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## Harley to bid for Ducati?

**JULY 2017**  
ISSUE #216

**R**espected London based business news specialist Reuters has thrown a giant rock into our pond with a June report that Harley-Davidson is actively mulling a bid to buy Italian sportsbike specialist Ducati.

Under the headline "Harley-Davidson enters race to buy Italian rival Ducati" the report, by Pamela Barbaglia, for Reuters London, said that "U.S. motorcycle maker Harley-Davidson is lining up a takeover bid for Italian rival Ducati, in a deal that could be worth up to 1.5 billion euros (\$1.67 billion), sources told Reuters" - those sources are also reporting that Harley has indeed decided to explore their options, "with investment banker Goldman Sachs hired to work on the deal." Tentative bids are expected during July.

Barbaglia goes on to say that "Ducati was on the wish list of private equity funds KKR (themselves no strangers to rumors connecting them with plans to buy Harley), Bain Capital and Permira, which are all working on the deal - said the sources, who declined to be identified as the process is private." The only response that the report quotes is one in an e-mail from a spokesman for VW group's works

council: "Ducati is a jewel, the sale of which is not supported by the labor representatives on Volkswagen's supervisory board" adding that "Harley-Davidson is miles behind Ducati in technology terms." Volkswagen's powerful labor unions control half the seats on the carmaker's 20-strong supervisory board. VAG have retained investment

**“Goldman Sachs hired for deal that may cost 15 times Ducati's EBITDA”**

boutique Evercore, who are known to have sent out information packages to a number of potential suitors including Ducati's previous owner Investindustrial, who took a stake in Ducati before the financial crisis, subsequently taking control of the business before selling it to Audi in 2012. The report says that Investindustrial is now looking to compete with heavyweight private equity firms and large industry players

to regain control. Barbaglia says that Volkswagen, Audi, Harley-Davidson, KKR and Bain Capital declined to comment and that Bajaj, Investindustrial and Permira were not immediately available at the time the report was published.

Ducati last year reported revenues of 593 million euros (approximately \$677m). Barbaglia's sources are reported to have said that Volkswagen hopes to raise between 1.4 billion and 1.5 billion euros (up to \$1.7Bn) from the sale of Ducati, valuing it at 14-15 times its earnings before interest, taxes, depreciation and amortization (EBITDA) of about 100 million euros. The German car maker wants a valuation that reflects trading multiples of similar trophy assets in the automotive industry, such as Italian car maker Ferrari, which trades at almost 30 times its forward earnings.

Indian motorcycle firm Hero MotoCorp (the company that bought a \$25m/49.4 percent stake in Erik Buell Racing in 2013) and its rival TVS Motor Company are said to have also initially expressed interest in Ducati, but were put off by its price tag and decided to walk away, and others, such as BMW, Honda and Suzuki, who were also scared off.

**See also Comment, pages 4 and 6.**

**FREE WITH THIS ISSUE**



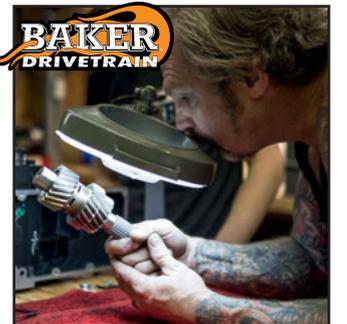
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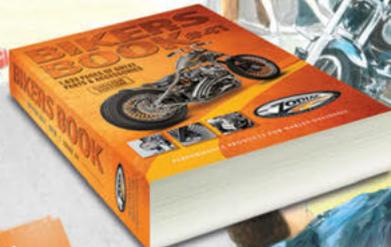
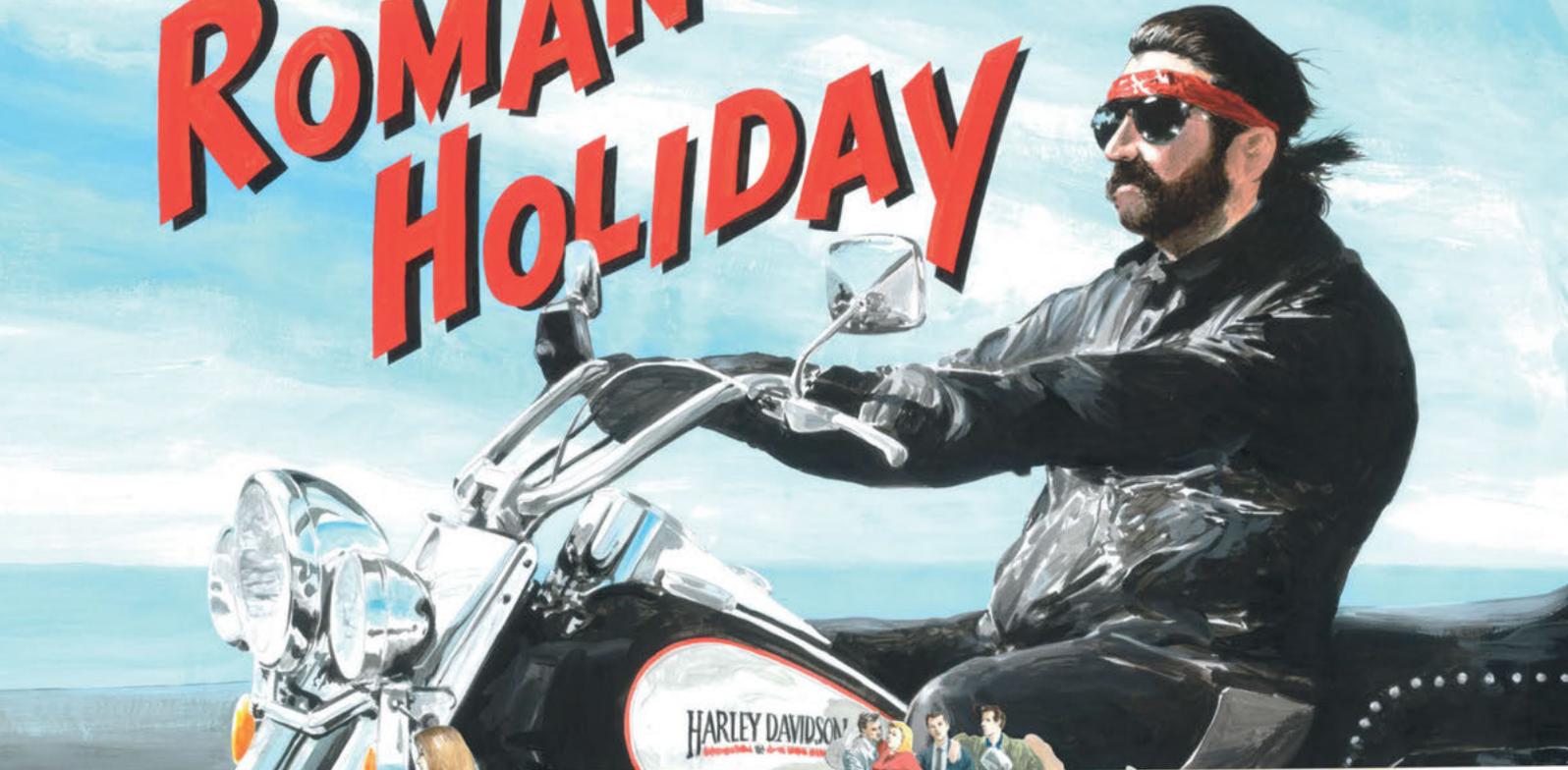


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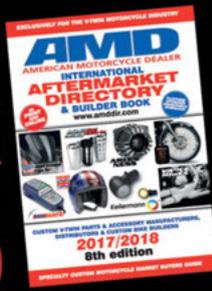


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# HEY, HARLEY – LEAVE DUCATI ALONE ...

**W**ell, just as we were hoping that the motorcycle parts and accessory market's softening of the past 12 months (in the United States especially) might be going to stabilize or even reverse itself a tad this year, it looks like underlying economic trends and indicators are starting to blink amber, rather than the green lights we'd been assuming would be the case in 2017.

Many people in the industry have made much about how the primary indicators such as the growth in the number of jobs, relatively low unemployment rates and record numbers of people with jobs has not been creating fiscal "trickle down" to discretionary spending, and it is beginning to look increasingly like they have been right to be concerned.

Throughout the recovery from the 2008 to 2012 banking crisis and the deep, deep recession it triggered, there has been concern about the quality and pay levels of the jobs being created. Leaving aside issues of whether economies should be using prior metrics as the basis for a forward looking analysis of the kind of work that needs to be made available (it isn't change that is the enemy, it is failing to change that what destroys lives, communities and economies), the actual levels of discretionary disposable income being generated by the kind of 21st century jobs growth seen so far simply hasn't yet translated into being the driver of economic activity that it should have been.

On both sides of the Atlantic we are seeing levels of unsecured consumer debt climb back to alarming levels. The total consumer debt balance for the first quarter this year in the United States hit \$12.73 trillion – that is higher than the \$12.68 trillion recorded in the United States for the third quarter of 2008 – and we all know how that movie ended!

In June, in the UK, the Bank of England also started to caution against rising levels of unsecured consumer spending, and in the usual uber-risk averse consumer markets of continental Europe, in Germany especially (a country where debt is regarded as being closer to mortal sin than civic duty), consumer debt is also on the rise and will almost exceed the Eurozone's June 2010 consumer debt record level within the next 12 months.

While retail spending is still (mostly) growing, for the time being, which is a good thing, if it isn't being paid for by real wage level growth, growth above the rate of inflation, then it becomes a very bad thing indeed – it becomes something being driven by people's attempts to keep up with the increasing cost of living in the face of declining real world declines in incomes.

With growth forecasts being marked down, that is what is starting to happen

now. The economic orthodoxy is that a modest level of inflation is a good thing, a necessary side effect of growth, and something that is easily countered by increasing interest rates.

However, that orthodoxy is predicated on the assumption that the corporations who generate the jobs, the growth, the wealth and the government tax incomes needed to pay for welfare, education, health, infrastructure, defence and, yes, meeting the rising costs of public and private debt – unsecured and otherwise – are able to do so.

That in turn is dependent on their ability to access affordable capital – either through the banks, the stock markets or private investment.

The problems start when that flow of capital starts to come under pressure, and those problems have the habit of getting worse real fast if institutions that do the lending are exposed to excessive levels of risk (unsecured consumer debt for example), a slowing of growth, rising interest rates and a return of inflation.

I am afraid to say that this would appear to be exactly the kind of toxic cocktail we could be headed towards again.

Some 10 or 11 years ago I wrote and published a two-page Comment article headed "We are drowning in a sea of debt," in which I warned against the excessive heat that had built up in the motorcycle aftermarket and the dangers arising from how it was being funded.

I keep meaning to ferret around in our back issue archive to find that article, so I could place when in the timeline of disaster it was that I had called it – some time in 2007 or early 2008 I think.

Now I am not saying that we are "in that place" again, certainly not yet. I am not saying that the laws of inevitable consequences that govern the gravity field that affects debt are an inevitable outcome of where we are right now – not yet anyway.

However, debt is the enemy of performance, and what I think the present mixed signals do behove us all to do in our businesses is to remain risk averse, remain realistic, continue enjoying what we do and investing in our brands and our product lines (the two key elements to determining downturn outcomes), but to do so with the minimum possible exposure to risk, and that means the minimum possible levels of debt.

Which brings me to the point this week – I have one simple message for Harley-Davidson and that is: DON'T DO IT!

As it happens, I think the rumors (accelerated recently by business news provider

Continues on page 6

"beware the movie's sequel"

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Continued from page 4

## HEY, HARLEY – LEAVE DUCATI ALONE ...

Reuters) are way off beam. I think, or certainly hope, that there is big fat zero chance that anybody connected with Harley-Davidson would be thinking that splashing something in the order of \$1.5 to \$2.0 billion on trying to prise Ducati away from the Volkswagen Audi Group (VAG) at this time would be anything other than swallowing a suicide pill - it simply would not end well for either party.

There are dozens of reasons why it would be the dumbest of dumb ideas since King Dumb had his own first dumb idea. It would be akin to hitting every branch of the Dumb Tree on the way down to the big pot of dumb and being basted in dumb sauce.

Not only because of the engineering and competitive pressures that would immediately swamp the Milwaukee balance sheet, but because of the very problem that I have been describing – debt.

Assets, all assets, of all kinds, are currently highly overvalued. From real estate and IP through to equity, bonds and share values – all assets are currently unrealistically overpriced. This has happened because of a decade of easy money (“quantitative easing”, aka “fiscal stimulus”) and cheap money (record low interest rates). It isn’t necessarily because someone somewhere thought “I know, lets abuse the policies that were designed to get us out of a debt crisis to create another one”, it is simply that those policies have always carried within them the seeds of potential destruction for the very issues they were designed to resolve.

That is a law of inevitable consequence (how, conceivably, can creating debt to resolve debt be sane?), and right now, any corporation which thinks it might be a good idea to leverage themselves in order to buy a business that does something that they themselves lack the competency to do, will be squished by the laws of economic gravity.

Harley has hired Goldman Sachs (aka the ‘Vampire Squid’) to advise them on a possible deal to buy Ducati. VAG is looking for an eye watering EBITDA multiplier of around 15 times the estimated 100m euro that Ducati returned to the VAG balance sheet in their last full financial year (and around 3 times total revenues). In all probability Goldman Sachs are going to not only recommend such a price to Harley but, as any investment bank worth its salt would quite naturally do, avail themselves of the vast profit opportunities that assisting a hapless buyer to facilitate such a deal would yield.

My message to Harley-Davidson is caveat emptor, this is the wrong deal at the wrong time. They should take no notice of whatever Goldman Sachs tell them, pay up the bill they’ve run up so far and walk away.

If, as appears highly likely, Ducati is on the block despite VAG’s protestations to the contrary, then they should leave it to the likes of KKR, Permira, Indian conglomerate and KTM business partner Bajaj, or former Ducati owner Investindustrial. If the likes of BMW, Honda and even Suzuki have been smart enough to look the other way – then so too should Harley.

The deal that VAG are seeking would mean that they will have doubled their

money in their five years of ownership. VAG is being advised by “investment boutique” Evercore, and it is thought that tentative bids are being sought in July, in response the sale prospectus that has been sent to potential suitors; though it is reported than any deal may not be confirmed until towards the end of the year.

Quite apart from seeing acquisition as a quick fix to its own ailing sales, Harley are no doubt eying Ducati’s game changing and much imitated launch of the Scrambler some three years ago as being among the tempting opportunities that Ducati brings to the table (and somewhat the Diavel) and, relatively speaking, in technology terms, a primary point of synergy between the Milwaukee, USA and Bologna, Italy based manufacturers; that and having popular museums, I guess. Whereas most of the Ducati offer requires design and engineering, electronics and production engineering skills that are way in advance of anything Harley appears to have in its locker, a “scrambler” is essentially a ‘Bobber’ with knobbles. However, if Harley themselves cannot productionize such a simple beast, even by buying in a suitable engine, then they certainly are NOT in a position to own, manage and guide a business that is.

As it happens, in broad terms, seeking solutions down the M&A route is not, in principle, a bad or wrong solution for Harley. I have said many times that they should buy before they get bought. But Ducati? Where’s the institutional

memory, and don’t Harley have more than enough Union issues of their own without landing back into another deal in Italy – the mothership of Union regulation and intransigence.

Harley tied to buy Ducati in 2007 before eventually lighting upon MV Agusta in 2008, which, \$200m lighter, Harley sold back to the prior owners for one euro a year later. Indeed, Harley had been on the M&A trail for a decade by

then. They came within a cigarette paper’s thickness of buying (or “merging” with) KTM in 1998 (a deal ultimately scuppered by divergent cultural perspectives!) and under Richard Teerlink and then Jeffrey L. Bleustein were rumored to have had an informal “first dibs” gentleman’s agreement with Triumph owner John Bloor if or when he ever decided to sell.

Back in that day, such opportunities (with Buell also in the stable) made sense. However, now? With the core business tanking rather than growing inexorably and the market in the United States so soft? Sorry Harley, but you simply are not those guys anymore, and this is simply not the right deal or the right time.

Harley needs to engineer itself out of its present malaise on a self-funded basis, and, corporately, allowing itself to be bought and de-listed would be by far its smartest solution at this time - not adding to its risk and vulnerability at a time when assets are overvalued, money is misleadingly cheap, with growth forecasts down, the ‘Fed’ about to start switching off the easy money, and when the rising tide of consumer debt could be set to sink all boats again.

“the law of inevitable consequence”

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# Indian 'Wrecking Crew' in AFT Twins by Vance & Hines series 1-2-3 after 9 rounds; Smith leads Mees by 5 points

The American Flat Track Twins presented by Vance & Hines race series has continued to provide quality racing, but so far also continued to provide Indian Motorcycle with a race dominance platform.

Jared Mees took the win on his No. 9 Indian Motorcycle Rogers Racing Scout FTR750 in the 7th round at the 'Red Mile' at Lexington, Kentucky, (June 3) extending the Indian 'Wrecking Crew' win streak to seven from seven since the series started at Daytona in March. At Lexington Harley's XG750Rs were fifth (Brandon Robinson), 10th (Kenny Coolbeth Jr) and 11th (Jake Johnson). The series then moved on to complete its run of five mile-long races in six weeks with a stop at the OKC Mile presented by Indian Motorcycle in Oklahoma City, Oklahoma, for round 8 on June 17.

The Indian riders scooped another podium sweep, Mees taking a second consecutive win, with Brad Baker (No. 6 Indian Motorcycle Racing backed by Allstate Scout FTR750) second and Grand National Champion Bryan Smith (No. 1 Indian Motorcycle Racing backed by Allstate Scout FTR750) third. The Harley-Davidson XR750 riders



Photo credit American Flat Track/Scott Hunter



continued to struggle to keep up with the pace of the Indians with Briar Bauman 6th (Zanotti Racing/Rod Lake Racing/WPS), Danny Elswick 11th (H-D Statten Island/CR Motorsports), Brandon Robinson 13th (H-D/Vance & Hines/Speed & Strength), and Bronson Bauman 15th (H-D Statten Island/CR Motorsports).

From Oklahoma it was then on to the Lima Half-Mile in Ohio on June 24 for round 9, where Kawasaki rider Briar Bauman finally burst the Indian bubble,

ending the 'Wrecking Crew's' 8-race streak, by taking the win.

Mees was assessed a ten-second penalty for jumping the start not once, but twice, in his Semi. That added time put him on the outside of the Main Event looking in.

Bauman, the 2012 GNC Rookie of the Year, crushed the competition in both his Heat and Semi, storming around the pea-gravel on the high line with apparent ease, doing much the same in the Main Event, taking the win by a 2.793 second margin of victory after tangling with a lapper on the final of the 25 laps, bringing Harley-Davidson's 21-race unbeaten streak at the Lima Half-Mile (Mees' home track) to a halt in the process.

Brad Baker (No. 6 Indian Motorcycle Racing backed by Allstate Scout FTR750) was second, with Jeffrey Carver Jr. third (No. 23 Carver's BBQ Kawasaki Ninja 650), Davis Fisher 4th and Henry Wiles 5th, both also on Ninja 650s.

Bryan Smith (No. 1 Indian Motorcycle Racing backed by Allstate Scout FTR750) was 6th, his worst result of 2017, but it was enough to retake possession of the AFT Twins presented by Vance & Hines championship lead by five points from Mees.

The Harley-Davidson XR750s were 7th (Ryan Wells), 8th (Brandon Robinson) and 17th (Dustin Crow).

The series now moves on to Elbridge, New York, (July 8) for the Rolling Wheels Half-Mile; followed by the Harley-Davidson Calistoga Half-Mile (Calistoga, California July 29h – the third of three straight mid-season Half-Miles) before landing in South Dakota for two races in three days during the Sturgis Rally – The Buffalo Chip TT presented by Indian Motorcycle (August 6) and The Harley-Davidson Black Hills Half-Mile at Rapid City (August 8).

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

## Indian 'Wrecking Crew' to compete in X Games 2017



Legendary Road Racer Larry Pegram to Join Jared Mees, Bryan Smith & Brad Baker Aboard the Indian Scout FTR750 at X Games' Flat Track Racing Event

Indian Motorcycle Racing will make its X Games debut in its hometown of Minneapolis on July 13. The 'Wrecking Crew', featuring 2015 inaugural gold medalist Bryan Smith, 2016 gold medalist Jared Mees and two-time bronze medalist Brad Baker, with special guest rider and veteran road racer Larry Pegram to make a four strong-team piloting Indian Scout FTR750s in pursuit of Gold.

"It's been an incredible season thus far, which has vastly exceeded our expectations, and having the opportunity to compete in the X Games in front of our hometown is truly special," said Reid Wilson, Indian Motorcycle Marketing Director. "In addition to being our first time at X Games, this will be the first time we have four Indian Scout FTR750 race bikes in the field."

"When invited to participate in the



X Games Flat Track Race, one of the first calls I made was to Indian Motorcycle to inquire about an Indian Scout FTR750," said Pegram. "There's no doubt the Indian Scout FTR750 is one of the hottest stories within all of motorsports, let alone the flat track community."

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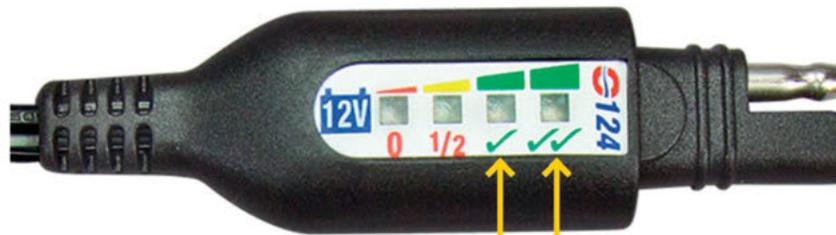
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NEWS BRIEFS

The Big Tourer 'space' just got even more crowded with Yamaha's air cooled 1850 cc Star Venture set to go up against Harley, Indian and BMW offerings and the venerable Honda Gold Wing.

AIMExpo is hoping that Harley riding U.S. Vice President Mike Pence may put in an appearance and make a speech it is Columbus show in September. The event is apparently in the Pence schedule and he has said he wants to do it, but final confirmation is awaited. Meanwhile Yamaha and Suzuki have become the latest OE manufacturers to confirm their participation – last month AMD reported on Indian Motorcycle and Harley-Davidson both confirming their AIMExpo debuts this year.

In pimping its latest vehicle-to-vehicle (V2V) telemetry sharing technology, Bosch has claimed that such systems could help avoid up to a third of all motorcycle crashes – those where a car (or other vehicle) driver has not seen the motorcycle, or vice versa.

Ford has patented a lane splitting detection technology for autonomous vehicles. Motorcycles pose one of the toughest challenges for so-called "driverless cars" (and other four-wheel vehicles). Their system uses a combination of microphones and video cameras to detect an approaching motorcycle.

Motorcycle thefts in the U.S.A. were up by +2.0 percent in 2016 according to National Insurance Crime Bureau data, saying that 46,467 motorcycles were reported stolen to police or insurance companies. However, thefts, though also up in 2016, remain well below the comparable 2006 figure of 66,774 motorcycle thefts; apparently thefts peak in August, with the lowest rate being recorded in February.

Harley has named the Full Throttle's campground as its Official 2017 Sturgis Rally Campground for HOG members. Full Throttle owner Mike Ballard named his facility after legendary racer, Sturgis Rally founder - and Indian motorcycle dealer - Pappy Hoel.

# Ducati, BMW, Yamaha, Buell and Harley machines eat Indian's dust at 'Punks Peak' sprint

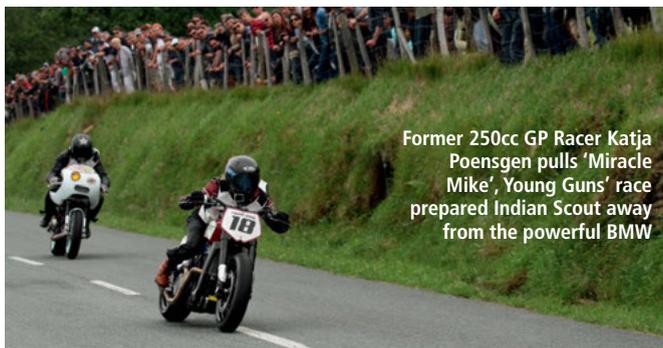


Young Guns Nik Heer and Fabian Witzig (of Young Guns Speed Shop, Switzerland fame) saw their 'Miracle Mike' Indian Scout continue to prove itself as a formidable sprint racer, winning the 'Punks Peak' superbike category of the race highlight at the Wheels and Waves Festival, Biarritz, France, in June. Ridden by former 250cc GP rider Katja Poensgen, the Indian Scout blasted easily through its three sprint races to go up against the powerful BMW R nineT built by the Workhouse Speed Shop and ridden by Sebastien Lorentz in the final. Staged on the GI-3440 mountain road that runs across Mount Jaizbikel near San Sebastián (over the border from Biarritz in northern Spain), 'Punks Peak' may be organizers Vincent Prat and the Southsiders Motorcycle Club's tongue in cheek answer to the rather more famous hill climb in Colorado, but there is nothing lightweight about the racing or



the seriousness and passion invested in the challenge by the competing teams. Part of Europe's burgeoning 'Essenza' sprint racing scene, Indian, Young Guns and Katja arrived at the event buoyed by their win the prior weekend in the Essenza sprint race. "The Scout is running so, so well," she said. "I know that the Young Guns dialled up the power for the race, and I could certainly feel that on the sprints today." Fabian Witzig's and Nik Heer's creation thrashed a field made up of Ducati, BMW, Yamaha, Buell and Harley-Davidson

machines, and even an electric bike from Essence Motorcycle. The pits at 'Punks Peak' clearly showed how the standard of bikes competing in the 'Essenza Sprints' is on the increase, and in a field of over 100 machines and five different classes, the Indian Scout topped the most prestigious class – thanks in large part to the technical support provided by Ohlins, Brembo and Akrapovic, and the fact that Witzig and Heer have mated the stripped down Scout's 1133cc V-twin engine to a nitrous oxide system – which can't have hurt! Grant Bester, VP/GM for Indian Motorcycle in Europe, said: "This project was all about bringing the right people together to see what Indian could do. We wanted to try and bring back the essence of the Indian Motorcycle Company in building, competing and having fun – just as our colleagues in America are doing with the AFT Twins series."



Former 250cc GP Racer Katja Poensgen pulls 'Miracle Mike', Young Guns' race prepared Indian Scout away from the powerful BMW

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## Zodiac adds horsepower to its Scandinavian sales

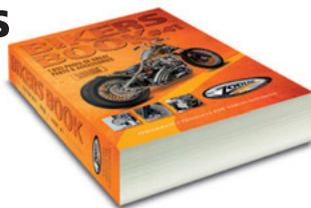
Mijdrecht, Netherlands based distributor Zodiac International has hired a new Sales Manager for its business in Sweden, Norway, Finland and Denmark.

Perhaps best known as the man behind Swecomposite in Åkersberga, Sweden, and as a drag racer and parts and performance engineer, Kenneth Holmberg is Zodiac's new "go to guy" for the region – a role to which he brings vast experience, knowledge and contacts.

Known to Zodiac International founder Ton Pels and his son and present CEO Vincent for many years from the Drag Race scene in Europe, Holmberg brings a rare level of insight and practical experience that Scandinavian dealers will be able to leverage in buying from a range of over 40,000 part numbers, with product available for most years and models of Harley - from vintage,

restoration and Old School through to late model tourer, cruiser and Sportster as well as Victory and Indian parts, accessories and performance components.

Holmberg has been making and selling special parts for and to most of the bike builders and racers in the Nordic countries, elsewhere in Europe and worldwide for many years and still competes in drag racing. He is a winner of the Scandinavian Pro Twin Bike championship with his turbocharged Harley V-Rod and currently competes with a ProStock bike in the Nordic and FIM Europe championships; he has also made parts for Zodiac Racing's Top Fuel



Harley, that is ridden by Ronny Aasen (Norway).

"We have been talking about this collaboration for many years," said Kenneth. "I really look forward to working with Zodiac and Vincent, as I have known them for many years. Swecomposite will remain as before with a new location in Norrtälje." Kenneth can be reached at [scandinavia@zodiac.nl](mailto:scandinavia@zodiac.nl).

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

## Mike Collins takes the reins at LeMans

Janesville, Wisconsin headquartered LeMans Corporation, the parent company for Parts Unlimited, Drag Specialties and well-known brands such as Thor, ICON and Moose, has announced that Mike Collins has been appointed as President/CEO. Mike has been with LeMans for 24 years, most recently as Vice President Purchasing. "Mike has successfully directed our Purchasing Department for



Mike Collins, President/CEO of LeMans Corporation

## Ride Nice signs with Rollies



California based accessory designer Ride Nice has signed Rollies Speed Shop of Newstead, Queensland, to be their Australian distribution partner.

Owner Jon Reed says: "Rollies will be carrying our currently available FXSB Breakout parts for their dealers. Rollies is known around the world as being a supplier of the finest V-twin products to dealers in Australia. We think that Ride Nice products will be a great fit and we are extremely proud to be working with such a fine institution as Rollies. We are currently developing several new products that specifically have Rollies dealers in mind.

"Even though Ride Nice is only a few years old, the founders have over 30 combined years of experience in the V-twin industry. The goal from day one at Ride Nice has been to align ourselves with companies like Rollies that have very high standards, and then once we are working together, we aim to do everything we can to support them."

AMD recently reported on another new Ride Nice design, their 'Milwaukee Breather' for the M-8 Tourers, and Reed told us: "We are pleased to report that we have hit a home run with our new intake. We have shipped the first production units and already have back orders from dealers in the USA, Canada, Italy, Denmark, Germany and Russia."

The 'Milwaukee Breather' features an all



**The Ride Nice 'Milwaukee Breather' for M-8 Tourers is already back-ordered internationally with dealers**

billet aluminum and stainless steel construction with a K&N filter element and custom option face plates. The company is also reporting strong demand on most of the major wheel builders' rally trucks for their patented ABS flush-mount wheel spacers, with wheel manufacturers offering it as an install option.

[www.ridenice.com](http://www.ridenice.com)  
[www.rollies.com.au](http://www.rollies.com.au)



Bruce Schumacher, Director of Purchasing

several years, guaranteeing dealers the best fill-rate in the industry," said Chairman Fred Fox.

"He has also developed strong and well respected relationships with all of our major vendors. We are excited to have Mike at the helm to lead the company as we plan for continued growth and expansion."

LeMans is also announcing the appointment of Bruce Schumacher to Director of Purchasing. "Bruce has been a valued member of the LeMans team for many years," continued Fred Fox. "Most recently he has been very instrumental in our successful expansion into the European market. He will continue to direct the purchasing team at Parts Europe in his new role."

The LeMans Group distributes to dealers through five warehouses in the United States, two locations in Canada, and its European distribution center in Germany.

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

## S&S Cycle returns to AIMExpo

S&S Cycle has announced its return to AIMExpo, with the relocation to Columbus and signing of key OEMs such as Harley and Indian making for

compelling reasons to be there, according to David Zemla, VP Marketing.

"The American International Motorcycle Expo is again expanding, and now with the relocation to Columbus (September 21 – 24) and participation of key OEMs, we believe the show will now build critical mass for the V-twin market, and S&S is proud to be a part of it."

AIMExpo is modelled after the massive European motorcycle shows and features two dealer-only days before opening to the public for the weekend

– its timing giving enthusiasts a first show opportunity to get up close and personal and even test-ride the new model year introductions from the likes of Harley, Indian and others.

"AIMExpo is excited to have S&S back as part of our new Custom Culture area, featuring the best in high performance V-twin parts. They are a perfect complement to our Championship of the Americas and our 'Skidmark Community Garage' builders lounge," says Bob Kay, the Custom Culture Director for show organizer MIC Events.

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



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# Tucker Rocky/Biker's Choice names Charlie Hadayia VP Purchasing & Merchandising

In a slew of new hires and promotions designed to reinforce its senior management team and continue to build structure following the merger with MAG, Tucker Rocky/Biker's Choice has named respected industry veteran Charlie Hadayia as their new VP of Purchasing and Merchandising from his previous role as Sr. Director of Merchandising.

Hadayia, formerly with S&S Cycle, not only has the v-twin in his veins, but he has Tucker Rocky and Biker's Choice in his DNA – his father, Charlie Hadayia Sr., was part of the management team at the 1971 founded New England Motor Parts Company - better known as NEMPCO - the v-twin parts and accessory distributor that Tucker Rocky bought in 1992 and later re-branded as Biker's Choice.

Indeed, while at NEMOCO Hadayia Sr. was one of the founders of the Twin Power program in 1982 that his son was instrumental in bringing back to the market (with James Simonelli) last year when Tucker Rocky published the first new Twin Power catalog in 32 years.

In additional news Tucker Rocky/



**Charlie Hadayia, VP Purchasing & Merchandising**

Biker's Choice has announced the formation of a new 'Information Technology and Process Excellence Group' as a "strategic organization" under Troy Rochat as its VP. "Leveraging technology and data for competitive advantage while meeting the needs of our customers and vendors will drive growth and

success" said Eric Cagle, President of Tucker Rocky/ Biker's Choice.

Rochat brings more than 25 years of experience in distribution operations and information technologies and has led successful implementations of several large-scale ERP (Enterprise Resource Planning) solutions in areas of manufacturing, material logistics and planning, distribution and warehousing.

Additionally, the company recently hired Dan Bradley as VP Operations. Bradley brings more than 25 years of experience in process and supply chain management for companies including Case New Holland, Manitowoc Cranes and Kubota and, based at Tucker Rocky's Fort Worth headquarters, has assumed responsibility for all distribution operations.

Meanwhile, Kenan Ikels, who joined the company in October 2016 as VP Sales will lead a newly formed Marketing Services Group and assume the title of Vice President, Sales and Marketing. This group will not only be responsible for "traditional marketing products", but will also create new channels and products for marketing

support materials designed to help powersports dealers expand and grow their business.

"This year we celebrate the 50th anniversary of Tucker Rocky. We are very excited about the new organizational structure and the additions to the Tucker team. These changes, along with other recent leadership additions, form the foundation for our growth over the next 50 years," said Cagle.

Elsewhere in the TR/MAG organisation those other leadership additions have included Zach Parham, 32, taking over from Kevin Strawbridge as the president of MAG Retail Group, which includes Motorcycle Superstore and J&P Cycles – the business founded in 1971 by his parents John and Jill Parham. Zach Parham has been with the company for 10 years and his most recent role was Vice President, Merchandising and General Manager for J&P Cycles.

These most recent promotions, changes and additions follow the formation of a new MAG Off-Road Group in May, under ex Arctic Cat man Chris Lindstrom at Chandler, Az.



**Troy Rochat, VP Information Technology & Process Excellence Group**



**Dan Bradley, VP Operations**



**Kenan Ikels, VP Sales & Marketing**



**Zach Parham, President MAG Retail Group**

## International Motorcycle Shows - seven city 2017/18 series

The 2017/2018 dates and venues for the Progressive International Motorcycle Shows series have been announced by owner Universal Business Media – with the cut-down seven city itinerary of 2016/2017 essentially being repeated, with three timings changed (\*).

In 2015/2016 there had been 10 venues – for last year Portland, Sacramento, Miami and Phoenix were dropped, with a return to Washington DC added. UBM says that research has shown that "31 percent of the IMS 2015/2016 Tour attendees purchased a new or used vehicle within 12 months of attending a show." This will be the 37th season for the

IMS series since its inception in 1982 and will see a return for the J&P Cycles Ultimate Builder Custom Bike Show, with builders competing for a cash and prize fund valued at over

The 2017 'King of the Builders' was Nick Beaulieu of Forever Two Wheels, Windham, Maine, with "The Hate Machine", an S&S 111" engine custom chopper with a custom-made girder front end, hand-made frame with pentagram downtube and axle blocks, one-off pentagram wheels, hand-made exhaust with pentagram exhaust tips, custom tail section and aluminum gas tank and Baker 6-speed, featuring a BDL belt drive

\$100,000 in total during the Tour. Classes include Freestyle, Modified Harley presented by Harley-Davidson, Modified Custom and Modified Retro presented by Royal Enfield.



- Long Beach, CA:** November 17-19, 2017
- New York, NY:** December 1-3, 2017
- Minneapolis, MN:** December 8-10, 2017\*
- Cleveland, OH:** January 26-28, 2018
- Dallas, TX:** February 2-4, 2018\*
- Chicago, IL:** February 9-11, 2018
- Washington D.C.:** February 23-25, 2018\*





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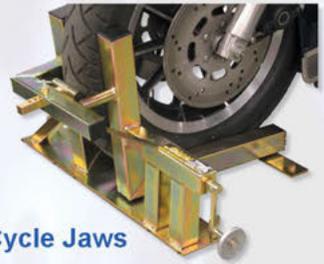


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# BST celebrates 15 years as carbon fiber wheel pioneer



Leading carbon fiber wheel manufacturer Blackstone TEK (BST) of Johannesburg in South Africa is celebrating its 15th anniversary this year.

Founded in 2002 by Gary Turner and Terry Annecke, the company almost single-handedly created the volume production carbon wheels market, and as such has had quite an influence on the race and custom motorcycle industries.

The company has been ISO 9001 certified since 2003, audited by the German TUV and JWL and DOT E certified, with BST indeed being the only OEM certified supplier of carbon fiber wheels in the world and the biggest aftermarket supplier.

The winner of multiple international awards, BST has over 25,000 wheels in the market worldwide, offers four different styles of wheels in sizes ranging from 12" to 23" and offers over 200 individual fits for 20 different manufacturers.

BST wheels have become a default choice for Harley, Buell and

performance V-twin customizers looking to save weight and add strength. BST carbon fiber wheels have been the 'go to' for AMD World Championship of Custom Bike Building competitors, for whom performance engineering is the driving force in their design decisions. BST's latest success has been with Ducati's new 1299 Superleggera, said to be the first ever factory bike to be equipped with carbon fiber wheels.

"To lighten the load and provide a reduction in rolling resistance, Ducati chose BST carbon fiber wheels to enhance the performance," says Gary Turner.

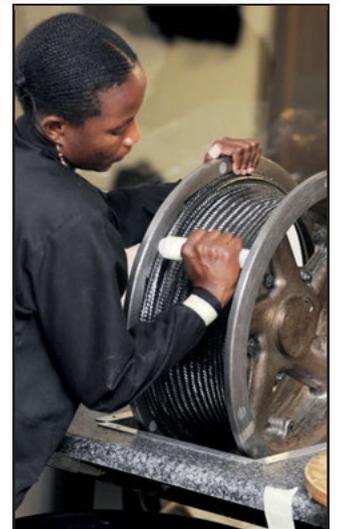
"A traditional metal wheel manufacturer uses one wheel per test - our wheels are engineered to withstand four tests - cornering fatigue, radial fatigue, torsional fatigue and impact testing - all using the same one wheel," Gary explained.

BST employ some 50 plus people at their 4,800 sq m (approx. 51,500 sq ft) facility and have exported their



wheels "to just about everywhere in the world, including Kazakhstan... basically everywhere that has a motorcycle community."

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



Gary Turner and Terry Annecke started Blackstone TEK in 2002

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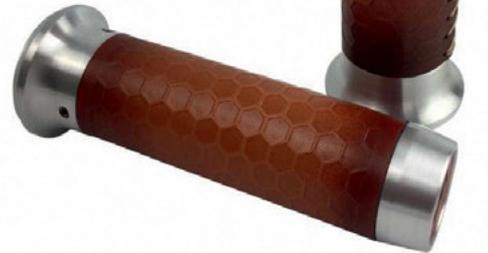
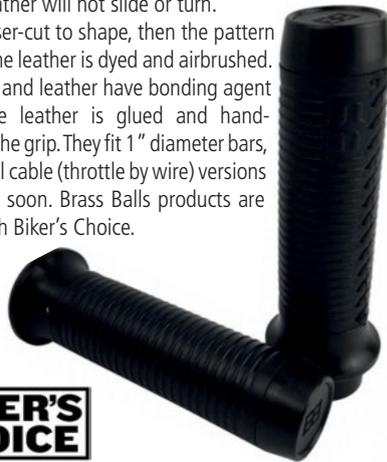


## Leather wrapped grips

Brass Balls' leather wrapped grips are "designed and engineered for style and performance," according to Dar Holdsworth - "your customers will absolutely love the way they look and feel." They start out being CNC-machined from billet aircraft grade aluminum with a recessed knurled surface to ensure the leather will not slide or turn.

The leather is laser-cut to shape, then the pattern embossed and the leather is dyed and airbrushed. Finally, the grips and leather have bonding agent applied and the leather is glued and hand-stitched around the grip. They fit 1" diameter bars, and H-D dual pull cable (throttle by wire) versions will be available soon. Brass Balls products are available through Biker's Choice.

**BRASS BALLS CYCLES**  
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**Tel: 405 270 0995**  
**sales@brassballscycles.com**  
**www.brassballscycles.com**



## Cam sets for '37-'48 U models



Andrews has cam sets available for '37-'48 U, UL and ULH Big Twins. Similar to the original stock cams, the holes have been redesigned using modern computer cam design and smoothing techniques. For use when rebuilding an engine with pitted cams, they have .375" valve lift, 1-to-1 rocker ratio and 212 degree rotation at .053 tappet lift. Drag Specialties, USA, [www.dragspecialties.com](http://www.dragspecialties.com)



## Clearly a great choice

These Barnett Scorpion series clear derby covers are designed to fit OEM primary covers on '98 and up Harley-Davidson Big Twins and '15-'17 FLs with the 'narrow' primary.

Featuring a quarter inch thick clear polycarbonate window to the clutch, the scratch and discoloration



resistant window is firmly secured and sealed with an O-ring gasket. The outer cover area is CNC-machined from billet aluminum and available in a brilliant chrome or black powder-coat finish. The derby cover gasket is also included.

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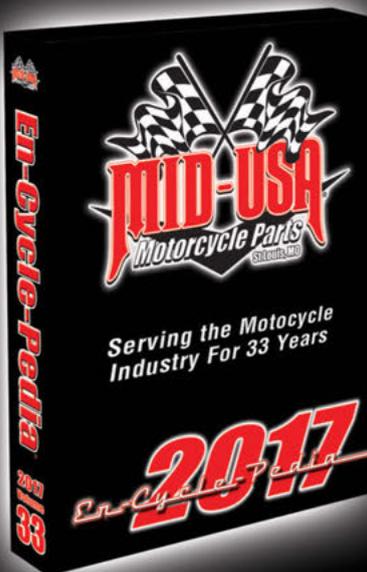
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# Spyke Super Torque starters and digital electronic advance ignition system kits

Spyke has announced Super Torque starters for 2007 and up Big Twin Harleys that have been specifically designed to provide more cranking torque without having to change the stock battery. The company says these starters will deliver 46 percent more cranking torque compared to stock starters by using a specially designed double wound

technology with convenient built-in "Accu-ray" static timing LED.

This ignition has 8 selectable advance curves for a variety of applications and 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



armature. Spyke Super Torque starters have 4.44: 1 gear reduction and "use nothing but the best quality components, including a super-duty clutch supported by high tension springs." Available in chrome and black.

Also seen here, Compu-Fire's electronic advance ignition system kits for 1970 to 1999 Big Twins and 1970 to 2003 Sportsters. The digital ignition uses advanced Hall-Cell triggering and surface-mount

operation that increases performance and reliability. Their soft start circuitry allows easy starting under low battery conditions. This kit is supplied with a single fire coil and plug wires, making it a complete ignition kit.

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## Softail Slim saddlebags

Good news for Softail Slim riders - Stockton, California based craftsmen The Leatherworks can provide bags that keep the license plate and turn signals in stock location. This is done using quick release Easy Brackets or The Leatherworks' permanent mounting system.

There are three different bag models on offer for the Slim with pipes in stock location, and five others that will work with lowered pipes. All bags can be customized from a large selection of options that include long straps, chrome studs and conchos, hand braid, key locks and many choices of colored leathers. All saddlebags are American made using 10-11 ounce leather and trimmed with The Leatherworks' Indian head nickels.



**THE LEATHERWORKS INC**  
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## Covingtons introduce "Destroyer Performance Package" for M-8

Woodward, Oklahoma based Covingtons Customs says that "if your customers are looking for more performance from their new Milwaukee-Eights, then with our 40 plus years of experience building fast, award-winning motorcycles, we have created the perfect power solution."

Working closely with EFI-upgrade specialists ThunderMax, Covingtons says that their new package offer is the "ultimate "power triad" utilizing a custom ThunderMax electronic fuel management system, a newly designed air cleaner and our popular Destroyer exhaust system."



The company says that "multiple trips to the ThunderMax dyno during development showed documented horsepower and torque gains in the range of 30 percent. While results may vary by installation, there is no denying that this simple 3-part upgrade produced significant power gains on the new 107 and 114 inch motors."

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# Arnott air suspension for Indian models

Merritt Island, Florida based specialist Arnott Motorcycle Air Suspension has introduced its height adjustable FOX air suspension systems for '14-'17 Indian Cruisers, Baggers and Touring models. Describing themselves as "the leader in true onboard adjustable air suspension kits for motorcycles," this latest addition to their 'Ultimate' air ride program is one of a number of kits that feature a completely redesigned line of TruAIR motorcycle air suspensions that are available for many popular Harley-Davidson, Honda, Indian, Kawasaki, Suzuki, Victory and Yamaha motorcycles.

Their kit for Indian applications features a nitrogen-charged FOX shock absorber, powerful air compressor, and a black or chrome handlebar inflation switch that has been custom-designed for Indian models. Their TruAIR technology features a rugged Goodyear multi-ply air spring bladder coupled with a custom FOX nitrogen-charged, mono-tube shock absorber. Arnott says their air shock "provides the rider with superior control, ride comfort, and much greater height adjustability." Arnott pairs the FOX shock with a small but powerful compressor, application-specific mounting bracket and air distribution valve block, which includes a muffler to control



how fast air is released. The minimum shock length is 10.32 inches, with a 12.89 inch maximum; options include choice of chrome or black for the handlebar inflation switch. Arnott back all their shocks with a limited lifetime warranty. Arnott was founded in 1989 and is an ISO 9001:2008 Management System Certificated manufacturer; their products and procedures meet or exceed TÜV requirements, GOST ISO 9001-2011 certification and have the EurAsian

Conformity (EAC) Mark for Quality Management that is required for export to Russia, Belarus, Kazakhstan and Armenia.



**ARNOTT AIR SUSPENSION**  
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# 490 SPORT SERIES SHOCKS



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## Keeping you monitored



In an ideal world, all motorcycles would be connected to a battery charger maintainer when parked-up overnight or for longer, but in this less than ideal busy world, that is not always possible.

Therefore, OptiMate's family of monitors have the options and versatility that deliver real-world convenience for any length of time a motorcycle is parked-up or stored.

Providing at a glance information about the battery's status, the charge level is indicated on a microprocessor-driven four LED panel, with a four-level, three-second battery level flashing cycle. Three LEDs (red, yellow and green) indicate charge for standard wet cell batteries (with filler caps) that hold charge up to 12.5 - 12.6v, with the fourth (green) LED indicating if a sealed AGM (absorbed glass mat) battery is holding a charge of 12.7v (90%) or higher. Once the motorcycle engine fires up, OptiMate battery monitors confirm if the vehicle charging system is delivering the correct charge voltage. When the OptiMate battery monitor detects sufficient charge voltage (above 13.5v) is entering the battery, the LED indication changes to "Arrow Mode" - red, yellow and



O-127



O-125



O-126

green LEDs light consecutively and rotate in a "good to go" pattern of reassurance!

Ride pre-check, especially for long distance trips, is easy - no more wrestling with seats and battery covers (and even a fairing on some motorcycles) in order to know if that is causing the dreaded "no start" as the OptiMate monitor tells you exactly what is going on with the charge status straight away. Charging the battery or drawing power is also easy - OptiMate monitors have a weatherproof sealing cap-equipped quick connect SAE charge port. So clean, so easy! OptiMate monitor model connection options include the O-124 with M6 (1/4") ringlets and 15 amp protective fuse - for permanent connection to the battery; the longer (100cm/40") O-128 with M8 (5/16") ringlets - ideal for 4-wheeler (side by side) vehicles with larger automotive style battery terminals; the O-125 is the 'plug and play' SAE connector version - great for dealers or riders with multiple vehicles fitted with battery charge leads; the O-126 connects to an always live 12v auto-cigar socket, and the O-127 is the model for lithium batteries - with M6 (1/4") ring terminals for permanent fitment to the battery. The fourth LED warns if the vehicle's charge voltage is overcharging above 14.6v and thus killing the lithium battery.

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## Premium 10w30 Dyno break-in oil

Californian specialist Maxima Racing Oils has a premium grade 10w30 oil that is said to be "specifically designed for breaking-in engines with flat tappet camshafts, roller elements or where elevated levels of anti-wear additives are needed."

The ideal answer for breaking in rebuilt V-twins on a Dyno, the high zinc/phosphorous formula is blended with highly refined, pure petroleum base stocks "to provide optimum ring seal." The complex 2X zinc structure "protects for an extended temperature range, outperforming conventional break-in oils."

Maxima's V-twin market specialist Garrett Andrews says that "by combining two different zinc compounds, tuners get a double benefit at opposite ends of the operating temperature range. The oil activates at lower temperatures, but also offers more protection at elevated temperatures."

Garrett goes on to say that "this 10w30 is perfectly balanced and requires no other additives. Dyno tests show more efficiency in the break-in phase when using a purpose build lubricant."



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## Octane shocks and fork springs

New South Wales, Australia based IKON Suspension hasn't been daunted by the apparently limited remaining market life for upgrade parts for the Victory Octane, developing new shocks and fork springs that considerably improve the handling of Victory's final throw of the dice.

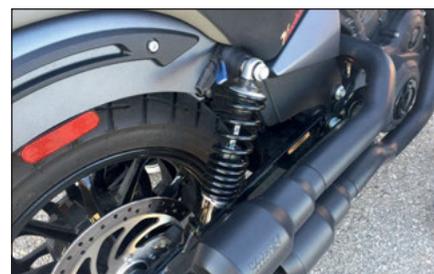
The stock suspension was quickly identified by test riders and customers who took delivery of the first production run of the Octane as an Achilles heel, and IKON developed some new rear 7610 series shocks in stock and slightly longer lengths.

Owner Geoff Lowe explained that "compared to the original shocks, which only have pre-load adjustment, our 7610 series shocks offer pre-load adjustment and rebound adjustment, rebuildability and a progressive rate spring that transitions

smoothly across its rate range.

"The original shocks being close to 10.5" long between centres means the amount of shock absorber travel is inherently limited. The design of the Octane limits what can be done about that, but there is some wriggle room. So, in order to provide a little more shock travel, and therefore more wheel travel, a slightly longer specification has been created at just over 11 inches.

"The slightly longer shocks and resulting small lift in the rear end transforms the ride. Our development client who had tried other aftermarket options was amazed, stating he could not believe how much better the bike was with our new shocks fitted. Comfort and control were both improved significantly.



"Complementing all this with a set of our progressive rate fork springs brings out the real potential of the Octane," says Geoff.

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Shown with standard chrome kit.

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Shown with  
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# 2018

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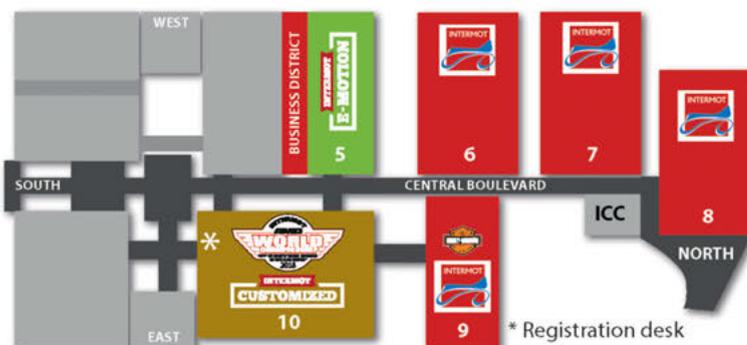
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## CHAMPIONSHIP WEBSITE NOW FULLY UPDATED

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## OCTOBER 3-7 2018, COLOGNE GERMANY

This edition includes... Custom Bike Show 2017 • South Africa Bike Festival 2017 • Christopher Marschka's 'Patriot Special' • Chaos Cycle's 'Thugnificent' • Sapka Muvek Timeless Machines • Ken's Factory's 'Hard Call'

## Custom Bike Show - Norrtälje, Sweden, June 3rd

Arguably the world's oldest custom motorcycle show, the Custom Bike Show in Sweden (June 3) saw some 230 bikes competing in eight classes for the chance to win expenses to compete at next year's 13th AMD World Championship of Custom Bike Building at 'INTERMOT Customized', Cologne, Germany, in October 2018.

The 'Custom Bike Show' was the first event to become an AMD World Championship Affiliate 13 years ago, and this year was the 43rd 'Custom Bike Show' organized by Sweden's Twin Club MC since it started in 1971.

The show is a one day 'Ride-In' staged in the city park at the hugely supportive, motorcycle-friendly coastal city of Norrtälje an hour north east of Swedish capital city Stockholm – estimates suggest that this year saw more than 5,000 bikes and over 9,000 show visitors in total descend on the small community from all over Sweden and neighboring countries such as Norway, Finland, the Baltic States (Latvia, Lithuania and Estonia) and Germany.

Sweden is well known as the "motherload" for choppers, and anyone who thinks Swedish style long fork choppers have been consigned to history should be reassured by the 60 bikes competing in the show's largest class, the 'Chopper Class', with Sami Järvelä from Scrap Mc, of Rauma, Finland, taking the class win and the first of the three AMD World Championship prizes.

The growing popularity of BMWs as custom platforms was in evidence, especially among the 30-plus field competing in the 'Cafe Racer' class, though none made the podium, with the class win being taken by Jaakko Mäkelä, also from Finland (Nousiainen) with an NSU (remember them?), with second and third places taken by Swedes Dan Andersson from Borlänge second with a Triton (a cross between Triumph and Norton), and third place going to Johan Syrén from Sundbyberg with a Triumph Thruxton.

The always innovative creativity of customizers in Europe was in evidence with Petri Ruusunen's 'Velacimoteur'. From Turku in Finland, his brand new design of a hand-built 1910s style antique look engine may have had some of the other "old school" show purists



scratching their heads ("how can you enter the show with an engine that never existed?"), but as an exercise in the purest form of custom craftsmanship, it had "original" stamped all over it!

### AMD World Championship Prize Winners



**Sami Järvelä** - Scrap Mc, Rauma, Finland  
(seen here with AMD brand ambassador Onno Wieringa of Madness Photography)

**Haken Lindberg** - Stockholm, Sweden



**Anders Goth** - Lingham, Sweden

[www.custombikeshow.se](http://www.custombikeshow.se)

## NSU



Even in the highly creative and often exotic circles of the European custom bike building scene, noted for its often eclectic platform choices, NSU engines are rare sights these days. Surprisingly so, given how popular they were in Europe, in the 1950s especially, and given how creative the 'retro' scene has proven to be in the past decade.

Founded in Germany in 1873, their first motorcycle appeared in 1901. During WW II it was NSU who produced the Kettenkrad, the NSU HK101 - a half-tracked motorcycle (with an engine from the Opel Olympia) that has become a familiar sight in European theatre period war movies.

Under the guidance of chief engineer Albert Roder, NSU grew strongly, and at one stage (1955) was, in fact, the largest motorcycle manufacturer by annual volume in the world. Bonneville World Land Speed records in 1951, 1953, 1954 and 1955 fuelled that popularity, with Wilhelm Herz becoming the first person to ride a motorcycle (an NSU) over 200 mph (322 km/h) at Bonneville in August 1956.

The company was also a car manufacturer, from



**Jaakko Mäkelä**

1905 until 1932, and re-entered the auto market in 1957, launching what was then the world's first rotary Wankel engine car in 1964. However, that was ultimately to prove their financial undoing with NSU being swallowed up by present day Ducati owner Volkswagen in 1969 and folded into their Auto Union/Audi subsidiary; NSU motorcycle production ceased in 1967 – their last model was the 'Quick 50'.

# South Africa Bike Festival 2017

Bike Festival, Kyalami, Johannesburg, May 26-28

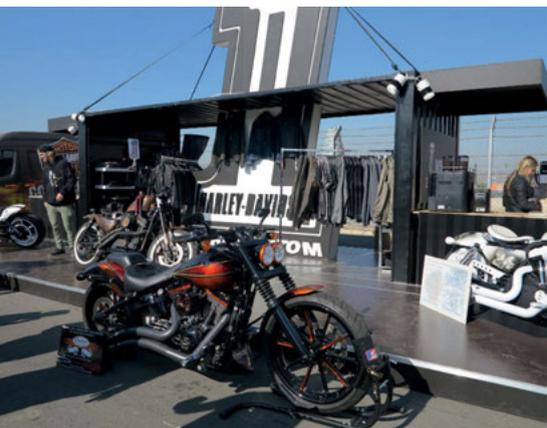


The second South Africa Bike Festival staged at the famous Kyalami race circuit near Johannesburg has made a big impact with African bikers – increased crowds, increased exhibitors and vendors, and an excellent venue close to a stunning part of the country all came together to make the event a winner.

Many of the major manufacturers were represented - Harley, Indian, Victory, KTM, BMW and more - with (escorted!) test rides offered on selected models around the iconic former Formula 1, MotoGP and World Superbikes circuit a definite highlight for the more confident among the visitors.



Photo: Frank Sander / Dale Kopping



It is still early days for the custom market in South Africa, although Harley has dealers there and strong sales in some of the major cities. Economic and currency issues continue to hold back what will for sure one day be not only a viable and valuable motorcycle market in general terms, but it is a place where customizing is for sure destined to capture the public imagination.

As evidenced by the kind of technical questions and genuine enthusiasm for performance and custom

options fielded by the exhibitors, there certainly is potential, and the 50 strong mixed field in the Rocco Mama Custom Bike Show showed that there is a promising direction of travel.

The supporting program had all the hallmarks of a rally in Europe or the United States with more than 10 bands, Monster Energy freestyle action and much more to keep the enthusiastic crowds entertained.

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



Christopher Marschka of Wuerttemberg, Germany, scooped 12th place in the Freestyle class at the 2016 AMD World Championship with 'Patriot Special', a 100ci American V Plus engine rigid - a homage to the craftsmanship of his fellow builders and those who make their own parts.

As Christopher told us, he has "only used parts from builders or companies who manufacture their products in their own country – that's why we chose the name 'Patriot Special' for the project." The hand-made parts include the gas tank, under-transmission oil tank, seat and seat pan, shock absorber system, handlebar, rear fender, front and rear brake mounts, top motor mount, mid-controls, E-box and the exhaust in 304L stainless steel. The front end is a Voodoo Vintage girder front end; the 35-degree rake, 5-up and 2-out drop seat rigid frame is by RKB Kustom Speed; the drivetrain is a 6-speed chain drive with hydraulic clutch.

The front and rear brakes are perimeter set-ups with ISR caliper and the wheels are by Black Bike (3.50 x 23" front, 7.00 x 20" rear) with Vee Rubber tires. Paint is by Experience Colours, with chroming/plating by Galvanik Kreile.

*Christopher Marschka  
Germany*





# Out of Chaos Comes Quality Chaos Cycle's 'Thugnificent'

When George Stinsman, of Chaos Cycle, Long Island, New York, arrived in Germany for the AMD World Championship last year, he probably wasn't entirely sure what to expect – but given that his mantra is “without order, nothing can survive; without chaos, nothing can evolve,” that is probably just the way he liked it! However, the response that his hand-built ‘Thugnificent’ “Shovester” received from his fellow competitors and the estimated 150,000 strong public crowd that thronged the aisles of ‘INTERMOT Customized’ (Hall 10 at the INTERMOT Expo, Cologne, Germany, in October 2016) must have made him feel right at home and among ‘fellow travelers’. Just as in the United States, there’s nothing that a European custom show crowd responds better to than craftsmanship, engineering quality, ingenuity, finish and attention to detail – and George’s ‘Thugnificent’ hybrid has all that, and more.



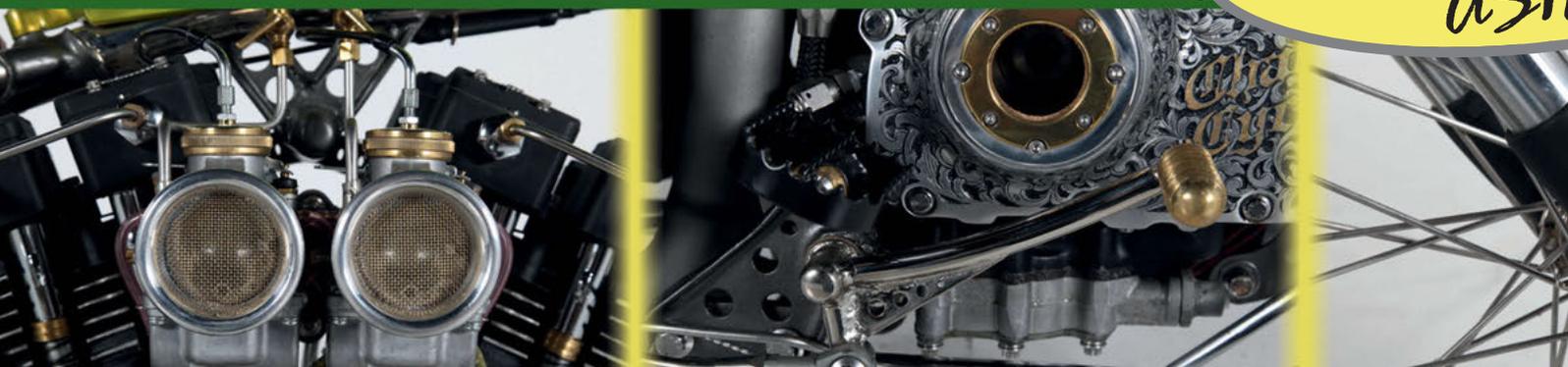
The engine started out life in a 1975 Ironhead Sportster – probably the best liked and most iconic of Harley’s platforms. George removed the unit construction transmission and made rear motor mounts, machining the cases to accept Ron Trock cylinders and S&S Shovelhead style heads. The rear brakes are by Kustom Tech in Italy, the drivetrain is modified Baker, and the custom front end started out as a Showa, but pretty much every other piece on ‘Thugnificent’ was handmade at Chaos Cycle – the build of the engine, the chain primary, drive, exhaust, fuel tank, oil tank/rear fender, grips, and even the wheels (21 x 3.5” front, 18 x 3.5” rear) are all Chaos Cycle originals. We here at AMD were honored to host George and to be able to showcase his work, and if his regular domestic U.S. show success should ever win him another opportunity to be a part of the AMD World Championship, there’d be a warm welcome awaiting his return!



# 'Thugnificent'



Chaos  
USA





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Cycle





# Timeless



No stranger to AMD's World and European Championship programs, Hungarian builder Sapka Muvek brought three bikes to Cologne in October 2016 – scoring a top twenty finish in the Freestyle class with Ultima 113" engine 'Black Brass'.

Using a Chica hardtail frame, Ultima drivetrain with open primary and DNA spoke wheels, 'Black Brass' oozes signature detailing and touches – check out the oil tank!

We first got to know Sapka many years ago when he won the AMD European Championship at Custom Chrome's Dealer Show in Germany in 2007 and went on to a 5th place at the AMD World Championship later the same year.

His bike back then, called Time Machine, was an all wood and brass homage to HG Wells and his famous novel - the wheels, for example, were made in Lignum Vitae – a wood so dense, strong, hard, heavy and water and salt resistant that its engineering uses have even included the main shaft in nuclear powered submarines!

Fast forward to 2016 and Sapka also competed with 'BSA 42', a 250cc 1961 BSA C14 in the Retro Modified class and a 1997 BMW R100 RS in the Cafe Racer class.

# Machines



2016 World Championship Retro Modified entry 'BSA 42'



2007 World Championship freestyle entry 'TIME MACHINE'



2016 World Championship Cafe Racer entry 1997 BMW R100 RS



# 'Hard Call' - Kenji Nagai's stock-free detail fest

Ken's Factory, the parts and accessories business developed by former World and European Championship competitor Kenji Nagai, goes from strength to strength. The recent big news is that his award-winning 'Fusion' parts program is being sold by Drag Specialties and we are pleased to present here 'Hard Call', a 2008 FLHX that has been given the full treatment.

'Hard Call' is more than just a showcase for Japanese master builder and parts designer Kenji Nagai's one-off and volume series parts production prowess, it is a tour de force in its own right - reinforcing his mantra that it is the "details that create style."

It got its name as a supercharged hot rod bike, yet it has one of his custom girder front ends, borrowed from a past chopper era, hard bags and fairing like a touring bike. The bags were made slim to "cut through traffic" and the frame is reminiscent of an FXR - a sport touring bike. So, as Kenji says: "It's a hard call as to what style of bike to label it as."

A bit of a styling exercise and design concept, 'Hard Call' was put together in about a year. Just for strict Japanese DMV legalities, the bike does have a 2008 FLHX VIN, so it can stay registered as a Harley, but nothing on this bike was left stock.



The 108" Twin Cam engine still has factory cases, cylinders and heads, but there are S&S cams inside, an EFI controller by ThunderMax, an Eaton M62 supercharger and Ken's Factory rocker boxes, throttle body, and a one-off custom air cleaner.

The transmission is the 6-gear from the 2008 FLHX, but with German made NH Power N-Power clutch and primary. The frame is a Ken's one-off with no stretch and 44 degrees of rake. The Ken's Factory 4" over girder style front end is also a one-off, and it has an Ohlins shock at the front with two at the rear, and a one-off Ken's swingarm.

The front wheel is a Ken's 23" x 3.75" (18" x 5.5" at the rear); calipers are by Brembo, with Ken's custom rotors and pulley.

Accessories include Motogadget/Blitz gauges, Ken's Factory ribbed and dimpled style grips and foot controls, a V-Rod headlight, and one-offs galore, including the fenders, gas tank, dash, handlebars, turn signals, license mount and seat.

Many of the Ken's Factory series production parts designs are available through Drag Specialties.

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# "Fat 30-Round-02s" beefy 30-spoke steel rim wheels

Ridewright Wheels describe their premium "Fat 30-Round-02s" 30-spoke custom motorcycle wheels as a "solid investment that now come as standard with our real steel Omega rims. The steel format is intended for professional builders and for those who want to customize their motorcycle using the strength and reliability of American steel." Made in-house by Ridewright at their Anaheim, California facility, their MHEs (Modular Hub Ends) are said to allow them to rapidly assemble a wheel so dealers can enjoy "one of the fastest turn-arounds on custom wheels in the industry." The end caps of the hubs are the interface between the bike and the hub, so they can quickly and simply make sure that the wheel precisely fits the motorcycle by keeping a large, permanent inventory of these MHE hubs.

These same MHEs allow customers to keep their wheels if they sell their motorcycle, and to modify the rotor configurations (single/dual) or sell their Ridewright wheels in the future. Ridewright offer a lifetime structural and 6-month chrome warranty and a wide range of custom color options and upgrade options for all components and spokes, with 8 popular house colors and custom options by Tiger Coatings and Prismatic Colors.

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## Evo 'Flat Faced' points cover



Monrovia, California based lights and accessory specialist Headwinds is celebrating its 25th anniversary this year, and a latest product is the new 'Flat Faced' points cover for XLH and Evo motors. The cover tapers to a flat face, perfectly matching the gear case bump on the Sportster "and they also look great on Evos." Made of billet aluminum and easy to install, they are available in chrome and black and ship with hardware and gasket included. Headwinds, USA, [www.headwinds.com](http://www.headwinds.com)



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# Paughco – keeping the flame alive

Legendary Carson City, Nevada based manufacturer Paughco keeps the custom flag flying, probably offering more in-house made own brand custom parts and accessories, of more kinds, for more Harley models and applications than any other manufacturer in the world.

Their billet aluminum triple trees are designed to minimize the handling and front end flop problems associated with altered front end geometry. Specifically, these 6-degree trees were developed to accommodate a number of their most popular chopper frames with 45° neck rake.

Used in conjunction with these "raked" frames and appropriate length extended front ends, the 6-degree offset provides near stock "trail" dimensions, which in turn virtually eliminates radical front end flop. Paughco trees are CNC-machined from 6061-T6 billet aluminum, polished and show chrome plated. Other model Paughco billet trees are available in stock, 3, 5 and 6-degree rake configurations for both wide and narrow front ends with 39mm and 41mm legs.

Their extensive line of custom and OEM style replacement oil tanks covers just about any application ever conceived. Shown here are their new universal round chopper tank, replacement seamless wrap-around, 3.5 wrap-around and custom FL/FX replacement with battery box.

Offered in sizes and with mounting hardware to fit just about any stock or custom chassis, both the new and Legacy oil tanks offered by Paughco are available with or without oil OEM filter cartridge and come supplied with fittings and caps; they are all fabricated from US steel and plated on site by Paughco.

These vintage stock style replacement steel floorboards for early and late Big Twins feature non-skid rubber and chrome inserts and are accurate reproductions of those found on 1936-1964 Harleys. Available in black and chrome and with or without riveted inserts.

Paughco's straight leg Swedish style chopper frames for Twin Cam power engines are available in a variety of configurations with choices from 2", 3", 4" or 5" backbone stretch and 4", 6", 8" and 10" in the front legs; also available in stock and ultra-wide versions to accept up to 180 series rubber with belt drive and 200 series with chain. The standard models accept 130 series tires with 1.5" conventional final belt drive.

While Paughco recommends no more than a 40-



**Straight leg Swedish style chopper frames for Twin Cam power engines**



**Vintage stock style replacement steel floorboards**

degree neck rake for use with stock trees, builders can go to 45 degrees when used in conjunction with their new 6-degree billet triple tree for an "awesome, almost power steering like feel in the front end."

The easy to install solid brass drag pipe tips seen here are a precision fit into 1 3/4" and 2" straight cut drag pipes - simply slip the tip into the pipe, drill a hole for the retaining screw and secure in place. There are two styles available for 2" pipes; short curve, long curve and tapered are offered; sold in pairs.

Finally, these new hardcore chopper dump pipes for right-side drive and Softail models are the latest additions to Paughco's designer series exhaust - designed by Jaun Z, the pipes provide enhanced performance and "the cool chopper looks and sound any red blooded chopper freak lives for."

They are 2" in diameter and dump just behind the transmission. Heat shields are available for the RSD version; the Softail model is offered with or without oxygen sensor bungs for 1986 through 2008 machines. All pipes are finished in durable, show quality chrome.



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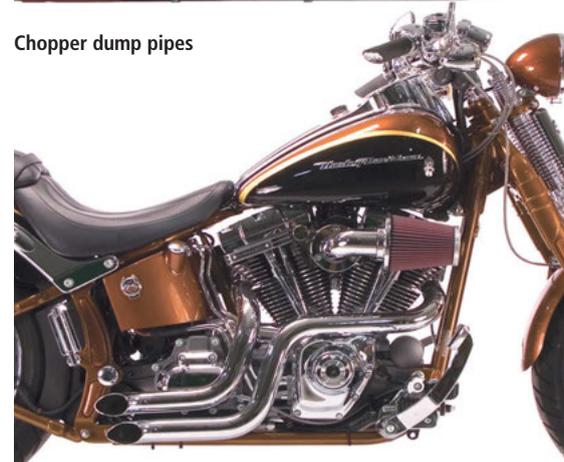
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# 'Bates' style headlight and spotlamps



These bottom mount 'Bates' style light assemblies by EMGO come black with chrome bezel with classic blue-dot indicator jewel on the top of the shell. The 5 3/4" headlight comes complete with H4 halogen 60/55w bulb and 16" external wiring leads; the old style 4 1/2" spotlight is a complete unit with sealed beam 4 1/2" bulb and 16" external wiring leads. Drag Specialties; USA; [www.dragspecialties.com](http://www.dragspecialties.com)

# 15W-60 synthetic for Victory and Indian Scout models



AMSOIL has a new V-twin synthetic motorcycle oil, in 15W-60 viscosity, as a premium alternative option to manufacturer-branded oils in Victory and Indian Scout applications.

The Superior, Wisconsin based company says it is "engineered to protect critical components operating in the high-heat conditions commonly found in hard-working engines.

Fortified with a premium anti-wear and oxidation-inhibitor additive package to reduce wear regardless of operating conditions, it remains thermally stable and extremely resistant to breakdown." Described as providing "excellent wet-clutch performance to deliver quiet, smooth shifting and positive clutch engagement while preventing slippage and glazing," it is claimed to deliver "outstanding protection against rust and corrosion due to storage, humidity and short drives."

This "catalytic converter-compatible" oil meets the requirements for emissions system protection in motorcycles with catalytic converters – "its shear-stable formulation resists thinning from mechanical activity, performing like a gear lube without the negative effects of extreme-pressure additives."

**AMSOIL INC.**  
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# Monster Round slip-ons



Vance & Hines' new Monster Round slip-ons for 2017 Touring models feature full coverage heat shields, CNC-machined end cap and fit saddlebags with extended skirts. Available in chrome, the company say that this new Tourer slip-on option "matches the same deep rich tone of our popular Monster Ovals." Vance & Hines, USA, [www.vanceandhines.com](http://www.vanceandhines.com)

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the **power**  
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# The Baker GrudgeBox 6-speed overdrive builder kit – did somebody say “robust”?



**O**h my! Bert Baker’s grudge is finally out in the open – that is to say that after two years of development and testing, refinement and re-testing, Bert Baker’s ‘GrudgeBox’ 6-speed overdrive builder kit is finally on the open roads!

Described as being built to “take the high horsepower abuse found in late model H-D performance applications while providing elegant shift precision,” there are two configurations offered for 2006 and later Dynas and 2007 and later Softails and Tourers.

GrudgeBox ‘Street’ has straight cut 1st, 2nd and 3rd

“mod-free install”

gears, helical 4th, 5th and 6th, “designed and geared for everyday highway riders with modern H-D horsepower.”

The straight cut 1st, 2nd and 3rd gears are for “efficient torque multiplication,” with the helical 4th, 5th and 6th gears delivering “smooth and quiet cruising” with a 250 rpm drop at higher highway speeds (approx. 80 mph). The engineering focus is on “excessive durability” with a patent pending “bulletproof” main drive gear bearing and gears up to 40% wider than stock.

With positive dog tooth engagement in gear (pie shaped shift dogs), frictionless linear detent shift system (for smooth shifting), redundant neutral detent (to make it easy to find neutral), low effort, single axis/linear motion ratchet pawl (for crisp, tight and easy shifting) and greater durability than stock, one of the most extraordinary things about Baker’s ‘Street’ and ‘Strip’ GrudgeBox designs is that they require absolutely no, as in zero, zip, zilch, nada modifications to the stock cases.

The GrudgeBox ‘Strip’ gives you straight 1st, 2nd, 3rd, 4th, 5th and 6th gears – “designed and geared for performance buffs, racers and speed freaks

“torque, torque and more torque”

seeking negligible power loss.” Having all the gears straight cut results in “negligible parasitic power loss, providing maximum power transfer to the rear wheel.” It has wide ratio gearing for heavier performance applications and is built for aggressive takes offs and long distances at above average speeds.

The 4° back-cut angle on all GrudgeBox shift dogs ensures positive gear engagement and eliminates



GrudgeBox Strip



allowing continuous motion throughout the shift with over-shift inhibitors preventing any missed shifts.”

A speedometer reluctor ring sends the vehicle speed signal through the stock speed sensor, keeping the pulses per mile the same as stock. The stock speedometer will indicate the correct speed without the use of a recalibration box (PCM reflash is required for correct gear indication and proper cruise control operation).

Intended for high horsepower applications and well suited for everyday cruising, the pie shaped shift dogs used in the GrudgeBox provide significantly more dog tooth/pocket landing area for positive dog tooth engagement while in gear. Baker’s exclusive patent pending double tapered roller bearing assembly eliminates the all too common stock main drive gear bearing failures.

“Conventional shifter pawls have a 2-point pivot system. Our new single axis/linear motion shifter pawl has fewer points of motion and will hold up under high horsepower and aggressive shifting.” The Baker GrudgeBox comes with a 5-year/50,000 mile limited warranty “for excessive torque capacity, crisp shifting and worry free, aggressive riding.”

“reliable, smoother shifting”

Stock (left) GrudgeBox Street (right)



hop out (“more hook for the hold”) and the shift drum utilizes a fixed spindle design for smooth, low inertia indexing. “It’s easy to find neutral with our redundant neutral detent, which is incorporated into the architecture of the shift system.” There is a smooth linear 11/32” detent ball bearing riding on 60 micro ball bearings, with linear motion controlled by a caged 24 micro ball bearing assembly and a 44lb/in compression spring.

Baker says that “conventional shifter pawls have a 2-point pivot system. Our new low effort single axis/linear motion shifter pawl rotates from one central pivot point,

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# BDL "EVB" options and conversion inserts



'EVB' 2SL enclosed belt drive conversion

Anaheim, California based manufacturer BDL continues to be the market leader where belt drive options are concerned – their 'EVB' closed primary belt drive series has been setting standards for years and remains one of the company's most popular units.

A true "bolt-on" favorite with builders around the world, the fully inclusive kits include clutch baskets that feature 12 cylindrical, replaceable clutch dogs which allow plates to maintain constant contact,

exclusive Kevlar clutch plates to provide maximum grip and smooth operation and a rugged, fully polished pressure plate with "9" shoulder bolts and springs that can be easily changed to adjust clutch pressure to the rider's liking and a totally sealed inner primary bearing.

Currently available for most year and model H-Ds with crossover to a wide variety of custom applications, the 1970-1983 rear chain 4-speed Shovelhead model is seen here.

For those thinking about replacing an early engine with a Twin Cam, but who want to retain the already installed BDL belt drive, the conversion is made possible with the use of this new front pulley insert, which bolts easily into the earlier style front pulleys just as the original insert did.

The difference is the new insert (for 0-2" drives),



broached to fit the TC engine sprocket shaft, which means that instead of 10 splines you have 24. Once **Twin Cam engine sprocket conversion**

in place, the insert allows builders to install the newer style Twin Cam engine and still run their current belt drive set-up.

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## PC V for 110" Dyna Glides



Dynojet's Power Commander V for '16-'17 110 inch Dyna Glides features fuel and timing control, 'Rev Xtend' rev limit increaser and can read the exact engine temperature through the bike's ECM, allowing the tuner to choose how much fuel to add during cold starts, meaning cold starting on heavily modified engines should be more controllable and easy to adjust. USB powered from a computer, two position map-switching function is built-in (switch



not included); any SPST switch can be added, allowing the user to toggle between two different fuel/timing maps; gear/speed input allows for map adjustment based on gear, and analog input allows the user to install any 0-5 volt sensor.

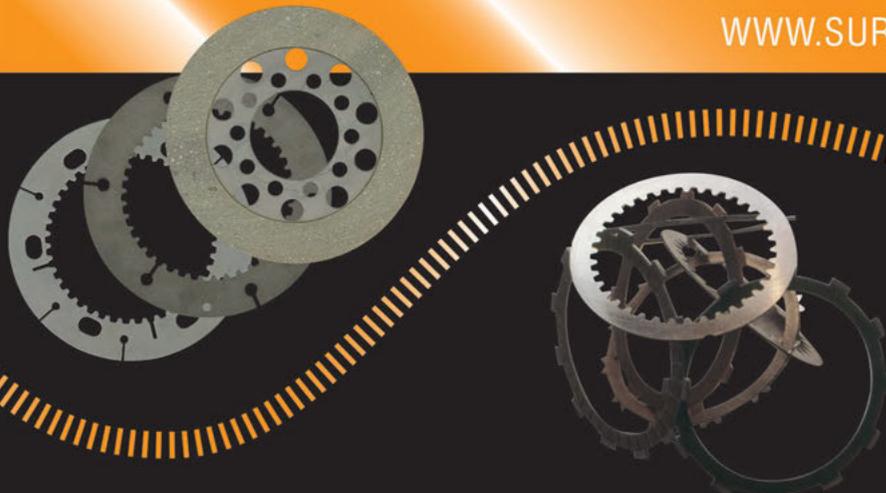
An adjustment table can be built based on analog inputs, such as boost or

temperature. The PC V is capable of allowing each cylinder to be mapped individually, and for each gear with the gear position input connected. It offers an enhanced "accel pump" utility, ten throttle position columns and access to what Dynojet say is the world's largest dyno tested map database.

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# 'Long Travel System' - It's all about the ride

Fullerton, California based specialist Platinum Air Suspension has set out to offer improved touring ride quality, comfort and performance by completely redesigning its FLH air ride system.

The new Long Travel shock options feature a redesigned machined eyelet, an airtight locking ring, new cylinder and longer rod. All of these new features "result in an improved air ride system and a lower sitting height for your ride," says owner and designer Mike Ferris.

The Long Travel system has a maximum extension of

13 1/2 inches and minimum retraction of 9 1/4 inches, so the bike will sit at least an inch lower than Platinum's traditional FLH system.

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 that is tough and can handle the wear and tear. The Platinum Long Travel system is available with a front air ride system with your choice of air pucks or air cylinder.

Platinum Air Suspension has been in business since 2004, and Platinum 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.



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# Speaker grills and axle spacers

New from Orange, California based Renegade Wheels are these matching speaker grills for touring models. Available in most of their wheel designs in either chrome, phantom-cut, polished or anodized color finishes, they are "a high-grade piece, CNC-



machined out of T-6061 billet aluminum that kicks the cheap plastic items in the ass."

Renegade say dealers can combine their wheels, air cleaners, hidden axle, axle spacers, derby cover and speaker grills to give their customers' Tourers the "ultimate quality styling upgrade." Saddlebag lid grills also available.

Also seen here, Renegade's 'Enforcer' axle spacers eliminate the drab stock axle spacers on Tourers with high quality CNC-machined, lightweight, high

# M-8 camshaft needle bearing remover/installer



Tool and performance specialist JIMS have stepped up again. The new M-8 engine returns to the single cam design, which requires a new tool for accurate replacement of the camshaft inner needle bearing. JIMS have created a remover that uses the "JIMS Style" collet as well as a fine threaded installation driver for correct and accurate replacement. They have incorporated a new removal hole that works as a window and allows you to see what you're doing while using the tool. Simple and time saving - so JIMS! JIMS, USA, [www.jimsusa.com](http://www.jimsusa.com)



strength billet aluminum replacements that are cut and tapered to the exact diameter of the edge of all of Harley-Davidson's stock wheel hubs, flowing with the lines of the rim perfectly.

"These axle spacers are for those who appreciate fine details and seek to perfect the already near perfect lines of the Bagger. For ABS motorcycles, there is a matching ABS pick-up cover, and for non- ABS motorcycles there is a standard spacer." Available in brushed, black anodized or chrome finishes.

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# Kuryakyn 50 direct replacement part 'Mesh' line; 'Riot' collection MX styled pegs and boards



Catching up on more new product information in what has already been a prolific year for Kuryakyn where new design output is concerned, the company described their new 'Mesh' collection as its "most comprehensive new product line to date."

Loaded with more than 50 direct replacement components for Dyna, Softail, Sportster and Touring models, the entire product line incorporates multi-piece construction throughout, with most utilizing a three-piece design, integrating chrome or satin black aluminum outer frames with a satin black aluminum baseplate that's exposed through satin black or chrome stainless steel mesh panels.

The construction method and resulting look "is

unlike anything available, and unlike anything Kuryakyn has ever developed."

Included in the collection are bolt-on derby, timing and master cylinder covers for XL, Twin Cam and Milwaukee-Eight platforms, as well as caliper covers for FX and FL models. Mesh dash inserts, fuel doors, saddlebag hinge covers and fairing vent accents are a handful of highlighted offerings for Bagger models. Multi-fit components include mesh gas caps and L.E.D. fuel and battery voltage gauges available for tanks equipped with screw-in caps and/or illuminated fuel gauges. Rounding out the multi-fit accessories are replacement bezels for bullet and flat-style turn signals.

Also new earlier this year, and quite a contrast to their 'Mesh' design range, the 'Riot' collection features "authentic motocross styling for steadfast stability, traction and control to run wild on or off-road."

The traditional MX-styled designs "deliver the essential support aggressive riders need to rip up the streets, tracks or trails." Constructed from durable single aluminum castings with a serrated-tooth top surface for surefooted grip and rugged style, specially coated bead-blasted satin silver or satin black textured finishes make them extremely resilient.

'Riot' footpegs and mini boards accept model-specific splined adapters (sold separately) for precise angle adjustment on Harley, Indian, Victory and a wide range of metric models. The mini boards also offer forward, center or rear positioning of the



adapters for ideal placement. 'Riot' shift pegs are available in two applications as a direct replacement for all H-D shift levers, the shift peg on Indian Big Twins, as well as the shift and brake peg locations on Indian Scouts and select Victory models.

Coming soon to the 'Riot' collection will be direct replacement H-D driver floorboards, as well as grips for dual-cable or fly-by-wire models, plus universal 7/8" and 1" handlebars for Indian Scouts and selected other makes and models.

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## More in store at Storehouse

### Heavy Industry 'Switchblade' pegs and grips

**KURYAKYN**

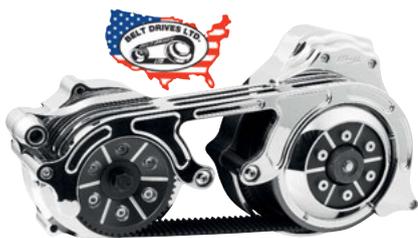


Kuryakyn Heavy Industry 'Switchblade' pegs are said to have a "rugged appearance with the finesse of proprietary EPDM rubber compound to provide vibration dampening for long haul comfort." The design allows the rider to deploy flip-out heel rests and the splined adapters allow angle adjustment. Available in chrome or black with or without H-D male mount adapters (for Harley or universal mount with model-specific adapters).

A brake pedal pad is also available for '84-'17 FXST; '08-'11 FXCW/C; '93-'17 FXDWG; '08-'17 FXDF with forward controls; '15-'17 XG 500/750 Street, and all Kuryakyn forward controls.

Heavy Industry grips, available chrome or black, include throttle sleeve and aluminum end caps; fitments include '82-'17 H-D with dual throttle cables (excl. Street); '16-'17 Softail and '08-'17 Touring (e-throttle).

### Belt Drives TC2P series



This latest in BDL's 2" belt drive line-up is a wide open 2-piece motor plate design. All come with a 52-69 pulley drive ratio and a new 6-bolt diaphragm clutch configuration with a "slightly different, truer feel." They fit '07-'17 Softail (excl. Breakout, Rockers) with cable operated clutch or '14-'16 Touring models with hydraulically operated clutch; available chrome or black.

### Lang digital measuring tools

New in the American made Lang Tools line-up are these measuring tools - a digital multimeter and two thermometers to easily calibrate engine temperature.



### Cult-Werk solo seats

**CULT-WERK**



These do-it-yourself kit form solo seats by Cult-Werk are available with or without upholstery and feature contemporary 'steam-punk' orientated styling. The Bobber design comes with a one-piece seat with springs; the Old School design with two-piece seat and springs. MCS say these seats "look great with Cult-Werk's swingarm-mounted fenders." Made with gloss black powder-coated steel, the kits include base plate, springs and optional leather upholstery. The Old School design has a gloss black powder-coated ABS frame cover and is available short or long (up to the shocks).

### Bridgestone Battlecruise H50

**BRIDGESTONE**



MCS say that Bridgestone's H50 'Battlecruise' tire "may very well be the best cruising tire yet" thanks to "dynamic testing of all the important factors affecting tires on heavyweight bikes such as endurance, roadholding, cornering smoothness, grip, bump absorption, stability during braking and acceleration" delivering "an overall feel of improvement."

### Dyna forward control kit

This complete, chrome plated (or black finish) steel forward control kit reuses the stock shifter lever on selected '91-'17 Dyna models.



### Scorpion EXO-Combat helmets



Described as "aggressive style helmets," they come with a 3/4 shell and an integrated Speedview drop down sun visor – "attach the front mask and it becomes a full-face helmet. The EXO-Combat is a real transformer for those looking for a 'badass' look." ECE approved.



### Biltwell 'Lane Splitter' helmets



Crafted around Biltwell's proprietary ABS outer shell and featuring a shock-absorbing EPS liner with hand-stitched interior padding, cheek pads and BioFoam chin bar cushion, generous vents in the chin bar "get the air flowing, and the outlet at the back lets hot air escape. The 'Lane Splitter' shield boasts extremely accurate optics and glove-friendly, simple hinge mechanics for high style and easy removal for replacement or cleaning."



Replacement shields in a variety of colors and tints will be available later this year. A brass peg and hole configuration on the left side of the shield offers speedy opening and secure closing; mesh pockets are included in the ear recess for aftermarket drop-in communication systems. ECE approved.

### Wiley X sunglasses



Motorcycle Storehouse say that "Wiley X is undoubtedly one of the global leaders when it comes to protective eyewear, and we are very proud to be one of their partners. We are looking forward to further introducing the brand to our customers all over Europe and to continue to build the brand together."

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# Mini-Grenades

Vance & Hines say their "lean and mean" Mini-Grenades "pack a punch with their signature staggered three-step design finished with race-inspired CNC-machined billet end caps."

Available in chrome or matt black, they have "a muscular compact stance and an aggressive deep tone, resulting in one tough Sportster exhaust system."

With an optional quiet baffle available, they fit 2004-2017 Sportster models with forward and mid-controls.

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# Ciro gets its Fangs out



Add some fangs to the front end, says Ciro, with a Ciro Fang headlight bezel, an option "for adding safety and style," according to the Hudson, Wisconsin based accessories designer.

Available in chrome or black for '96-'13 and '14 and up Electra, Street and Tri Glides, the easy install, built-in ultra-bright white LED offers extra light around the headlight and looks like "it was designed along with the rest of the bike – it flows perfectly with the OEM fairing in addition to being easily painted to color-match.

The hassle-free, no drill installation means it is easily removable to service the headlight. Ciro Fang signal light inserts styled to complement the Bezel also available.

Also seen here, Fang signal light inserts "are a great way to add modern styling and class to a bike, while also increasing visibility. We've engineered the lens to amplify light output for maximum brightness as well as DOT compliance.

"The result is an eye-catching white LED halo running light and super bright amber turn signal from the front inserts. The back of the bike gets the bright red treatment with the same halo effect but with red LEDs and a super bright red brake light.

"The included angled trim rings are available in black or chrome. Installation is a breeze because you simply remove the stock lens and incandescent bulb, plug the Fang into the OEM socket and snap on the lens." Available through Drag Specialties and Zodiac International.



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# Reinforced Kevlar core ignition wire sets



"These new Twin Power ignition wires won't cure cancer, but they will deliver good, reliable spark at a fair price," says James Simonelli, Brand Manager for Twin Power. The ignition leads are 8.65mm thick with 500 ohm/foot of resistance. The Kevlar core has been reinforced with fiberglass strands for additional strength, then covered with a layer of EPDM - ethylene propylene diene monomer M-class synthetic rubber - a versatile and tolerant, resistant elastomer that makes it ideal for road-going applications; the M refers to its

classification in ASTM standard D-1418. Twin Power then adds a layer of braided tape for flexibility, with Mag wire to ensure conductivity and eliminate RFI (radio frequency interference) and noise; finally, they have an outer jacket of high-quality silicone that also provides heat resistance and extends the durability of the wire set. The ignition wires feature a silicone distributor and spark plug boots to help dissipate the heat; the terminals are stainless steel to reduce potential corrosion. Each ignition lead is built with SAE J2031 class E rated cable for heat protection of 450° F.

Each set includes a packet of dielectric grease to prevent arcing, keep moisture out and prevent corrosion; two miniature cable ties are included. They are available as direct fit sets for most popular models and universal sets for custom applications.

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# Gen II Comp-S full systems, Dual Shorty 3" slip-ons and Moto footpegs for Dyna/XL

Santa Ana, California based exhaust manufacturer Two Brothers Racing (TBR) is having a big year where additions to their fast growing offer for Harleys is concerned.

Available for Dyna ('06-'17, seen here) and Sportster ('14-'17) models, their Gen II Comp-S Megaphone is an entirely new addition to the TBR line-up. Designed to "live up to our unparalleled sound and



performance, the race bred, classically styled Megaphone Gen II complements the look of Dyna and Sportster models perfectly, while enhancing the riding experience."

This exhaust system is precision TIG-welded by hand using the decades old and race proven design of the

classic reverse cone megaphone with stepped headers as standard for "immediate power gains." The race-inspired, 100% stainless steel construction comes with welded end caps and their exclusive spiral wound stainless steel perforated inner core "for a completely new look and old school sound." Also available are new Dual Shorty 3" slip-ons, designed with one part number for Dynas and Sportsters – they fit all '91-'17 staggered Dynas, '08-'17 Shotgun style Dynas and '14-'17 Sportsters and are available in chrome or black. Finally, a bit of a diversion for TBR, these new Moto



footpegs are designed to fit current model Dynas and Sportsters.

Available in three finishes - natural, powder black and polished - these pegs are 100% constructed of stainless steel and use an engineered tapered lock

mount, which allows for infinite adjustment in rotation to suite the rider's preference. Designed to deliver both improved control and feel



to the rider, they provide high ground clearance with a secure boot perch and a classic moto look. "The goal was to create a product that enhanced the riding experience and had a badass, functional look," says TBR owner Craig Erion.

"We are very excited with the final product, which is 100% TIG-welded and constructed in our facility in Santa Ana, California. These are especially useful for Sportster models '88 and up and Dynas 1991 and up that do not come with forward controls or floorboards."



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## Hyperpro for '98-'08 FLH/FLT

Noted Dutch suspension specialist Hyperpro has developed shocks specifically for Harley FLH/FLT models with OEM saddlebag guards. Their type 361 shocks (pair) have an adjuster knob-accessible remote reservoir and are fully adjustable for both high and low speed, which means the panniers can stay in the stock position.

They feature rising rate progressive springs that allow the rider to upgrade and adjust to suit riding style and load. They come in "all black" and are individually crafted in-house at their own Werkendam,

Netherlands facility.

They are fully serviceable and come with a unique production number, so the factory can record the date of manufacture and components used, so that customers can be assured of replacement parts availability and authenticity.

**HYPERPRO**  
**Werkendam, NETHERLANDS**  
**Tel: +31 (0)183 678867**  
[info@hyperpro.com](mailto:info@hyperpro.com)  
[www.hyperpro.com](http://www.hyperpro.com)



## Freestyle inspired 'Step-up' seats

These T-sport inspired 'Step-up' seats by Californian manufacturer Saddlemen have been designed in collaboration with top freestyle performers.

Available in 'lattice-stitch' (LS) or 'tuck-and-roll' (TR), the high lumbar keeps the rider locked into the seat. They feature Saddlemen's 'Ultra-Foam', formulated to provide a "perfect balance of rigidity and user compliance" with their integrated 'Gel-Core' technology and black whisper-grain saddlehyde covers.

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Tuck-and-Roll style with 'Ultra-Foam' for rigidity and comfort



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## New KB SUPER DUTY PISTON SERIES for Harley Twin-Cams

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KB909LCA	103 3.875	STD. .005 .010 .020 .030 .040	4.375	7.667	1.086	-5.4 DOME	10.5:1	9.5:1
KB660LCA	103 3.875	STD. .005 .010 .020 .030 .040	4.375	7.667	1.086	-9.8 DOME	11:1	10:1
KB714LCA	107 3.937	STD.	4.375	7.667	1.086	1.6 FLAT TOP	10:1	9:1
KB661LCA	110 4.000	STD. .005 .010 .020 .030 .040	4.375	7.667	1.086	-4.2 DOME	11:1	10:1
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
KB662LCA	117 4.125	STD. .005 .010 .020 .030	4.375	7.667	1.086	-1.5 DOME	11:1	10:1
KB715LCA*	120 4.060	STD. .005 .010	4.625	7.667	.0960	9 DISH	10.5:1	9.5:1
KB716LCA	124 4.125	STD. .005 .010	4.625	7.667	.0960	12 DISH	10.5:1	9.5:1

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# Bates adds to powersports footwear program

Rockford, Michigan based Bates Footwear has expanded its 'Adrenaline' motorcycle boots range with new finish options in brown leather and graphite leather with a carbon embossed print.

The 'Adrenaline' range is designed to offer motorcyclists "the perfect balance between protection and comfort." The performance leather outer is reinforced with a molded TPU heel and Poron XRD impact foam, providing stability and impact protection to both the inner and outer ankle. The waterproof membrane protects from the elements, while an oil and slip resistant outsole ensures firm footing on all surfaces. Other motorcycle-specific design features include the molle strap lace restraint system to keep laces in place and the toe shift reinforcement for longevity.

Also seen here, Bates has followed up the release of its Bomber and Freedom riding boots with the Crossover – a boot built specifically for cold weather use and all kinds of powersports applications. The heavy-duty Crossover is constructed of waterproof leather and abrasion-resistant nylon uppers with a rugged rubber outsole.

The waterproof membrane and 200 grams of 3M Thinsulate insulation help protect feet from cold and wet conditions, while the



padded collar and cushioned EVA midsole offer long lasting comfort throughout the day. High abrasion rubber around the heel and toe add to the boot's durability. Finally, the Taser riding boot is now available in waterproof suede – "offering

motorcyclists a combination of style, protection and comfort both on and off the bike."

Described as "combining the looks of a classic high-top with motorcycle-specific protection, riders looking for a more casual riding boot that provides abrasion resistance and built-in ankle protection can choose from five different Taser colors,



including the new waterproof suede Taser in grey or brown."

Features include waterproof suede uppers and a waterproof membrane, protecting from cool and wet conditions. The Poron XRD foam in the side panels protects both the inner and outer ankle from impact, while the oil and slip resistant rubber outsole ensures firm footing on and off the bike. Selected Bates footwear products for motorcyclists are distributed by Tucker Rocky/Biker's Choice.

**BATES FOOTWEAR**  
 Rockford, Michigan, USA  
 Tel: 877 361 0082  
[customerservice@batesfootwear.com](mailto:customerservice@batesfootwear.com)  
[www.batesfootwear.com](http://www.batesfootwear.com)



## Super Tripper seats line

Three Rivers, Massachusetts based manufacturer Mustang Motorcycle Seats has expanded its Super Tripper line of seats "to give more riders more room." In addition to Super Trippers for late FLs, these ergonomic designs are now also available for Sportster and Dyna models. "These lean seats sit the

driver slightly lower and further back compared to our top selling DayTripper seats," the company says. There are two different cover patterns to choose from - the "Classic" with traditional black stitch lines, or the "Carbon Fiber" that features a carbon fiber look vinyl center panel with detailed gun metal thread stitching.

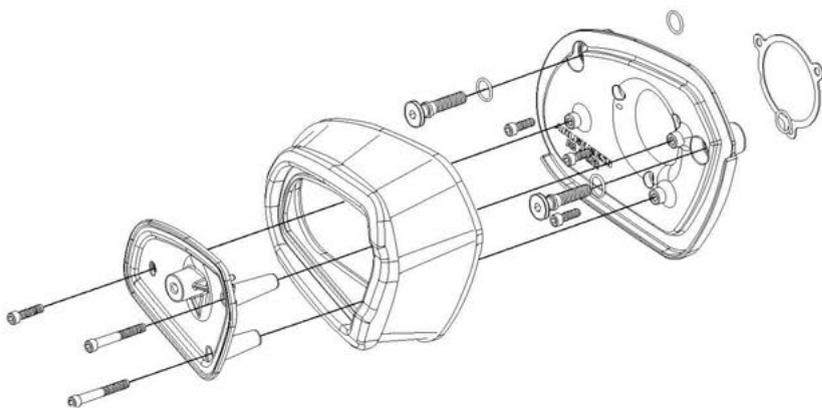
Constructed on marine grade fiberglass baseplate with proprietary injection controlled density polyurethane molded comfort foam, the covers are

individually sewn in-house and the seats assembled by experienced craftsmen and women.

**MUSTANG MOTORCYCLE PRODUCTS**  
 Three Rivers, Massachusetts, USA  
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[sales@mustangseats.com](mailto:sales@mustangseats.com)  
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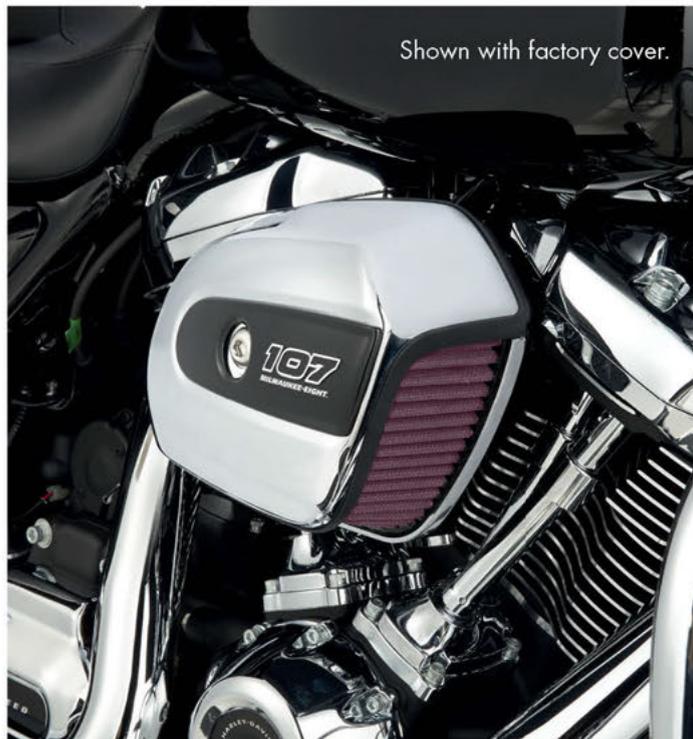


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## Sportster fork tube covers

## Hitman slip-ons

MagnaFlow says its new Hitman slip-ons "deliver all-out power gains with top of the line Pro-Flow, 3-step perforated cores that produce rich, ground thumping, deep bass sound quality."

Said to be ideal for "tuned engines that demand maximum output, or stock engines looking for added punch," the 4 1/2" slash-cut end caps with precision channeled interiors offer a "bold, one of a kind look - the perfect match for stock or extended bags."

The accent cut gloss black or full chrome end caps rotate for customizing style options; they are available in show chrome or deep black finishes for 1995 to 2016 and 2017 and up Touring models.

**MAGNAFLOW**  
Oceanside, California, USA  
Tel: 949 858 5900  
[muffler@magnaflow.com](mailto:muffler@magnaflow.com)  
[www.magnaflow.com](http://www.magnaflow.com)



These gloss black painted CNC-machined billet aluminum covers by Sportster, Buell and Triumph parts specialist Free Spirits in Italy are made to slide over the fork tube between the OEM triple trees to cover the exposed legs. Sold in pairs, they come with an O-ring, and like all their designs, they are a mod-free, easily reversed install with no modifications required. Available for 2016 Forty Eights, 2004 and up Sportsters, Breakouts and as seen here, 2010 - 2015 Forty Eights (Custom from 2011). **Free Spirits, Italy**, [www.freespiritsparts.com](http://www.freespiritsparts.com)

## 2017 reduced reach levers



SoftBrake has updated their reduced reach clutch lever for 2014-17 and newer touring bikes with hydraulic clutch. The unique lever reduces the stock 4" pull to grip by a full 1", providing smoother, easier operation. Great for smaller hands, women or anywhere where quick response is a necessity; available in polished, black or chrome (all sales are on an exchange basis only, and the exchange must be polished, not powder-coated or chrome); **SoftBrake Inc, USA**, [www.softbrake.com](http://www.softbrake.com)

## BikeMaster adds more handlebars



BikeMaster, known for their high-performance and competitively priced aftermarket parts and accessories, has added new 1-inch handlebars to their growing product line.

"The new 1-inch handlebars are a great addition, allowing us to now offer customers two different diameters to fit their needs in the same great bends we've been offering for years," says Phillip Mayfield, Brand Manager for BikeMaster. He added: "We've also added two new bends in the 1-inch bars, so the line-up is even broader."

The handlebars feature a 1-inch outside diameter and are available in a bright, durable chrome or tough black paint finish. They have been manufactured from high-quality steel.



**TUCKER ROCKY**  
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[www.bikemaster.com](http://www.bikemaster.com)

## Burly Brand fairings

Described as unique universal designs, these molded ABS fairings from Burly Brand can be used on most applications with a 5 3/4" headlight and include everything needed for an easy install.

The opaque acrylic windscreen is said to be "impact resistant, strong and durable" - included with all the fairings is a universal mounting kit consisting of black powder-coated, heavy duty steel brackets



Outlaw      Touring Sport Tall      Cafe Sport      Touring Sport Standard

with a range of adjustability fitting 35mm to 49mm forks. Styles available are Cafe Sport, Outlaw, Touring Sport and Touring Sport Tall.

**BURLY BRAND**  
La Palma, California, USA  
Tel: 714 523 8700  
[info@burlybrand.com](mailto:info@burlybrand.com)  
[www.burlybrand.com](http://www.burlybrand.com)

## Ultima exhausts

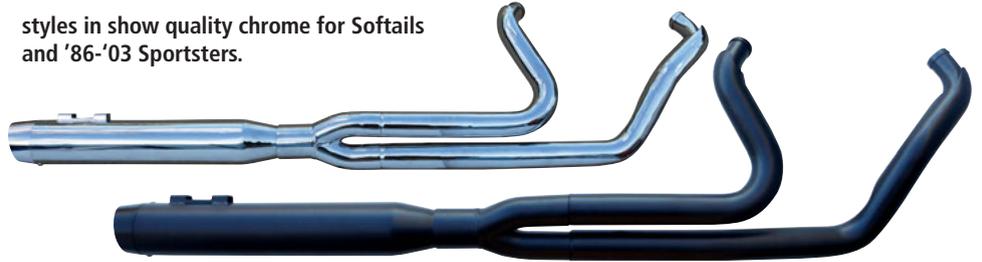
Pevely, Missouri based Ultima Motorcycle Products has these new 2 into 1 Competition exhaust systems available for '95-'16 Touring models.

Also available for Softails, features include removable baffles, O2 sensor plugs and full-length heat shields included and installed. Shown here with optional black tip (chrome also available), finish choices include chrome and black with tips in choice of standard, slotted or slanted styles.

Additional current Ultima exhaust program options include 'Big Growl' 2 into 2 pipes in thick wall tubing with reinforced mounting brackets and no-weld, one-piece 1.75" to 2.25" step-ups. Available in 10 different



styles in show quality chrome for Softails and '86-'03 Sportsters.



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Pevely, Missouri, USA

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[midwest@midwestmc.net](mailto:midwest@midwestmc.net)

[www.midwestmc.net](http://www.midwestmc.net)

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

## Stock replacement custom light buckets

These 5 3/4" "Vitamin A" and "Vitamin C" headlight buckets by French custom parts specialist and former AMD World Championship of Custom Bike Building competitor EMD (Esteves Motorcycle Design) simply replace the stock housing and reuse the stock 5-3/4" trim ring and bulb; made in die-cast aluminum.

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# Zodiac adds E-marked Thor Cat retrofit system equipped 'Freedom's'

Freedom Performance  
E-approved exhausts



Netherlands based Zodiac International has stepped up its commitment to the Californian made Freedom Performance exhaust systems and slip-on mufflers programs with new inventory, including Freedom's E-approved Thor Cat retrofit system equipped slip-on mufflers for 2004 thru 2016 XL Sportster, 1984 thru 2016 Softail, 1991 thru 2016 Dyna, 1984 thru 2016 Touring with 80ci (1,340cc) Evolution, and 88ci, 96ci, 103ci and 110ci Twin Cam engines.

Complete 2-into-1 and 2-into-2 systems with full length heavy duty 16-gauge heat shields on the headers are available for 1986 to present 883 and 1200 XL Sportster, 1984 to present Softail, 1991 to present Dyna and 1984 thru 2016 Touring models with 80ci (1,340cc) Evolution, as well as 88ci, 96ci, 103ci and 110ci Twin Cam engines - approvals for Milwaukee Eight powered Tourers are said to be in progress.

Slip-on mufflers and full systems are also available for all 2014 to present Chief, Chieftain, Classic, Dark Horse, Roadmaster, Scout, Springfield and Vintage models, and complete 2-into-2 systems for 2012-2013 Chief Classic, Dark Horse and Vintage are due to arrive with Zodiac shortly.

All complete Freedom Performance exhaust systems come with heat shields on the headers, offering an almost seamless fit to the muffler bodies. Headers feature, dependent on the application and configuration of the system, 3 to 5 diametrical steps to keep exhaust gas flow as high as possible; Freedom's systems are available with a high-quality chrome plated finish or in ceramic black, described by Zodiac as still to date "the one and only everlasting black finish that won't chip, discolor or fade."

## 'Odd Concept' parts and accessories line

Zodiac is now selling the craftsman made 'Odd Concept' line of parts and accessories, made in Sweden. 'Odd Concept' is a relatively young company that designs and produces stylish parts with the emphasis on quality and form and function. The product line includes these steel powder-coated

brackets that for left side FXR style ignition coils install between the cylinders on 1995 to 2003 XL Sportster models, and with coil and ignition relocation bracket for 2004 to present models.

Also shown here, this steel powder-coated speedometer relocation bracket relocates the stock speedometer to the left side of the bike on most 1995 to present Sportster models with the straight 5-light warning cluster. Sportster Forty-Eight models require the separate purchase of speedo back plate and speedo cushion. All other required hardware is included. Attaches to the front tank mounting bolt.

## Fork brace for Forty Eights



Alternatively known as a 'Tweak bar', fork stabilizer or fork brace, but whatever they are called, they can drastically improve the torsional rigidity of the front fork, especially on bikes with a single disc front brake. Available for XL1200X Forty-Eights in chrome or black.

**ZODIAC INTERNATIONAL BV**  
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# RSD ventilated jackets

Roland Sands Design (RSD) have made a seamless transition from project bikes and hard parts into the apparel market in recent years, taking with them their signature understanding of where the market's style expectations are headed.

Introduced earlier this year, Roland Sands said: "We really wanted to focus on key styles and heritage pieces for our warm weather line and to create versions that are user-friendly in warmer riding conditions, which is something we have not done up until now."

Here is a selection of the new jackets that RSD unveiled, and watch for more to come soon ...



with the fully perforated premium goat leather venting panels for maximum airflow and additional features of the 'Ronin'.

## 'Ronin' Perforated

The RSD 'Ronin' jacket is an "industry staple" – having established a reputation for classic Cafe Racer styling, premium materials and functionality. Now available in a perforated version for warmer riding conditions, it features fully perforated front



and rear panels finished in premium goat leather. A blacked-out mesh liner that is as "stealthy as it is breathable" further boosts ventilation. The rest of the jacket body is constructed in supple and protective, hand-finished washed and oiled/waxed top grain cowhide (.9m-1.1mm thickness) RSD "Airborne" leather.

It has an "aggressive riding fit" with rotated, pre-curved sleeves, dropped back length, relaxed collar opening, satin poly lining and armor-ready shoulder, elbow and back protector pockets.

## 'Clash' Perforated

With classic 1959 styling, the 'Clash' is described as "the perfect blend of a detailed rocker style leather jacket with premium materials and motorcycle functionality." Inspired by the vintage "Perfecto" jacket of the 1950s, the 'Clash' is also now available in a fully perforated version to maximize airflow and ventilation. The asymmetrically designed front zipper keeps the rocker look front and center, while the quilted, stitched accents and the infamous coffin stitched elbow complete the design cues.

The main body is in the same RSD "Airborne" leather,

## 'Walker' Perforated

Made with a fully ventilated matt buffalo leather main body for a soft and supple feel with maximum airflow, this simplistic Cafe Racer jacket "offers the necessary performance and function to ensure protection and the style and fit for all day wearability both on and off the bike."

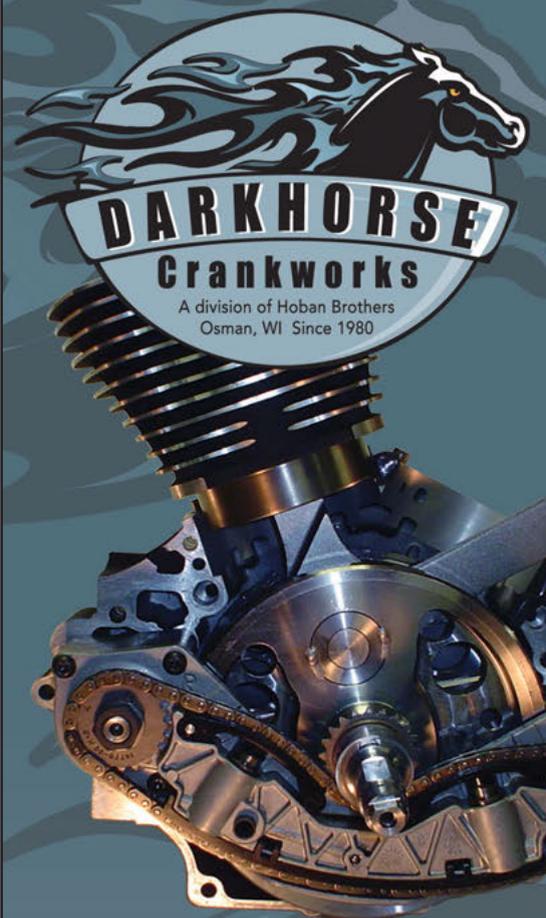
Rob Ramlose, RSD's Apparel Brand Manager, said:



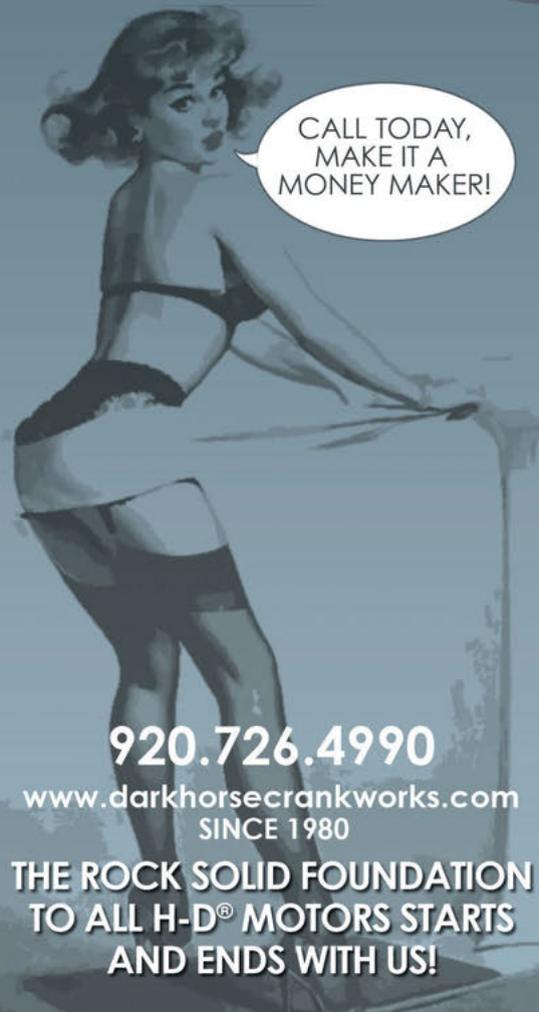
"The 'Walker' Perforated is a great addition to the product line. The matt buffalo leather we introduced last season has done exceptionally well as a price point offering, so we are excited to now offer this leather quality jacket in a summer version."

Made in genuine, top grain RSD matt buffalo leather (1.0-1.2mm thickness) with fully perforated front, back and sleeve panels, the classic riding fit has rotated, pre-curved sleeves, dropped back length, relaxed collar opening, breathable mesh liner for maximum airflow and armor-ready shoulder, elbow and back protector pockets.

**ROLAND SANDS DESIGN**  
**Los Alamitos, California, USA**  
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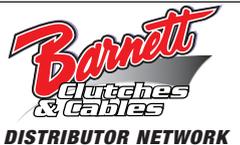
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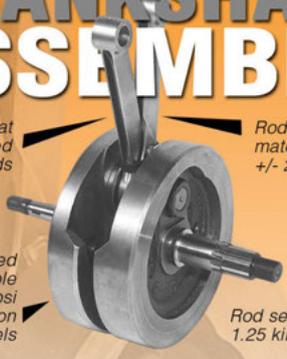
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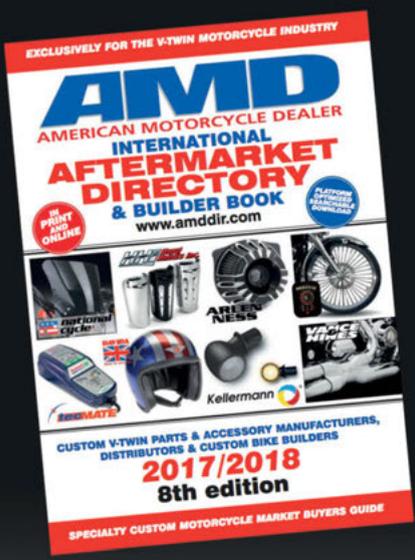
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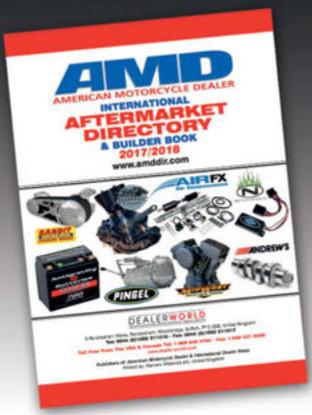
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**NEWS BRIEFS**

Dutch portfolio equity investor ABN AMRO Participations has bought a majority stake in the Dutch/German exhaust specialist The Jekill and Hyde Company. Founded in 1997 by Jacques van de Kerhof, J&H develop exhaust systems with an electronically adjustable valve.

**In a recent appearance on Fox Business Network, Harley CEO Matt Levatich regretted the U.S. administration's decision to withdraw from the Trans-Pacific Partnership free trade deal with ASEAN and other Asian countries, including Japan, saying "TPP was in negotiation for almost a decade before it was unfortunately turned down. That would have helped us a lot."**

A potentially misinstalled engine oil cooler line has caused Harley to have to issue a recall on some 45,500 2017 Tourers.

**Harley-Davidson and Jeep have renewed and deepened a European partnership that sees the 4x4 brand being a key partner and official sponsor of major Harley events and rallies in Europe, the Middle East and Africa.**

India has overtaken China as the world's largest motorcycle market. Last year over 17.7m motorcycles were sold in India – around 1m more than in China, where the 16.8m motorcycles sold was actually a decline of -11 percent. Motorcycle sales in China are said to have peaked at around 19m units in 2009 – since then increasing numbers of Chinese cities have actually been banning motorcycle use, especially in city centers, in a (mistaken?) attempt to curb air pollution.

# Championship of the Americas at AIMExpo, Columbus, Ohio, September 21-24

## All 'Builders' invited to enter to win a trip to the AMD World Championship in 2018

Registration is now open for the Championship of the Americas (COTA) at the 5th annual AIMExpo in September – a year that is likely to see a huge V-twin dealer and consumer attendance as a result of the move to the Midwest and decision by both Indian Motorcycle and Harley-Davidson to become exhibitors. The most prestigious show in North America when it comes to the world custom bike building scene, the Championship of the Americas is the only official AMD World Championship of Custom Bike Building affiliate in the Americas.

In addition to all the great prizes and the excellent industry network opportunities, the winner of the FreeStyle class gets \$7,500 in expenses to ship him and his bike to Cologne, Germany, for the 2018 (October) AMD World Championship of Custom Bike Building at the prestigious 'INTERMOT Customized' Expo.

Staged during the INTERMOT expo, arguably the most important motorcycle industry exhibition in the world, the winner gets the VIP treatment as a member of 'TEAM USA' and of the COTA/AMD crew at the event and a shot at bringing home the ultimate accolade as World Champion Custom Bike Builder.

The AMD World Championship at 'INTERMOT Customized' is estimated to have been viewed by over 160,000 show visitors; INTERMOT regularly attracts over 210,000 industry and consumer visitors from all over



Jordan Dickinson (Union Speed Cycle) of Minneapolis took the FreeStyle win and with it the Champion of the Americas prize for 2016 that scoops him bike air freight and personal travel expenses to represent USA at the October 2018 AMD World Championship of Custom Bike Building at 'INTERMOT Customized' in Cologne, Germany



Germany, Europe and worldwide – some 116 countries in 2016. The Championship of the Americas is based on AMD World Championship rules. There are 4 classes: FreeStyle,

Retro Custom, Street Custom and Performance Custom, which provide different platforms for builders to decide the style and brand to design their entry around.

In addition, this year will feature an online component, the Trending Awards, for the best Bobber, Cafe Racer, Chopper and Tracker entries. All the rules and forms are available online, or call Bob Kay on 817-312-0380. Columbus is shaping up to be the biggest and best AIMExpo yet with the Championship of the Americas smack dab in the middle of the Custom Culture Area, surrounded by the likes of Factory Harley-Davidson, S&S, Biker's Choice, TC Bros, Andrews Cams, Red Line Oil, JRI Shocks, AD Farrow, Ace Cafe and Simpson Helmets, with more exhibitors signing up every week.

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