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## AMERICAN MOTORCYCLE DEALER

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# Harley and Indian to exhibit at AIMExpo, Columbus, Ohio in September

**JUNE 2017**  
ISSUE #215

In what may prove to be an "industry critical mass" development for AIMExpo Presented by Nationwide, following its move (for 2017) to the Midwest from Orlando, Florida, both Indian Motorcycle (and the Slingshot reverse-trike) and Harley-Davidson are to exhibit as the 5th annual show heads towards being a sell-out in exhibitor terms.

"At this time, some 75 percent of the available floorspace is contracted," Senior Vice President, MIC Events, organizers of AIMExpo Mike Webster told AMD Magazine when we spoke with him in May. "Some 41% of powersports dealers and 50% of the US population reside within 500 miles of AIMExpo Presented by Nationwide's new location in the city of Columbus. This central location and ease of access offers all attendees the opportunity to engage with the greater powersports industry like never before."

From a manufacturer's point of view the timing is perfect as it offers an opportunity for new model year

launches to be shown to a consumer audience soon after the ranges have been introduced to dealers.

AIMExpo is trade only for its first two days, September 21/22, followed by two public/consumer days at the weekend, September 23/24; a schedule that provides the North American



powersports industry with a similar expo formula to the one that has been commonplace at world leading motorcycle industry shows such as INTERMOT (Cologne, Germany) and EICMA (Milan, Italy).

Polaris already announced its intention for its Indian and Slingshot Motorcycle Division to participate in May, with their Motorcycle Division President Steve

Menneto commenting that "AIMExpo provides both Indian and Slingshot with the ideal platform to reach and engage with the North American market and to showcase each brand's new model year line-ups."

He went on to say that "additionally, the city of Columbus is strategically situated within the sweet spot of our consumer base, as well as our dealer network, making it an ideal location to showcase our products to key constituencies."

However, no formal announcement had yet been made by either AIMExpo or Harley-Davidson themselves about formal "Motor Factory" corporate participation as this edition of AMD went to press, but their plan to do so had been published on the show floorplan on the event's website - Columbus based longest continually operated American Harley-Davidson dealership AD Farrow (these days a three store Greater Columbus area Group) had already signalled its intention to support AIMExpo almost as soon as the move to their home city had

Continues on page 8 >>>

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Controversial! Robin Bradley happens to think that making products overseas for overseas customers maybe not such a bad idea after all - it's called "Trade"



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Trikes and Quads but not as we know them - stylish, powerful and handling like a MotoGP bike; its all about the suspension!



**Bike Shed Show, London** ..... 30-31

Some 216 bikes though maybe, at best, only a dozen Harleys among them ... but plenty of beards, craft gins and artisan luncheons, so that's alright then!

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# “Way to go Harley”!

**W**ith the jury still definitely out as to whether or not this season has seen any uptick in business (OE or aftermarket) so far (most are saying not, especially where OE sales are concerned), the market appears to be at a loss to understand why.

Although some of the primary economic indicators for April have been positive (among Europe’s 19 members of the Euro currency zone as well as in the United States), there appears to be a continuing lack of confidence that any newly minted largesse will be coming the way of the custom motorcycle industry and growing concern that further market contraction is upon us.

Don’t get me wrong, it’s not that the wider economic picture is definitely, for sure and 100 percent for certain “doing well” as such, it isn’t and it can’t while growth and consumer spending continue to zip around all over the place.

However, with employment levels good or at worst improving (Eurozone) and nudging labor shortage territory on both sides of the Atlantic, especially skilled labor, and with growth being revised dramatically upwards for the first quarter in the United States, stocks hesitating but still essentially growing more valuable by the quarter (including Harley’s and Polaris’), inflation climbing but under control and likely to finally going to trigger rate rises, the big question is where’s the “trickle down”?

These are such febrile times that one is reminded of Ezra Solomon’s famous and often misquoted quote that “the only function of economic forecasting is to make astrology look respectable.” Solomon was a major player in Nixon’s economic team in the 1970s, and is it just me, or do the times in which we now live feel like a return to the unpredictability and uncertainty of what, in economic terms at least, was a “Dark Decade”?

Personally I loved the 1970s, I had a great time (if you know what I mean!), but in financial (and political) terms it was as if the world was in meltdown, that any orthodoxies or certainties were simply there as shooting practice, and that many of the issues that were in play then are returning to haunt us now?

For example, “outsourcing” (or “off-shoring” as it is also euphemistically known) was just as hot a topic and just as misunderstood as it is now. Back then the motorcycle parts and accessories industry that we know today was just starting to emerge, and with it a growing proportion of parts manufacturing was being placed on Asian tooling as we consumers availed ourselves of the lower pricing it brought us.

Interesting then that following its trumpeting of its status as an ‘American Icon’ Harley-Davidson should have let slip (via a “fake news” item in the New York Times?) that it is planning to start making whole motorcycles in Thailand.

What has been even more interesting though has been the widespread reaction to it – especially from the Unions.

Here is an instinctively counter-intuitive ‘factoid’ for you. Did you know that, in

general terms, the less that the west has consumed of western made goods, the wealthier, in general terms, most (though not all) western economies have become?

I’m not as familiar with the minutiae of the math in the United States and elsewhere as I am for my own country, but here in the UK the decades of unprecedented growth and recovery from the industrial blight of the 1960s and 1970s have happened hand-in-hand with the decline of domestic UK manufacturing – and in broad terms it is as true in countries such as the United States and most of the leading European economies as it is in the UK.

There was a time in the UK when the phrase “trade old boy” was a derogatory, used to decry the rather sordid process of actually having to work for a living. But without trade nobody gets to go to the bank. Without profit, nobody gets to go to work at all.

Harley-Davidson are not transferring jobs to Asia, they are creating new jobs there so they can repatriate profit (not bikes) that western wage rates, benefits and (above all) union practices would simply make unavailable to them otherwise. It isn’t the (massively) overstated effects of tariffs that make Wisconsin, Pennsylvania or Missouri based manufacturing unprofitable for them in Asia, it is the relative costs that they would need to export there that prevents them from otherwise

being able to exploit the undoubted opportunities that the love of an ‘American Icon’ that there is throughout the rest of the world provides them with.

The purpose behind making things is not to leave us all with a warm and fuzzy feeling (well, not only), but to make us profit. Besides, if you can make profit without actually making something yourself (Apple anyone?), then how much smarter is that?

Without being able to enter some of the world’s fastest growing markets profitably, Harley (and everyone else for that matter) would be challenged in terms of delivering value to stake holders, and it is that value that is the oil in the west’s engine. Without being able to generate the capital needed for investment, for growth, for rising stock prices, for wages and for taxes, the whole edifice comes tumbling down.

That was the 1970s, in a nut shell. It’s time to realize that it isn’t necessarily only about the metal, it’s about the money too. What is so wrong with bringing a big slice of Asian consumers’ “hard earned” back home for us all to enjoy?

In what, for this column, is a rare outbreak of “way to go Harley”, “way to go Harley”!

## ‘Personally, I loved the 1970s’

**Robin Bradley**  
Co-owner/Editor-in-Chief  
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**NEWS BRIEFS**

**MAG continues to refine its structure under group CEO Andy Graves with its various off-road businesses being consolidated into an off-road specific division. Based out of Chandler, Arizona, former Arctic Cat and Honda Motor Company executive Chris Lindstrom will be President of a MAG Off-Road Group that will combine MAG acquisitions DragonFire Racing (Mesa, Az.) and Renthal (UK), with former Tucker Rocky brands QuadBoss, ProTaper and MSR Hard Parts.**

Indian Motorcycle sold 205 units in Germany in the first four months of 2017, which is some 21 percent down on 2016 for a 14th spot, 0.49 percent market share; some 170 Victory models are reported as sold in the same period.

**Harley recorded 6th spot in market share terms in the UK for April, ahead of some notable scalps (in European terms) including Suzuki, Ducati and KTM. They also scored 6th place in the small but custom-friendly Austrian market for the first quarter – only 215 bikes, but up on 2016 in a country where there is quality and strength among the aftermarket shop and builder community despite the strict regulations there.**

Last month we reported how Polaris CEO Scott Wine's annual compensation had fluctuated in-line with the company's financial fortunes – dropping from \$8.8m in 2014, to \$7.1m in 2015 to \$5.46m last year. Meanwhile Harley CEO Matt Levatich's "compensation" package has gone the other way according to the Milwaukee board, from \$5.4m in 2014, to \$6.5m in 2015 to a whopping \$9.3m in 2016.

**Birmingham, Alabama based high-performance V4 premium sport touring bike manufacturer Motus (the brainchild of Lee Conn and Brian Case) say they are looking to expand their existing network of around 25 dealers to some 100 or so by the end of next year.**

<<< **Continued from cover**

been confirmed. This will be an AIMExpo debut (as indoor exhibitors at least) for both Harley-Davidson and Polaris' Motorcycle Division, and it is expected that in addition to giving a public debut to their MY2018 products, both manufacturers will join others in offering visitors brand experiential exhibits and new model demo rides in the show's outdoor space.



In Harley's case expect to see their booth showcase their static 'JumpStart' Rider Experience and to profile their investment into their stated long-term strategic objective of "building" two million new riders in the United States through their dealer based 'Riding Academy' training scheme - in addition to the first major tranche of CEO Matt



Steve Menneto, President, Polaris Motorcycle Division: "The Polaris Motorcycle Division is pleased to join the Motorcycle Industry Council event - one that has created a world stage for American produced products. We're looking forward to hosting dealers and consumers in Columbus this September"

Levatich's pledge to introduce 100 new models in that same 10-year time frame, with rumors continuing to suggest that the technology seen in the new M-8 engine introduced as a new touring platform for 2017 will star in new cruisers to replace the existing Softails and Dynas.

At the time of the May announcement about Indian Motorcycles' participation, Larry Little, Vice President

& General Manager of organizer MIC Events, said: "The show's platform was created to shine a spotlight on American industry as well as the world's largest recreational powersports market. The European style two-day trade/two-day consumer attendance formula will mean all our 400 plus exhibitors will be appreciated by media, trade and consumer audiences alike."

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**Bryan Smith gives Indian 'Wrecking Crew' a 6-from-6 win streak at the first of this year's two Springfield Miles**

As this edition of AMD went to press a historic American Flat Track win streak remained in play following another win for Bryan Smith aboard his Indian Motorcycle Racing backed by Allstate Scout FTR750 in the 6th round of this year's 18-race series over the Memorial Day Weekend. A packed house witnessed another close contest in the AFT Twins presented by Vance & Hines as Smith edged out the No. 9 Indian Motorcycle Rogers Racing Scout FTR750 of 'Wrecking Crew' team mate Jared Mees, with the Yamaha FZ-07 of Sammy Halbert third (who posted a 34.571 fastest lap with six to go) in the Harley-Davidson Springfield Mile I at the Illinois State Fairgrounds. This was the first of the two mile-long races staged at Springfield this year (the series returns there for the Springfield Mile II on September 3rd), and saw Smith take a third successive Mile win for the defending Grand National Champion's fourth race win in a row overall, making him just the fifth rider in series history to accomplish that feat. The Harley-Davidson XG750R riders looked to have closed the performance gap on their Indian FTR750 rivals after a disappointing start to the season



so far. Kenny Coolbeth (No. 2 Harley-Davidson Factory Flat Track Team XG750R), Jake Johnson (No. 5) and Brandon Robinson (No. 44) were all battling in strong positions before a freak incident saw the hopes of all three brought to a premature end - just as the race was shaping up to be a significant uptick in form for the entire Harley-Davidson team. The third member of the Indian 'Wrecking Crew', Brad Baker on the No. 6 Indian Motorcycle Racing backed by Allstate Scout FTR750, came in 4th behind a photo-finish that saw Smith given the nod by 0.005 of a

second over Mees, with Halbert in third position, 0.039 seconds behind Mees to prevent another 'Wrecking Crew' podium sweep. Next up will be the fourth straight AFT Twins presented by Vance & Hines Mile race with the Red Mile at Lexington, which will have taken place by the time you are able to read this (Kentucky, on June 30; following that the series heads to the OKC Mile presented by Indian Motorcycle two weeks later (June 17) at Remington Park, near Oklahoma City; followed by the Lima Half Mile presented by Indian Motorcycle, June 24 (Lima, Ohio) and the Rolling Wheels half mile, July 8, near Syracuse in upstate New York.

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KB661LCA	113	4.000 STD. .060 .065 .070	4.375	7.667	1.086	-4.2 DOME	11.3:1	10.3:1
KB917LCA	117	4.125 STD. .005 .010 .020 .030	4.375	7.667	1.086	11.5 DISH	10:1	9:1
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**NEWS BRIEFS**

Along with increased credit defaults in certain regions of the United States (especially in oil industry dependent areas), the continued decline in used motorcycle values has been cited as one of the reasons for increased losses at Harley's wholly owned consumer finance subsidiary. "The recovery value is always a function of the used bike price and as used bike prices have fallen, credit losses have gone up," according to Harley CFO John Olin. Olin made \$4.8m in "compensations" out of Harley-Davidson last year, this in addition to other earnings that include being a Director at battery maker Exide, where former Harley CEO Keith Wandell is Chairman.

Harley took 4th place in overall PTW market share terms and first place in Road Bikes and Tourers for the first quarter in Australia with 2,261 units sold in the first three months of the year. Their top seller was the FXSB Softail Breakout (352 units) followed by the XG500 'Street' (322 units) and Australia's third highest selling motorcycle overall in Q1. Its best selling Tourer was the FLHXS.

**Polaris Industries Inc. announced the declaration of a regular quarterly \$0.58 per share cash dividend payable on June 15, 2017 to shareholders of record at the close of business on June 1, 2017.**

Following setting a new coast-to-coast record for crossing the United States, Californian Carl Reese has been at it again. Riding a BMW K1000 on Continental Tires' 8.5-mile test track at Uvalde, Texas, in February he set a new record of 2,119 miles for the total distance ridden on a motorcycle in 24 hours.

**Harley continues to hold 5th spot in Germany with a 7.92 percent market share for the first four months of the year (3,324 units sold through April 2017), which is actually down on their share for the same period last year, when they sold 4,464 units for a 9.49 percent share – reflecting the worldwide decision to short dealers of M8s and other 2017 models and the stampede to Euro 3 pre-registrations before the December 31st deadline. Harley's top sellers so far this year are the Breakout, the XL 1200 X and the Dyna Street Bob.**

# Michael Lichter's 2017 Buffalo Chip Motorcycles as Art exhibit 'Old Iron – Young Blood' to showcase New Gen builders

Always a highlight of both the Sturgis Rally and of the annual event calendar, the Buffalo Chip will again be hosting an exhibition of bikes and art assembled by Michael Lichter.

This year Michael will be assembling "an incredible group of young builders and artists who have been inspired by the iron stylings of previous generations, creating new works that reflect the attitude and attributes of the present" in the Buffalo Chip's 2017 Motorcycles as Art exhibit "Old Iron/Young Blood; Motorcycles and the Next-Gen."

Forty builders under 36 years of age have accepted the challenge to build a custom masterpiece especially for this exhibit, each of which will be displayed atop elevated pedestals and lit with theater lights to better give guests an open view from every angle.

"Creating an exhibition themed around the next generation of builders and bikes ensures an incredibly diverse offering, from cafes to street trackers to old school choppers and modern customs," says Michael.

"Some, such as Matt Olsen, Matt Walksler, Zach Johnson and Zach Ness, grew up in their own family's motorcycle businesses, while others came into building when they were older, eventually starting their own commercial shops. Still others have day jobs and work on their bikes in home garages in what waking hours they have left.

"The 40 builders and 14 two-dimensional artists will come together as 53 creatives to examine just what this generation is interested in, what they are capable of and what is coming around the bend," says Michael Lichter. "In addition to an age limit on the builder, each bike must be a new build completed within a few months



of the show opening, and many of the bikes will be 'unveiled' for the first time at the exhibition."

Throughout the history of motorcycle customization, one can see that individual artists draw inspiration from his or her most impressionable moments, experiences which often mark both the timeline of their lives and of an entire generation. The old iron that returning veterans of the '40s twisted, stretched and chopped echoed the frustrations of a generation of GIs who were ravaged by war and yearned to be free. Today's young bloods are creating bikes that are inspired by old iron, yet reflect the

more calculated interests and accessible technology of the present. Though many define this generation as "Millennials," the burgeoning masters of the motorcycle industry displaying their work in this exhibit have broken any constraints or negative stereotypes associated with the term. "Michael has again put together an exhibit that explores the changing landscape of the motorcycle culture in a way that only the world's leading motorcycle photographer could reveal," said Rod Woodruff, Sturgis Buffalo Chip President. "We are witnessing the birth of a new generation of talent, the up-and-coming masters of an art. This exhibit offers the chance to simultaneously see the wave of the future and the influence of the past, an opportunity no biker should miss."

The exhibition is free to the public and open in the Buffalo Chip's Event Center from 10 a.m. to 8 p.m., Saturday, August 5 through Friday, August 11. More information can be found at...



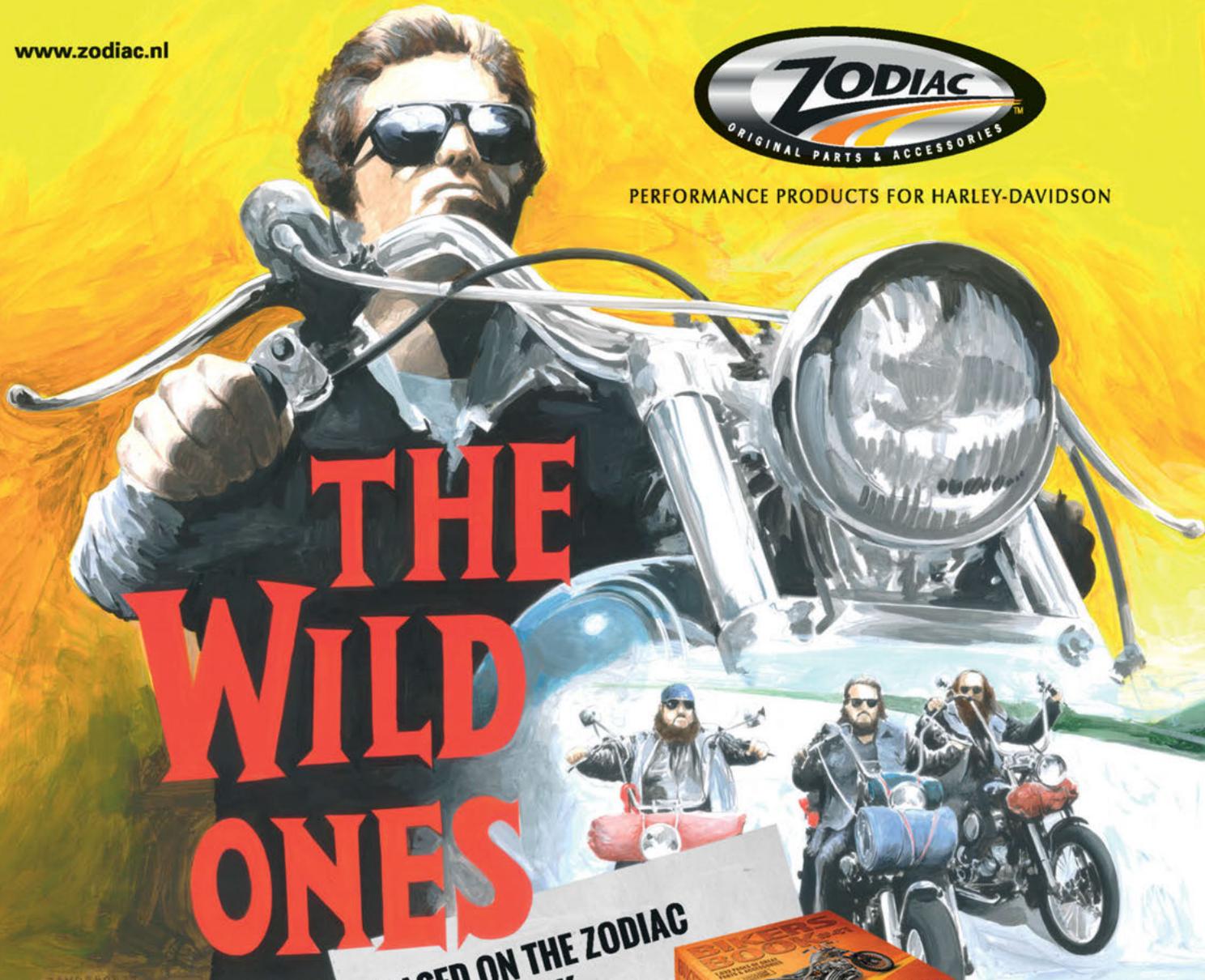
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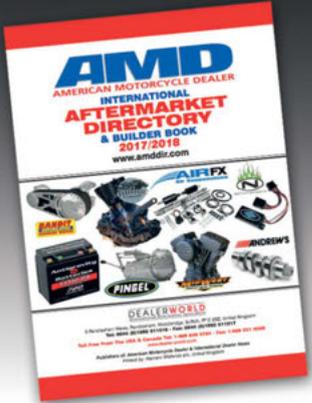
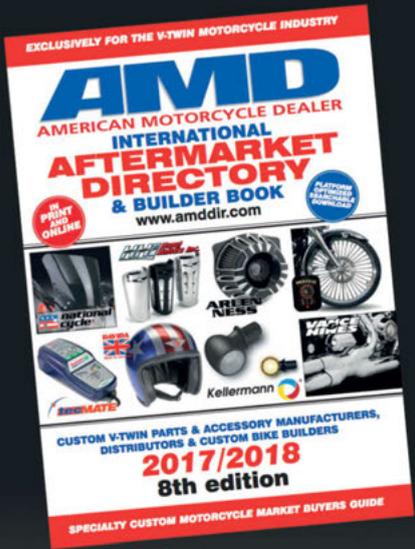
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**Manufacturers • Distributors • Brands • Builders • Industry Index • Product Group Cross-Reference**

# J&P Cycles sets records



J&P Cycles is bucking the U.S. motorcycle industry retail trend, achieving record-setting retail growth through their "knowledgeable product staff members and improved customer experiences across all of their retail touchpoints." J&P Cycles set a company record in April 2017 with over 100,000 customer transactions occurring online, via phone and at retail locations. During the same period, J&P Cycles received a Bizrate customer rating of 9.2 (out of 10) in "likelihood to recommend" J&P Cycles to others. Bizrate is a leading source of online retail customer satisfaction data in the United States.

"Customers tell us every day in our stores, at rallies, over the phone and in email that they appreciate our knowledgeable staff, unrivaled selection, and our focus on their riding needs," said Kevin Strawbridge, President of MAG Retail Group. "In 2016, J&P Cycles invested in and optimized the customer experience across our channels, all of it geared toward putting customers first. April's figures are proof that we've made the right changes."



Kevin Strawbridge - President, MAG Retail Group: "In 2016, J&P Cycles invested in and optimized the customer experience across our channels, all of it geared toward putting customers first. April's figures are proof that we've made the right changes"

"To achieve this level of growth and trust from riders means a great deal to us, especially as we approach our 40th anniversary," said Zach Parham, Vice President of Merchandising at J&P Cycles and son of J&P Cycles founder John Parham. "We could not have achieved this milestone without our customers' loyalty and our team's tireless commitment." J&P Cycles will celebrate 38 years of operations by hosting the Iowa Rally on June 24-25, 2017 at the J&P Cycles original store in Anamosa, Iowa. The celebration will include over fifty motorcycle parts and accessories manufacturers, Cowboy Kenny's Steel Rodeo motorcycle stunt show, live music and food and beer vendors.

The rally will also host the 2017 Hot Bike Magazine National Garage Build-Off Competition. Additional information about Iowa Rally activities can be found on the rally page at [www.jpccycles.com](http://www.jpccycles.com).

J&P Cycles operates retail locations in Anamosa, Iowa, Daytona Beach, Florida, and Sturgis, South Dakota. The company's Rider Service Center is located in Daytona Beach, Florida. J&P Cycles supports motorcyclists with retail pop-up stores at over a dozen motorcycle rallies, races and events throughout the U.S. each year.



Zach Parham, VP Merchandising: "To achieve this level of growth and trust from riders means a great deal to us, especially as we approach our 40th anniversary"



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# North America's first Ace Cafe now open in Orlando



Ace Cafe Orlando, the first North American location of the celebrated London based motor-diner and the sixth Ace Cafe in the world, opened its doors for the first time on May 19. The 35,000 square-foot "dining, entertainment and retail destination" reinvigorates a key three-acre parcel of land in downtown Orlando now known as "Ace Corner," where it expects to draw more than 400,000 people annually.



Since 1938, Ace Cafe London has been a mecca for those passionate about cars, bikes and rock 'n roll culture. The original location on London's North Circular Road began as a roadside cafe for truckers, then evolved into a popular destination for rock 'n roll-loving teens riding motorbikes during the '50s and '60s. Today, the Ace has a multi-generational appeal among motorsports enthusiasts from all over the world.

"We have built a special place for everyone, from petrolheads and enthusiasts to the after-hours work crowd, families, music lovers and everybody in between," said Mark McKee, CEO and Chief Gearhead of Ace Cafe North America. "For those passionate about cool motors, great music, inspired food and drinks and good times, Ace Cafe Orlando is the place to be." Much larger than its London

namesake, Ace Cafe Orlando spans two floors and features a full-service restaurant, two kitchens, four bars, a coffee bar, a communal counter, a mezzanine that overlooks the main floor dining area and stage, and private and semi-private spaces for groups both large and small.

Rounding out the offerings inside the Ace are Rockers Speed Shop (selling official branded Ace gear and apparel); a BMW motorcycle dealer; a Dainese D-Store (Italy's legendary high-tech riding gear and accessories brand); EagleRider motorcycle rental company (the world's largest motorcycle tourism company); and Stonebridge Motor Gallery, selling an ever-changing line-up of original motorsports and rock 'n roll-inspired artwork, photography,

sculptures and memorabilia, as well as collectable vintage and rare one-off custom motorcycles. "More than a restaurant, Ace Cafe Orlando connects great food and dining with a passion for motoring and rock 'n roll, providing a totally unique experience found nowhere else in the U.S. Under the tutelage of Executive Chef Christopher Truesdell, the Ace's menu can be defined as American diner fare. It features made-from-scratch home style comfort food with a twist that captures the authentic spirit and flavors of some of the best diners and backroad joints across the country, all at an affordable price point. There is also a nod to Ace Cafe's roots with authentic British favorites like Bangers & Mash, Fish & Chips and Chicken Curry."

[www.acecafeusa.com](http://www.acecafeusa.com)

## NEWS BRIEFS

Harley have scored 4th place in market share terms in Switzerland for the first four months of 2017, having sold 1,134 units there YTD. In the 2016 full year they sold 3,032 units for 3rd place in a market that was down by - 3.4 percent year-on-year after having been +17.00 percent in 2015. They are currently behind Yamaha, BMW and Kawasaki, but ahead of some notable players in Swiss and wider European terms, including Honda, Triumph, KTM, Ducati and Suzuki.

Hot Leathers has moved manufacturing of its "USA Made" high-end apparel collection in-house at its Manchester, Connecticut headquarters. Andy George, Executive Vice President for brand owner Good Sports Inc., is quoted as saying that the company will now start to grow its distributor and retailer footprint and introduce a new riding accessories collection later this year.

The 2017 AMA Motorcycle Hall of Fame induction ceremony will be Friday, Sept. 22, at the Greater Columbus Convention Center in Columbus, Ohio, concurrent with the 5th annual AIMExpo as it makes its Columbus debut – the Hall of Fame is based at the nearby Pickerington, Ohio AMA headquarters.



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**NEWS BRIEFS**

A question mark has been thrown over the long-term viability of the versatile Greaves four-stroke single-cylinder BS III Diesel engine powered 'Multix' multi-purpose personal utility produced by Polaris and its 50/50 Indian joint venture partner Eicher Motors (owner of Royal Enfield). The vehicle may be about to fall foul of India's accelerated program of emissions regulation updates as the country grapples with some of the worst urban air pollution in the world.

U.S. Secretary of Labor Alexander Acosta visited BMW's Munich, Germany headquarters and manufacturing plant in mid-May. The visit included an extensive tour through the production and technical apprenticeship training facility. BMW directly employs some 9,000 workers at its Spartanburg, Sc. plant - its largest production facility in the world - supporting 70,000 direct and indirect jobs in the United States. Seventy per cent of the plant's production is exported, making BMW the largest exporter by value of any car manufacturer in the USA. Over the last ten years, BMW has invested more than \$220m on training workers in Spartanburg and forecasts a further \$200m Spartanburg workforce training investment in the coming years - given BMW's stated domestic U.S. ambitions, especially with its R nineT models, it makes one wonder how much of that may now be focussed on motorcycle manufacturing training!

**Harley and leading motorcycle rentals company EagleRider have entered an exclusive partnership that will allow travelers to now be able to rent and tour on the most current Harley-Davidson Touring and Cruiser motorcycles at EagleRider locations around the United States. Customers will also benefit from an expanded network of EagleRider pick-up and drop-off points, with many of them now located in Harley-Davidson dealerships.**

# Biker's Choice has Brass Balls

When Dar Holdsworth, a former AMD Production class World Championship winner, started his Brass Balls Cycles off-shoot in 2006, he had no idea his hobby of building motorcycles in his free time would turn into a full-time bikes and parts design business.

Now, 10 years later, Biker's Choice has inked a distribution deal with Brass Balls Cycles to sell Dar's fast growing range of designs.

"We are grateful and super excited to be working with Tucker Rocky/Biker's Choice," says Dar. "The entire team embraced us as one of their own from the start and that has really added fuel to the fire and charged us up," he added.

Brass Balls Cycles has been honored with numerous awards for their customized

motorcycles, including those 2011 and 2012 back-to-back Production class wins and multiple additional podiums at the AMD World Championship of Custom Bike Building and elsewhere.

In addition to the motorcycles they have built and customized for their customers, they have also crafted several bikes to support the troops. They are active supporters of charities such as Pros4Vets, Wounded Warriors, Intrepid Fallen Heroes and Warriors for Freedom. Now Dar's attention is firmly focussed on a burgeoning program of parts and accessories that combines contemporary manufacturing precision with a convincing classic styling that is right in the crosshairs of the current retro and shed build market.



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## Indian – "Spirit of Munro" program

Indian Motorcycle is to pay tribute to Bonneville legend Bert Munro's historic Land Speed Record of 50 years ago, backing an attempt by the New Zealander's great nephew, road racer Lee Munro, to set a new Land Speed Record at Bonneville this year (August 13).

"Motorcycling is about shedding boundaries and limitations to go beyond the norm, and there is no better example of that than Burt Munro," said Reid Wilson, Indian Motorcycle Marketing Director. "Driven by unparalleled determination and a legendary passion for the pursuit, Burt Munro embodies the

spirit of Indian Motorcycle, and we couldn't be prouder to honor his legacy with an updated version of his historic record on the Bonneville Salt Flats in August."

For the updated record attempt, Lee Munro will pilot a modern Indian Scout with a powertrain modified by the Indian Motorcycle engineering team in an effort to become the world's fastest modern Indian motorcycle. The attempt will not break Burt's record, but instead will honor his storied legacy in the world of motorcycling. Fueled by their own ambition to push beyond boundaries, Indian's team of engineers

volunteered to be a part of this historic attempt, working on the project "after hours." The team will undergo several test runs in El Mirage, Calif., before Lee Munro takes to the "The Great White Dyno."

"My uncle Burt was a significant inspiration for my own racing career, and his appetite for speed is clearly a part of my DNA," said Lee Munro, the grandson of Burt's first cousin. "What Indian Motorcycle is doing is fantastic, and I couldn't be prouder to partner with them and pilot my own Scout at Bonneville in honor of my uncle and the 50th anniversary of his historic record." Born and raised in Invercargill, New Zealand, the same town as his great uncle Burt, Lee Munro has captured numerous titles on every road and street race circuit in the South Island of New Zealand.

With plans to race the Isle of Man, Lee attended the Manx GP in 2016 to gain knowledge of the track and better prepare himself. Most recently, Lee won the vintage class at the Methven Street Races earlier this year on a 1941 Indian motorcycle.



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# Kendon standing up for themselves



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Noted for their innovative "Stand-up" trailers and lifts, California based Kendon Industries is to shift availability of its products to Dealer-Direct selling. Kendon has ended its relationships with both Tucker Rocky/Biker's Choice and Parts Unlimited/Drag Specialties to self-distribute its products. Kendon Brand Manager Steven

Adams cites increasing raw materials costs and shrinking margins as the reasons for the change, noting that three-step distribution no longer makes sense for them, their distributors or their dealers. "We appreciate the relationships we've had with our distributors over the years. They provided a much needed service and channel to market.

We would not be where we are today without our valued business partners. But our costs have increased and the three-step distribution model no longer works for a product such

as ours. We want to thank Tucker and Parts for their efforts, but it's time for us to make a change."

[www.kendonusa.com](http://www.kendonusa.com)

## EBR Motorcycles factory – liquidation sale



As anticipated since its most recent demise, EBR Motorcycles (Erik Buell Racing) of East Troy, Wisconsin, has not been able to secure a new investor, which means that its assets will be auctioned and a much-storied chapter of the U.S. motorcycle market brought to an undignified and very definite denouement.

Liquid Asset Partners, of Grand Rapids, Michigan, the owner of EBR, hold a piecemeal liquidation sale and live auction at EBR's factory for all remaining assets in a two-month on-site liquidation sale starting June 7, with a live auction June 8, that will include the intellectual property and tooling used to manufacture the EBR motorcycles, all factory production equipment and EBR artefacts.

"This is the motorcycle deal of a lifetime," said Bill Melvin, CEO of Liquid Asset Partners. "For any motorcycle fan the deals are too cheap to miss. You can buy anything from a race motorcycle, hand tools, all the way to buying the iconic motorcycle brand itself.

"This will represent the largest factory liquidation of a sport motorcycle manufacturing facility," said Melvin. "These superbike parts and equipment, which are rolling art, are

selling at enormous discounts, right off the factory floor. The sale is open to the public, and they can buy not only the motorcycle parts, but also the tools and equipment from which they were made.

"We have no illusions, the market is very soft, and we are prepared to deeply discount everything," said Melvin. "It's stacked high and we're selling it cheap. Everything must be sold regardless of cost or loss."

**Buyers can view the assets online at [www.LiquidAP.com](http://www.LiquidAP.com)**



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**NEWS BRIEFS**

The Sportscar Vintage Racing Association (SVRA) has announced Harley as its 'Official Motorcycle'. The SVRA is expanding its motorsports festival weekend formula into the realm of vintage motorcycles. Vintage two-wheel racing will join the wide variety of activities at the June 16-18 Brickyard Invitational at the Indianapolis Motor Speedway. Harley will lead a large motorcycle presence at the Brickyard Invitational with an "arrive and ride" experience of its latest models. The Speedway's very first motorized competition was a motorcycle race meet of August 14, 1909.

FOX has announced a voluntary recall for Harley-specific aftermarket motorcycle shock absorber products, purchased after September 2014, due to a potential failure hazard. It is believed that affected recall product units are limited in quantity to about 2,460 shock absorbers. Retailers or service professionals who have questions can call FOX Customer Service at 1-800-369-7469; additional information will be posted online at [www.ridefox.com](http://www.ridefox.com)

**New owner Textron is closing Arctic Cat's (relatively new/old) corporate head office in Minneapolis and relocating some production – with 'Stampede' SxS engine manufacturing and vehicle production moving to their existing Thief River Falls, Mn., facility from Germany and Augusta, Ga., respectively.**

# World's fastest motorcycle bound for Bolivia



The world's fastest motorcycle, the TOP 1 ACK ATTACK, is bound for Bolivia for an epic adventure to exceed its own record of 376.363 mph/605.697 km/h. The twin-engine streamliner is going to make a run for the record on the remote Salar de Uyuni salt flats high in the Andes mountains between August 3-8, 2017.

The TOP 1 ACK ATTACK's previous record-breaking runs took place on the legendary Bonneville Salt Flats, but the team is now travelling to Bolivia to conquer this new challenge.

"Bolivia has been selected because it has a much longer run up and down of 16 miles versus about seven miles at Bonneville," explains ACK ATTACK pilot and three-time World Land Speed record holder Rocky Robinson. "This makes it safer, too. Wheel spin on driven – not thrust/jet – streamliners is a danger, so the acceleration has to be very gradual to avoid awkward handling. Distance is your friend!"

"Honestly, we would have preferred to set the record in Bonneville," adds TOP 1 VP of Sales & Marketing Frank Ryan. "TOP 1 lives and breathes the American lifestyle. We produce and package our products in the USA before distributing them to 60

countries around the world. However, several years of bad conditions at Bonneville, coupled with record rainfall this year, means we have to travel to the top of the world to find optimal conditions. Those conditions just happen to be at 12,000 feet above sea level in the Andes mountains."

Breaking down Bolivia by the numbers: Salar de Uyuni is the world's largest salt flat at 10,582 square kilometers (4,086 square miles) with an elevation of 3,656 meters (11,995 feet) above sea level. The high elevation will play havoc with fuel management, and the harsh conditions will take their toll on the entire team, but Robinson says they are on a mission to not only defend the current World Land Speed record of 376 mph/605 km/h, but also to be the first motorcycle to break the 400 mph speed barrier!

"When we started to build the TOP 1 ACK ATTACK in 2003, our goal was to exceed the record of 322 mph that had stood for 16 years," said Mike Akatiff, builder of the TOP 1 ACK ATTACK, "but in the back of my head was the thought that we could build a bike to actually go 400 mph. We began challenging the record in 2004, and, with the backing of TOP 1 Oil, we have broken the record



three times: in 2006, 2008 and 2010. The 2010 record still stands today at 376.363 mph, but I believe the bike is now ready to go much faster, and with a suitable race track we feel we can make history once again."

Founded in 1979 by William "Bill" Ryan, TOP 1 Oil Products is a premium synthetic lubricant brand. TOP 1 prides itself as being an American brand and being run by the 2nd and 3rd generations of the Ryan family. Built by Mike Akatiff, owner of Ack Technologies, an avionics company, the ACK ATTACK is a brilliant piece of engineering. The 20-foot long streamliner is powered by a pair of turbocharged/intercooled Suzuki Hayabusa engines, producing more than 1000bhp. The quest to be the world's fastest motorcycle hasn't been easy – the ACK ATTACK crashed three times during record runs, in 2004, 2007 (when it rolled 16 times) and 2011 – "but with great risks come great rewards."

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**NEWS BRIEFS**

BRP is recalling certain 2017 Can-Am Spyder RT motorcycles due to a manufacturing error within the headlight assembly; the headlight may shine too high when on the low beam setting.

ChopperExchange, said to be "the largest American V-twin motorcycle classifieds website in the United States," has been bought from Marco Polo Publications by Jake Braun and Mirela Setkic, two employees. Their Kapok Marketing agency also acquired CycleCrunch, a classifieds website for all motorcycle makes and models, which was launched as a sister website of ChopperExchange in 2012. ChopperExchange generates sales leads for motorcycle dealerships and private sellers.

Indian Motorcycle sold 154 units in Australia in the first quarter of 2017, up by +12.4 percent on the 137 units they moved in the year ago quarter.

**Polaris' decision to make a further accounting allowance for future recall costs has been prescient, with certain 2016-2017 GEM E2, E4, E6, and ELXD electric vehicles being re-called - those equipped with steel front wheels may be vulnerable to the lug nuts loosening.**

## France based specialist MAG Connection inks European representation deal with HardDrive

France based purchasing portal provider and distribution, buying consortium and vendor representation specialist MAG Connection continues to expand the fast growing range of brands it represents. In May, the company announced that it had agreed a deal to represent HardDrive, the Boise, Idaho based American V-twin



products distributor in Europe. "HardDrive has rapidly become a strong source of aftermarket V-twin products for the industry and maintains an active focus on expanding distribution across the globe. We are excited to partner up

with the team at MAG Connection to bring our HardDrive offerings to their customers throughout Europe. "Our 18,000+ part numbers and over 200 vendors will be readily available on [www.mag-connection.com](http://www.mag-connection.com) to view and to purchase. MAG Connection is a reliable choice for European motorcycle dealers and we are excited to watch this business relationship grow." [www.mag-connection.com](http://www.mag-connection.com) [www.hdtwin.com](http://www.hdtwin.com)

## Witchdoctor's expands aftermarket Victory inventory with asset acquisitions



**WITCHDOCTOR'S**  
AFTERMARKET MOTORCYCLE ACCESSORIES

Warren, Ohio based Witchdoctor's Motorcycle Accessories has acquired the Victory Motorcycle parts inventory assets of two vendors, to position itself as the "premier supplier of aftermarket Victory Motorcycle parts and accessories." "When Polaris Industries Inc. announced in January that it was shutting down its Victory Motorcycles brand, some vendors decided to halt production and sales of Victory aftermarket parts; we saw an opportunity to capitalize," says Witchdoctor's owner and President Jon Petrich. In March, Witchdoctor's acquired the

Victory inventory assets of Barracuda Custom Accessories and Whitewall Choppers. Customers can now purchase these vendors' Victory aftermarket parts from Witchdoctor's. "The acquisition of these product lines bolsters our inventory, strengthening our ability to get our clients the custom Victory aftermarket parts they need," Petrich said. "We want our customers to know that we are here for them now more than ever. If there's a product you need that you don't see on our website, let us know, and we'll do what we can to get it for you." Petrich went on to say that Witchdoctor's aftermarket Victory

business was strong despite the halting of the motorcycle brand. The company recently hired a new customer service agent to meet the increased demand. Witchdoctor's Motorcycle Accessories is the world's largest reseller of aftermarket parts and accessories for Victory and Indian (2013 and up) motorcycles. They offer parts from more than 70 vendors, including the top names such as Arlen Ness, Kuryakyn and Lloyds Motorwerks, as well as their own name brand product line. [www.buywitchdoctors.com](http://www.buywitchdoctors.com)

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# SOFTTAILS HANDLE LIKE



American Qtec is a new business, established late in 2016 to sell the Qtec Engineering traditional trike, reverse trike and Quad Softail conversion kits designed and developed in Belgium by Sandy Poglavec.

**P**oglavec designed the first kits more than a decade ago, and they have been popular all over Europe ever since. AMD remembers first meeting Poglavec at EICMA, the renowned 'Milan Show', just after he'd started to sell those first kits, and given the size and sophistication of the trike market in Europe, we are not surprised at the success he's achieved.

The American Qtec business is the brainchild of Terry and Roxane Evans of Gilbert, Arizona. Terry has been building trikes and doing trike conversions for multiple manufacturers' platforms for years, and in 2014 turned his passion into a business when he and Roxane founded their American Bike and Trike custom shop.

Terry got his hands on a couple of the kits and built a Q3F (reverse trike) and a Q4 (quad), which he took to the International Motorcycle show in Phoenix, Arizona, where they were very well received.

Having seen the quality, versatility and popularity of the product line for themselves, and having the experience to see the potential for the program as a result of their years in the trike market, American Trike and Bike became the sub-distributor for the kits in the south west region of the United States.

Then late last year, an opportunity opened up that would allow them to take their involvement in the Qtec concept to another level, and they inked a deal with Poglavec to become the master distributor for the

whole of North America - establishing American Qtec to assemble and sell the kits, with Greg "Troll" Hughes as National Sales Director.

Designed as a genuine bolt-on conversion for Softails, central to the Qtec concept is a patented, independent suspension "that gives the end user a machine that handles like nothing else on the market," says Hughes. "The suspension is based on Formula One racing



Greg "Troll" Hughes – National Sales Director for American Qtec



Terry and Roxane Evans started American Bike and Trike at Gilbert, Arizona in 2014

# THAT CAN A RACE CAR



technology with custom double A-arms and adjustable shocks, which make it corner like a race car. Three or four-wheel disc brakes are used, depending on which version the customer opts for.

"The steering is direct and easy to handle by using a variable, non-linear lever principle that provides perfect handling and road feedback. The parts are manufactured of high grade, aeronautical aluminum milled out of a single piece to comply with our highest quality level requirements.

"The designer knew that these kits would go worldwide and he didn't want the wear and tear items to be proprietary, he wanted them to be easy to replace, so servicing is easy and replacement components inexpensive and readily available.

"With that in mind, he designed the fully independent suspension using 1991-1999 VW Golf III ball joints, tie rod ends, brake calipers and pads, so if something wears out, you can just run to your local auto parts store to get a replacement and be back on the road without having to wait for special orders or expensive imports.

The A-arm bushings use H-D handlebar bushings, making them easy to replace, and the drive belt is a S&S part number, so should you ever damage it, you can replace it quickly.

American Qtec received their first container of kits in January, with American Bike and Trike building one of each model.

"In February, we started our 'Sunbelt Tour', meeting with Harley-Davidson dealers, trike and custom shops all over Texas and Florida, so they could see the ease of installation and the quality of the kits in person," says Hughes.

"While we were in Florida, we set up at Bruce Rossmeyer's Destination Daytona Harley-Davidson with our trailers and four different models of the

The star of the Qtec line-up? The Q3F is a genuine Reverse Trike Softtail conversion, which takes a stock Softtail from two wheels to three with the addition of two wheels in the front. The handling and safety of the two in the front design are a big improvement over a traditional trike, according to Greg Hughes



The patented independent suspension is what sets Qtec trike conversions apart. Derived from Formula 1 racing, it brings huge benefits compared to conventional rear-axis designs – the steering is direct, without extreme force input, thanks to the variable transfer by lever-principle for "perfect feedback on the handlebar. It provides spectacular driveability combined with an unknown level of comfort. By using the Qtec differential, the bike's behaviour is perfectly neutral, even in the tightest curves, and the wheel geometry and vehicle height can be tuned to the desired riding style," says Greg Hughes

American Qtec conversion kits to truly debut them to the American bikers, and the response was universally positive.

"We were invited to enter one of them in Mark Brodie Motorsport Designs bike show at Destination Daytona, where our "Super Q" conversion won the People's Choice award.

"We are currently seeking out qualified Harley-Davidson dealers, trike and custom shops to become installing dealers for our unique conversion kits for 2000 and newer Softails. They will be available for more models soon. We have multiple versions to choose from along with a variety of options from bumpers, side rails, Tour Pak mounts and more to make each conversion unique for the dealer's customer."

The entry level kit is the Q3R – a traditional trike kit which comes with its own exhaust system and a large luggage rack for long trips. This is complemented by the Q3R - Mamuth - a full bodied traditional trike with built-in storage and the Q3R - Classic - a solo seat traditional trike with a large box on the back that gives a little nod towards the old servi-car look.

Perhaps the star of the show though, and the machine that caught AMD's eye at the Milan show all those years ago, is the Q3F - the Reverse Trike – which takes a stock Softail from two wheels to three with the addition of two wheels at the front. The handling and safety of the two in the front design are a big improvement over a traditional trike, says Hughes. But the versatility of the Qtec concept doesn't stop there.

The Q4 - the Quad - takes that stock Softail and turns it into a four-wheeler. "This is an incredible conversion kit, complete with its own exhaust and luggage rack, which produces an incredibly well handling four-wheeler.

"That in turn is complemented in the range by the Q4 Mamuth kit, a full bodied four wheel conversion kit with built-in storage, and the Q4 Classic - a unique combination of the Q3R Classic traditional trike kit and the Q3F reverse trike kit.

"All three of the Q4's handle like a race car. Sandy put one on a race track with a professional driver behind the bars. He took the corners as fast as he could and the quad would drift, but it wouldn't lift up because the center of gravity is so low and the wheelbase is so wide that it makes it extremely stable.

"Then, to round off the range, for those who like the beefy big tire look and a little more ground clearance, we have the Super Q and the Super Q Classic - another option for the big tire version."

**AMERICAN QTEC**  
**Gilbert, AZ, USA**  
**Tel: 480 773 2134**



[www.americanqtec.com](http://www.americanqtec.com)



The Qtec 'Super Q' quad Softail conversion – the 'People's Choice' winner at the Mark Brodie Motorsport Designs bike show at Destination Daytona in March 2017; "for those who like the beefy big tire look and a little more ground clearance"



Once imported from Sandy Poglavec's Qtec Engineering in Belgium, the kits are built by Terry Evans at American Bike and Trike, who brings a lifetime of experience with trike conversions for a wide range of manufacturers' platforms. The Qtec system uses readily available ball joints, tie rod ends, calipers and pads for ease of service and replacement," says Greg Hughes



The entry level Qtec kit, the Q3R, converts a stock Softail into a traditional conventional trike, which comes with its own exhaust system and a large luggage rack for long trips



The Q3R 'Mamuth' is a full bodied traditional trike Softail conversion with built-in storage



The Q3R 'Classic' is a solo seat traditional trike with a large box on the back for a hint of the old 'Servicar' look



The 'Super Q' Classic – another option for the big tire conversion – with "hint of Servicar"



The Q4 - the Quad – shows the versatility of the Qtec concept by taking a stock Softail and turning it into a four-wheeler. "This is an incredible conversion kit, complete with its own exhaust and luggage rack, which produces an incredibly well handling four-wheeler," says Greg Hughes

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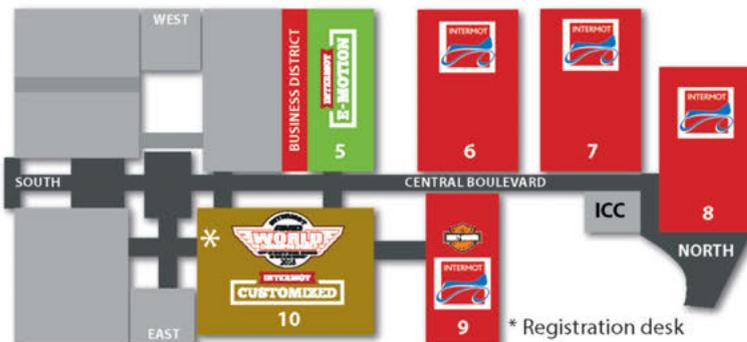
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## CHAMPIONSHIP WEBSITE NOW FULLY UPDATED

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## OCTOBER 3-7 2018, COLOGNE GERMANY

*This edition includes... 31st annual Biker Fest, Bike Shed London, VanderHeide Motorcycle's 'Gentleman's Racer' & Custom Show Emirates 2017*

## 31st annual Biker Fest, Lignano Sabbiadoro, Italy, May 18 - 21



Thousands of bikers descended on Lignano Sabbiadoro, on the beautiful Adriatic coast of Italy, an hour north of Venice, for the 31st annual Biker Fest from 18th to 21st May.

Sponsored by Bridgestone, the event is the brainchild of father and son team Moreno and Micke Persello, creators of the original Chopper and Custom Show at Padua back in the 1990s and publishers of leading

Italian custom lifestyle magazine Biker's Life. For the 6th year, the ever-popular Biker Fest played host to the climax of the 12 city/event Italian Bike Championship, and as the AMD World Championship of Custom Bike Building Official Affiliate event for Italy, saw no less than four builders win 1,000.00 euro expenses to compete at 'AMD XIII' at 'INTERMOT Customized' in Cologne, Germany, in October 2018.

Over 100 bikes in total were on display at the impressive Terrazza Mare. Classes included Freestyle, Modified Harley-Davidson, Metric, Streetfighter/Sportsbike, Cafe Racer, Scrambler, Bagger and Old Style, and the three 'Best in Show' winners and 'Public Vote' pick scooping the 'AMD' prize money being put up by the show.

With a larger vendor presence at the event this year, an expanded additional "customizer" vendor area was set up opposite the Terrazza (in addition to the usual vendor lot at Luna Park) where there were opportunities for builders and custom shops to present their work - a new feature last year, this was again judged to be a great success.

Public attendance this year is put at over 35,000 riders, with exhibitors including Custom Chrome Europe, Motorcycle Storehouse, Free Spirits, Italian suspension specialists Andreani and Bitubo, Asso Special Bike, and motorcycle manufacturers such as Harley-Davidson, Indian Motorcycle, BMW, Honda, Aprilia, Ducati (Scrambler) and Moto Guzzi.

[www.bikerfest.it](http://www.bikerfest.it)

### AMD World Championship Prizes



**Emma Custom Shop (Pistoia) - H-D XL 1200 (Best in Show Italian Motorcycle Championship)**



**VM Motorcycles (Udine) - H-D WLA 750**



**Gallery Motorcycles & H-D Luce (Brescia) - 'H-D Legend'**



**Lari Motori (Vicenza) - 'Robin' 1999 Buell (19th in the AMD World Championship, Cologne 2016)**

- Freestyle winner:**  
Asso Special Bike (Como) - 'ATOMIC SNAIL'

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- Modified H-D winner:**  
Luca Turata (Verona) - H-D 1340

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- Bagger winner:**  
Biker Sheriff (Treviso) - H-D Road Glide Special

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- Old Style winner:**  
Bob (Czech Republic) - H-D Sportster

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- Café Racer winner:**  
Mastercycles (Treviso) - Honda CB 750

---

- Streetfighter winner:**  
Rebuffini M. (Bergamo) - H-D V-Rod

---

- Metric winner:**  
Brunetti Elvis (Udine) - Honda CB 400

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- Scrambler winner:**  
Ferri da Miglia (Verona) - BMW R 45

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- Best Emerging Customizer:**  
Free Sound Customs (Lucca)

# 'The Bike Shed', London, May 26 - 28

**B**illed as "Europe's best independent annual motorcycle show" and London's "new wave" motorcycle emporium", chic moto store 'The Bike Shed' opened the doors of its 8th annual bike show. Staged at London's historic and charismatic Tobacco Dock (at the end of May) for the fourth time, the weekend saw some 14,000 "New Core" visitors drooling over a high-class selection of 200 plus custom bikes displayed for the edification of an urban and much bearded audience.

This was the fourth time for the show at the Thames-side former Victorian warehouse venue in East London's Docklands – and as custom bike shows go, it is a world in which contemporary custom styling collides with artisan catering and a limited number of "curated" exhibitor opportunities.

Organizer and owner Anthony 'Dutch' van Someren told us that at least a third of the bikes were from first-timers, shed builders or semi-pros, and they got to enjoy the same upscale presentation values as the bikes by established names and manufacturers.

The formula is to mix the bikes in with a weekend of "live music, live art, live pin-striping/screen-printing/leatherwork, photography, food, coffee, bars, tattoos, barbershop and curated retail and brand exhibition," says Dutch. The sponsors were Ohlins, Triumph, Indian, BMW, Yamaha, Ducati Scrambler and European apparel brand Rev'It.

The exhibitors are presented in an "open area" style that blends them in with the bikes and circulatory space in a way that the conventional "barrier booth" thinking just doesn't permit. With apologies to anyone we are omitting, the sponsors exhibited



**Organizer and 'Bike Shed' owner Anthony 'Dutch' van Someren:**  
"Our goal was to create the best independent motorcycle exhibition event in the world, without any compromises on quality or experience"

alongside Honda, CCM (a British off-road and Enduro bike manufacturer), Fantic (Italian based small displacement Chinese engined off-roaders), Royal Enfield, Italian helmet brand DMD, British helmet brand Hedon and Liverpool, England based helmet manufacturer Davida.

"After months of preparation we're all really chuffed [Google it!] that the show went so well and was so well attended, with 14,000 people through our doors over the weekend. Our goal was to create the best independent motorcycle exhibition event in the world, without any compromises on quality or experience.

"The main hero bikes were all invitational, and more curated than ever, and we think the bar was raised, yet again, with custom builds from all over the world coming from as far away as the US and Taiwan.

"We're already planning Bike Shed



Photo by Autohouse



London 2018 for 25/26/27 next May, and it will be even bigger and better, especially with the facilities and hospitality, where we know we can do so much more – we now have 18 months under our belt operating our Old Street store on a 7 days-a-week basis, so we have learned a lot about what people are looking for, and the views and expectations of the 600-member strong Bike Shed Motorcycle Club drives everything we are able to come up with."



**Krazy Horse's Paul Beamish with one of the many customized Scouts he had on display**



**Winston Yeh of Rough Crafts, Taiwan, with his MV Augusta, "Ballistic Trident", displayed in conjunction with Ohlins**



**Paul Milbourn Customs with "Titanium V" Moto Guzzi V11**



**PDF Motocicletta from Bergamo, Italy**

AMD World Championship of Custom Bike Building winners and competitors such as Rough Crafts (Taiwan), Old Empire Motorcycles (UK), Sur Les Chapeaux de Roues (France), PDF Motocicletta (Italy), BlackTrack (Luxembourg), Rocket Bobs (UK) and others.

However, in many respects the most interesting development is the involvement of Indian Motorcycle at a custom bike show in which we counted, at best, around ten Harleys and two Buells. Onboard as an official partner, Indian gave a UK debut to their 'Spirit of Munro' streamliner and Young Guns of Switzerland's 'Miracle Mike' sprint-racing Scout in advance of its derring-do at the Essenza Sprint and "Punks Peak" races at 'Wheels and Waves' in June.

'The Bike Shed' is able to leverage some 647,000 Facebook followers and 105,000 Instagrammers, and Dutch says that "we reach and engage with around 5-6 million people in the weeks of our annual events. Our online social media reach is genuinely global and 100% organic. 'The Bike Shed' main website serves 700,000 pages a month to around 200,000 unique users - and the BSMC is privately owned and run by family and friends."

[www.thebikeshed.cc](http://www.thebikeshed.cc)



Celebrating the creativity of the new wave and Cafe Racer custom motorcycle culture is at the heart of 'The Bike Shed's holy trinity of store, social and show and, as an event, it stands alongside the new generation of events such as 'The One Show' at Portland, Oregon, 'Mama Tried' at Milwaukee, Wisconsin, 'Handbuilt' at Austin, Texas, 'Born Free' in California and the Indian Motorcycle sponsored 'Wheels and Waves' at Biarritz, France, rather than being "just another" orthodox European or U.S. style custom bike event, at which there is nothing "craft" about the beers and nothing salubrious about an experience that may have gotten us to where we are today, but isn't fit for purpose where motivating and engaging new generations of consumers is concerned as we already eye the third decade of the 21st century.

"This is NOT a motorcycle trade fair," Dutch had said prior to the weekend, "it's an exhibition in a giant pop-up member's club, where everyone is invited. There's plenty of space to chill out and enjoy the crowd, and people tend to want to hang out all weekend, soaking up the entertainment and the vibe."

Every element of this unique and privately-run event is hand-picked by the organizers and the bikes (and

exhibit booths) are displayed without ropes or barriers of any kind, "so visitors can get up close and into detail with their pictures.

"Every brand, retailer, artist, photographer and exhibitor is selected and approved by us. Every barista, bar tender, burger (or salad box) and coffee

bean is tried and tested, and the organizing staff are all bike-loving volunteers and members of the Bike Shed Motorcycle Club (BSMC). The event is extremely family friendly, safe for kids, and enjoyable for non-bike riders as well as custom aficionados." Pro-builders this year included prior

**Rocket Bobs' "Speed Weevil", winner of Artistry in Iron last year**



**Live art at the Davida booth**

The revolutionary carbon fiber V4

# 'Gentleman's Racer'



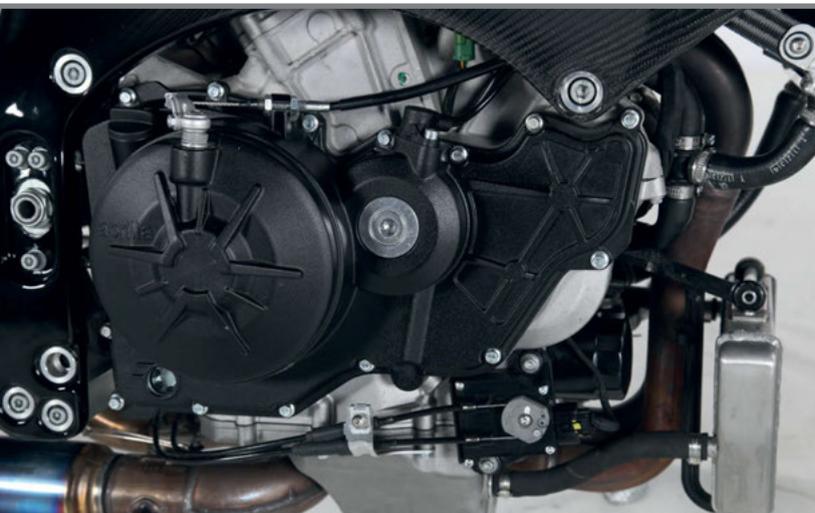
Vander Heide  
Motorcycles  
The Netherlands

VANDE

**A**s World Championship engine platforms go, the V4 1000cc Aprilia RSV4 isn't exactly the most common starting point that competitors have used down the years. But then again, Rolf and Sjors' carbon fiber, patent pending suspension system, road legal superbike is a most uncommon motorcycle! 'Gentleman's Racer' is the result of five years of development and build. From the

first 2D drawings to foam, then clay models that were scanned to digitize the design, this is just about as far "outside the box" as we have ever seen in the 'AMD'. With a rear radiator homage to the legendary John Britten, carbon fiber twill that is similar to the mid-engined Italian Pagani Huayra Roadster and evolved Fior/Hossack duolever front end concept, the brothers van Der Heide have invented a new box! It was a desire to improve on existing

technologies that drove the brothers to start the project in the first place. Rolf has a background that includes Dutch supercar maker Spyker and Dutch leaning three-wheeled car brand Carver, and has since specialized in carbon fiber composites engineering. Sjors van Der Heide explains: "When we started about five years ago, Rolf had two main ideas: first was to use carbon fiber as the base material, and second was to use his own suspension system. And we knew

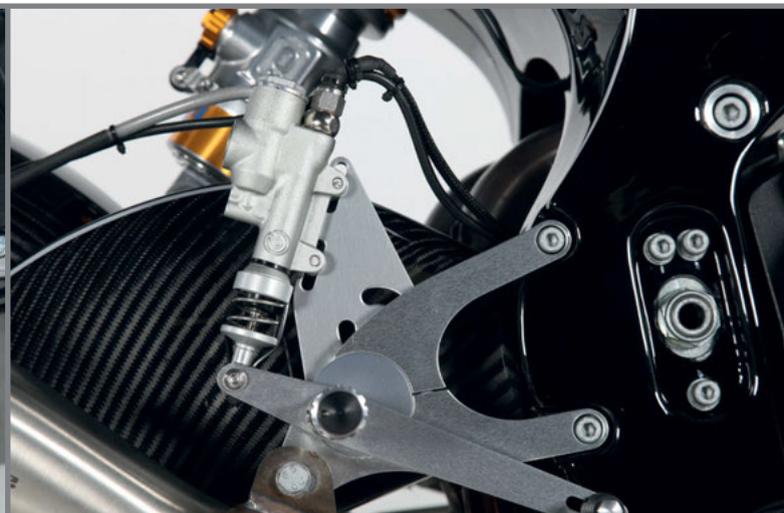


acer'



RHEIDE

we wanted to build an attractive and competitive street legal superbike - a 'Gentleman's Racer' as we like to refer to it. "We invited designer Michiel van den Brink (of Vandenbrink 599 GTO and GT Convertible fame) to support us with the styling. The digitized design allowed us to design the moulds - we have moulds for the swingarm, the front forks, the mirrors, etc., and the monocoque moulds. These are by far the largest - about 2 meters and weigh about 200kg.





The carbon fiber itself is all laid by hand. We use dry fibers, it is the same fiber Pagani uses for the Huayra. On such large double curved surfaces like the monocoque, it is very complicated to maintain the beautiful structure of the dry fiber. This takes a lot of craftsmanship and patience.

"We add resin by vacuum injection. We built our own oven to cure the fiber. We have all kinds of data loggers to keep track of temperature, pressure, humidity, etc. We do everything ourselves, in our own workshop. The only things we have outsourced are the manufacturing of the moulds, and the manufacturing of the metal parts (e.g. the footpegs).

"We chose carbon fiber for both, cosmetic reasons as well as for practical reasons. The handling of the bike played a pivotal role during the development process. Carbon fiber allowed us to develop a very lightweight yet reliable monocoque chassis, with a low center of gravity and excellent weight distribution.

"In fact, carbon fiber provides an incredible amount of engineering opportunities. For example, the carbon monocoque – which is one piece from front to rear – serves as chassis, fuel tank (24 liters of fuel capacity) and bodywork.

"At the front end, we have girder forks

linked to a double wishbone, which is attached to the front shock via pushrods and rockers. The front and rear shock are positioned in line, which allows them to eliminate opposing forces. This reduces stress on the chassis. We have applied a patent for our suspension system.

"In the standard setting, the response is almost equal to an upside-down fork, only with less dive under braking - this helps to stabilize the bike under braking. Because the bike is more stable, you can brake harder and later, and since we do not use the entire stroke of the front suspension, there is plenty of stroke left to absorb bumps under braking.

"We can adjust almost anything. From the standard "dive under braking", to "no dive under braking", to "anti-dive under braking" (what you obviously don't want because of the weight distribution). We can change the length of the wishbones, the wheel base, and via the pushrods we can adjust the reaction of the front suspension (more/less progressive dive) - and you only need an Allen key to adjust the rake angle.

"Some ask us about the origins and inspiration for our suspension system, and we describe it as an evolution of the Fior front end.

"To our knowledge, we have created the

very first street legal 100% carbon fiber motorcycle ever. The first production run will be limited to only 25 hand-crafted bikes. Over the last few years we have gained so much experience with the carbon fiber, the production process, and the suspension that we have been able to fine-tune our workflow in such a way that it partially can be done by robots.

"Actually, time and cost reduction by automation of the production process is a very relevant theme for us - one of the challenges of working with carbon fiber is that it is time consuming and labor intensive. We want to change that.

"Another interesting direction we can explore is the fact that our suspension system can be mounted to every kind of chassis. In the future, we might build a 'Gentleman's Racer' with our suspension system in a 'standard' aluminum chassis." We here at AMD are always humbled by the creativity, design innovation and craftsmanship that our competitors bring to the AMD World Championship, and no less so than in the case of Rolf and Sjors van Der Heide and their exquisite and revolutionary superbike. We have one simple message boys - "thank you for choosing us"!

[www.vanderheidemotorcycles.com](http://www.vanderheidemotorcycles.com)



# Record visitor numbers for Custom Show Emirates 2017, Abu Dhabi, March 30 – April 1



The third annual Custom Show Emirates (March 30 – April 1) drew record crowds to the 36,000 sq m (380,000 sq ft) Abu Dhabi National Exhibition Center (ADNEC), and is now firmly established as the leading expo destination for petrol heads from the UAE (United Arab Emirates) and wider Middle Eastern markets with bikes, cars, stunts and drift shows, with 25 teams and many other activities attracting almost 40,000 visitors.

In the V2 area, Indian and Harley-Davidson drew the crowds in, with both manufacturers continuing to open up the market in the Middle East and seeing sales grow steadily. Sales numbers are still relatively modest, but with some 1.6 bn potential consumers across the Muslim world as a whole, one third of whom are under the age of 15 and two thirds under 30, it isn't only American, European and Japanese motorcycle manufacturers who are eyeing the potential \$2.6 trillion plus of disposable income that the Arab and broader Muslim markets of the Near, Mid and Far East represent.

Aftermarket exhibitors included Augustin Motorcycles and Schrammwerk from Germany, Dutch sound-adjustable exhaust specialist Dr Jekill & Mr Hyde and Black Duck Parts from Spain - in addition to several of the emerging Emirates and wider Middle East based custom shops.

A show highlight was the Middle East Biker Build-Off, which saw current Las Vegas champion Pete Pearson (Rocket Bobs, UK) pitted against (relatively) local builder Hussain Salmeen of Kuwait Choppers. Pearson's was a Rocket Bobs built swingarm frame based special with a 1,750 ccm 11:1 compression ratio Shovel engine, with Hussain Salmeen opting for a frameless bike with the Twin Cam engine as a stressed member (called 'Junk Project').

The public voters judged their "local hero" Kuwait Choppers to have won, but in a gesture that summed up the friendly and supportive rivalry that characterized their contest, Hussain Salmeen wanted

to give the trophy to Pete Pearson – who's solution was to split it in half for shared honors!

The formula for the weekend is that of a car show that is affiliated to SEMA, which offers a 'Show-within-Show' (SEMA Middle East) exhibit opportunity for its members, with Swiss-Custom, the custom bike show staged at the respected annual Swiss-Moto in Zurich every year, backing the custom bike competition with bike freight and travel expense prizing for the winner to compete at their show from 22-25 February 2018.

Altogether some 80 bikes competed in the custom bike show, with Engels Schmiede (Uetersen, Germany) winning the Radical class and Best Paint, and Bobber Garage winning the Best Oldtimer class. Best of Show went to TT Custom, who were also selected by Swiss-Moto to go to their show in 2018. Organized by respected journalist, photographer and promoter Frank Sander (Thunder Media), the event is the largest show of its kind in the Middle East, with Abu Dhabi the administrative capital and largest of the seven countries that make up the 9.1m population of the UAE. Competitors included leading Emirati customizers such as Lycan Custom, Custom Bikes Al Ain and Sheik Customs, in addition to European, Australian, Chinese and American competitors.

The bike show requires all entries to be runners, and classes include scooters, OEM bikes, three-wheelers, classic/vintage bikes, Bobbers, streetbikes, metric cruisers, modified Harleys, Streetfighters (very popular in performance oriented Middle East), Sportsters and customized Indian models and tourers, in addition to radical customs.

Next year's Custom Show Emirates will again be staged at Abu Dhabi, UAE, from 29 to 31 March 2018.

[www.customshowemirates.com](http://www.customshowemirates.com)



The Middle East Biker Build-Off saw current Las Vegas champion Pete Pearson (Rocket Bobs, UK, seen here on the left) pitted against (relatively) local builder Hussain Salmeen of Kuwait Choppers



Exhibitors included Black Duck Parts from Barcelona, Spain (Quim Carrascosa Garcia seen here)

Some 80 bikes competed in the custom bike show



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## S&S performance cams for M-8 engines



S&S is offering high performance bolt-in cams for 2017 Harley-Davidson Touring models with the Milwaukee Eight engine. Their new 465 cam is available in chain or gear drive, and S&S states gains of 21hp and 21 ft-lb torque (coupled with S&S intake and exhaust). These cams are compatible with all stock components, but S&S says that for the cost of the labor to remove and reinstall stock pushrods, S&S recommends replacing them with a set of their new S&S 'Quickee' pushrods for M-8s.

A bolt-in install, the 465G gear drive version eliminates cam drive chains and tensioners; the kits include all required bearings, O-rings and hardware. Gear drive cams "providing improved valve timing accuracy," according to the company. The 465C chain drive cam is also compatible with all stock valve train components and also ships with a complete kit for bolt-in installation.

Updated for 2017 M-8 Touring applications, S&S 'Quickee' adjustable pushrods save time and money on cam changes because they can be installed and removed without disassembling the rocker boxes or coolant lines. The super strong chromoly specification reduces pushrod flex; the adjustable design means they are compatible with all cams



and tappets. The 'Quickee' pushrod kit includes chrome pushrod covers, O-rings and cover keepers.

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## Rigid/hardtail frame axle locator and bolt sets

These rigid and hardtail frame axle locator and bolt sets by Cycle Pirates are made from A7075 aluminum zinc alloy in matt silver or chrome. Available for all rigid and hardtail frames for use with 3/4" axle and frames with 7/8" axle slots. They come with two 3/8" 24 x 3 special stainless steel bolts and two axle locators. Drag Specialties; USA; [www.dragspecialties.com](http://www.dragspecialties.com)



## New and improved FL bleed feed and simple air ride system



New FL shock options from Fullerton, California based Platinum Air include their new and improved FL bleed feed and simple air ride system.

Featuring a redesigned machined eyelet, a machined airtight locking ring, new cylinder and rod, owner Mike Ferris says that these new features result in an improved air ride system. His

V-Rod system has a maximum extension of 13 inches; and at a minimum, a retraction of 9 1/4 inches.

The new shocks are available in chrome or high gloss black with blacked-out rod. The blacked-out option features an extremely durable and scratch resistant paint for the rod that is tough and can handle the wear and tear.

The bleed feed system allows riders to control ride height and rebound. This system is controlled by positive pressure at all times and can easily be adjusted at the flip of a switch for complete comfort for the rider's weight or road conditions. Platinum Air Suspension has been in business since 2004 and their products are made in the USA from "nothing but the highest quality materials." The system includes air cylinders machined from 6061 T-6 billet aluminum, air control valve, DOT approved 1/4" line and fitting, plus switch harness, air compressor, hardware and line cutter. The system comes complete with a one year warranty.



**PLATINUM AIR SUSPENSION**  
**Fullerton, California, USA**  
**Tel: 714 871 2424**  
**info@platinumairsuspension.com**  
**www.platinumairsuspension.com**

## 'Maverick' for taller riders

North Hollywood, California specialist LePera has spent 45 years keeping its seat designs at the cutting edge of motorcycle designs and tastes as the market has evolved, and they have also been adept at responding to the varying demands that riders make of the comfort they expect from their motorcycle seats.

Seen here on an Electra Glide, their popular 'Maverick' provides maximum lower back support with a tapered mid-section for stop-and-go ease, deep 15" rider and generous 14" passenger seating areas. The hot news is that the 'Maverick' is now also available in a 'Daddy Long Legs' version, which is set back by 2" for taller riders. How's that for customer responsiveness? It is also available in an 'Up Front' version for riders who need to be closer to their 'bars.

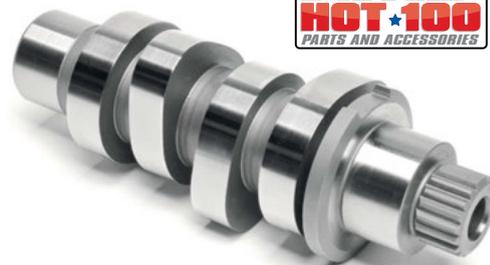
Still hand-crafting all their seats at their North Hollywood, California headquarters after 45 years as the market's design leader, all LePera seats feature a powder-coated



steel base plate, a specially poured high density "Marathon" molded foam foundation and double stitched, handcrafted cover with bonded polyester thread for durability.

**LEPERA ENTERPRISES**  
**North Hollywood, California, USA**  
**Tel: 818 767 5110**  
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## Andrews adds muscle to the M-8



Mount Prospect, Illinois based Andrews Products has "more muscle" available for the 2017 Milwaukee 8 tourers in the shape of three new "dyno proven" cam designs.

Their M450 is a "great bolt-in cam choice for stock compression 107" and 114" engines for touring style riding, with excellent low (1000-5500) rpm torque," says General Manager Mike Pedersen.

"Our new bolt-in M460 gives excellent all-around performance in stock compression 107" and 114" engines, as well as the 117" big bore kits with higher compression, with great low to mid (1000-5600) rpm power.

"The 460 shows 12 percent more torque and 17 percent more HP over stock 107" cams.

"However, our M504 is a great choice for more "spirited riding" in stock 107" and 114" engines and an excellent choice for the big bore kits with higher compression ratios. It is a mid (1500-5700) rpm cam that requires high-lift valve springs." Mike says that these are just a selection of what are likely to be three of Andrews' best sellers for the M-8 engine, but additional grinds are also available.



**ANDREWS PRODUCTS**  
**Mount Prospect, Illinois, USA**  
**Tel: 847 759 0190**  
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General Manager Mike Pedersen: "The M450 is a great bolt-in cam choice for stock compression 107" and 114" engines"

## Increased capacity from The Leatherworks

These handcrafted 111+2 leather saddlebags by The Leatherworks in California are designed with a longer deluxe slight angle, box top lid and long straps. An additional 2" is added to the length of their popular 111 leather saddlebags for extra storage.



The 111+2 leather saddlebags are customizable - they can be made zipper detachable with the yoke under the seat or bolt on with easy brackets or direct bolt-on kits.

All Leatherworks bags can be customized with many available options, including chrome studs and conchos, hand-braid and choices of colored leathers.

**THE LEATHERWORKS INC**  
**Stockton, CA, USA**  
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## Magneto coils

Here's something from the "hard to source" and "never available when you want them" department! Sitting in inventory at Drag Specialties and just waiting for your next restoration or 'Old Skool' build - these coils are for use with 12 volt Magneto-style ignitions and 'Joe Hunt' magnetos. Available with orange or black molded body for 1958 - 1969 Magneto XLs. Drag Specialties; USA; [www.dragspecialties.com](http://www.dragspecialties.com)



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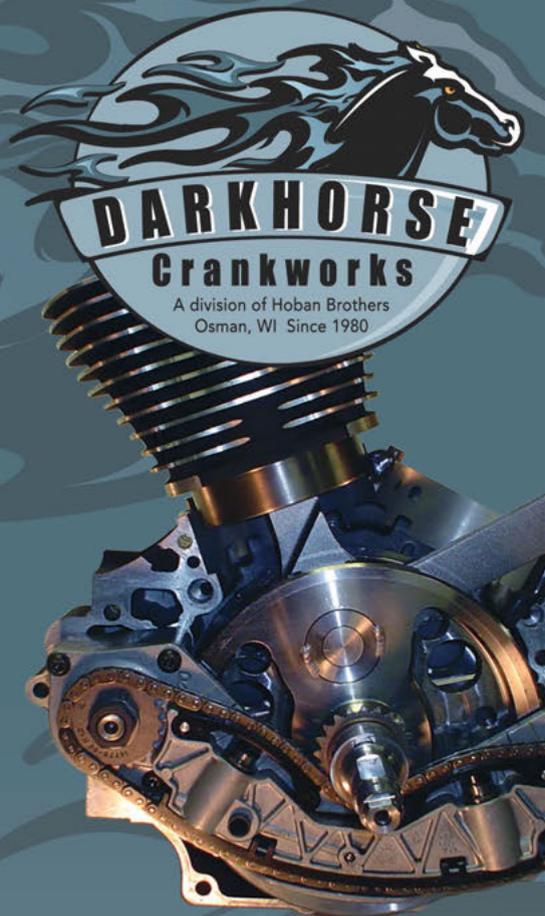


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The Davida 'Speedster' V3 and 'Ninety 2' helmets are the lowest profile road legal helmets available, having evolved from the same shell shape of Davida's original retro-styled 'Speedster' - a jet style helmet with a 27-year heritage that is highly evocative of the 1970s. Also seen here, the BS 6658:Type B approved 'Ninety 2' helmet

British helmet manufacturer Davida UK has new replacement leather liner kits for their internationally approved and award-winning road legal 'Speedster' V3 open face helmet.

The 'Speedster' V3 is an update of an original 'Speedster' that has been one of the world's top-selling retro style helmet designs for nearly three decades. Launched at INTERMOT last year and then at the New York IMS in January this year, the V3 'Speedster' is dual certified to ECER22-05 and DOT FMVSS No 218.

The V3 'Speedster' is equipped with all the features of the original - features such as the same low profile shell shape, but now replacement kits for the improved removable and cleanable leather liner are available in 5 different colours (black, brown, ZNut brown, ROX blood red and white) and in black (brown and ZNut brown) for the 'Ninety 2' helmet.

Davida MD David Fiddaman says: "The technical team at Davida UK has put all of its 40 years of manufacturing experience into our latest road legal 'Speedster V3. We have greatly advanced the way we manufacture GRP composite helmet shells in order to retain the same low profile shape, so that the V3 now satisfies the demands of the highest modern ECE R22-05 and DOT safety standards." The 'Speedster' V3 has three shell sizes that allow Davida dealers to offer their customers six helmet



sizes from XS (54) to XXL (61). The traditional low profile GRP composite shell features a polystyrene shock absorption layer (EPS) and optional studs for fitting visors and peaks.

Fiddaman says that the new version "fulfils our long held ambition of being able to offer a road legal version of the 'Speedster' - an iconic a jet style helmet with a 27-year heritage that is highly evocative of the 1970s. The V3 is certified for road use in the majority of countries covered by the Davida global dealer network." Founded in 1975, Davida UK is an ISO 9001 accredited company that is the sole manufacturer of certified helmets in the UK. Every single Davida helmet is still hand-made at their factory near Liverpool, England, "using time-honored manufacturing techniques and craftsmanship."



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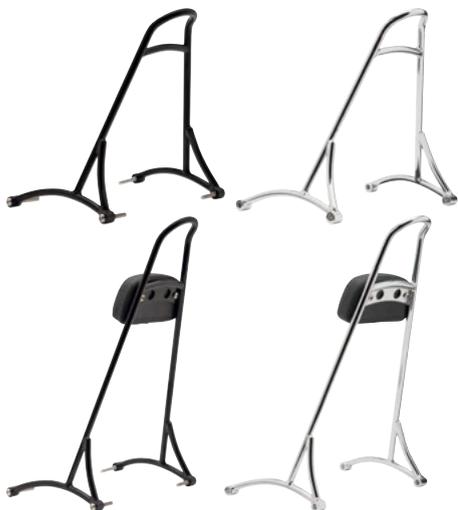
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# Zodiac adds Burly, Ciro, MRI, Sumax and Yaffe

## Burly sissy bar for Sportsters



Zodiac International has added this sissy bar for '93-'03 Sportsters. TIG-welded, it is available in chrome or black and as a short or tall version that includes a compact pad. Classically styled, it mounts to the outside of the fender rails for ease of install and removal.

## Ciro LED Bag Blades



The Ciro LED Bag Blades seen here are described as "one of the cleanest ways to add light to the back of the bike. The low profile light housing sits right below the lid of the bag to blend seamlessly into the back of the bike." The Bag Blades feature super bright run, brake and sequential amber turn signals on 2014 to present models. They come complete with or without Ciro's controller.

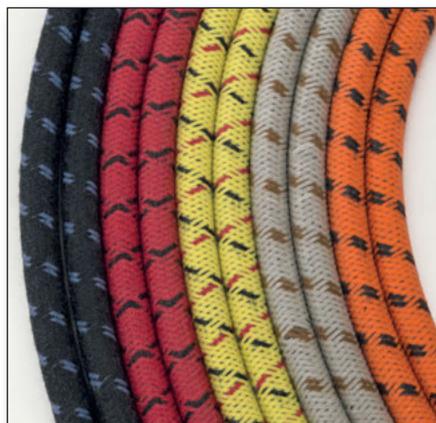
## MRI electric center stand for air suspensions



This MRI electric center stand is available for Touring models from '90 to present, including the Milwaukee Eight powered '17 models. These stands bolt on in minutes and use a linear actuator to raise and lower the legs electronically. An air suspension system must be used to lower the bike, so that the center stand rests on the ground. The two legs provide a very sturdy base, allowing the bike to sit upright while parked. Black powder-coated, they are an easy install with wheel sized, year and model, and suspension system matched kits.

## Sumax 'Classic Thunder' braided cloth spark wires

Old School Cool with modern technology - these 7mm black silicone spark plug wires with synthetic jacketing resist heat, oil and abrasion. A combination Kevlar helically spiral wound core at 350 ohm per foot resistance delivers greater spark energy, while



improving power, idle and fuel efficiency. Matching black silicone boots protect against high exhaust temperatures. Double spring locking terminals for secure, vibration proof connections - for all Harleys with points or electronic ignition.

## Paul Yaffe's "Phantom II" pipes by SuperTrapp



The Road Legends Phantom Pipe II is a curvy 2:1 exhaust system that is an updated and baffled version of the original Phantom Pipe. It includes a 2" removable and rebuildable core that's "tough sounding and even better performing." The 4-piece stylized chrome-plated heat shields come pre-installed. The turned-up claw end tip features a domino dot-engraved decorative billet end cap, 2" primary pipe and a 3.5" diameter collector.

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[www.zodiac.nl](http://www.zodiac.nl)



## 'Platinum Black' brakes by Ride Nice

Californian designer and finish specialist Ride Nice say their "Platinum Black" brake discs have a "corrosion-protection finish that is actually zinc plated."

President Jon Reed explains that "our zinc coating process is an extensive, hand-applied operation that is not sprayed onto the rotor, like other inferior coatings. Each 'Platinum Black' brake disc is immersed in different solutions during the coating



process. The final result is a thick, protective coating with a black mirrored look." Pictured here for 2014-2017 Touring models and available soon for 2013-2017 Dyna models, Ride Nice offers a range of products with an 'M8' logo, including their 'Milwaukee Breather' air cleaner.

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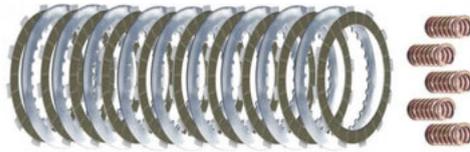
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## Premium OEM replacement clutch packs

BDL is offering a large selection of "superior quality" OEM replacement and upgrade clutch packs with fitments dating back to 1941 through for V-Rod and Buell. "These kits are 100% made in the USA," says BDL CEO and founder Steve Yetzke, "and boast the very latest in application-specific materials and contemporary manufacturing procedures."

All clutch plates are made of either 6061-T6 or high-tempered steel with BDL's own race proven Kevlar material. Each plate design was tested so that maximum performance is achieved. Different groove patterns were designed for maximum oil circulation and heat dissipation. "The steady flow of lubricant will cool and determine the longevity of the clutch," says Steve, "and ours are designed to exceed the durability and performance of the stock items they replace."

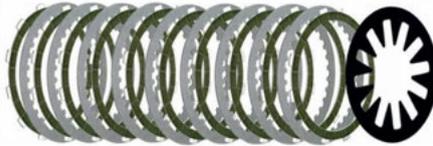
All BDL's Big Twin kits are packaged with frictions and steels and a pre-measured stack height for easy



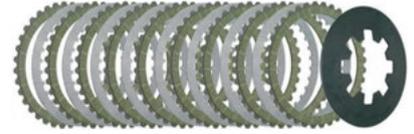
V-Rod '02-'08 High Performance Extra Plate Kit (HPEPK)



'98-up Big Twin & Twin Cam



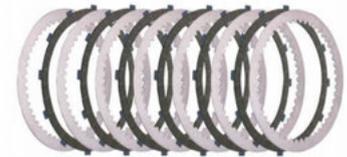
'98-up Big Twin & Twin Cam HPEPK



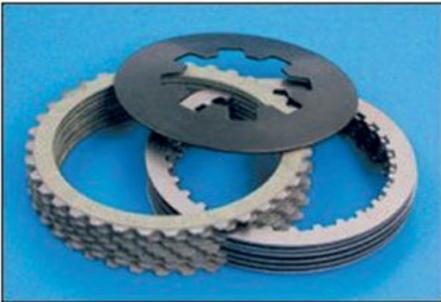
'90-'97 Big Twin & '91-up Sportster HPEPK



'41-'84 Big Twin HPEPK



'84-'89 Big Twin



'90-'97 Big Twin & '91-up Sportster



'41-'84 Big Twin

installation. Take a look at the BDL website for the wide range of Big Twin, XL, Buell and V-Twin options starting from 1941 Big Twins.

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# MOTORCYCLE STOREHOUSE

# JUST WHEN YOU THOUGHT, THE BREAKOUT WAS PERFECT...

# The Renegade design system

There's more to Orange, California based Renegade Wheels than great contemporary billet wheel designs; more too than their matching pulleys and rotors – indeed even their burgeoning air cleaner programs and "extreme value" mounted Avon Tyre packages are still only the start of it! Just to prove it, here's three selected items that prove the point!



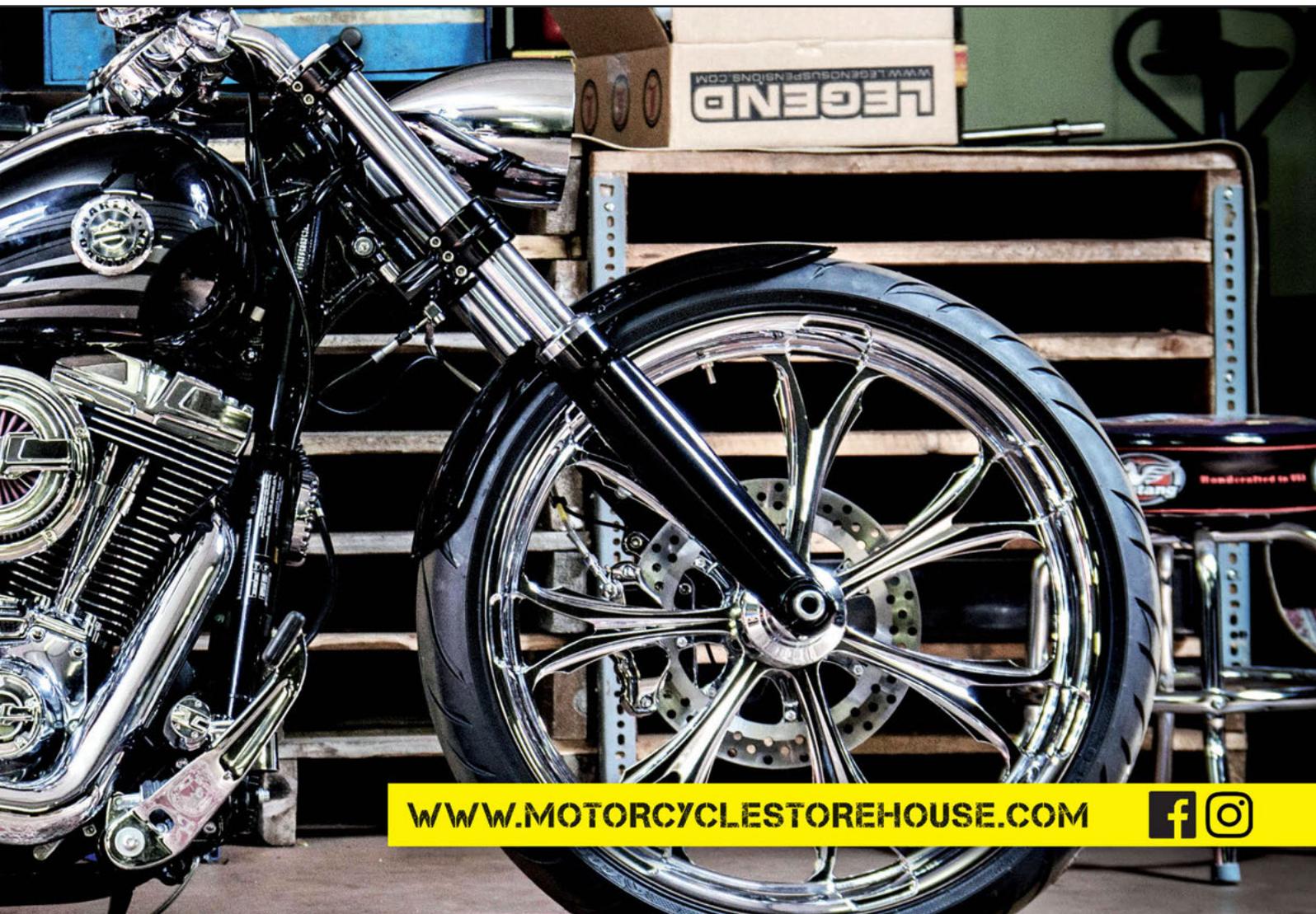
This Renegade derby cover is engineered in a stunning two-piece design, which allows customers to mix and match finishes and find the best look for their bike. The derby base is available in show chrome or black anodized. The derby cover is offered matching Renegade wheel designs in both chrome and hand-polished phantom-cut

varieties. Two sizes are available, including new fitments for the 2016 FLHs featuring the new narrow primary. Also seen here, Renegade's flush mount hidden axle kits come with chrome or black end caps made of durable stainless steel for a lifetime of shine - available in 3/4", 1" and 25mm versions to fit most Harleys. Finally, Renegade Wheels' "Enforcer" billet aluminum ABS pick-up cover eliminates the drab ABS pick-up cover on Harley-Davidson touring models. This is cut and tapered perfectly to hide the ABS pick-up while giving the front end a bit of flair – available in chrome, black anodized or brushed aluminum.



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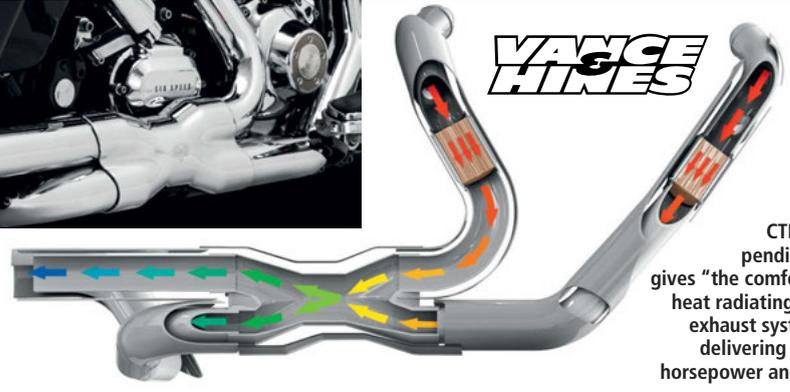
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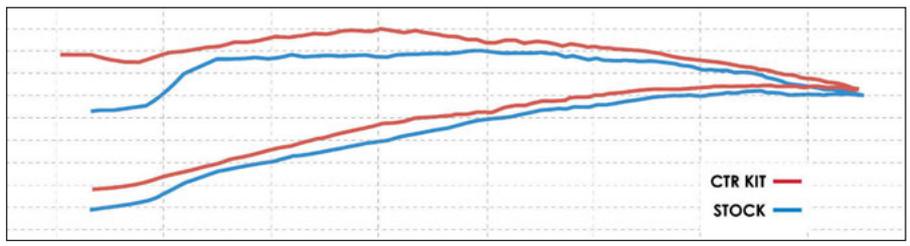


**AMD PRO GUIDE**

**V&H launch 50-state compliant CTR performance kit**



CTR's patent pending design gives "the comfort of less heat radiating from the exhaust system while delivering increased horsepower and torque"



Vance & Hines says the CTR kit delivers improved horsepower and torque, as well as compliance

Santa Fe Springs, California based manufacturer Vance & Hines has announced a new 50-state emissions compliant exhaust system for late model Harley-Davidson motorcycles.

The CTR (Ceramic Thermal Reduction) performance kit is said to provide "a complete package for exhaust, air and tuning" and to have been granted an Executive Order (E.O. K-006-3) from the Air Resources Board of California.

This means the CTR performance kit "has been evaluated and shown not to increase emissions on 2014-2016 Harley-Davidson Touring models, allowing CTR performance systems to be installed on street registered motorcycles. "With every kit, you get Power Duals CTR head

pipes and a choice from five different styles of Vance & Hines slip-on mufflers, a VO2 air intake and their brand new, ultra-sleek Fuelpak FPC with one touch tuning."

CTR's patent pending design gives "the comfort of less heat radiating from the exhaust system while delivering increased horsepower and torque, along with the unmistakable sound of a Vance & Hines muffler."

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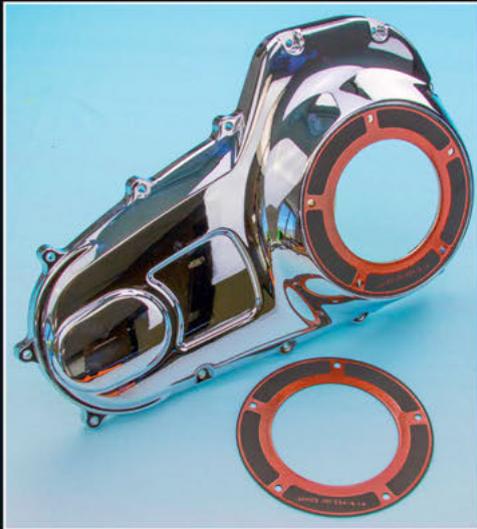
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## AMD PRO GUIDE

# OptiMate USB 0-108 on-bike charger

Finding a USB charger that can stand up to the rigours of the riding environment, while delivering the correct amount of charge and without draining the motorcycle's battery, isn't straightforward, with many cables and ports falling short.

However, new to the OptiMate range of motorcycle purpose built products, their USB 0-108 on-bike charger delivers a powerful 3.3A - enough even for the latest smartphones with USB-C charge connectors. Built-in microprocessor controlled battery protection prevents the motorcycle's battery from being accidentally discharged after parking, and once parked, charging is limited to a maximum of three hours before it shuts off automatically. It restarts when the engine has restarted and the vehicle charge voltage is back to normal.

As a failsafe, even during riding, the 0-108 USB automatically cuts charging to the USB device if the vehicle's battery voltage drops below 12.3V (approximately 50% charge remaining in an AGM battery).

An easy-to-read LED display enables the user to see



at a glance if it is delivering full or restricted (3 hours max) power or has shut down due to the battery voltage being too low.

All OptiMate USB chargers are 100% true power rated and deliver a continuous and consistent charge. They also come with a built-in Apple 'handshake', to guarantee iPhones and iPads charge at the appropriate maximum.

Weatherproofing comes as standard, to prevent moisture causing problems and guarding against any damp issues with the bike's electrical system.

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## Kerker 'Bootlegger' 2-into-1



SuperTrapp is offering these new Kerker brand 'Bootlegger' 2-into-1 stainless steel systems for Baggers. The all stainless, TIG-welded, hand-fabricated, extended bags compatible design features a high-flow stepped head pipe and adjustable torn out/down end cap as standard, with custom end cap options available (seen here with the standard system). SuperTrapp, USA, [www.superttrapp.com](http://www.superttrapp.com)

## M-8 valve spring collar



The new Milwaukee Eight engine boasts an all new head design, utilizing four valves per head. The new valve design is different from previous years' models and requires a different valve spring collar for assembly and disassembly.

Now, instead of having to buy an entirely new tool for the job, JIMS has designed an adaptor collar for their existing valve spring compressor to get both jobs done. Not only will this tool save space, but it is an inexpensive and versatile addition to your toolbox.

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*HardLive*



# K&N 'Shaker' adds to their 'Street Metal' air cleaner options

Following last year's successful launch of their Big Twin Aircharger ("for bolt-on power gains"), Riverside, California based K&N Engineering has added several further designs to its range of OE replacement performance air filters and air cleaners for Harley applications, including fitments tuned for

the 2017 M-8 engined Tourers. Fitments include their improved usable surface area 1717 air filter with injection molded top plate and base plate, incorporating stock vent tube inlets and velocity style entry radius for a smooth delivery of airflow.



Added to their 'Street Metal' intake system options, the 'Shaker' (seen here) is a "nostalgic styled" cast aluminum, high volume intake with "exaggerated sanded fins." Delivering improved power and torque, the oversized high-flow air filter "gives excellent filtration and long service intervals." Available for fuel injected Softails and Dynas from 2001 to 2017 and '08-'16 Touring models, the built-in dyno tuned velocity stack directs airflow to the

throttle body and is available in black satin and satin silver finish and mounts with an integrated breather system.

Also new this year, their RK series of oversized high-flow air filter and backing plate, with dyno-tuned velocity stack and integrated breather system, retains the stock air cleaner while providing a "guaranteed" increase in horsepower.

An oversized K&N high-flow air filter, a custom aluminum backing plate, integrated breather system and a bolted in, dyno tuned velocity stack and long service intervals are backed by K&N's 'Million Mile Warranty'.

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**Riverside, California, USA**  
**Tel: 951 826 4000**  
[tech@knfilters.com](mailto:tech@knfilters.com)  
[www.knfilters.com](http://www.knfilters.com)



## Cush drive chain conversion kit

2009 and later cush drive Harley-Davidson touring models can easily convert from rear belt to chain drive thanks to this new bolt-on rear chain conversion kit from Twin Power.

"The chain conversion kit installs easily with no modifications," says James Simonelli, Brand Manager for Twin Power. "Besides being able to transmit much more power than the belt, the 100 percent U.S.A made kit allows easy re-gearing for those who want to make better use of their 6-speed transmission. Plus, swapping the rear belt to chain drive is far less work than changing a broken belt. You don't need to remove the swingarm." Simonelli adds: "Look for similar

high-quality kits for Sportsters, FXRs and Dynas soon."

The kit comes with a 24-tooth transmission sprocket and 51-tooth rear sprocket, equivalent to the stock gearing. They are made from heat-treated tool steel and Grade 8 hardware. The hub is made from high-strength billet aluminum with a factory-type black finish. It is assembled with bearing and spacer and is ready to install.

Both the 55-tooth and 58-tooth sprockets are available separately. A 530x120 link chain is recommended, but not included, and must be cut to size, allowing the end user to choose a chain based on their personal preferences.



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## Compu-Fire electronic advance ignition system

Compu-Fire has announced electronic advance ignition systems for 1970 to 1999 Big Twins and 1970 to 2003 Sportsters. This digital ignition uses advanced Hall-Cell triggering and surface-mount technology with convenient built-in "Accu-ray" static timing LED.

Features include 8 selectable advance curves for a variety of applications, and it can be used with either dual or single fire coils. It also has an rpm limiter and V.O.E.S. adjuster.

Compu-Fire reports the ignition uses extended temperature and low voltage operation that increases performance and reliability, and soft start

circuitry allows easy starting under low battery conditions.

Also seen here is Spyke's petcock fuel valve, featuring a swivel outlet for universal positioning so one part number fits most OEM and aftermarket applications, including all Harley applications, except fuel injected models. The Spyke petcock is said to significantly

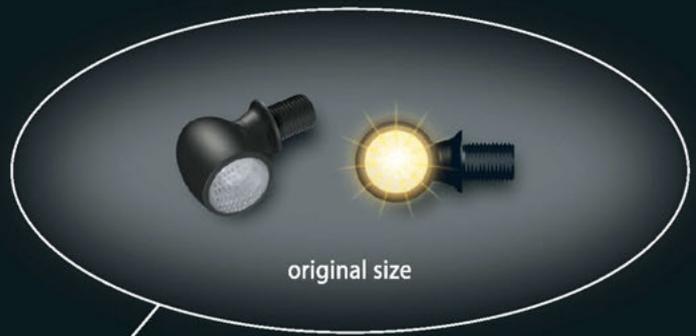
outflow stock and modified configurations.

For 3" open belt drives Spyke has grind-free 3-piece jackshafts that are said to eliminate the banging and grinding associated with many 3" open belt drives. This jackshaft has ramped teeth and enough flex to integrate seamlessly with any 3 inch open belt drive.



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## AMD PRO GUIDE

# Stainless 2:1 Road Rage III for Dyna; M-8 headers

Road Rage II Mega Power pipe and upswept 2-into-1 options that the Californian manufacturer has for Dyna models.

This is a full stainless steel system that is all hand TIG-welded. The head pipes are equal length, and for maximized power and performance, they are stepped 1-3/4 inches at the ports going into 1 7/8 inches before joining together in an



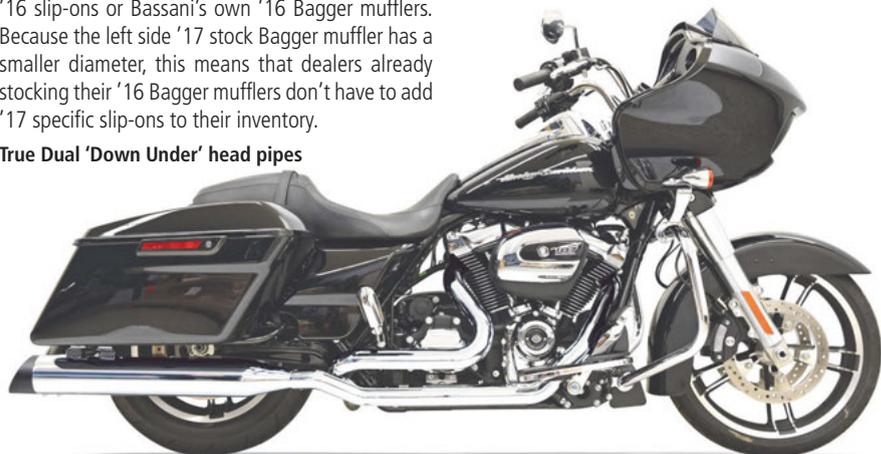
Road Rage III 2-into-1 systems for Dyna

advanced design collector and emptying into a reverse-cone megaphone.

With a billet end cap and removable baffle, the system fits most Dyna models from 1991 and up with both mid- and forward controls (there's plenty of ground clearance) and includes partial heat shields and 12mm adapters and plugs for the 18mm O2 sensor ports.

Also seen here for 2017 Baggers, these Bassani True Dual 'Down Under' head pipes are made to fit stock '16 slip-ons or Bassani's own '16 Bagger mufflers. Because the left side '17 stock Bagger muffler has a smaller diameter, this means that dealers already stocking their '16 Bagger mufflers don't have to add '17 specific slip-ons to their inventory.

**True Dual 'Down Under' head pipes**



Manufactured in 1-3/4" tubing, they are available in black or chrome, they have O2 sensor ports with plugs and can be mated with any '16 and earlier Bassani FLH muffler.

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## 'Heritage Line' beaded windshields



**national cycle**

Maywood, Illinois manufacturer National Cycle has added to its 'Heritage Line' by bringing back its polycarbonate beaded windshields in "nostalgic" red and blue. Also available as replacement uppers and lowers for OEM seven-hole hardware in clear, red, blue or black (left) and five-hole National Cycle original beaded (right). National Cycle, USA, [www.nationalcycle.com](http://www.nationalcycle.com)



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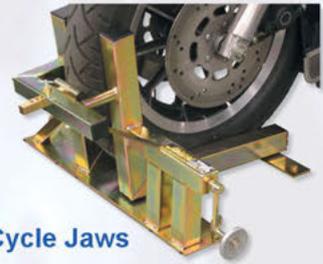


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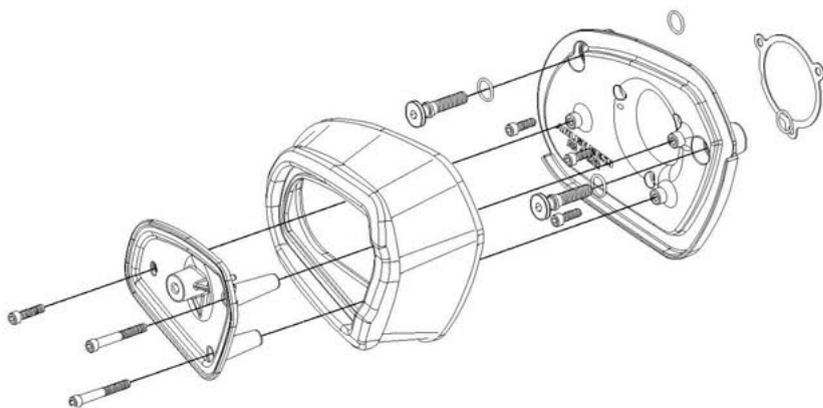
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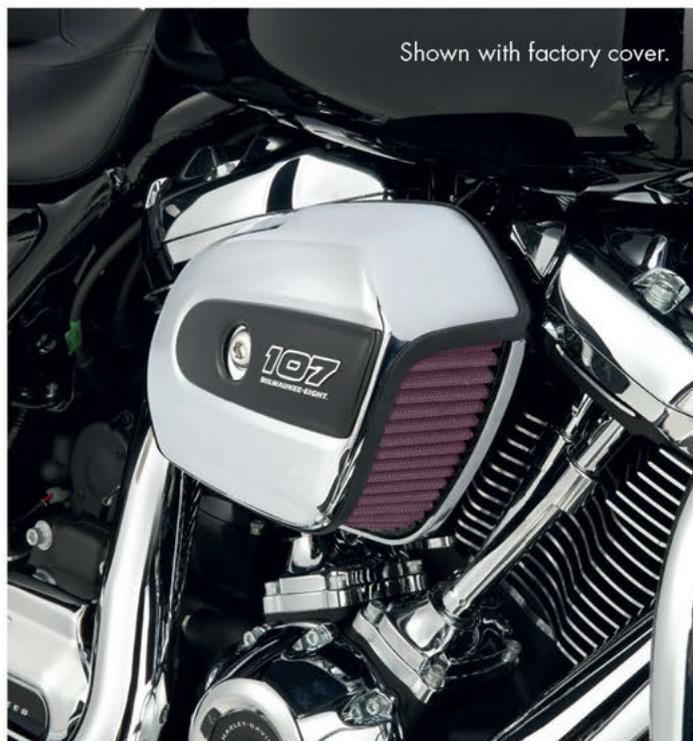
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# RCX 4.5" M-8 slip-ons and 'Majestic' teardrop floorboards

Bowling Green, Kentucky based RC Components has just released new RCX exhaust 4.5" slip-on mufflers for 2017 H-D Touring models. "These new mufflers are truly unique in design while offering an incredibly deep and smooth exhaust tone," according to Sales and Marketing Director Chris Cross.

Each muffler features a full length 4.5" diameter muffler body with a precision tuned 3 inch stepped core baffle. RC say this is a unique baffle design, which transitions from a 2.5 inch louvered core into



'Majestic Series' custom floorboards with a tear drop shape design and raised diamond pattern that "offers both function, style and improved comfort." One item from a full line of 'Majestic' accessories, they are available in chrome or a black Eclipse finish for '00-'16 Touring models. They ship with all necessary hardware for an easy installation.

**RC COMPONENTS**  
**Bowling Green, Kentucky, USA**  
**Tel: 270 842 6000**  
[rcc@rccomponents.com](mailto:rcc@rccomponents.com)  
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a wrapped 3 inch perforated baffle, which works to produce a "deep smooth rumble while providing you with increased horsepower and torque."

Engineered and tested to maintain the proper air/fuel ratio, with no modifications required, the look can be customized with choice of 10 unique RCX exhaust tips. Each muffler is available in chrome or a rich ceramic black finish and backed by a lifetime warranty.

Also seen here, RC Components is offering these

## Clutch kit for Street 500 and 750

It is no secret that Harley's 'Street' models are "built to a price," and one of the component issues that are being widely acknowledged by dealers are the clutches – whether the stock clutch is really "man enough" for serious riding, especially serious urban cycle riding, and if performance upgrades are being installed.

This new clutch kit for the 2015-17 Street 500 and 750 from Californian specialist manufacturer Barnett includes 8 friction plates, 7 tempered steel plates and a set of heavy duty springs. Featuring their exclusive Kevlar friction material, the design of the plates is said to allow more oil flow for cooler operating temperatures and longer clutch life.



Barnett have been manufacturing clutch components since 1948, and this experience means they know how to produce application-specific reliability, durability and performance improvements to the stock

items their designs replace. These Street 500 and 750 kits include shot-peened and heat-treated clutch springs with tempered steel drive plates that go through a vibratory deburring

process, then are quality checked for flatness to provide optimum performance.

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# 'Revolt' air cleaner from Crusher Performance



This new 'Revolt' air cleaner from Crusher, the Performance Division of Kuryakyn, is said to "showcase aggressive race-inspired styling and performance reminiscent of minimalist old school velocity stack intakes. Unlike traditional velocity stacks, the 'Revolt' features the added security of an integrated stainless steel mesh insert and high-flow washable/reusable K&N filter to eliminate debris or moisture from entering the throttle body."

The steel mesh insert is secured via aluminum retainer clips with an angular design that delivers "another element of distinctive rugged style." The housing and back mounting plate are constructed from quality A380 aluminum offered in chrome or satin black. An included parabolic "super ring" insert covers the back plate mounting bolts to channel smooth and precise airflow into the motor.

Full kits are available for a wide range of Twin Cam and Evo, Dyna, Softail, Touring models and XL Sportsters.

Also available, 'Revolt' air cleaner assemblies for custom applications bolt directly to stock 40mm and Screamin' Eagle 44mm CV carbs, as well as cable-operated Delphi throttle bodies. Installation on Mikuni HSR42/45/48, S&S E or G Shorty, or other aftermarket carbs requires separately available adapters.

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# AirFX Bullet shock now available

Hawg Halters Inc and AirFX have added a new rear shock to the growing family of AirFX suspension systems for the Cruiser market. These new shocks have been designed to be easily configured to fit a variety of bikes including the V-Rod, Dyna, Sportster and Indian Scout. Available in black or chrome, model-specific mounting kits are available to be sold with each shock for 2010 – 2017 Dyna and Sportster models, 2002 – 2017 V-Rods and 2015 – 2017 Indian Scouts.

Full system front and rear packages are also available, such as the one seen here for V-Rod applications, with chrome or black Bullet shocks, compressor,



AirFX Bullet shock, chrome – “with no air bags to burst (ever!) and a low system pressure of 40 to 70 psi, our new Bullet shocks deliver a safe, smooth ride”



AirFX Bullet shock, black powder-coated - “model-specific mounting kits are available to be sold with each shock for 2010 – 2017 Dyna and Sportster models, 2002 – 2017 V-Rods and 2015 – 2017 Indian Scouts



front cartridge pair, ‘Instant-Up’ kit single tank, valves and two toggle switch harnesses – for V-Rod ‘Muscle’ and other models with inverted forks with stock/21” front wheel.

Other front cartridge lengths are available for 23” and 25” wheels.

AirFX say that among the benefits of their designs are the fact that there are no airbags to burst, that the low system pressure of 40 to 70 psi delivers a safe, smooth ride, and that their designs include adjustable suspension rebound control. Available through AirFX distribution partner Hawg Halters (877 442 5837, [www.hawghalters.com](http://www.hawghalters.com)) or direct from AirFX in Indiana.



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Available for late model V-Rod, Dyna, Sportster and Indian Scout models (V-Rod ‘Muscle’ seen here), full system front and rear packages are available with choice of chrome or black Bullet shocks, compressor, front cartridge pair, ‘Instant-Up’ kit single tank, valves and two toggle switch harnesses. Also available for other models with inverted forks with stock/21” front wheel; other cartridge lengths also available for 23” and 25”

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# Electric shifting for everyday riding



Wisconsin based Pingel's electric shifter offers "the most bang-for-your-buck speed performance product that money can buy," says drag race maestro Wayne Pingel, adding "another dimension to riding for speed and fun."

As an alternate start point to swapping out the exhaust, air cleaner, cams and installing high compression pistons and the other conventional stage one upgrades, or at least doing so at the same time, "your first modification to your motorcycle should be our electric shifter," says Wayne, "everyone who tries it is immediately amazed at the riding improvement it delivers to the performance of any stock or already modified motorcycle."

The Pingel electric shifter provides for wide open or partial throttle clutchless shifting in a claimed 40 milliseconds. "I guarantee that you can't shift this quickly manually. You can keep your feet on the highway pegs and just feel the instant acceleration, and it's as easy as just pushing a button."



Pingel have what they describe as tested and proven "genuine" bolt-on kits available for Harley-Davidson, Victory, Indian, Honda, Kawasaki and Suzuki models and versatile universal kits for all makes – check out their video online.

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Maxima's 'Speed Wax' is an all-in-one detailer that conditions, shines and protects painted surfaces, chrome, anodizing, windscreens and plastic. The company says that their "advanced formula blends conditioners with color enhancers to produce a brilliant shine." Easy application and removal, designed to minimize effort and maximize shine, "the quickest way to detail any motorcycle, soothing wax sets up quickly and easily wipes from smooth surfaces. A single application is all it takes!"



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# 'Wild Boar Audio' by Hogtunes

Canadian audio specialist Hogtunes says it "has taken it to the next level in a serious way" with the introduction of their 'Wild Boar Audio' brand 6.5" and 6 x 9" speaker options featuring "real carbon fibre woofer cones, extra large magnets, external crossovers and high power amplifier solutions."

Available for 2014 and up Harleys, 'Wild Boar Audio' by Hogtunes owner Mike "PEZ" Pesdirz says: "We have been wanting to offer a line of high-end products done right for a long time, a big power offering with the safety of the bikes charging system in mind. This is a game

changer in the motorcycle audio world!" Hogtunes has been designing, engineering and manufacturing aftermarket audio components from the ground up for use in the motorcycle



environment (at speed!) since 2004 and are exclusively distributed by Drag Specialties.

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# Gen III exhaust heat shields in 'Double Black'

Avon Lake, Ohio based thermal barrier and sound control specialist Design Engineering Inc. (DEI) has expanded its award-winning flexible heat shields program to include a new 'Double Black' version. This new iteration combines the excellent heat blocking power of their ONYX series textiles with black Cerakote trim plates.

"These shields will keep your legs from burning and add a sinister look at the same time," says DEI's powersports product specialist Brian VanKoevinger. "Being flexible, these shields can be adjusted to fit a range of exhaust diameters. They work great as OEM replacements, over exhaust wrap, or even doubling



up existing metal heat shields for the ultimate protection. Each shield includes mounting hardware for easy installation."

Founded in 1995, DEI is a major manufacturer and

supplier of high performance automotive aftermarket products selling worldwide to all sectors of the international powersports market. DEI specializes in the development of thermal and acoustic performance products.



**DESIGN ENGINEERING INC**  
Avon Lake, Ohio, USA  
Tel: 440 930 7940  
sales@designengineering.com  
www.deipowersports.com

A woman with extensive tattoos on her arms and legs is leaning against a motorcycle in a workshop. She is wearing a white tank top and denim shorts. The motorcycle is a Harley-Davidson V-Twin. The background shows shelves with boxes in a garage setting.

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The logo features a stylized winged 'V' shape above the words 'TWIN POWER' in a bold, red, sans-serif font with a white outline.

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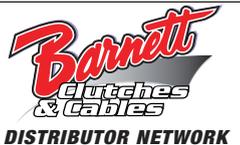
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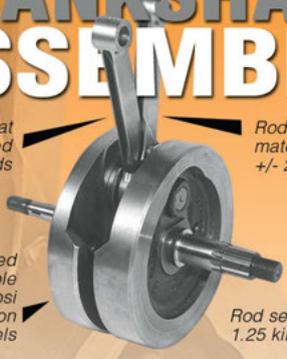
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**NEWS BRIEFS**

Polaris is reported to be looking for a partner with whom to start assembly of complete Indian motorcycles in India for the first time as it continues to grow its dealer network there.

**Rumors about about the 2018 MY announcement due at Harley's Dealer Convention in Los Angeles (August 21-25) with variations on the theme including adios to the Softail and Dyna lines as we know them (and maybe even the brands themselves? Surely not ...); they are being cleared for new frames and M8 models? Apparently search parties have been dispatched to find the search parties that were sent into the long grass to find the Project Overlord V4 and long rumored Cafe Racer.**

According to their January annual reports, Polaris Industries incurred in the region of \$132m in recall related warranty costs in 2016, and have made an additional \$194m allowance for future 2016 warranty liabilities.

Headquartered in Milwaukee, Royal Enfield's U.S. subsidiary (presided over by former Harley man Rod Copes) is stepping up its ambitions of one day being able to breathe the same air as Harley-Davidson and Indian Motorcycle with a new convincingly and traditionally 750cc twin cylinder engine Continental GT model rumored for launch at any time. The oil and air cooled normally aspirated engine is expected to produce between 45 – 50 bhp and go head-to-head with Harley's 47bhp Street 750 for domestic US and international budget v-twin sales.

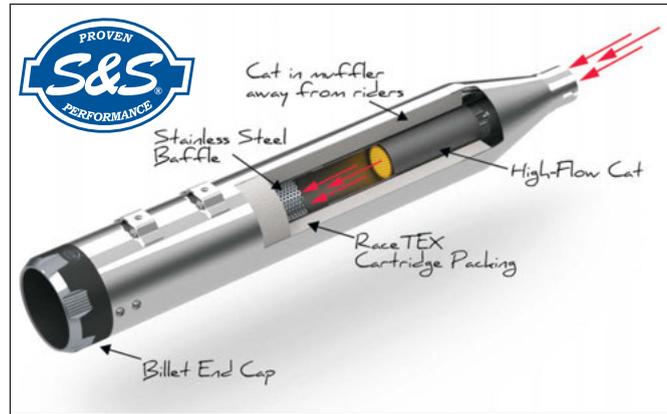
**S&S' 50-state legal exhaust system for touring models features proprietary cat design**

S&S Cycle's new 'El Dorado' performance exhaust system is a 50-state legal MK 45 muffler/header package for '09-'16 Harley touring models that ships complete with optimized and matched Power Tune mufflers and a set of 4.5" MK45 mufflers fitted with the latest S&S designed high flow cat technology. Commenting on the new product design, S&S Marketing Director David Zemla said that "much like the automotive industry years back, high flow catalysts have finally made their



way onto the V-twin market. Our in-house developed catalytic converter meets the motorcycle requirements of our customers - discrete enough to be designed into great looking pipes

without compromising on its emissions performance or causing excessive heat build-up. "By placing the cat in the muffler, it is insulated and moved away from the rider's legs, while maintaining its high flow and emissions reducing characteristics. Backed by a California Air Resources Board 'Executive Order' (EO# K-010), it "combines clean styling and an authoritative note with increased torque and horsepower." The 'El Dorado' is a bolt-on install that doesn't require tuning. It is available for '09-'16 touring models in show quality chrome or black ceramic finish with choice of S&S 'Tracer' or 'Thruster' style exhaust tips. M-8 applications are due for release very soon.



[www.sscycle.com](http://www.sscycle.com)

**Indian upgrades Spirit Lake**

Polaris Industries announced in April that it is making changes to its manufacturing network to "consolidate production of like products and better leverage plant capacity." The changes include discontinuing manufacturing at its plant in Milford, Iowa, and transferring production to existing Polaris facilities in Huntsville, Alabama, Roseau, Minnesota, and Anaheim, California. The Milford location

will be repurposed as a storage/warehouse facility to support the nearby Spirit Lake, Iowa, Indian plant. Pro Armor aftermarket product metal fabrication operations will transfer from its facility in Riverside, California, to Polaris' recently acquired Transamerican Auto Parts facility in Chula Vista, California. Pro Armor will

maintain its other business operations at Riverside. Meanwhile Polaris' Spirit Lake factory, which will continue to serve as the "manufacturing center of excellence" for Indian Motorcycle will receive new investments to enhance its facilities.



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