being introduced by mainstream parts and accessory vendors as well as the slew of new custom initiatives, programs and models from the motorcycle manufacturers themselves, the predicted trend that the 21st century would see the custom market increasingly taking center stage in the mainstream motorcycle market in Europe and elsewhere appears to be locked-in for the foreseeable future.



Swiss drag racer and custom bike builder (and former AMD World Championship of Custom Bike Building competitor) Urs Erbacher seen here at the EICMA unveiling of "Victory Ignition Concept" - built to showcase the Project 156 Pikes Peak derived 1200cc engine that will be at the heart of the new model announcement that Victory will make in December

The new street version Victory 1200cc engine has the same base architecture as the prototype engine used in Project 156 - a liquid-cooled, 4-valve, 60-degree v-twin with double overhead cams; the crankcase, v-angle, rotating bottom-end, transmission and clutch set-up are all the same



HARLEY-DAVIDSON: Welcome to the dark side! Harley-Davidson gave a European debut to its new dark customs and the limited edition Softail Slim S with Screamin' Eagle 110 incher and stage 1 high-flow intake; www.harley-davidson.com



DRAGGIN' JEANS: Sold in the United States under the Drayko brand (through WPS/HardDrive), it is nearly 20 years since Grant Macintosh started to manufacture protective riding jeans. In so doing he created a sector of the market that has seen a proliferation of brands, claims and counter claims in recent years. Macintosh says that his Draggin' Jeans line is still the only casual motorcycle brand in the world to have ever passed both CE Level 1 and CE Level 2 certifications for abrasion, burst and tear resistance; www.dragginjeans.net



MAROLO TEST: Leading French workshop equipment manufacturer Marolo Test unveiled a new EXTRA FLAT hydraulic lift version - with a user-friendly super-low 75mm (3 inch) ground-to-deck height for improved workshop ergonomics - ideal where space is limited or ground clearance is an issue, it is a heavy-duty CE Certified design rated at 600kg/1320lbs lift capacity with unique front wheel lock sensor for genuine one-person operation; www.marolotest.com



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AVINTON: French motorcycle manufacturer Avinton unveiled a new S&S X-Wedge powered limited edition muscle bike designed in collaboration with Moto Corse, their Japanese importer; www.avinton.fr

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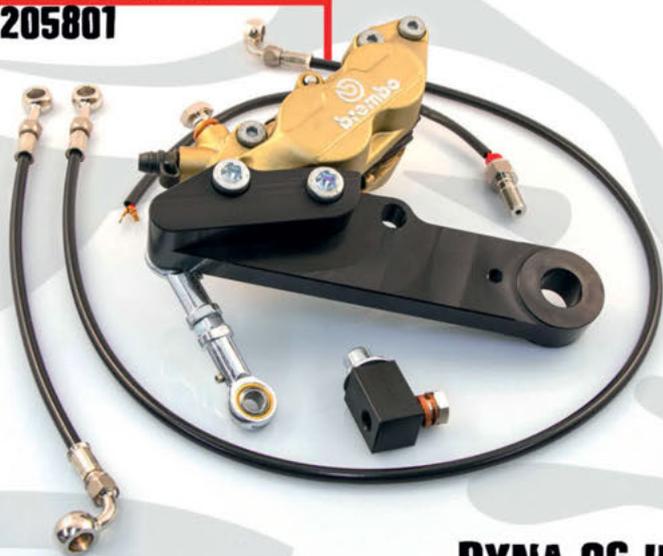
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BREMBO: Harley-Davidson brake component manufacturer Brembo unveiled new touring front brake components - a chromed front master cylinder for CVO models, a chromed fixed front caliper offered as a Harley P&A item, and a polished 300mm rotor for Rushmore models; www.brembo.com



MAG EUROPE: MAG Europe presented several of the Motorsport Aftermarket Group brands, including Progressive Suspension, Vance & Hines exhausts, Mustang seats, Kuryakyn accessories, Crusher exhausts, RSD apparel and Burly Brand accessories; www.mageurope.eu



PARTS EUROPE: Germany based Parts Europe played host to S&S Cycle and several well known brands from the Drag Specialties inventory, including Vance & Hines exhausts, Lindby engine bars, Saddlemen luggage and seats, Custom Dynamics lights, Hogtunes touring audio accessories, Memphis Shades windshields, Klock Werks touring fenders and accessories, Legend Suspension products, as well as its own ICON apparel program; www.partseurope.eu



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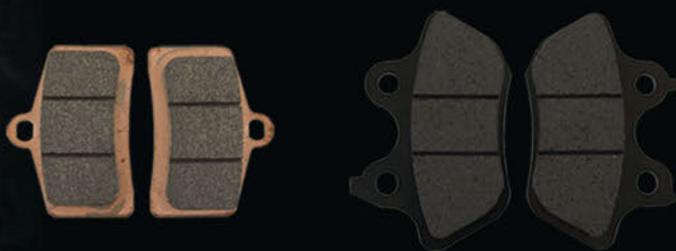
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OHLINS: Ex MAG Europe man Robert Brinkmark supervised Swedish manufacturer Ohlins' successful entry into the Harley-Davidson shock absorber market last year and now has a new front cartridge kit upcoming for Harley forks; www.ohlins.com



BULL-IT JEANS: Last year saw British casual protective riding pants and apparel manufacturer Covec hire industry "lifer" Paul Gomez to manage their fast growing Bull-It jeans range in the United States. Founded by noted former speedway rider Keith Blossome out of frustration at the poor quality and comfort offered by most of the entrants into the protective casual riding apparel market, Covec is a "Technical Textiles" specialist that has developed its own proprietary materials - their SR6 riding jeans have been garnering excellent reviews in recent months; www.bull-it.com



MOTOREX: Swiss oil blender Motorex will celebrate its 100th anniversary in fifteen months time; www.motorex.com



TECMATE: Latest OptiMate products from manufacturer TecMate include additions to their range of powered accessory connection and charging options, a DC to D battery charger, the OptiMate Pro battery preparation optimizer (AMD October) and OptiMate's weatherproof range of accessories as seen in this month's AMD Magazine edition (see page 24); www.tecmate.com

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CARDO SYSTEMS: Recent new products from the Pittsburgh, Pennsylvania based motorcycle audio and communications specialist include the Scala Rider PackTalk 3rd generation motorcycle communications system with DMC and Bluetooth on-board and the feature-rich Scala Rider G9X communication and entertainment system; www.cardosystems.com



MUPO RACE SUSPENSION: Italian race suspension specialist Mupo is the latest European shock absorber manufacturer to enter the Harley aftermarket - see Zodiac on page 30; www.mupo.it

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NEWS BRIEFS

Harley has extended its free rider academy motorcycle training offer for U.S. military personnel for the whole of 2016.

Former Antelope Valley H-D (Lancaster, Ca.) sales, service and parts manager James Wood has become a Road Rep for Drag Specialties in their western region.

This year's Love Ride was the last one as Glendale Harley-Davidson owner Oliver Shokouh called time on a 32-year investment of effort, energy and emotion that has raised over \$24 million for good causes - good effort and kudos Mr Shokouh!

Hot Leathers has won Gold and Bronze awards at the International Golden Image Competition (IGIC) at the Specialty Graphic Imaging Association's expo at Atlanta, Georgia. Some 400 entries from more than 80 countries competed in 53 categories. The awards were for two of their 2016 Sturgis and Daytona Bike Week T-Shirt designs.

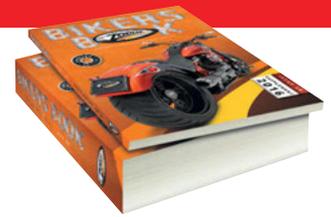
The Ace Cafe Orlando, Florida, is now slated for a grand opening in February 2016. The facility will include a 500 capacity music venue, three bars and two kitchens to serve the eating areas and a 3,000 sq ft bike and bike culture/art gallery, plus merchandise and memorabilia merchandising.

Employees at Harley's York, Pennsylvania, motorcycle assembly operations facility have ratified a new collective bargaining agreement with the Company, effective February 1st, 2016 through October 15th, 2022. The agreement, which covers approximately 970 employees at York, succeeds a current agreement, which was originally scheduled to expire in February 2017. The agreement includes wage increases in each year of the contract and maintains the Company's flexible manufacturing model.

Zodiac 2016 catalog supplement

Dutch distributor Zodiac International has released a 288-page 2016 update to its current (#40) 'Bikers Book' catalog, containing over 3,000 new and additional parts and accessories, including a wide selection of "Genuine Zodiac" products such as their "Legacy" gas tanks and new black anodized wide glide triple tree kits. Products from leading vendors include Ultima engines, 5-speed transmissions

for 4-speed Big Twin frames with a S&S housing, JIMS USA (or Zodiac) gears for applications with or without kickstarter, the latest additions from the Arlen Ness parts and accessory program and new mufflers and complete exhaust systems from Freedom Performance, SuperTrapp, Kerker and S&S Cycle. Showing that they have parts from the oldest applications to the latest



custom trends, Zodiac also offers a wide selection of stock replacement parts for 45CI side-valve models and bolt-on frame neck kits for big wheel bagger conversions. www.zodiac.nl

Kuryakyn launches 'Kickstarter Club' program for US dealers

Kuryakyn has launched what appears to be an innovative way of ensuring their highest-selling US dealers always have the company's newest product designs in stock. The Kickstarter Club is described as "an exclusive 'part-of-the-month' auto-ship program featuring hand-selected parts from Kuryakyn's continuously expanding product portfolio." Kuryakyn say that **Kickstarter Club members will be among the first dealers in the United States to receive the newest "can't-miss" product releases from Kuryakyn. Each month's 'featured product' will be automatically delivered to participating dealerships with**

the necessary tools to target the right customers. "All **Kickstarter Club** products will include detailed sales training, an information sheet highlighting specific features and benefits, as well as suggested showroom display options." "Participating dealers will receive additional benefits exclusive to the **Kickstarter Club**, and will also be automatically upgraded to a "Featured Stocking Dealer" on Kuryakyn's worldwide online Dealer Locator." "New products fuel progression within the motorcycle industry," said Jamie Nutzmann, Kuryakyn Director of Sales. "The **Kickstarter Club** will consistently



showcase the newest Kuryakyn products in dealerships across the country, while also providing our dealers with a no-risk platform to offer their customers the latest parts and accessories before anyone else. "Kuryakyn strives to always create new and exciting solutions to support our dealer and distributor network. Judging by initial dealer participation and feedback, we've hit a home run with the **Kickstarter Club**."

"Verona" 2016

Claiming an attendance of 150,000 visitors earlier this year (said to be some 10,000 up on 2014), and with around 600 exhibiting companies, Moto Bike Expo returns from January 22 - 24, 2016 to Verona, Italy. The show is 'mainstream' in that it is

backed by most of the OEM manufacturers one way or another and reaches sportbike/race fans as much as it does Italy's custom market. The bike shows there always produce a first class turn-out of new custom projects from many of Italy's best



custom motorcycle engineers and is backed by many of Europe's leading parts and accessory manufacturers and distributors. www.motorbikeexpo.it

Swiss-Custom bike show

Staged at the annual Swiss-Moto motorcycle industry expo in Zurich in February, a pre-selected field of fifty of the best custom projects from Switzerland and surrounding countries will compete for prizes that include trips for two lucky winners and their bikes to take part at the Customshow Emirates at Abu Dhabi, UAE - the largest custom car and bike show in the Middle East (March 31st - April 2nd 2016). Regularly attracting over 40,000 visitors every year, and fully supported by the OEMs who sell in Switzerland, Swiss-Custom is a popular feature at Swiss-Moto, the primary motorcycle show for a market that has one of the

highest ownership of motorcycles per head of the population. Switzerland was worth nearly 45,000 new PTW (Powered Two-Wheeler) registrations in 2014, and in motorcycle sales terms Harley-Davidson were top-dog, selling nearly 3,500 machines for a market share of some 15 percent - ahead of Yamaha and BMW in second and third - with the Breakout their top seller. Under the stewardship of Frank Sander of Thunder Media, Germany, fame, the concept of Swiss-Custom has been refined in recent years. Improvements to the judging arrangements and class structure have laid a solid foundation, and with pre-selection driving up the

Zurich, 18 to 21 February 2016



standards, simply "making-the-cut" for Swiss-Custom has become a builder credential in its own right. Entries have to be made online by January 10th 2016; multi-lingual details at: www.swiss-custom.ch www.swiss-moto.ch



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THE BRADLEY REPORT™

By AMD founder Robin Bradley

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Major breakthrough as EU told that "future transport policies and regulations must stimulate and facilitate the use of motorcycles"

On September 10th 2015 the European Parliament adopted motorcycling MEP Wim van de Camp's "Report on the implementation of the 2011 White Paper on Transport: taking stock and the way forward towards sustainable mobility."

In the report motorcycles are seen as a way to "solve the problems in urban transport by tackling congestion and parking problems", as well as providing a solution for "small logistics." The report also states that the specific design and arising benefits of these vehicles should be "adequately taken into account and reflected in EU transport legislation and guidelines."

In Mr Van de Camp's EU Parliamentary report, the EU Commission's 2011 White Paper is evaluated with recommendations given for the next years. Although this report has no



Wim Van de Camp's report on the implementation of the EU Commission's 2011 White Paper on Transport officially and formally places policies that "stimulate and facilitate the use of PTWs" on the European transport policy and regulatory agenda

legislative characteristics itself, it will be a reference on which "many regulations in the wide area of transport" will be based on a moving

forward basis. In it motorcycles are clearly identified as having a valuable transport policy contribution to make. This means that using motorcycles should be "stimulated and facilitated." Also that motorcycles and other powered two-wheelers should be considered when new roads are designed and existing ones maintained or redesigned.

The European Parliament also calls for actions to reduce accidents among vulnerable road users, in

particular users of two-wheeled vehicles among others. It also calls for better road design and maintenance throughout Europe. FEMA's General Secretary Dolf Willigers said: "This is the first time that the European Parliament [officially and formally] recognizes the importance of motorcycles for transport. We have been saying for a long time that motorcycles are part of the solution for urban congestion, environment and parking problems.



European law-makers have been forced to acknowledge that motorcycles have a valuable and legitimate contribution to make

Harley is Australian market share leader

Road-going motorcycle sales in Australia were 10,749 units in the third quarter of 2015, bringing the year-to-date total to 32,437, a +1.1 percent increase over the first nine months of 2014.

Australian trade association Chief Executive Tony Weber (FCIA) said Australians purchased 75,848 new motorcycles, all-terrain vehicles (ATVs) and scooters between January and September 2015, down -2.5 percent in comparison to the same period in 2014.

"Road-going motorcycles accounted for 42.7 percent of the 75,848 sales. Off-road motorcycles for 32.2 percent of sales, ATVs for 19.8 percent and scooters for 5.3 percent.

"Harley-Davidson lead in market share terms, with 21 percent of total road-going motorcycle sales. They were followed by Honda with 16.7 percent of the market and followed by Yamaha with 15.4 percent.

"Yamaha was the leading brand in the off-road motorcycle market, selling 29.3 percent of

the 24,429 off-road models. They were followed by Honda with 27 percent of sales and KTM with 16.3 percent. Total sales in this segment declined -6.3 percent, compared to January to September 2014.

"ATV sales for January to September 2015 increased +3.9 percent compared to the same period in 2014. Honda was the largest selling ATV manufacturer for this period, selling 28.7 percent of the total 14,995 ATVs sold; they were followed by Polaris with 24 percent of the ATV market and Yamaha with

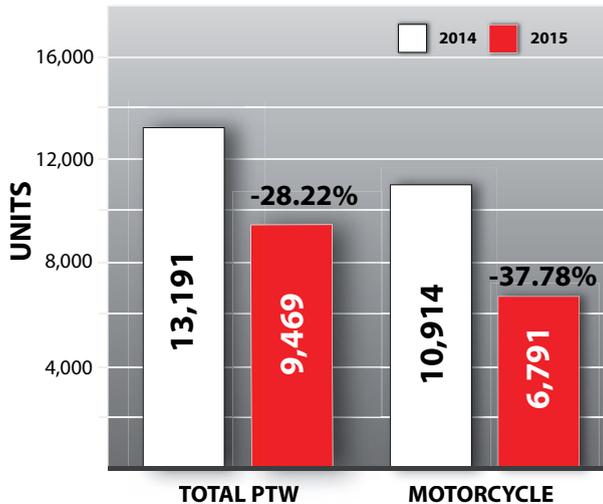


18.2 percent.

Overall, Honda was the leading volume manufacturer between 1 January and 30 September 2015, with 22.5 percent (17,085) of motorcycle, ATV and scooter sales; they were followed by Yamaha with 20 percent (15,183), Kawasaki 9.8 percent (7,443) and Suzuki 9.3 percent (7,045).

Japanese manufacturer motorcycle exports to USA down over -13 percent for first nine months of 2015

Japanese Exports to Europe - September

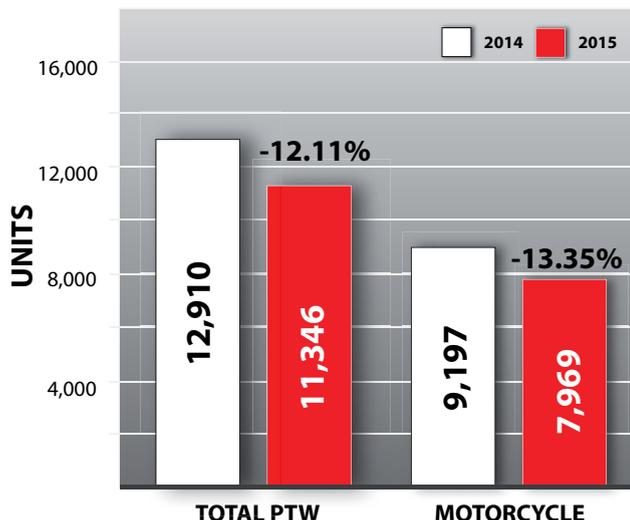


According to the latest data released by the motorcycle industry trade association in Japan (JAMA), Japanese motorcycle manufacturer exports to Europe declined again in September - down by -37.8 percent (to 6,791 units - the lowest September figure for over 15 years) and stand at 106,938 units for the first nine months of the year (-5.57 percent).

In total PTW terms exports to Europe were -28.22 percent in September and are down at -4.26 percent for the first nine months of 2015 (120,685 units). The picture continues to be bad for Japanese made motorcycle exports to the United States, with September down at -13 percent (7,969 units) compared to September 2014, and down by -25.62 percent for the first nine months (82,784 units). The increasing number of units being made by the Japanese brands

elsewhere in Asia, the US and South/Central America goes some way to explaining the data, though the majority of higher value larger displacement machines are still made in Japan with their overseas factories primarily engaged in making and selling scooters and smaller cc units in 'emerging' markets where import tariffs are high, and ATV/UTV units - especially in the United States. Worldwide total Japanese manufacturer motorcycle production is on the increase though, with this year's annual total expected to be higher than the 597,058 units produced by them in 2014 (563,309 units in 2013). However, in 2007 (for example), prior to the global economic downturn, the Japanese manufacturers were producing more than double that figure, i.e. 1,676,097 units worldwide. www.jama.org

Japanese Exports to the US - September



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January's UK Dealer Expo set for further growth

As the UK motorcycle industry continues to see healthy increases in new registrations the market is expected to end 2015 at +8 percent over 2014, and next year's European motorcycle industry show season will kick off with the 21st annual Motorcycle Trade Expo at Stoneleigh Park, near Coventry, England, from January 24th - 26th. This year's event saw a 20 percent increase in visitor numbers, with the return to the Stoneleigh Park venue being well received by dealers and vendors after seven years at the less



user-friendly Birmingham NEC. The final three day attendance was confirmed at 3,794 visitors, representing 1,638 businesses. Europe's largest and oldest motorcycle industry dealer/trade-specific expo saw more than 160 exhibiting companies benefit from the up-turn in the UK motorcycle market.

Speaking about the timing, venue and format of the show, organiser Mark Mayo told IDN that "Team Expo is committed to making Expo 2016 an even bigger success. It is no secret that Expo's January dateline is overwhelmingly supported by the retail trade as the perfect pre-season launch pad to appraise new products and services all under one roof. Expo's proven three-day, trade only format provides the perfect environment for dealers to evaluate and buy at the right time for their business."

The organisers have worked hard to develop a series of incentives and initiatives to bring the UK market together in ensuring that the expo is a success, and Mark went on to say that "Expo offers all exhibitors real value for their investment. For example, our "20 Club" initiative will be extended and all exhibiting companies that actively promote attendance at the show to their dealer network will benefit from a



20% reduction in the cost of their booth space.

"For over twenty years Expo has been bringing the trade together. During that time the show has grown to become the most successful and dedicated motorcycle trade- only event in Europe."

The organisers are rigorous in their efforts to ensure a trade-only attendance, and the facts surrounding Motorcycle Trade Expo are impressive. Research says that 85 percent of Expo visitors are decision makers (Managing Directors, Directors, Owners, Managers or Dealer Principals); 68 percent of visitors return each year, with 13 percent of 2014 visitors attending for the first time; 80 percent of visitors report that they visit to do business for the new season and take advantage of show deals; and a massive 9 out of every 10 visitors say they found their visit worthwhile.

www.motorcycle-expo.com

POWERSPORTS INDUSTRY INSIDERS

American Honda has issued a recall affecting 145,000 GL1800 'Gold Wings' from 2001 and up for a potential brake problem.

Spain based MotoGP sanctioning organisation Dorna has priced the series out of the Indianapolis Motor Speedway - one of the world's premier, if idiosyncratic, race circuits. It is unclear whether a proposed 2016 fee increase was greed on Dorna's behalf, or represented a desire to drop the IMS from the schedule, but either way, IMS has declined to pay - meaning that from three MotoGP rounds in the United States, now there will only be one in 2016, at the Circuit of the Americas in Texas in April.

Dayton, Ohio based Brock's Performance has set a new speed record for the Kawasaki H2 Ninja. The company took a customer-supplied \$25,000 H2, developed a \$4,000 Stage 2 kit that added 70 horsepower, and shaved off 22kg and went on to beat the H2R's previous official land-speed record of 218 mph with a 219.4052 mph run from a standing start at the East Coast Timing Association's Ohio Mile on a 150-foot-wide runway at Airborne Park in Wilmington, Ohio.

Triumph has been fined \$2.9 million by the Department of Transportation in the United States for violations of safety reporting requirements. It arises from a 2014 recall of some 1,300 motorcycles for a potential steering issue. Triumph hadn't been doing its US paperwork on time or properly!

The Micro-Start, said to be the world's smallest and most powerful battery jump-starter (see Antigravity Batteries, page 44, AMD August/#193), has been Rated #1 in a recent US Consumer reports study of the "better known" mini jump-start units on the market.

Arctic Cat sees sales drop 20 percent in their second quarter as small ATV sales increase fails to offset snowmobile and PG&A decline - makes sales of \$211.2 m for period ended September 30th.

Europe-wide motorcycle registrations +10.1 percent for first nine months of 2015

According to the latest Europe-wide data released by ACEM (Association des Constructeurs Européens de Motocycles), the Brussels based international motorcycle industry trade association for Europe, new PTW (Powered Two-Wheeler - all CCs/types) registrations for the 28 European countries that are members of the EU were +4.4 percent in the period from January 1st to the end of September 2105 (1,010,413 units). Confirming the trend to larger displacement riding habits in Europe, cumulative motorcycle registrations grew by +10.1 percent during the first nine months of 2015 on a year-on year basis. A total of 752,251 motorcycles were registered between January and September 2015, against 613,945 during the same period of 2014. Year-on-year motorcycle registrations

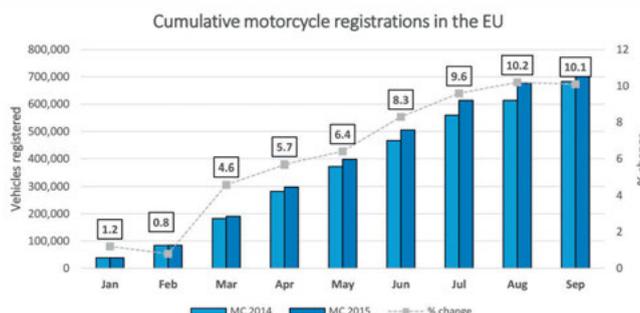
increased in all key European markets, namely Spain (104,349 units, +21.6%), the UK (86,972 units, +15.1%), Italy (148,554 units, +9.9%), Germany (137,186 units, +7.0%), and France (127,224 units, +0.4%).

Motorcycle registrations in Europe's five largest markets (Italy, France, Germany, Spain and the UK)

accounted for some 88 percent of EU new motorcycle registrations for the first nine months of 2015.

ACEM's 2014 annual data shows total EU motorcycle registrations at 798,328 units (up by some 60,000 units over 2013) and at 842,203 units for EU and EFTA markets combined.

www.acem.eu





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Cast air cleaners

TC Bros. Choppers have become as well known for their parts and accessory products as they are for their bike builds, with many of their own design parts developed from their custom bike building program. From handlebars to hardtail conversion kits for Sportsters, their range is already extensive, but the company is adding new items all the time, such as these cast air cleaners.

Described as adding classic vintage styling to Harley CV carbs and EFI, they are "hand-poured in the USA" in 356-T6 aluminum. Washable cotton gauze filter elements provide high performance air flow; the kit attaches easily using the American made, CNC machined, powder-coated steel mounting bracket. Brackets are available for Harley EFI and CV applications and S&S Super E and G carbs. Finishes include raw, black and polished; styles include Streamliner, Ripple, Finned and chrome louvered.

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Ultima King spoke wheels



Ultima's new King spoke wheels in 23 and 26 inch sizes are available in chrome on chrome or chrome on black. They are an all steel construction with 48 solid spokes for 1999 and earlier Wide Glide, Softail and custom applications. Wide rear tire fitments are also available in 5.5 and 8.5 inch widths, and matching polished stainless steel King spoke rotors pulleys available in chrome or polished.

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Larger size TBW intakes for bigger inch engines

Indianapolis based Horsepower Inc (HPI) has expanded their throttle-by-wire product line by offering two larger sizes to accommodate the larger cubic inch motors.

Now available on exchange, 62-64mm and 68mm versions require the stock unit with working internal electronics and will be turned around in 3-5 working days - you will receive back a whole new throttle body, intake manifold, flanges and seals.

These larger size throttle bodies accept any stock bolt pattern air cleaner if the opening size is modified. All popular intake port configurations are available from 1.710 to 1.900 with B2 and Hurricane Head oval ports coming soon. They are fully CNC ported in-house, utilize the stock fuel rail and map sensor, with the stock electronics tested before and after rebuild. They include billet intake flanges and seals, a Cometic throttle body gasket, double sealed bearings and maintain the stock bolt pattern and location. All components are made in the USA.



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Pro Clutches for the slim-line Harley primary

Rivera Primo has responded to the changes Harley-Davidson has started to make to primaries in 2015 and on 2016 Tourers and selected other models.

Rivera's Ben Kudon takes up the story : "The Motor Company decided that the outer primary chain case on their touring models was too wide for shorter riders, so for 2015 they came out with the touring low model.

"Since they skinned up the outer primary, they needed to also change out the clutch assembly so that it would fit inside the new slimmer outer. Enter Harley's ASsist & Slip (AS) Clutch, which uses a different mechanism than the standard clutch that everyone has become familiar with.

"For 2016 all the touring models will sport the new, narrower outer primary and the AS Clutch, so we have responded with our Pro Clutch range.

"One of the few nice things about the new stock clutch is that it is centered in the middle of the derby instead off center as previously, so that made our job a little easier. Our 1056-0027 Pro Clutch will fit the 2015 Low and the 2016 touring models, and our 1056-0028 Pro Clutch with TPP Variable Pressure Clutch Assist will fit and handle



the horsepower of a torquey big incher on the same models. Use of our 1162-0020 spacer will keep the derby cover away from the TPP."

For those who upgrade or replace the stock engine (with an S&S for example) and find that the stock clutch and basket typically will not stand up to the added power, Rivera Primo recommend their Pro Clutch and basket assembly - available with or without the TPP Variable Pressure Clutch Assist.

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Weatherproof your wiring with OptiMate



Most electrical accessories designed for use on/with motorcycles will get wet at some stage. Keeping that moisture out of the electrical circuitry is crucial - even a small amount can cause faults and even total failure. One of the most vulnerable points of any circuit is where connections are made, yet many accessories, even those designed for use during winter months, like heated clothing, aren't routinely supplied with weatherproof connectors.

OptiMate's entire range of connectors and cables are weatherproof as standard. Compatible with the majority of accessories and add-ons currently available, they help to stop moisture causing problems and guard against any problems it might cause with the bike's electrical system.

The range covers most of the connectors and leads needed to operate common accessories, like heated clothing, sat nav systems, smart phone chargers and battery optimizers.

OptiMate SAE Connectors, compatible with all used in the industry, designed to accept OptiMate's boot and cap or in-line seal that protects the connection against water, dust and dirt. Very useful whilst riding as the pins will not corrode, and in workshop/outdoor applications, where cables can end up trailing on the ground.

OptiMate custom battery clips are designed for square powersport batteries, the flat tabs found on some small powersport and gel deep-cycle batteries, as well as the round posts common in automotive applications.

OptiMate moulded battery rings (M6/1/4") are specifically designed for powersport batteries, a much better alternative to the common M8 / 5/16" ring.

OptiMate auto connectors (21mm) have built-in fuse protection, sockets with retainer slots for the leaf springs and with sealing caps.

OptiMate Bike (DIN) connector (12mm) is now fully moulded, and available in low profile 90 and 180-degree versions.

OptiMate DC 2.5mm connectors, commonly used in heated clothing, have in-line seals/boots for every connection and a battery lead that comes with 16 gauge (1.31mm²) cable, rated to -40°C.

The complete award-winning OptiMate range of accessories and battery maintenance and diagnostics products and systems are available from OptiMate distributors worldwide, including MotoHaus in the UK.

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X23 Bolt-On Triple Trees

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EXO Series severe-duty exhaust wrap

Avon Lake, Ohio based Design Engineering Inc. (DEI) has released an enhanced version of its award-winning thermal barrier products with their new EXO Series exhaust wrap.

Designed to hold-up against the rigors of off-road and extreme-duty use on and off highway applications, this new wrap is a dual-layer design, using a combination of hi-temp glass fibers covered with a 304 grade stainless steel exoskeleton.

This unique construction maintains good heat protection while offering superior abrasion and impact protection. DEI's unique Air Gap Technology keeps direct contact of the glass fiber off the hot surface, maintaining an insulating air barrier.

Despite its "burly" appearance, the EXO Series weighs nearly the same as their existing wraps and comes in a special 1.5" (38mm) width, making it



easy to install on motorcycles, ATVs, UTVs and other vehicles with tight radius exhaust bends. In addition, the stainless steel exoskeleton layer ratchets together when overlapped, saving time and making installation much easier.

"There has been strong demand from customers looking for an exhaust wrap solution that holds up better in extreme riding environments and high-performance or severe duty applications such as high mileage heavyweight touring. We are excited to be the first in the industry to offer such a solution," said DEI Powersports Brand Manager Brian VanKoeveering.

Each US made kit includes a 1.5" x 20 foot (6m) roll of wrap, stainless steel locking ties and installation tool.

DESIGN ENGINEERING INC

Avon Lake, Ohio, USA

Tel: 440 930 7940

sales@designengineering.com

www.deipowersports.com



Neo-Fusion clamp and risers

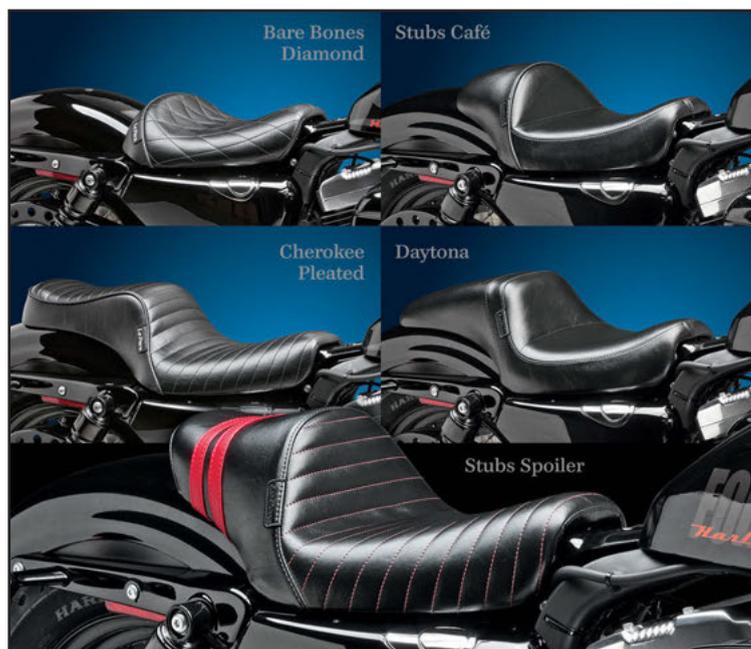


These Ken's Factory Neo-Fusion one-piece riser clamp and matching billet Dog Bone risers feature a hinged, 1-piece billet aluminum design inspired by Hydroglide styling with a modern approach to style and strength. Embellished with a brass Ken's Factory emblem, they are for stock H-D 'Glide model applications with 1" bars. The 5" matching billet Dog Bone risers are available separately or bundled with the clamps; both are available polished or black. KEN'S FACTORY, USA, www.kensfactory.com



16" floating rotor

This new 16" floating rotor is "the biggest rotor in our product line", according to manufacturer All American Wheel. It features an inner plate made from 6061-T6 aluminum, with the outer made from 420 stainless steel. The center bore is 2.220" and it weighs less than 8 lbs, which is light for the size. They come with the mounting holes pre-drilled or they can be special-ordered custom applications. These rotors feature a lug drive system using spiral clips rather than the conventional buttons, with the inner plate offering more design space, approximately 11-1/2"; also available in 11-1/2", 11.8" and 13". ALL AMERICAN WHEEL, USA, www.allamericanwheel.com



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Vibration Master

Love Jugs, claimed to be the world's most powerful cooling system for Harley engines, has introduced 'Vibration Master', an "attractive and heavy-duty method of mounting Love Jugs to the engine via the Harley horn mounting bracket."

Two heavy-duty vibration dampers encased in a polished stainless steel enclosure replace the stock Harley vibration damper, said to add years to the durability of Love Jugs installations by keeping them balanced.

The Vibration Master positions the Love Jugs "perfectly for maximum cooling effectiveness." Installation time is said to be about 5 minutes and "will still look perfect 10 years from now due to the stainless steel construction." The company says it is guaranteed against any type of failure for 5 years.

HAMMERHEAD ENGINEERING
 Delray Beach, Florida, USA
 Tel: 561 499 0974
info@love-jugs.com
www.love-jugs.com



S&S Long Block EVO replacement engines



S&S Cycle has announced the introduction of V80 and V111 Long Block engines as alternatives to rebuilding stock 80" Harley-Davidson Evolution Big Twins.

Both Long Block engines are set up to use the existing ignition and induction systems.

S&S say that the V80 is a "great stock displacement engine for 1984-'99 Big Twins, that provides a little extra kick. For the rider who is looking for substantially more performance, the V111 Long Block's 111 cubic inches makes it an excellent choice."

Both engines fit in a stock chassis without modifications, and both will run well with a re-jetted stock carburetor or re-calibrated EFI system.

"Of course, for maximum performance, an S&S Super E carburetor or EFI upgrade kit is recommended."

S&S anticipate that the Long Blocks will appeal to the Evolution owner who is faced with the choice of rebuilding the worn out stock engine or replacing it with a new power plant.

"You spend a bunch of money rebuilding a stock engine and, well, you've still just got a stock engine. An S&S Long Block will deliver way more performance than a rebuilt stocker and is available off the shelf right now", said S&S VP of Marketing, David Zemla.

S&S say their Long Block engines are built using the same premium quality, U.S. made components that are used in S&S complete performance engines, "assuring you of superior performance and long, trouble-free engine life that S&S stands behind with a two-year warranty."

S&S CYCLE INC
 Viola, Wisconsin, USA
 Tel: 608 627 1497
sscust@sscycle.com
www.sscycle.com



'Frenzy' tail bag

Dowco's new 'Iron Rider 'Frenzy' tail bag mounts directly to the rear fender, luggage rack or passenger seat; it is equipped with a water-resistant zipper, a rain cover and MOLLE webbing for use with modular pouch attachment systems. Measuring 10" x 10" x 10" with a 16L capacity, it is made in rugged 1680 denier polyester, has multiple exterior storage pockets and reflective piping. No additional straps are required, and it comes with 4 3/4" quick release buckles for mounting, abrasion-resistant, non-slip material on the bottom of the bag, and includes separate protective film to apply to the fender, to protect the surface of the motorcycle. Backed by a two-year limited warranty. DOWCO, US, www.dowco-inc.com



SuperSaver mufflers



"Lower price does not have to mean less quality", says Brian Klock of his new limited edition SuperSaver 4" slip-on mufflers.

Containing the same baffle style as Klock Werks' Platinum Series mufflers, the same all steel construction, and the same "flawless chrome or black finish and rolled end", he says they represent "great value and style in big 4" slip-on."

"Our customers are the type of riders who like mixing performance and style. The SuperSaver mufflers do just that, at an affordable price. We are excited to offer a limited run of our popular SuperSaver 4" mufflers in Black finish in two different styles", says Laura Klock, Vice President of

Klock Werks. "While quantities last, dealers can choose from straight or slash-cut black finish SuperSavers in the 28" length."

The company says that they deliver a throaty rumble at idle that decreases to a low hum at cruising speed, have removable and re-packable 2" spiral-louvered fiberglass-wrapped baffles, fit '95+ FLT, FLHT, FLHX, FLHR, FLTR models and are available in three styles in chrome, and two in the limited edition Black finish.

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 Mitchell, South Dakota, USA
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LUST

DNA's forged Billet Aluminum wheels are produced using only the finest aircraft 6061 forged billet aluminum and CNC machined in the USA. All wheels are available in triple show chrome or contrast powder coated. Wheels include DNA's signature double sealed bearings and valve stems ready for install. There are 13 styles to choose from and more coming soon. Matching rotors, pulleys & sprockets are available to compliment the wheels on your ride.

Zodiac additions ...

Mupo high-performance shocks

New products this month from Dutch distributor Zodiac International include these high performance shock absorbers for v-twin applications from specialist Italian suspension engineer Mupo.



HD1



Well known in Europe for their race credentials, this know-how has transferred from the paddock to the street with a product range that has so many



ST3

ST1

adjustability options that just one part number can be used on 2004 to present Sportsters, 1991 to present Dyna models, 2002 to present V-Rods and 1988 to present tourers.

Seen here, ST1 black Piggy Back shocks with adjustable spring pre-load, 40 position rebound, 24 position compression and 8mm adjustable length; ST3 black shocks with adjustable spring pre-load, 40 position rebound and 8mm adjustable length; HD1 chrome or black shocks with adjustable spring pre-load and 8mm adjustable length.

S&S Power Tune exhaust systems



760522

760523

760524

760525

Zodiac has already had S&S Power Tune exhaust systems for Sportsters available to its dealers, but is now also stocking them for Softail and Dyna models. Available in chrome or a high temperature black ceramic coating, the CNC machined billet end caps and pipes are sold separately, so dealers have flexibility when ordering for a customer bike. The long dual pipes feature the S&S spherical port ends for reliable sealing and are connected by a hidden cross-over that ensures a wide, smooth power band, and they come with a 2 1/2" (6.4cm) diameter 220 degree coverage heat shield.

V-Rod headlight



Zodiac's V-Rod headlights are a stock replacement for most 2002 to present V-Rods that are popular for custom projects too. They come complete with housing, E-approved headlamp light unit with parking, high and low beam Halogen bulbs, wiring loom, connectors and side-mount bolts.

Legacy gas tanks for Sportsters



Zodiac say their 12 liter capacity "Legacy" Sportster gas tanks are "well known for their proper fit and reliable quality." Described as "Peanuts with attitude!", they create a convincing classic look with the side indents and (separately available) rubber knee pads. They take the stock or any aftermarket screw-in style gas cap designed for that model. Legacy 'Lynx' tanks have a non-stock style bung and come complete with a 'Lynx' style pop-up gas cap; tanks for 2007 and up models are ready to take the OEM fuel pump.



Electro-pneumatic horns



Zodiac say their electro-pneumatic horns are loud. Very loud! The integrated compressors mean there are no external air hoses; available as single or dual note horns, they are an easy single-point install.

Burly sissybar for Sportster



Also seen here, Zodiac is stocking a wide selection of short or tall Burly Brand sissybars. With or without back pads, they mount to the outside of the fender rails on 2004 and up XLs; available in black or chrome.

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Injectors for 2001-2005 Models

Part Number	Flow Rating gm/sec @ 58 psi	Max HP for E10 @ 60% Duty Cycle	Max HP for E85 @ 80% Duty Cycle	Spray Angle (degrees)
19045	4.5	95		25
19054	5.4	115		25
19062	6.2	130	95	25
19071	7.1	150	110	25
19078	7.8	165	120	25
19085	8.5	180	130	25
19092	9.2	195	140	18
19099	9.9	210	155	18
19106	10.6	225	165	18



Injectors for 2006 and Later Throttle Cable Models (Except V-Rod™ & Sportster®)

Part Number	Flow Rating gm/sec @ 58 psi	Max HP for E10 @ 60% Duty Cycle	Max HP for E85 @ 80% Duty Cycle	Spray Angle (degrees)
20039*	3.9	85		25
20054	5.4	115		25
20062	6.2	130	95	25
20071	7.1	150	110	25
20078	7.8	165	120	25
20085	8.5	180	130	25
20092	9.2	195	140	18
20099	9.9	210	155	18
20106	10.6	225	165	18

* (Replacement for OE 27709-06A).

Except Part Number 20039, not legal for sale or use in California or on any pollution controlled vehicles.

Injectors for 2008 and Later Electronic Throttle Control Models

Part Number	Flow Rating gm/sec @ 58 psi	Max HP for E10 @ 60% Duty Cycle	Max HP for E85 @ 80% Duty Cycle	Spray Angle (degrees)
21054	5.4	115		18
21062	6.2	130	95	18
21071	7.1	150	110	18
21078	7.8	165	120	18
21085	8.5	180	130	18
21092	9.2	195	140	18
21099	9.9	210	155	18
21106	10.6	225	165	18



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Aero Rudd founded Ciro with a team of designers in 2014

AERO R TO SHA

Making its public debut at this year's 75th anniversary Sturgis Rally, Ciro may be a 'new kid on the block' in terms of its parts and accessory industry trading record, but it has significant v-twin industry DNA.

Established in May 2014 by a certain Mr Aero Rudd, if that last name sounds familiar, it should - his father is no less than Tom Rudd, founder of Drag Specialties in the 1960s, long before it eventually came into Fred Fox's ownership, and then founder of Kuryakyn in the 1980s. Only time will tell just how close to the tree this particular apple has fallen, but to judge by the first tranche of accessory designs, the first catalog, the website and social media presence, the significant investment in premises and show-rig, then my guess would be that this particular apple has soft-landed right under a tree that Aero Rudd will be shaking-up pretty good in the years to come! During Sturgis, Ciro were set up at the popular and user-friendly lot staged just off the I90 outside Rapid City, SD, by the

impressive Black-Hills Harley-Davidson team. Their planned presence there for the rally apparently ruffled some feathers before the event, but hey - the freedom to compete is the American way! They followed that up with a presence at the Drag Specialties annual National Vendor Presentations and Dealer Showcase event at Madison, Wisconsin, and for the time being the Ciro business model will be to sell through Drag Specialties as a sole distributor and self-distribute to non-Drag shops. Ciro has some 150 plus part numbers slated to appear in the 2016 Drag Specialties catalog, many under their "Shock and Awe" brand, and all of them hinting at the design cues and a freshness of approach that is at the heart of the Ciro project - one where design, in the true and holistic meaning of the word, really is what this new vendor is all about. Despite the heritage, from the get-go Ciro has not been a one-man show - Rudd's is far from the only DNA powering this venture. Aero Rudd set the business up with a team of designers who clearly have a fresh eye,

fresh approach and fresh minds. They opened a 6,700 sq ft (650 sq m) design center in Hudson, 20 minutes east of St Paul, Minnesota, on the western/Wisconsin shore of the St. Croix River. Equipped with the latest 3D design software and 3D Rapid Prototyping printers, they also have 30,000 sq ft of off-site warehousing to hold inventory and fulfil orders. At this stage the company employs designers, buyers and accounting personnel, but a sales and tech staff and warehouse team will be added soon. In addition to selling in the United States through Drag Specialties and in Canada through Parts Canada, Aero says "we do intend to actively pursue customers in Europe, Japan and Australia just as soon as possible"; Aero is well aware that their very contemporary design oeuvre is one that will play well internationally. Aero says that the philosophy at Ciro is "such that we will only pursue a product if we can make it better and cooler than what is already out there", and he goes on to say that "judging by customers' reaction at Sturgis, I think that we have been succeeding in our designs so far. "I think there is great opportunity for Ciro in



RADIAL AIR CLEANER
Described as "inspired by the power and beauty of classic air cooled aircraft engineering", this patent-pending radial high-flow air cleaner with performance air filter features an aluminum body with brass pushrods and "precision-machined engine components." Legroom-friendly, it sits closer to the engine than the stock air cleaner. Available in chrome or black finish for 2008-2013 FLHT, FLHR, FLHX, FLTR, 14-FLHT tourers



SADDLEBAG EXTENSIONS
For a "smooth, lower custom look" Ciro patent-pending rider-designed saddlebag extensions were designed to maintain lean angle clearance. Manufactured from the same ABS material as the original equipment bags, they are said to be "tough and built to last". They have L.E.D. running, turn and brake lights on the sides and back with a plug-n-play connector that works with the OEM wiring on '14-'15 Road Glides, Electra Glides, (except 2014 FLHRSE Screamin' Eagle), Street Glides (except 2015 FLHXSE Screamin' Eagle) & Road Kings

ADD LOOKING LIKE THE TREE



CIRO made its debut at the easy-access, user-friendly Black Hills Harley-Davidson lot alongside the 190 at this year's 75th anniversary Sturgis Rally



Though still early days, Ciro has hit the ground running with an impressive and fresh looking, designed initial product offering that clearly stakes the ground on which they intend to compete



The all-new Ciro 54-page catalog is as stylish as their parts design



the motorcycle market, but in other sectors too, such as the quickly growing UTV market and automotive. We decided to get a solid product line for the motorcycle market out first, so that we could support experimenting in other markets while still releasing great new parts for bikes."

CIRO
Hudson, Wisconsin, USA
Tel: 715 808 0027
info@ciro3d.com
www.ciro3d.com

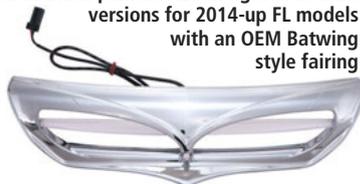
Described by Ciro as "the part that the factory forgot", these patent-pending panel lights complete the rear end of the '14-up touring bike by "filling the large unsightly gaps with a smooth, flowing chrome or black accent and L.E.D. light. Plug-n-play connector that works with the OEM wiring. This part dramatically increases visibility from the rear by incorporating run/turn/brake function with an ultra-bright plasma amber turn signal along with red low intensity running and high intensity brake lights" on '14-'15 FLHTCU/L Electra Glide Ultra Classic/Low, Road Glide Ultra, Ultra Limited, FLHTK/L Ultra Limited/Low & FLHR Road King models

FILLER PANEL LIGHTS



FAIRING VENTS

Described by Ciro as "the most appealing and innovative fairing vent trim on the market today", the plug and play light module plugs directly into the stock wiring harness with no cutting, drilling or splicing. Another patent-pending design, they are available in chrome plated or black painted ABS in lighted or unlit versions for 2014-up FL models with an OEM Batwing style fairing



'FORKINI' LOWER LEG COVERS & UPPER FORK TIN ACCENTS

Ciro say that the number one requested area of a motorcycle for dressing up is the lower front forks. These stylish, patent-pending leg covers in chrome or black finish are available lighted or unlit. Easy bolt-on with plug and play wiring, they add run and turn lighting with bright amber L.E.D. lights that look great and increase visibility with additional side lighting and cover the factory axle nuts with a smooth, clean look. Designed to hide the unpolished rough cast areas the factory forgot, perforated stainless steel inserts on the unlit version match the look of the calipers or, removed, show the original reflectors; for lower legs on 2014 & later FLHT, FLHX and FLHR models





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"The world's best selling universal windshields just got better"

Said to be the world's best selling windshields, National Cycle has announced upgrades to its Street Shield and Deflector Screen programmes with an all-new line of the universal windshields with a "a clean, minimalist look and the best materials on the market, and reduced prices."



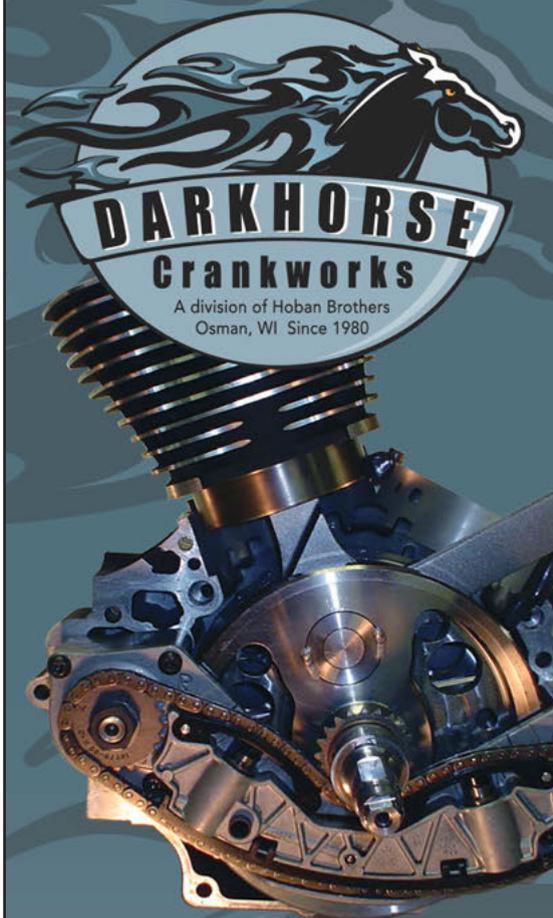
Their original 2-point QuickSet mount Deflector Screen was first introduced in 1980 and quickly established itself as a top-seller. Described as defining the concept of a "universal windshield" when screens were far from universal, National Cycle followed them up with their Street Shield, a larger screen with a 4-point QuickSet mounting system.

Now the Chicago based manufacturer has upgraded both lines from the high impact acrylic that had sold so well to offer even better strength, durability and protection using their exclusive Quantum hard-coated polycarbonate for "state-of-the-art scratch resistance at no increase in price."

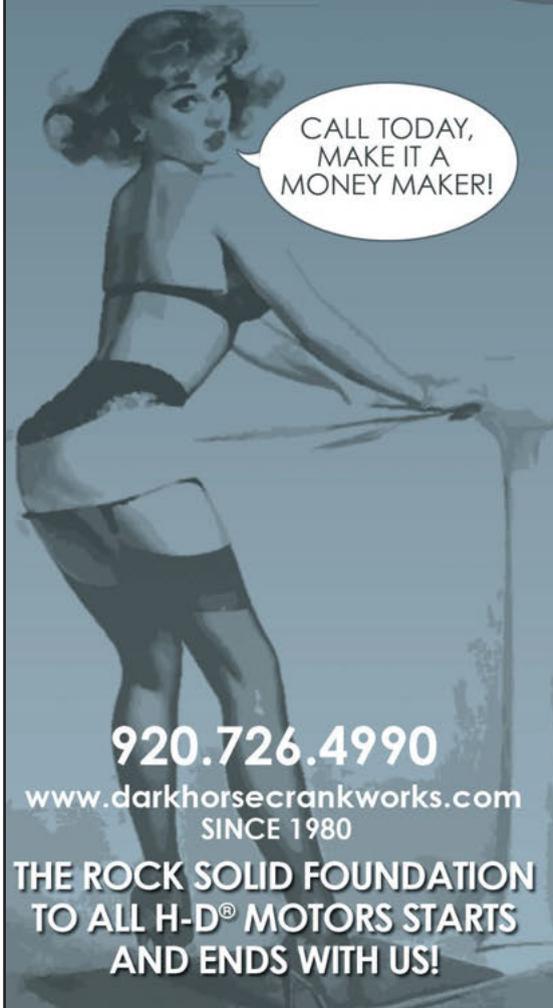
Like the originals, they will mount to thousands of motorcycles from sportsbikes and dual purpose to naked style bikes and big v-twins. They are backed by National Cycle's market leading 3-year warranty against breakage.



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DON'T LET YOUR BOTTOM END BE A SHAKER!



Master cylinder covers



These new US made front and rear brake master cylinder and hydraulic clutch master cylinder covers from Joker Machine replace the stock front and rear brake and hydraulic clutch master cylinder covers on 2008-2016 FL Harley-Davidsons. Fully CNC-machined from 6061-T6 billet aluminium, they are available in hard black anodized or chrome-plated finishes. Black finned and joker covers go back on the machines after anodizing to expose the billet aluminum for a multi-colored finish. Also available as a smooth aluminum cover. JOKER MACHINE, USA, www.jokermachine.com



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MegaShots Big Bore 2:1:2 for Baggers



SuperTrapp MegaShots are a tunable, disc-based exhaust system. They are designed specifically for 103" – 140", high output, big bore motors (minimum Stage 4 level builds).

They feature massive 1.875" – 2.00" – 2.125" equally-stepped head pipes flowing through a 3" collector into dual 2.5" core FatShot-style, tunable, disc-based mufflers. They fit Baggers with stock chassis configuration.

The pipes include both 18mm and 12mm oxygen sensor ports to accommodate both style sensors. This system is available in chrome or black ceramic finish with full coverage, 2.5" heat shields and includes twenty-six 4" discs per muffler and all necessary mounting hardware.

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



Bagger Bolts security system

Good news for all security conscious riders of 2000-2016 Harley-Davidson touring bikes with hard saddlebags. Designed by two bikers in New Jersey, the Bagger Bolts security system installs in minutes and prevents the bags from falling off due to overloading or weakening of those standard factory (DZUS) spring clips. The system will increase the load capacity, security and theft protection of stock tourer hard bags and their contents.

The designers say that it is impossible to remove the saddlebags from the outside, without destroying them in the process - rendering them useless to would be thieves. However, convenience is not

sacrificed as the design means that the bags can still be attached and detached in a matter of seconds with the specially designed ratcheting tool that is included in the kit.

All the parts included are manufactured in the USA using hardened steel and come with a lifetime guarantee. Exclusively distributed by AET INC.

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Dyna caliper rear bracket



From leading Italian parts and accessory designer and manufacturer Free Spirits, this anodized rear bracket for Gold and Platinum Brembo 4-piston calipers on 2006 and up Dyna models is said to increase the braking power and improve caliper dynamics for increased caliper and rotor durability. It uses the OEM master cylinder and rotor, is available in black or silver, and the fully reversible quick and easy to install kit requires no modifications and includes brake pads and line. FREE SPIRITS, Italy; www.freespirits.it

Ionus 1190 11mm square chain

Chicago based ABUS USA is offering the German made Ionus 1190, an integrated chain with an ABUS security rating of 16 (out of 20).

This chain, with what the company describes as an "innovative locking mechanism", has been optimized to "provide the maximum security at the lowest possible weight". Designed to secure the motorcycle to a fixed object - ABUS ground anchor - the 11mm square chain has a fabric sleeve to protect the bike from damage. The bolt, lock body and supporting elements of the locking mechanism are made from tempered hardened steel, and ABUS say that the 'Plus Key Cylinder' provides the highest protection against picking. Two keys are provided with the lock, including one with LED light, and the provided ABUS Code Card means easy key replacement. Available through Tucker Rocky/Biker's Choice.



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PLUG-N-PLAY!



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"Good Guys" air cleaners

Apollo



Seven sins



Rodder



Rick's Motorcycles in Germany has updated its air cleaner programme with a new selection of CNC machined "Good Guys" brand designs that massively extends its custom options to include matches for its wheels and pulleys.

With designs specifically for Harley's Dark Custom models and the ever popular bi-color contrast-cut look, they are available for all late-model Big Twin, Touring and Sportster models.

They are available in a Rick's air filter exchange programme for the stock Harley-Davidson box, improving airflow on all Twin Cam 88 carburetors and all EFI systems from 2000 to present on Softail and Dyna models, EFI equipped Sportsters and all touring models.

TUV homologated, they use K&N filters and ship with all necessary mounting hardware.

Lecter



Bandit



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Italian made clutch components

Italian clutch specialist Surfex first started manufacturing friction plates 65 years ago. The company makes a wide range of OEM fitments and offers distributors and dealers access to one of the most comprehensive make and model programs in the world - a program that goes back decades in terms of fitments for many of the more hard to source applications.



applications right the way from 1941 (from the Harley models that were current at the time the Surfex factory started production) to the most recent late-model applications.

SURFLEX
 Tradate (VA), ITALY
 Tel: +39 0331 811795
 E-mail: surfex@iol.it
www.surflex.it



Though best known for their Japanese and European brand street and off-road products, the company also offers a large range of replacement and upgrade steel and friction plates, kits and clutch baskets for Harley-Davidson and aftermarket v-twin applications.

Manufactured in-house, using asbestos-free proprietary friction material blends, some including Kevlar or carbon fibers, their range includes applications for most 883cc and 1200cc pre-Evo, Evo and Twin Cam Sportsters and most of Harley's Big Twins, Buells, and V-Rods - in fact, Harley



6-piece gauge package for tourers



KOSO, a leading manufacturer of motorcycle gauges for aftermarket companies and major OEMs, has introduced a 6-piece HD-02 plug-and-play gauge package for Harley-Davidson Road Glide and Street Glide baggers.

Described as a "perfect fit for 2004 to 2013 FLHT, FLHX and FLTR stock dash housings, the kit includes matching 4-inch multi-function speedometer and tachometer duo with an integrated gear position indicator, as well as 2-inch oil pressure and ambient



temperature gauges, a voltmeter and a fuel gauge. Each is also available individually." Utilizing OEM connectors, installation requires no drilling or rewiring. For a custom look, the gauges come with a choice of silver or black bezels. Their unique reverse-LCD screens display illuminated digits, which can be lit in a rider's choice of red or blue against black backgrounds. The package includes a 4 inch combination odometer, tripmeter and clock speedometer with fuel, engine check, volt and anti-theft indicator lights; a 4 inch tachometer with gear position indication, engine temperature, cruise control and ABS indicator lights; 2 inch fuel gauge; 2 inch oil pressure gauge and 2 inch volt meter.

KOSO NORTH AMERICA
 St Jean sur Richelieu, Quebec, CANADA
 Tel: 877 777 0604
info@kostonorthamerica.com
www.kostonorthamerica.com



Polished 2D "M-22 Torque"



South Gate, California based manufacturer Metalsport Wheels continues to develop new wheel designs and applications with this new 2-D "M-22 Torque" addition to its "Polished Line" in sizes from 26 right up to 32 inches. METALSPORT WHEELS, USA, www.metalsportwheels.com

Custom fork slider covers



Available from Drag Specialties, these 'Elite Series' fork slider covers by Brouhard Designs are machined from 6061 billet aluminum and come in chrome or black anodized finish. They are made in the USA, sold in pairs and replace the Factory stock fork slider covers for a custom look. Carl Brouhard's 'Elite Series' of custom parts and accessories also includes foot controls, windshield trims and bag latches. DRAG SPECIALTIES, USA, www.dragspecialties.com

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Retro Springer kit needs no neck cutting



Backbone Built Bikes/Three Two Choppers' new springer kits come with polished hardware and choice of raw, black or chrome finish. They feature Timken neck bearings, bearing races and a fork stop with dust cover. The billet headlight with Tri-Bar lens and bulb is available in black or chrome with a billet headlight mount, and the kit includes Brembo 2-piston caliper, 11.5 inch black or polished brake rotor, brake bracket, stainless brake link with polished stainless Heim joints, drag bar and chrome hardware. All parts are USA made and the kits are made to fit 21, 23 and 26 inch wheels on Softails or Dyna models for proper trail with no neck cutting.

BACKBONE BUILT BIKES
www.backbonebuilt.com

THREE TWO CHOPPERS
www.threetwochoppers.com

Outdoor Bike ShowCase



CarCapsule's Outdoor Bike ShowCase is a development of their original design for comprehensive outdoor storage protection. The structure is supported by heavy duty, resilient, inflatable air columns, and features a front panel which zips open and away, allowing the motorcycle to simply be driven in or out. Utilizing their proven Evaporative Storage Technology (E.S.T.), the air inside is exchanged with filtered outside air 3-5 times every hour, maintaining the same temperature as outside, eliminating condensation on the motorcycle. It features durable and UV rated 0.40 gauge PVC side panels, and a 0.45 gauge reinforced PVC base matt that is mildew, abrasion and flame resistant, as well as impervious to oil and gas. Tube structures are produced with .60 gauge PVC. All materials can withstand 158°F and are cold-crack tested to -25 degrees. CAR CAPSULE, USA, www.carcapsule.com

Lightweight pulleys and Competitor clutch conversion

At about one third the weight of stock units, these lightweight transmission pulleys from Californian manufacturer Belt Drives Ltd (BDL) weigh in at a mere 2 ¼ lbs, according to the company. The high-tech pulleys are precision-machined to aircraft tolerance from rugged 7075 aluminum, making them suitable for high-performance applications as well as stock replacements. The significant weight saving reclaims horsepower while lightening the load on associated bearings. A durable, hard anodized finish is said to ensure



durability. Currently available for 4-speed Big Twins from 1979 to 1983, 5-speed 1986 to present and 5-speed Sportsters from 1992 up. Also seen here, BDL's new CC-140-BB Competitor clutch conversion is a 140-tooth version of their popular Big Twin Competitor clutch series - engineered specifically for stock 1991 and later Sportster clutch baskets. BDL's patented Ball Bearing Lock-up Clutch is said to "significantly lighten pull at the lever while providing smooth, slip-free lock-up". Each unit incorporates a designated number of steel ball bearings set in a model-specific diaphragm assembly. Conversion is a straightforward install, replacing the factory pressure plate, springs and hub.

BELT DRIVES LTD
 Anaheim, California, USA
 Tel: 714 693 1313
info@belt drives.com
www.belt drives.com



Driving light kit choices



Rice Lake, Wisconsin based Big Bike Parts has introduced a driving light kit for the 1996 and newer Harley FLH that mounts to the turn signal bracket attached to the front fork. The Show Chrome Accessories steel mounts come with a complete wiring harness, including relay switch to isolate from the FLH's electrical systems. Available with choice of 3 ½" chrome 55 watt Halogen lights or 3 ½" dual LED high intensity lights and chrome visored housing. **BIG BIKE PARTS, USA,** www.bigbikeparts.com



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ONBOARD DIAGNOSTIC VOLTMETER



Charging system failure can be more than an inconvenience; it can ruin your day, or your road trip quickly. It makes sense to take preventative measures. JIMS® new Onboard Diagnostic Voltmeter attaches easily to the battery and can be quickly viewed to spot potential charging system and battery problems at any time.

LATE MODEL WHEEL BEARING TOOL SUPPORT PLATE



This new support plate provides accurate and precise bearing removal on the latest Harley Davidson® cast wheels without risk of damage. The plate attaches to the brake rotor mounting holes and is used in conjunction with the JIMS® or OEM wheel-bearing puller.

NOTES:

1. MATERIAL PART NUMBER, AND DATE SHOWN

3. FINISH:

2. HEAT TREAT:

1. MATERIAL:

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J-Four Classic calipers

JayBrake J-Four Classic calipers are progressively sized four piston billet aluminum calipers that bolt directly on to stock H-D '84 - '99 front legs with 11.5" rotors (except Springers). Brackets are needed for use with the rear rotor. Right or left side fitments are available in a smooth or radial design in polished, chrome or black.

SUPERTRAPP, USA,
www.jbrake.com



XMC 5.75" Vortex LED headlight

Seattle, Washington based Vision X Lighting has introduced their new XMC 5.75" Vortex LED headlight.

Featuring 4,210 Raw Lumens, a Hybrid aluminum-polycarbonate housing, an extremely powerful high beam, a wide spread low beam and a LED halo ring (which can also act as a daylight running light), the company says it is "engineered to deliver optimal



road coverage and make riding a safer experience". A direct replacement for all Harley-Davidson models requiring a H5001 or H5006 part number, it is available in Show Polished Chrome or Black Chrome finishes.

Every part of the headlight has been approved and certified by the DOT in all states, and there are also E-MARK and ADR models available; it is said to be a quick and easy plug-and-play drop-in installation (wiring and adapter plug included) requiring no drilling.

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

Knuckle style rockerbox

German parts and spoke wheel specialist TTS is offering this Knuckle style rockerbox cover for Evo and Twin Cam engines. The covers are available in raw cast aluminum finish or black powder-coated and supplied in pairs with a suitable screw kit. Precisely cast and modelled to fit under all original gas tanks, the top rocker cover has to be exchanged, but the original rocker arms can be reused, making for a quick install time.



TTS Motorcycles, Germany, www.wheelspoint.de



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DNA adds spoke and billet wheel designs for 2016

Compton, California based DNA Specialty has added to its wheels program with a new spoke and two new billet wheel designs.

DNA's 52 fat-spoke Evo style 'Mammoth' spoke wheel is the latest to be added to a range that now goes up to 26 inches and features their signature spoke designs such as their Diamond Twisted, Tear Drop and new contrast spoke. They are available in sizes from 16 x 3.5 to 23.35, including ultra-

Evo



Rave



fat 18 x 10.5 and ultra skinny 21 x 2.15. Matching rotors and a 'Mammoth' spoke pulley are also available. All the spokes and nipples are in highly polished stainless steel, with triple chrome plated spun steel rims, forged 6061 aluminum billet alloy hubs and DNA's own double sealed bearings. New forged 6061 billet aluminum wheel designs for 2016 from DNA include the 'Rave' and 'Virus' in 17 sizes from 16 x 3.5 to their massive 30 x 4, including ultra-fat

Virus



18 x 13 and ultra-skinny 21 x 2.15; with matching rotors, pulleys and sprockets. Available in triple show chrome or contrast powder-coated, they include DNA's own double sealed bearings and valve ready for install. These two new designs are from a range of 13 different styles of billet wheels that includes their five-spoke 'Victory', 7-spoke directional 'Storm', the 'Beast', the 'Thirteen' and the 'Envy', with more coming soon, according to the company.

DNA SPECIALTY
Compton, California, USA
Tel: 310 767 4070

info@dnaspecialty.com
www.dnaspecialty.com



MOTORCYCLE STOREHOUSE®

107 inch Big Bore kits

We recently featured new Big Bore kits from Revolution Performance for Harley's Street models that take the bore of the 500 to 550 and the 750 to 800.

Seen here from the Plymouth, Wisconsin manufacturer is a sleeve-free 107 inch Big Bore kit for Big Twins that includes Wiseco forged pistons with wrist pins, circlips, high-performance head and base gaskets and rings that have been specifically optimized for compatibility with Revolution Performance's cylinders.

They are manufactured in aerospace-grade all-aluminum with nickel-silicon-carbide electroplated bores (hence, no sleeves required) that allow larger bore sizes with less friction for greater durability,

improved horsepower and lower temperatures. Described as providing "monster power in a package that's tested, reliable and, most importantly, really big", they are finished black with highlighted fins.

DRAG SPECIALTIES
 Janesville, Wisconsin, USA
 Tel: 608 758 1111
drag@dragspecialties.com
www.dragspecialties.com



Solid brass headlights



Old School, or just plain Cool, these solid brass 5 3/4" headlights from Paughco are not plated, but deep-drawn from a solid sheet of solid brass, which means they can be polished as often as you like without fear of rubbing away the surface color, or let them age into a vintage unpolished brass finish. Each light comes complete with a 12-Volt sealed beam, red high beam indicator and bottom stud mount; they can be ordered with either a chrome or black ring. PAUGHCO, USA; www.paughco.com



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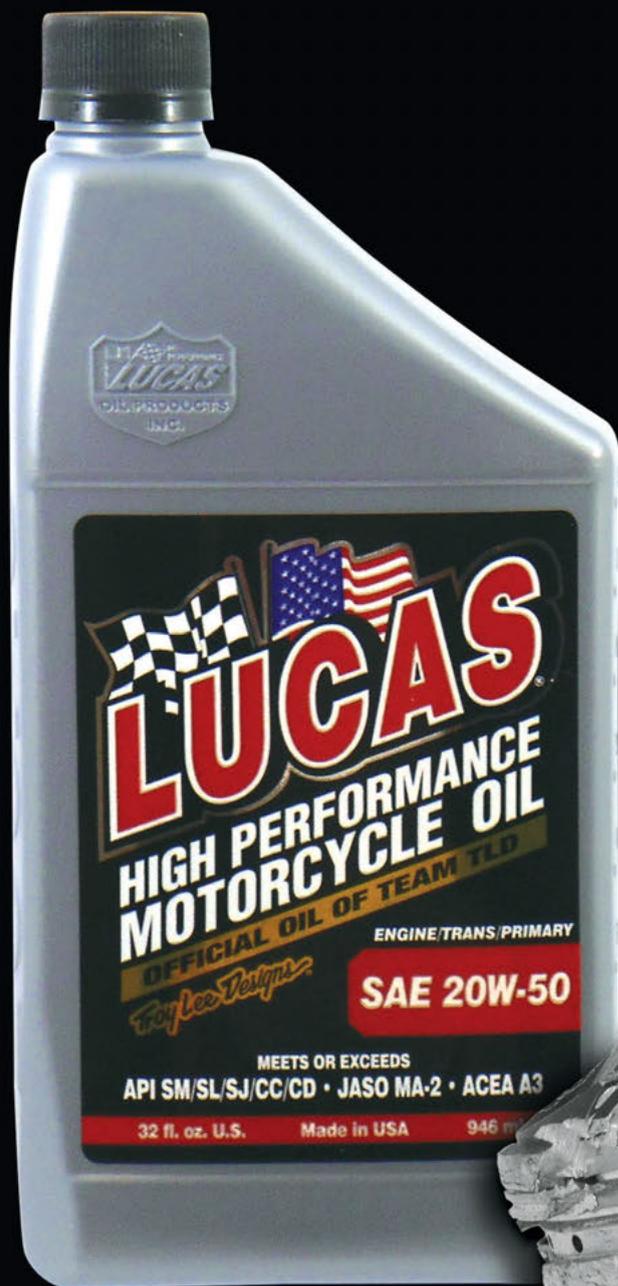
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Alpha Series Twin Cam lifters

These new US made Knight Prowler Alpha Series lifters from Wood Performance are made using Electrical Discharge Machining (EDM) technology, a precision process involving sparks from a travelling wire electrode to remove material rather than drill bits etc.

The result is tolerances that can be held to .00007" which, among the many advantages, has allowed the oil in a patented pressurized oil system to be



pressure fed at a 45 degree angle to the axel lifter bearing - both sides of the lifter bearings are pressure fed by two oil ports

spraying oil directly on the needle bearings - with oil provided to the top end and rocker arms 25% faster with 10% more oil. Designed by performance legend Bob Wood, they are a direct replacement for all Twin Cam engines and many other new features including new lifter cup, piston cup and check valve for "performance like a solid lifter, but with anti-pump up hydraulic operation."

The company also has new Knight Prowler hydraulic roller lifters available, made exclusively for EVO engines, featuring a new Load Divider lifter bearing, race designed to distribute an even load across the cam lobes for reduced heat and stress.



WOOD PERFORMANCE
 Cropwell, Alabama, USA
 Tel: 205 525 4949
bob@woodcarbs.com
www.woodcarbs.com



Maxima fork and XL gear/chain oils

Santee, California based Maxima Racing Oils, blenders of high-performance mineral, semi and fully synthetic engine oils specifically formulated for high-performance v-twin applications, also offers dealers access to a full range of v-twin specific drivetrain and service oils.

Their V-twin Sportster Gear and Chain Case oil is a high quality, mineral based formulation, recommended and specifically engineered for use in 1971 and newer XR and XL models where the transmission and primary chain case share a common lubricant.

Extreme pressure additives and surface-active chemistry "protect against shock loads and allow smooth shifting under peak loads and rpms", according to the company. The "robust formula resists mechanical shearing and heat breakdown of the oil, while ultra-clean detergents protect the gears from wear, deposits and allow for trouble-free operation."

Also seen here, Maxima's V-Twin Fork Oil is described as a blend of premium quality "ultra-pure base oils and surface-active additives that provide excellent lubricity, control foaming and protect the suspension system against corrosion."

The pressures and temperatures that motorcycle forks generate demand advanced oil technology, and Maxima say their "Special 'Lubricinol' formula conditions seals and protect moving parts and reduce 'stiction' to enhance fork performance over a wide range of operating temperatures."

Founded in 1979 and highly regarded for the race and off-road/dirt bike oil expertise that has helped them engineer "robust and technically advanced" v-twin specific formulations, Maxima added new products to the line and updated their v-twin



V-Twin Fork Oil



Sportster Gear and Chain Case oil



program branding and graphics in 2014. The range is sold through distributors, including Drag Specialties/Parts Unlimited, Biker's Choice/Tucker Rocky and Western Power Sports.

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FL solo seat and passenger pad

RSD say they have designed their FL solo seat and passenger pad to create a "seamless blend of the two parts.

The solo, while looking beautiful alone, is complemented by the passenger pad rather than being designed around it. The passenger pad is designed to flow around the solo seat."

A direct bolt-on, the ergonomic shape is said to keep the rider seated firmly and comfortably. Made in

controlled density polyurethane foam with a marine grade fiberglass baseplate, the passenger pad is also available separately.

ROLAND SANDS DESIGN
 Los Alamitos, California, USA
 Tel: 562 493 5297
info@rolandsands.com
www.rolandsands.com



Covingtons have it covered - Part II

Two months ago we featured a series of cover designs from Woodward, Oklahoma based Covingtons Customs, as detailed in this year's Drag Specialties program. No doubt also to be available through Drag Specialties, seen here is a selection of new-for-2016 CNC machined billet aluminum Bagger cover designs.

Available in finned or dimpled style, the range is offered in chrome or black for



Baggers, '07-'15 Softails, FLHTs and '06 - '15 Dynas. Jerry Covington says their new 6-speed transmission top covers will enhance the look "with a streamlined, dimpled or classic finned style."

Their new 6-speed transmission side covers are available for cable or hydraulically actuated applications, while their rocker covers fit '99-present Twin Cams, using stock gaskets to replace the OEM fitment as an "easy engine enhancer without having to



remove the entire rocker assembly." Also seen here, Covingtons' new cam cover (sold singly) fits 2000 and later Twin Cam engines and includes mounting hardware.

COVINGTONS CUSTOMS
 Woodward, Oklahoma, USA
 Tel: 580 256 2939
info@covingtonscyclecity.com
www.covingtonscyclecity.com



Tri-Bar LED rear fender tips



Adding an additional LED brake light, these LED Tri-Bar rear fender tips from Custom Dynamics are a complete plug-n-play unit that includes the lens, 18 dual intensity Genesis LEDs, housing, harness and connectors. Available with red or smoke lens, they function in both running and brake light modes and work with the separately sold Rivco trailer hitch on all US Big Twin models, except CVOs. Available through Drag Specialties. DRAG SPECIALTIES, USA, www.dragspecialties.com

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VICTORY & INDIAN PRO GUIDE

Dual Touring Saddle

Corbin's new Dual Touring Saddle "maximises the long range capabilities of the Indian Scout with enhanced comfort for two" according to the company, with its "ergonomically shaped seating providing support for the long haul."

It is designed for use with a Corbin backrest in the rider and/or passenger seating positions or with the Indian sissy bar. Corbin backrests are supported by internal hardware providing a clean look and simple, one-bolt installation. The backrest angle adjusts to provide a personalized fit to rider posture in both positions. With backrest installed, the rider bucket offers 15 inches of vertical support and both seating platforms are sculpted to fit the shape of the human body and seat the rider lower into the bike.

Wide, dished platforms create more square inches of



body contact and longer lasting support without hot spots. Lower seating position provides good ground reach and Corbin's exclusive Comfort Cell foam provides a firm ride.

The seating panels are made from leather and are available in a range of colors with decorative options also available.

Option heated rider seating is available, with a heater unit incorporated under the leather seating, operated by a switch on the left side of the saddle. The seats maintain temperature automatically. Corbin's heater comes completely pre-installed in the saddle and the only fitting needed is to connect the included pigtail to the battery.

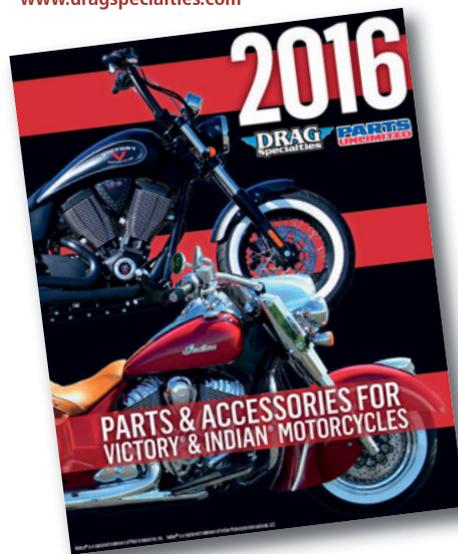
CORBIN SADDLES
Hollister, California, USA
Tel: 831 634 1100
corbin01@corbin.com
www.corbin.com

Smart move!

Drag Specialties has published a new catalog for 2016 - not unusual for the Wisconsin based distributor, especially at this time of year.

However, this is a catalog of parts and accessories for Victory and Indian models. On over 96 pages the company has brought together some 775 part numbers from 59 of its vendors as this still small but potentially important market sector continues to grow and get everyone's attention!

www.dragspecialties.com



Victory illuminator module



Electronic module specialist Badlands is responding to the increasing popularity of Victory models with this replacement for the Factory rear amber turn signal set-up that is an exact replica signal, but with a red lens and red LEDs. This 100 percent plug-n-play illuminator module provides Victory riders with running lights, brake lights and turn signal functions, all with no additional wiring. NAMZ, USA;

www.badlandsmotorcycleproducts.com

Two new Heel Shifter versions

Aeromach USA of Charlotte, N.C., has released two new versions of its heel shifter for 2014 and up Indian Motorcycles with the Thunder Stroke engine. The new heel shift levers are available in all billet gloss-black targeted at the Dark Horse motorcycle, and gloss-black or chrome with rubber shift peg to more closely match the factory toe shift peg. The heel shift lever attaches to the stock shift lever with included stainless steel hardware.

"We are seeing more orders for the Dark Horse version of the Indian Chief and requests for the rubber peg version of our heel shifter as well," says Paul Aiken, owner

of Aeromach. "Our heel shifters are designed to allow riders the full use of the floorboard. Unlike the factory option, ours extends past the end of the floorboard."

The heel shift lever is machined from a five pound bar of T6-6061 aircraft quality billet aluminum. The lever, when finished, weighs in at less than one pound and is finished in chrome or gloss black powdercoat.

AEROMACH USA, LLC
Charlotte, North Carolina, USA
Tel: 704 599 1333
sales@aeromach.net
www.aeromach.net



Kuryakyn for Indian and Victory

These new saddlebag top trims and L.E.D. curved license plate frames with mount from Kuryakyn are designed to "deliver subtle refinements to the classic styling found throughout the Indian Motorcycle range."

The durable injection-molded ABS saddlebag accents are available in a "premium" chrome finish and attach with high-strength 3M VHB adhesive. The direct replacement chrome plated cast aluminum frame L.E.D. license plate frame with steel mount is said to "provide another major style improvement by



replacing the stock black plastic mount". The DOT-compliant white L.E.D.s illuminate any standard 4" x 7" license plate. Installation is bolt-on with plug-and-play wiring for all '14-later Indian Chief, Chief Classic, Chief Vintage, Chief Dark Horse, Chieftain and Roadmaster models.

Also seen here, new saddlebag extensions with integrated L.E.D. functionality for Victory models provide full-time high-output L.E.D. running lights with red lenses that match the factory rear lighting found on Victory baggers. The housings feature a wrap-around design that offers a sleek custom appearance to complement OEM trim while maintaining ample ground and muffler clearance. Installation requires no drilling and features hassle-free plug-and-play wiring.

Available in chrome or gloss black finishes for '10-'16 Cross Country, Cross Country Tour and Magnum models, '10-'14 Cross Roads models with hard saddlebags, and '12-'13 Hard Ball models. Kuryakyn say they will also install with Victory hard bag saddlebag bottom rails, but are not recommended for use with aftermarket mufflers with larger than stock diameter.

KURYAKYN
Somerset, Wisconsin, USA
Tel: 715 247 5008
salessupport@kuryakyn.com
www.kuryakyn.com



Replacement Hi-Flow air filter kit for Scouts

This new hi-flow air filter kit from Trask Performance is a direct bolt-in replacement for what Trask describe as the very restrictive stock filter assembly on Indian Scout models.

It is said to greatly improve both the airflow and volumetric efficiency of the Scout's engine by allowing it to scavenge as much

air as possible to fill the cylinders. Dyno-developed and tested, Trask say that this PowerFlow filter will provide the Scout with an instant increase of up to seven more additional horsepower and torque in the powerband, with no additional mapping or remapping required.

Made from high quality pliable rubber, four to six layers of cotton gauze and epoxy-coated wire mesh, Trask say their PowerFlow filters are durable, washable and reusable, designed to provide the engine with excellent protection that is made to last while saving money and increasing horsepower.



TRASK PERFORMANCE
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Bigtwin Bikeshow & Expo 2015

The 24th annual Bigtwin Bikeshow & Expo at Rosmalen in The Netherlands continues to see exhibitor, custom show competitor and visitor numbers climb as the custom market in Europe continues to return to growth.

Staged on the weekend of November 6th - 8th, three halls saw exhibitors from and some 80 plus custom show competitors take part from Poland, the UK, Belgium, France and Germany, as well as the show's home market.

As well as a large number of custom shops, bike builders, tuners and performance specialists, aftermarket exhibitors included Motorcycle Storehouse, Zodiac International, Parts Europe/Drag Specialties and Custom Chrome Europe.

Dutch Harley-Davidson dealers OIT and Central kept the Bar 'n' Shield flying, with, in a growing trend in Europe, other OEs who are trying to stake a claim to a share of custom market action also in evidence - such as Yamaha with their 'Yard Built' program display, and BMW with their High Octane Soul Fuel Challenge winner, built by Jeffrey Sol.

The Best of Show winner was Destiny Cycles of the UK (Vic and Lin Jefford), Bigtwin regulars, with 'Ramalamadingdong', a 1959 Triumph T110 engined 4-speed built on Destiny's own 1 1/2" tube blasted and nickel plated oil-in-frame chassis design with the steering head bearings in the forks.

No stranger to custom show wins in Europe and a former AMD World Championship of Custom Bike Building competitor, their speedway influenced bike was built to celebrate their 15th anniversary in business, and as an homage to the first custom bike they built.

In an interesting way of organizing the custom show, there were no classes, with

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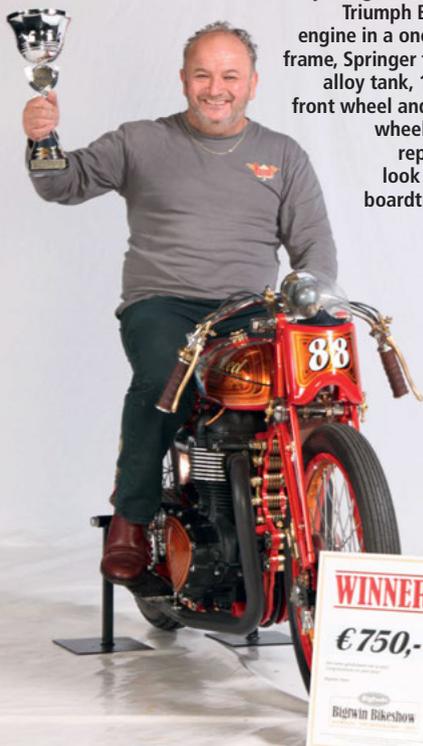


Best in Show - Destiny Cycles opened in the UK 15 years ago, and Vic and Lin Jefford built 'Ramalamadingdong', a much modified 1959 Triumph T110 engined one-off with T140 crankshaft and barrels, TR7 cylinder head and cantilever rear suspension as an homage to their first custom bike build, the one that put Destiny Cycles on the map

BEST OF SHOW
€1.250,-
 Bigtwin Bikeshow

AMD CUSTOM BUILD

"Circus of Speed" by Larry Houghton, UK - 2010 Triumph Bonneville engine in a one-off rigid frame, Springer front end, alloy tank, 1970s 21" front wheel and 19" rear wheel styled to replicate the look of a 1920 boardtrack racer



WINNER
€750,-
Bigtwin Bikeshow

Andreas Bergerforth, Thunderbike, Germany - a 1950s Panhead chopper with Linkert carb, Thunderbike exhaust and H-D 4-speed transmission with H-D front fork, 19" wheels and Thunderbike made gas and oil tank



Piet Smits, The Netherlands - "Breakable" boardtracker with 1930 J.A.P 500cc engine, self-made stainless steel frame, front forks and exhaust; 26" wheels, hand-blown glass gas tank and fuel in top frame tube; direct drive (no gearbox) and perspex hubs and oil tank



the jury simply selecting their top-five, each winning a trophy and €750 cash prize from Bigtwin Magazine.

Except for choosing a Best of Show, the top five were awarded with no place orders, in effect giving a winner and five first runners-up.

Those top five, in no particular order, were Larry Houghton from the UK (another multiple times former AMD World Championship competitor - including a second place in 2011) with a 2010 Triumph Bonneville engine boardtrack racer style project with a modern twist, former AMD World Champion Andreas Bergerforth of Thunderbike fame in Germany with a 1950s panhead-engined chopper, Piet Smits of The Netherlands (1930 J.A.P. engine in an own-made stainless steel frame), Michael Naumann of Germany (Sportster Ironhead), and Dutchman Roderick Braunius with a 1947 U-Model flathead H-D Bobber. Next year sees Bigtwin Bikeshow & Expo celebrate its 25th anniversary, at the same Autotron venue at Rosmalen in The Netherlands - save the date, November 4th - 6th.

www.bigtwin.nl



Michael Naumann, Germany - "Simple Iron", an Ironhead Sportster with a Big Twin 4-speed transmission, old style magneto ignition, S&S dual-throat carb, own made frame, gas tank, fender and front forks



Roderick Braunius, The Netherlands - 1947 U-Model flathead bobber with Tillotson carb, moped style gas tank and self-made front forks

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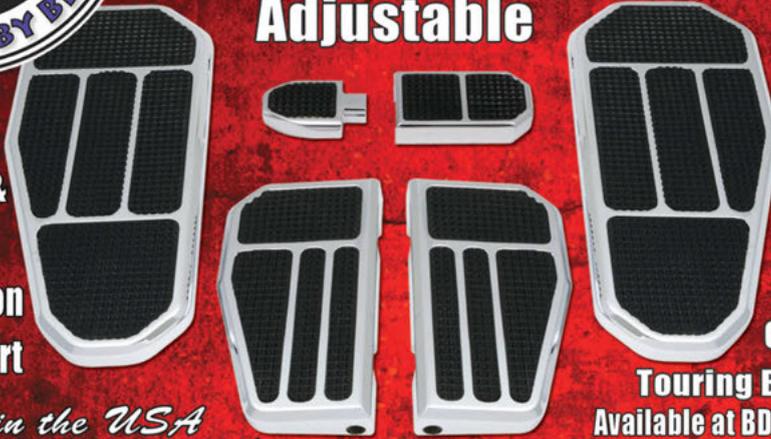


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NEWS BRIEFS

Harley and Chief Marketing Officer part company

In October Motorsport Aftermarket Group (MAG), the owner of Performance Machine, Vance & Hines, Kuryakyn and other vendors, moved to beef-up the operational management of its "Brands" division by appointing Ryan Polk as President from his equivalent role in their Retail and Media division. Polk has been with owner Lacy Diversified since 2011 in a role that included involvement in the acquisition of MAG in 2014.

Former Harley CEO Keith Wandell has joined the Board of Dover Corporation as an independent director. Dover is the diverse \$7.8bn turnover owner of Performance Motorsports Inc (PMI), itself the owning division of such well known powersports industry names as Wiseco, JE Piston and Pro-X in The Netherlands. For the nine months to September 2015 Dover group sales revenue was off by -9 percent YTD.

Kuryakyn Holdings has filed lawsuits against founder Tom Rudd and three other former employees and against Rudd's son Aero Rudd's Ciro accessory business. The court action seeks damages and injunctive relief for claimed copyright infringement

Indian Motorcycle has issued a recall for 7,611 2015 and 2016 models to replace the rear brake master cylinder assembly.

In a move that appears to have been signposted by Harley-Davidson's October third quarter fiscals, Harley has parted company with its Senior VP/Chief Marketing Officer Mark Hans Richer.

At the time of writing it wasn't clear if Richer had received a better offer, had fallen on his sword, or had been invited by CEO Matt Levatich to pursue the next stage of his career elsewhere.

Either way, the biggest surprise about the announcement is not that it has happened at all, but that it didn't happen before Harley's Q3 announcement. Then again, Richer's divesting of share options some three months ago (he wasn't the only senior executive or board member to be doing so) may hint at an earlier decision and a tactically delayed announcement.

In a statement, CEO Matt Levatich said: "In his time with Harley-Davidson, Mark Hans was instrumental in achieving our transformational goals, including expanding our reach to both core and outreach customers, and we thank him for his contributions. The changes are an important piece of the company's recently announced plan to build on its leadership position in the market and grow demand, with a key objective to lead in every market."

Those who have been voicing surprise at Richer's departure clearly had not read between the lines of Levatich's October statements.

The new marketing and four-point action plan that accompanied the quarterly financials contained a thinly veiled critique of the bottom-line effectiveness of Harley's

marketing policies; hinting that for all the benefits that out-reach, crowd sourcing and exploitation of new customer demographics may have brought, and the "likes" and Twitter followers it had generated, it hadn't translated into sufficient metal shifted at a time when the company had allowed its core demographic and patronisingly referenced "legacy" customers to



"core customers went shopping for competitive offerings"

go shopping for competitive offerings.

If the company had managed to convincingly expand its reach to core customers, then they'd have left Polaris no demographic real estate to occupy with Indian.

Richer joined Harley from GM in 2007, while Jim Ziemer, a 40 year Motor Company veteran, was CEO and two years before Keith Wandell was hired to fire fight the company back into the land of the living. Since joining Harley, Richer had successfully consolidated his position, accruing seniority and a burgeoning portfolio of "reports."

His prior positions have now been shared out between two of the executives he had hired.

Sean Cummings (a very experienced international powersports and recreational products industry executive) moves up from Latin American market management to being Senior Vice President of "global demand." Cummings joined Harley in 2014.

Shelley Paxton steps up to become VP Marketing and Brand from her Digital Strategy Officer and VP Global Integrated Marketing and Planning roles, having joined Harley (from Omnicom Media) in 2010.

Meanwhile, the scope of the job losses being used to pay for the emergency marketing spending has become apparent with 250 lay-offs of salaried staff expected by the end of 2015.

These job losses come just two years after the company started to see the full \$50 million annual benefit the 950 job cuts and benefits changes triggered by the new seven-year labor contract that was eventually agreed with Harley's unions in 2010. That "agreement" was only finalized after then CEO Keith Wandell had threatened that the company would consider leaving Wisconsin if the unions weren't prepared to play ball.

Having lost some 15 percent of its stock market capitalization within 24 hours of the October Q3 financial announcements, and having struggled to recover any more than around a third of that value by the time of the November 4th Richer announcement, as of 24 hours later Harley's stock was still moribund at around \$50, still \$6 south of its pre-Q3 announcement level.

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