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More lay-offs loom at Harley as second quarter domestic U.S. sales plummet ahead of significant peak season market decline

The shocking headline news is that Harley-Davidson's second quarter domestic U.S. sales were down a massive -9.3 percent compared to the second quarter of 2016, a result that is way worse than the one they were expecting in a peak selling season where total domestic U.S. new motorcycle sales were down by around 7 percent for the quarter.

This puts Harley's domestic sales down by -7.9 percent for the first half of the year and leaves their domestic market share in the 601+cc category at 48.5 percent for the second quarter (compared to 49.5 percent for Q2 in 2016) and at 49.6 percent for the first half year 2017. The company is citing "weak industry sales on soft used bike process" as among the Q2 impactors. The company says that dealer inventory is down by approximately 7,200 motorcycles year on year and that it will further cut production with its revised unit shipments now forecast at between 241,000 and 246,000 for the full year 2017, 39,000 to 44,000 of them in Q3 - down by between 10 and 20 percent from Q3 2017. Total second

quarter shipments were 81,807 units (down by -7.2 percent on Q2 2016 and are 152,638 for the half year (down by -10.8 percent of the first half of 2016). Touring model sales were up by +13.4 percent for the quarter, at 44.8 percent of the model mix, and are 43.1 percent of the mix YTD, up by +4.4 percent; their Street/Sportster lines were 24.3 percent of Q2 shipments, but Cruisers, which includes V-Rods and CVOs as

“Harley shares tanked -11 percent”

well as Softails and Dyna models, were down by -11.8 percent in terms of the overall model mix, at 30.9 percent of the total (33 percent/-4.7 percent YTD). Originally the company had forecast that 2017 would be "flat to modestly down for them," but they are now having to accept that the "new normal" Levatich referenced in February means "down double digits" for the year, with massive restructuring

of channel inventory levels not just a first quarter fix, as originally suggested. The cut in production will result in further lay-offs, likely of hourly paid staff, as the company continues to "aggressively manage our cost structure," CEO Matt Levatich said, in acknowledging the "unexpected magnitude of the industry softening in the second quarter."

Managing supply, further reducing costs, and continuing pursuit of their previously announced 10-year strategies, not least the training of 2 million new riders and introduction of 100 new models, are the three pillars of recovery that the Harley ranch is bet on at this time - with much now hinging on market reaction to the new 2018 model year introductions.

CFO John Ollin and CEO Matt Levatich both acknowledged that "our biggest opportunities for growth is outside the United States," and both have reaffirmed their stated objective of seeing at least 50 percent of sales being made internationally within 10 years, and the recently announced plan to build an assembly plant in Thailand to service the ASEAN region - believed

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VANCE HINES



'Bonny'

Say hello to 'Bonny' - a 750cc 'Boxer' engined Bonneville racer, all the way "From Russia With Care" - page 31



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Comment 4

"Useful is the new Cool" - Robin Bradley on reasons to be cheerful about the "Millennials", but reasons to be fearful about the "Centennials"



Nitron Racing Systems 23-25

Possibly the best top-end V-twin shock absorber company you've never heard of, all the way from the English countryside, Nitron are headed for AIMExpo in September



Nuviz 40-41

There has been much hype surrounding the concept of Heads-up-Display (HUD) for more than a decade; but with backing from KTM owner Stefan Pierer, San Diego, California based Nuviz are first to market with a helmet add-on

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"USEFUL IS THE NEW COOL"

Well, that was quite a relief. The reaction to my comment last month ("Hey, Harley – leave Ducati alone") has, I am pleased to say, been both larger than usual and universally positive. I haven't had any single person (so far) call me out over any aspect of it. Which is reassuring, since by the end of it I wasn't so much going out on a limb as tip-toeing on twigs!

Since I wrote that piece there has been radio silence about the Ducati issue, but meanwhile, the issues of change within our own industry, like time, are waiting for no man or woman. The motorcycle industry was forced to rise to Black Belt standard where prudence is concerned and that, hopefully, will see us through whatever does lie ahead – Harley take note – why risk throwing it all away?

The change that does, of course, simultaneously threaten to draw time on the business opportunities of the past as well as raise the curtain on sunlit uplands anew. At its heart is the change we are seeing in terms of "New Gen" attitudes to the ownership and riding experience.

The foundation for optimism is that, unlike their predecessors, the 'Millennials' appear to be born with one foot on a footpeg in terms of how the characteristics of riding fit with their stated life-experience ambitions.

If you buy into the theory that 'Millennials' place a premium on opportunities to express their individuality in a social setting, and I do, then I found some interesting demographic statistics the other day that I find kind of reassuring – for the time being at least!

Like all generalizations, what follows can't be taken to the bank, but one theory of social change doing the rounds currently is that demographics are not in fact exactly generational in nature. They may well have been the case in the past, but with technology driving ever greater diversification and ever faster change, and with self-images becoming ever more complex and fluid, the piece I read started by describing those born before 1945 as the "Silent Generation".

Well, while they might be now, they certainly weren't "back in their day", but nonetheless, their life experiences and expectations were as different to those of the 21st century as it is possible for them to be.

The theory then goes on to suggest that the Boomers can be described as those born between 1946 and 1964 – well, give or take a couple of years either way, that sounds about right to me.

However, "we" Boomers begat trouble – Generation X, a relatively short-lived group said to have been born between 1965 and 1976. As most "generations" do, they were quick to eschew the characteristics of their parents and grandparents (well, maybe a little less so where the grandparents are concerned) and, famously, whether right or not, 'Gen Exers' garnered a reputation for being sultry, sullen, anti-social and apathetic – which left motorcycling and a myriad of leisure pursuits well out in the cold.

Well, if this theory has any validity at all, at least we can be grateful that they were followed by the 'Xennials' – a shortest of all groups (a "micro-generation", if they exist at all!), being those born between 1977 and 1983, and who demonstrate a

tough to pin down combination between the pessimism of the 'Gen Exers' and the optimism of the "Millennials" (aka Gen Y) – the group born between 1997 or 1984 (depending on whether you accept the existence of Generation X and 1996 (or 2000-ish, depending on who you read).

Either way, this is the group which is now our fastest base of meaningful consumer growth and our greatest hope for the future of our (albeit changed) industry.

A few tasty 'Millennial' factoids for you – they are currently estimated to make up 25 percent of the entire U.S. population, and already make up 21 percent of consumer discretionary spending – which is estimated to be over a trillion dollars in direct buying power in the U.S. alone and a huge influence on older generations.

Some 37 percent of Millennials say they are willing to purchase a product or service to support a cause they believe in, even if it means paying a bit more, and are 2.5 times more likely to be early adopters of technology than other generations.

For Millennials "Useful is the new Cool" and they value brands that enhance their lives, with 80 percent wanting brands that "entertain them" (motorcycles anyone?),

40 percent wanting to participate in the co-creation of products and brands (personalization no less!), and 70 percent feeling a "responsibility" to share feedback with companies after a good or bad experience (tell us what you want to ride and we'll build it for you!).

Finally, 79 percent say they would like to visit all 50 U.S. states, 75 percent would like to travel abroad and 69 percent say they "crave adventure". Yay!

However, inevitably, what goes around can come

around. The 'Millennials' are, apparently, destined to be followed by 'Generation Z' (aka Centennials, Post-Millennials, Plurals, or the Homeland Generation), and while there is no clear consensus either on start date for this cohort (the year 2000 is widely expected to be some kind of demographic watershed) nor any consensus about their characteristics as proto-consumers, a significant aspect of this generation is the widespread usage of the internet from a young age, so for them it is not new technology, which gives them, or will give them, an unprecedented comfort level with technologies of all kinds. Automatic transmissions, heads-up displays, V2V technology – just throwing a few out there!

The bad news is that some commentators are already suggesting that growing up through the 'Great Long Dark Night' has given the cohort a feeling of unsettlement and insecurity. Damn... just as it was getting interesting there's that long shadow and lost decade thing again!

"fastest base of meaningful consumer growth"

Robin Bradley
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NEWS BRIEFS

Following the success of their Soft Lip wheel blanks when launched some years ago, All American Wheel say they are set to launch a new hybrid series of blanks at AIMExpo in September.



Las Vegas Motorcycle Hall of Fame has announced Arlen Ness as inductee into the 2017 class. In partnership with Branscombe Richmond, Las Vegas BikeFest launched their Hall of Fame at the 2016 rally. The 17th annual Las Vegas BikeFest will be held October 5 - 8, 2017 in the heart of downtown Las Vegas on Fremont East.

The NHRA has announced a multi-year agreement with Mickey Thompson Tires as the series sponsor of their Top Fuel Harley motorcycle category.

Robert Lighthizer, the U.S. Trade Representative, has told a congressional committee that while he is "sympathetic" to American motorcyclists, dealerships and others in the "Beef for Bikes" controversy, he will not, at this stage, intervene and remove small displacement European motorcycles from a proposed import tariff on motorcycles of 500cc and less while negotiations continue in a dispute with the European Union over U.S. beef imports.

America's top Ohlins suspension dealer Daniel Laine Kyle of Carmel-by-the-sea, California, is likely looking at some serious goal time and major league fines after pleading guilty to tax fraud by hiding cash transactions – he is estimated to have defrauded the US government of anywhere between \$500,000 and \$1.5m in taxes over a six year period.

A Suzuki Motor America employee is being taken to court by U.S. authorities over claims he knowingly lied for his employer in an application for a Certificate of Conformity under the Clean Air Act – altering documents to show the company would not be over its allotted emissions for the 2012 model year.

Harley-Davidson sales revenue and production data... 2nd quarter 2017

Income statements in \$1,000s (except share)	THREE MONTHS ENDED		SIX MONTHS ENDED	
	2017 Q2	2016 Q2	2017 Q2	2016 Q2
Net sales revenue	\$1,577,135	\$1,670,113	\$2,905,846	\$3,246,723
Gross profit	\$575,623	\$607,558	\$1,053,108	\$1,197,838
Total operating income	\$319,647	\$322,749	\$558,489	\$655,206
Net income	\$258,867	\$280,431	\$445,236	\$530,920
Diluted earnings per common share	\$1.48	\$1.55	\$2.53	\$2.91
NET SALES REVENUE				
Figures are shown in \$1,000s	THREE MONTHS ENDED		SIX MONTHS ENDED	
	2017 Q2	2016 Q2	2017 Q2	2016 Q2
H-D Motorcycles	\$1,270,433	\$1,330,632	\$2,370,135	\$2,648,210
Parts & Accessories	\$237,498	\$258,208	\$406,523	\$441,913
General Merchandise	\$63,017	\$75,757	\$118,853	\$146,375
Other	\$6,187	\$5,516	\$10,335	\$10,225
MOTORCYCLE SHIPMENT DATA NOTE: H-D MOTORCYCLE SHIPMENT DATA IS NOT THE SAME AS RETAIL REGISTRATIONS				
United States	52,966	57,804	98,750	115,439
Exports	28,841	30,356	53,888	55,757
Total H-D	81,807	88,160	152,638	171,196
PRODUCT MIX				
	2017 Q2	2016 Q2	2017 Q2	2016 Q2
Touring	36,650	27,675	65,718	66,172
Custom	25,247	37,655	50,401	64,584
Sportster	19,910	22,830	36,519	40,440
Total	81,807	88,160	152,638	171,196
RETAIL SALES OF H-D MOTORCYCLES:				
	2017 Q2	2016 Q2	2017 Q2	2016 Q2
United States	49,668	54,786	82,984	90,112
Canada	3,827	3,813	6,188	6,283
EMEA Region	17,230	17,513	27,397	27,723
Asia Pacific Region	8,308	8,581	15,171	16,147
Latin America Region	2,355	2,573	4,697	4,459
Total	81,388	87,266	136,437	144,724

<<< Continued from cover

to be a direct response to U.S. withdrawal from the Trans Pacific Partnership (TPP) free trade deal that would have seen tariff barriers reduced; a withdrawal that Levatich is on record as saying "would have helped us a lot."

Harley's total worldwide motorcycle retail sales were 81,388 in the second quarter, down by -6.7 percent, with worldwide sales -5.7 percent YTD. Of that 31,720 units were international sales, which is down by -2.3 percent for the second quarter, and are -2.1 percent for the YTD.

Their Europe, Middle East and Africa region was the best performing of their export markets, with sales down by only 1.6 percent for the second quarter and -2.1 percent YTD; their European 601+cc market share was up by 0.2 percent for the second quarter at 10.3 percent, but remains -0.9 percent for the YTD at 9.4 percent.

Harley's Asia Pacific market was down -3.2 percent (-6.0 percent YTD); Latin America -8.5 percent for Q2 (up by +5.3 percent YTD), with Canada up by

0.4 percent in Q2, but down by -1.5 percent TYD.

Harley added 13 more dealers internationally during the second quarter, and has reconfirmed its intention to grow its international dealer network by between 150 and 200 new outlets between 2016 and 2020.

In the press release that accompanied the release of their results, Matt Levatich is quoted as saying: "We are pleased with our ability to deliver strong margins in the quarter despite challenging market conditions, particularly in the U.S. Given U.S. industry challenges in the second quarter and the importance of the supply and demand balance for our premium brand, we are lowering our full-year shipment and margin guidance.

"Our long-term strategy, focused on building the next generation of Harley-Davidson riders, is our true north. Our new product investment is one pillar of our long-term strategy to build riders globally, and we are energized by the strength of our model year 2018 motorcycles coming later this

summer."

Revenue from the Motorcycles and Related Products segment was down in the second quarter of 2017 versus prior year "largely due to lower motorcycle shipments." Operating margin as a percent of revenue increased versus the prior year quarter primarily as a result of mix favorability driven by demand for the Milwaukee-Eight powered touring motorcycles and lower SG&A [Selling, general and administrative] spending.

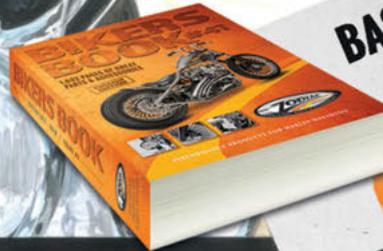
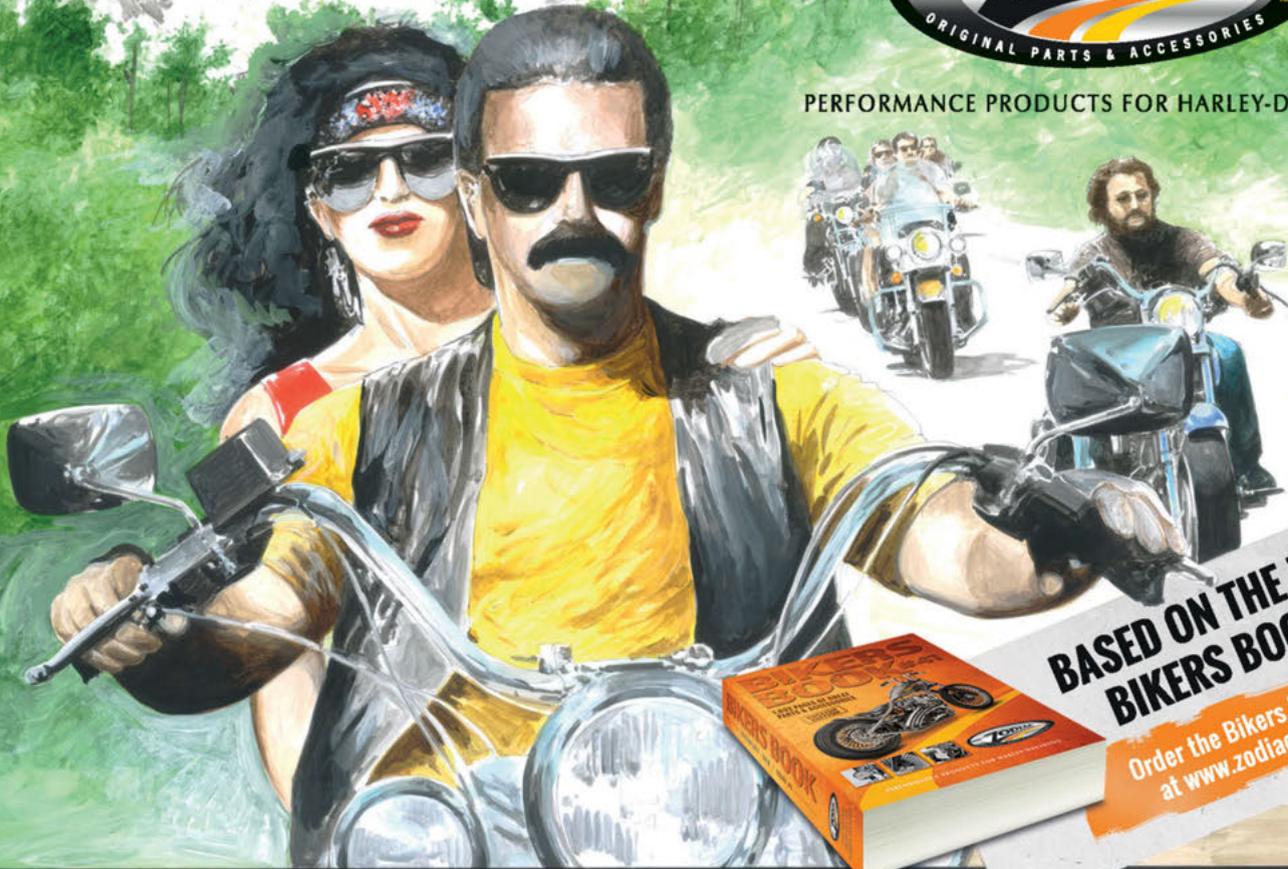
The company says it now expects full year 2017 operating margin to be down approximately 1 percentage point compared to 2016. The company continues to expect 2017 capital expenditures to be \$200 million to \$220 million.

Shares in Harley-Davidson tanked by nearly 11 percent within an hour of trading figures on the day the second quarter figures were released (July 18) in the heaviest daily trading seen in more than two years. The share price recovered slightly during the day (from a 12-month low), but were left trading some 25 percent lower than their 12-month high of \$62.94 in March.

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to sell high quality seals. All the necessary gaskets for complete engine and transmission rebuilds, followed by a kit program that, frankly, revolutionized the lives of mechanics the world over, with James Gaskets Inc. officially born in 1979. James Gaskets Inc. remains strong to this day, and continues to be at the cutting edge of materials research, pioneering many proprietary designs and engine stress and heat management solutions. Now under the direction of James' wife, Gere, and sons James Jr. and Ryan Clark, the James Gaskets brand is recognized internationally, and with growing markets in Australia, Asia and South Africa, their products can be found all over the world – all manufactured by James Gaskets in Northern Nevada.

MAG Accessories Group hires new VP Sales

MAG Accessories Group, the Motorsports Aftermarket Group's combined Kuryakyn and Mustang Motorcycle Products (Seats) division, has hired Chris Hayes as its VP Sales.

Hayes' background includes time as Director of Sales for H-D Footwear at Wolverine World Wide Inc., being one of the founders and CEO of Specialty Sports Limited (which specializes in the design, manufacturing and marketing of riding gear and apparel) and time at Yamaha Motor Corp., U.S.A.

Reporting directly to MAG Accessories Group President Holger Mohr, Hayes will be based in Somerset, Wisconsin, and will oversee all retail, dealer and distributor sales operations while leading the development and



implementation of strategic processes, working directly with Kuryakyn and Mustang Sales' marketing and events teams.

Caption ... Chris said: "I look forward to leveraging my experience to contribute to the Kuryakyn and Mustang Sales teams. Both companies employ very talented and passionate people, and I look forward to working and riding with them."

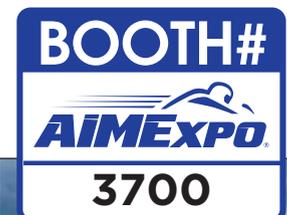
NPA acquired by "virtual" auctioneer

National Powersport Auctions (NPA – held by Cycle Express LLC) has been acquired by online auctioneer Copart – a (mostly) B2B member-based used and salvage vehicle auction sales company that was founded in 198. Copart and says it operates in over 170 countries, with subsidiaries in Canada, the UK, Spain, The Middle East, India, Germany, Brazil and Ireland. Founded in California in 1982 and Headquartered in Dallas, Texas, since 2012, Copart, Inc. is a publicly owned company whose shares were recently trading at around \$31.50 on NASDAQ at the time of the announcement. Earlier this year the company posted sales of \$373.9 million for its Q3 2016/2017 financial year (+7.7 percent on its year prior third quarter). Poway, California headquartered NPA was founded in 1990 and is a privately held business with estimated revenue in the region of \$5.6m ; the company expanded rapidly during the downturn and currently has powersports industry vehicle auction facilities in Atlanta, Cincinnati, Dallas, Philadelphia, and San Diego. "We are very excited about teaming up with Copart," said NPA Chief Executive Officer Cliff Clifford.



"Leveraging Copart's resources and capabilities with NPA's industry expertise and market leadership will allow us to kick NPA into high gear. We're looking forward to taking NPA to a whole new level of growth and success."

Copart's success is centered on its use of technology to allow internet bidding – its VB2 software is a patented virtual auction platform through which it currently sells more than 1 million pre-owned vehicles a year.





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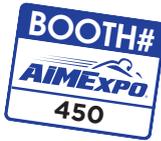
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NEWS BRIEFS

Kawasaki Motors Corp., U.S.A. has settled a dispute with the Consumer Product Safety Commission, which saw it hit with a \$5.2m fine over alleged failure to report an ROV defect that could have created a "substantial product hazard."

Swiss oil blender Bucher AG is celebrating the 100th anniversary of its formation this year. It started out as a leather and floor care products business called REX in 1917 and evolved to become the Motorex motorcycle lubricant and oil brand in 1947.



MTA Distributing has added U.S. availability of Thai made Vee Rubber tires for V-twin applications.

New Mexico, Oklahoma and Oregon are the latest U.S. states to reclassify its licensing requirements, allowing Polaris' Slingshot – a three-wheeled, open-air cockpit "autocycle" - operate the vehicle with a valid state driver's license rather than the previously required motorcycle endorsement or license. A total of 33 states have now aligned in reclassifying its licensing requirements.

Yamaha's new air cooled 1850cc Star Venture, the latest Big Incher to crowd the 'Tourer Space', is launching with a 5-year warranty.

Harley is recalling certain 2017 Electric Glide Ultra Classic (FLHTCU), Police Electra Glide (FLHTP), Police Road King (FLHP), Road King (FLHR), Road King Special (FLHRXS), Street Glide (FLHX), Street Glide Special (FLHXS), Road Glide (FLTRX), and Road Glide Special (FLTRXS) motorcycles - a clamp used to secure an engine oil cooler line may have been improperly installed.

Biker's Choice 2018 Dealer & Brand Expo

Tucker Rocky/Biker's Choice has announced that it will again stage its 'Dealer & Brand Expo' next year, with the event slated for February 8 - 10 at Frisco in Texas (some 25 miles north of Dallas).

After a break, Tucker Rocky/Biker's Choice brought their annual dealer event back for the first time since the merger with MAG in February this year; the event was well attended and well received and the company had said at the time that it hoped to make it an annual fixture at its new February timing.

At the time, MAG/TR CEO Andy Graves told AMD that "our new look, new format Dealer & Brand Expo has been quite an investment, but the response from our dealers and the results it is generating make it entirely worthwhile."

"The new timing is key as it gives our dealers and vendors the opportunity to do business at just the right time. The reaction is entirely positive, so we do expect to hold it again at this time in 2018 and beyond."

www.bikerschoice.com



Andy Graves, CEO: "Our new look, new format Dealer & Brand Expo has been quite an investment, but the response from our dealers and the results it is generating make it entirely worthwhile"



Brutale 800 'America'

MV Augusta USA is offering a limited edition run of 50 Brutale 800 'America' specials as a homage to the "glory days" of the brand in America with the 1973 MV Augusta 750 S. The former subsidiary of Harley-Davidson continues to struggle corporately, despite the considerable investment and

dowry that Harley left them with when they sold the business back to its former owner for 1 Euro in 2010, despite very positive press and consumer reception that their 3-cylinder Brutale models have enjoyed ever since. Each individually numbered example (50 for the 50 U.S. states apparently) of the 2017 Euro 4 compliant Brutale 800 is available at \$14,998 with two years warranty and roadside assist.

www.mvagusta.it





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NEWS BRIEFS

Motul has announced a partnership with Jason Paul Michaels and his Standard Motorcycle Co-op, Florida's "first and only Co-op motorcycle garage and educational facility focused on creativity, collaboration and friendship among the Co-op's users." Motul will be providing a free oil change to all Co-op members.

Manitowoc, Wisconsin based motorcycle covers and luggage (Willie & Max brand) manufacturer Dowco has hired former Tucker Rocky luggage category manager Dave Komoroski as National Account Manager for their Powersports and Equipment market segments. He will manage OEM, brand and contract manufacturing business segments for Dowco.

Brookfield, Connecticut based blender Spectro Oils has announced that it is now the 'Official Oil' of the Sturgis Buffalo Chip campground. As part of the partnership, Spectro Oil changes will be available at the newly built Sturgis Rider Superstore at the Buffalo Chip.



Kuryakyn is offering investment cast aluminum finned spark plug covers with wrinkle black finish to fill the visible gap on the cylinder heads of Milwaukee Eight Touring models.

The complete Cycle Care line of motorcycle cleaning and detailing products is now available through Biker's Choice. Founded in 1992 by CEO Andy Meadors to develop products that were "in compliance with the cleaning and preserving instructions written in the manuals of motorcycle, windshield, seat and tire manufacturers," the line includes bike washes, mud release, dry detailers, and polish for paint, chrome, leather and metal.

Like old, but just new

German old style and vintage parts and bikes specialist W&W Cycles has added more Cannonball brand products for Flatheads, Knuckleheads and Panheads.

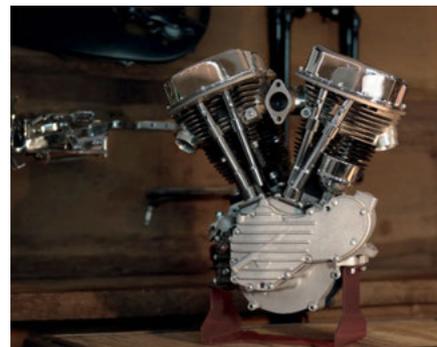
W&W say they are authentic reproductions, ranging from engine cases, cylinder heads, cylinders and oil pumps to internals such as lifter blocks, camshafts and timing gear sets. All Cannonball parts are precision manufactured to the stock tolerances in Germany, though the materials now used "were the stuff of dreams in the old days."

The program is named as an homage to the legendary record runs of Erwin George "Cannonball" Baker, who in 1914 thundered across the continental United States, coast to coast, in an at that time hard to believe 11 days. The line also includes leaf

spring forks, handlebars, WR-style tanks, mag wheels, brakes and fenders.

The Cannonball engine housings are finished and detailed like the originals, so they will unobtrusively blend into an old engine, with both case halves carefully matched and featuring pre-installed case bushing which are line-bored and lapped for standard rollers; cam bushings are already in place too, reamed to standard size.

The selection includes cases with a smooth, uniform glass bead-blasted finish and cases with an NOS (new old stock) finish. The latter means the finished cases are not bead-blasted but treated in a traditional process, which gives them the appearance of new factory cases that have been sitting on the shelf for 50 years – perfect for those "patina



restorations". All cases feature laser engraved CB production numbers, which are registered and filed.

www.wvag.com



Indian ink – but not as we know it

Well, this has got to be a first! Indian Motorcycle has taken the opportunities for brand related Tattoo Art to an altogether new level with what is claimed to be the world's first Tattoo Ink made from motorcycle parts. No, really - read on. Artist and co-founder of Nocturnal Ink, Franco Vescovi, made the ink by carefully extracting a sample of tire

rubber obtained from a burn-out performed on his modified Indian Scout by freestyle motocrosser Carey Hart. To ensure safety, toxins were removed and the carbon was sterilized before Carey's son's name, Jameson, was tattooed on his neck - taking the whole concept of "motorcycles in the blood" in an entirely new direction! The Indian Motorcycle Ink will



be used exclusively at Vescovi's Vatican Studios in Lake Forest, CA, and at four Hart & Huntington tattoo shops in Las Vegas, Orlando, Niagara Falls and Nashville beginning July 11th until they run out, and the ink is gone forever.

www.indianmotorcycle.com/inked



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The aerodynamics behind the TOP 1 ACK ATTACK Streamliner

Drag racers say there is no replacement for displacement. However, when you are going for 400 mph, Mike Akatiff, owner and designer of the fastest streamliner motorcycle in history, would beg to differ. The secret to success is not more cubic inches, but less drag, according to Akatiff. With the aerodynamics dialed in, the TOP 1 ACK ATTACK is headed to the world's highest salt flat, Bolivia's Salar de Uyuni, for the Top of the World Land Speed Challenge on August 3-8, 2017 with an impressive goal of exceeding 400 mph.

"The aerodynamics of the ACK ATTACK, or any high-speed land vehicle, are so important," notes Akatiff. "We've run high-speed computer simulations, but to get really accurate data, we performed wind tunnel testing." Akatiff and the ACK ATTACK team went to the Darko Technologies wind tunnel to unlock the data they needed to go 400 mph/643.74 km/h on the Bolivian salt flats.

"We wanted to see how the air flows around the bike and found that the bike was already very streamlined the way it is," says Akatiff. The sleek carbon fiber-skinned streamliner slices through the air with a very efficient

drag coefficient of 0.71. That said, Akatiff and the team knew that any reduction in drag would improve their speed. "For every percentage point we further reduce drag, it gives us another 4 mph/6.43 km/h of speed," says Akatiff. So, if we reduce drag by 10 percent, theoretically we will go 40 mph faster with the power we already have."

Up- and downforces were another critical aspect of wind tunnel testing to ensure the ACK ATTACK doesn't lift off the ground. Akatiff and his team combine scientific data and wind tunnel testing with years of experience challenging — and beating — the land speed record to come up with solutions. "We added a 30-gallon water tank in the nosecone to create the 'lawn dart' effect," says Akatiff. "It adds enough weight on the front wheel to keep the motorcycle balanced and tracking straight."

The Salar de Uyuni salt flat is nearly 12,000 feet (3,656 meters) above sea level. However, the team is confident that the twin 1300cc Suzuki Hayabusa engines will deliver more than enough horsepower. A ram air induction scoop channels air into a specially built Garrett turbocharger/intercooler system to force-feed both engines with 35 lbs. of



boost to generate 900+ horsepower. Power is not the problem according to Akatiff, keeping his focus on aerodynamics. "We have never been able to run the ACK ATTACK with the doors at the back, for various reasons, but we wanted to find out what reduction in drag they would give us. So we tested the exact configuration we had when we set the land speed record in 2010 — except we put the doors back on to see if we could reduce drag."

The results were startling: with the doors in place, the wind tunnel tests demonstrated a 40-pound reduction in drag... good for an extra 40 horsepower. This number will be even better in the high elevation of Bolivia.

"If you went 400 mph at the Bonneville salt flats and then go clear up to 12,000 feet with the same amount of drag on the vehicle, you would go 8% or 32 mph faster," explains Akatiff. "With the doors on we saw another 9% in reduced drag, so that's going to add another 60 mph with the same power."

There is one more secret to going 400 mph for the ACK ATTACK...TOP1 Evolution ACK ATTACK special formula lubricants. "When we set the land speed record of 376.4 mph/605.7 km/h, we couldn't shift into high gear," says Akatiff. "The TOP 1 lubricants endured incredible abuse, extended high heat and shear forces well beyond what we had anticipated, yet the ACK ATTACK didn't suffer any scoring, galling or internal engine damage." The TOP 1 ACK ATTACK is the only streamliner motorcycle to have made more than 25 runs over 300 mph and without catastrophic engine failure. "TOP 1 works," says Mike Akatiff. "We have held the World Land Speed Record for a decade as proof."



Cycle Trader launches price analysis tool for dealers

Cycle Trader has announced what it is describing as a "revolutionary" online pre-owned motorcycle price analysis tool, which is claimed will give dealers "an accurate snapshot of current pricing in their local market and nationwide." Housed within the company's Dealer Center platform, the resource will provide a "wealth of valuable statistics and insight exclusively available to Cycle Trader dealers."

Cycle Trader is saying that this is the first time that motorcycle and powersports dealers will have access to the real-time pricing insights, helping them

pinpoint the median price for a model listing of a specific make and year without having to manually research and keep track of similar listings on CycleTrader.com. The platform also automatically informs a dealer of how many other listings are currently for sale of the same unit, helping to further position the price of their unit based on the current volume available in the market. Users will be able to toggle between local and nationwide listings, gaining an understanding of not only their current place amongst competition in the general US



marketplace, but also how their prices compare to dealers selling the same units closer to their business' designated market area.

"No other tool has provided dealers in the motorcycle and powersports industry this level of statistical acuity or depth of insight when it comes to their pricing strategy," said Paige Bouma, Vice President of Cycle Trader. Phillip Billups, the

company's Vice President of Product Development, noted: "We want our customers to be as successful as possible in their business endeavors, and the launch of this tool demonstrates our commitment to that, as it is yet another step we are taking to proactively provide valuable market insight."

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50 years of KONI/Ikon motorcycle suspension



This year sees the heritage of one of the market's oldest shock absorber brands being celebrated, with 2017 marking the 50th anniversary of the KONI motorcycle suspension being founded in the Netherlands.

Starting in 1967, KONI B.V. in Holland introduced a range of motorcycle shock absorbers which they made until early 2001, after which Proven Products Pty Ltd in Australia - who had been the Australian importer for the KONI range - signed an exclusive licensing agreement and began to make the range.

Known since then as Ikon Suspension, Proven Products has continued to expand and grow their Ikon brand into 2017, 50 years on.

Although KONI and Proven

Products/Ikon are not connected in any way today, the agreement allowed for the KONI designs to be used as a foundation for the new Ikon range. For that reason, the products of today and earlier years have an almost identical appearance and a level of interchangeability.

The KONI range started with a mix of specific applications and universal options for those with standard or custom motorcycles. The 1970s saw the development of lighter weight alloy bodied moto cross shocks, featuring cooling finned gas pressurised, non-adjustable, non-rebuildable 23 series with a range of linear and progressive rate springs. The progressively rated springs began to provide ride benefits not previously enjoyed. The

introduction of these springs was a significant change, and the impact still echoes in today's Koni products and motorcycle shock absorbers in general. In the early 1980s KONI introduced the 7610 series, which continued to use the range of progressive rate springs and added 4-position external rebound adjustment. KONI's later range of mono shocks (3014 series) had aluminum bodies with externally adjustable rebound, screw thread pre-load and progressive rate springs, the focus primarily being the BMWs of the 1980s and early 1990s. By this time the motorcycle marketplace was dominated by mono shock bikes, with only a few makes and models, such as Harley-Davidson and Moto Guzzi, having twin shocks.

7614 series shock absorbers with four-position externally adjustable rebound, screw thread spring seat adjustment, progressive spring, lightweight aluminum body, and they are gas pressurised

The dawn of the Ikon brand in 2000/2001 saw the range limited to the 7610 series shocks at first as the classic retro market emerged, and there was a new lease of life for twin shock suspensions - both in new model and restoration terms. The range began to grow and expand with the creation of a new line of modern style aluminum bodied shocks, the 7614 series. A range of fork springs followed, along with an extensive range of upgraded progressive rate fork springs, which continues to grow and keep pace with new applications.

Ikon's 3610 mono shocks now have 100 applications and feature rebuildability, 4-position rebound adjustment, progressive rate springs and screw thread pre-load. On some applications, OEM remote pre-load adjusters can be retro-fitted.

The most recent additions to the Ikon range have been mono tube aluminum bodied shocks (3214 series) for road and off-road applications and a line of non-adjustable Basix shocks aimed at the budget conscious rider.

Ikon Suspension owner Geoff Lowe says the future continues to look bright for the brand, with a market that rewards the kind of diversity that Ikon now represents.



7610 series rebuildable shock absorbers with four-position externally adjustable rebound, spring seat adjustable in three positions and a progressive spring

Kustom Kulture Artisan Show at the Cherokee Blue Ridge Run

The Kustom Kulture Artisan Show is an extreme artisan show produced by Biker Pros for the Cherokee Blue Ridge Run (blueridgerun.com) with some \$23,000 of awards on offer. The 3-day event is scheduled for September 8th -10th in the North Carolina mountains and promises "great riding, great music and plenty of cool stuff," says custom show organizer Jeff Najar.

"The Kustom Kulture Artisan Show will be an extravaganza of sights and sounds. Enthusiasts will be able to

experience what it takes to build a custom bike from metal work to leather work and try their hand at numerous disciplines including pinstripping. A hands-on skills workshop display called 'Grease + Gears' will add to the experience."

Hosted at the Cherokee Fairgrounds Display Hall, where competitors are competing for the largest payout

on the East Coast in three classes, with FreeStyle paying through six places. More cash and trophies will be awarded for Best Chopper, Best Bagger, Best Cafe Racer, Best FXR/Dyna and People's Choice.

"Showcasing custom motorcycles, providing a platform for builders to show

their skills and get together with other enthusiasts, is what it's all about! It'll be a fun weekend," said Mark Cresswell, Rally Director.

The FreeStyle winner receives an additional \$2,000 to compete in the Championship of the Americas at AIMExpo in Ohio. If they win there, the bike and owner receives a trip to Germany for the AMD World Championship.

"The Kustom Kulture Artisan Show highlights builders who create exceptional builds, from low cost "less is more" customs to one-off, multi-year "big buck" projects that can take years to complete," explained Bob Kay, Biker Pros Partner.

www.custombikeshows.com





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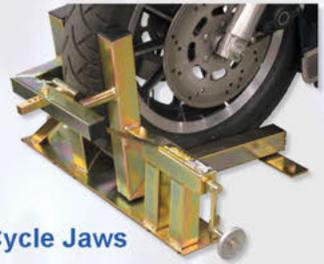


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KB660LCA	103	3.875 STD. .005 .010 .020 .030 .040	4.375	7.667	1.086	-9.8 DOME	11:1	10:1
KB714LCA	107	3.937 STD.	4.375	7.667	1.086	1.6 FLAT TOP	10:1	9:1
KB661LCA	110	4.000 STD. .005 .010 .020 .030 .040	4.375	7.667	1.086	-4.2 DOME	11:1	10:1
KB661LCA	113	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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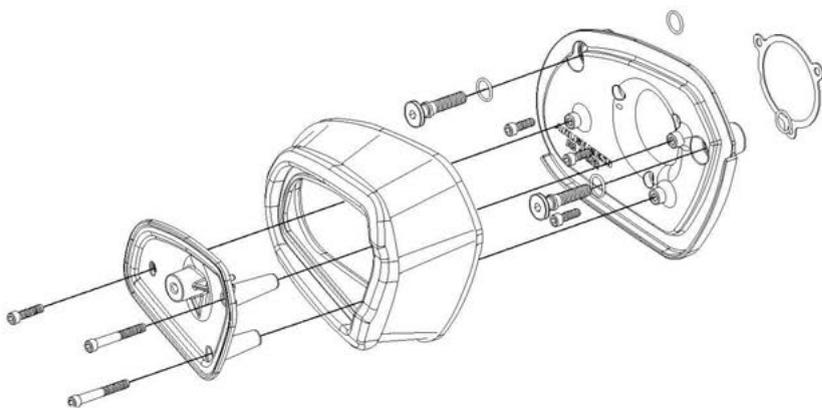
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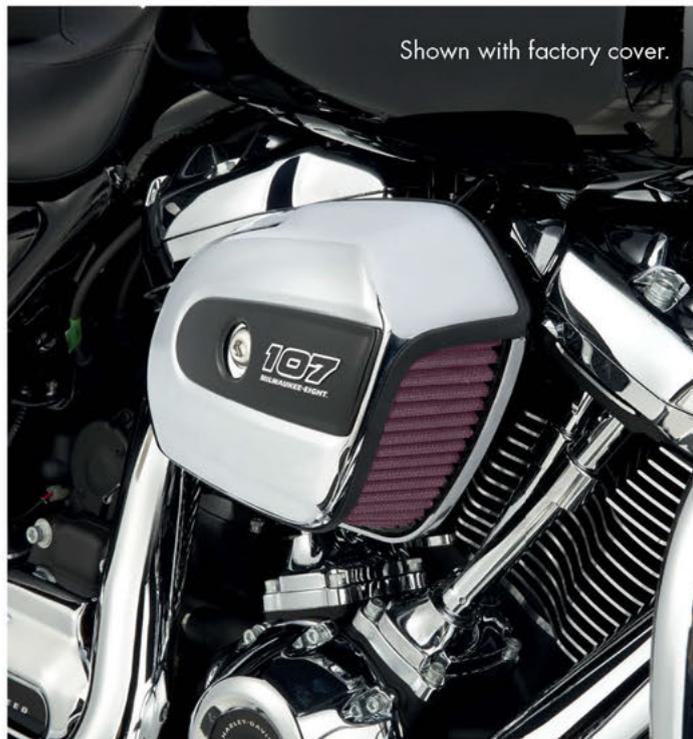
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NITRON'S SHOCKINGLY GOOD V-TWIN SUSPENSION STORY

Founded in 1998 by former SPAX automotive and WP Suspension man Guy Evans, Nitron Racing Systems is a high-end UK based suspension manufacturer with a story to tell – and they are headed for AIMExpo in September to tell it!



Nitron Founder/CEO Guy Evans: "Our tooling and assembly system enables us to do runs of 10 as easily as runs of a few hundred. We have our own R&D and prototyping CNC machines with production parts made by specialist aerospace and automotive sub-contractors with advanced CNC machines in other parts of the UK."



Nitron started out making shock absorbers for cars, but these days their motorcycle product line accounts for more than 35 percent of sales, and Evans sees the motorcycle aftermarket as where Nitron's best prospects for further growth lays.

"I've been a rider for a very long time, and although I was initially hesitant about getting into the motorcycle market, our sales have grown steadily ever since we showed a limited run of our first motorcycle designs."

That limited run has now evolved into a large range of high performance shocks – offered either in kit form or made and built to the customer's own requirements, with applications for all sectors of the motorcycle industry. "Our whole manufacturing process is geared to modularity and customization," Evans says.

"Our tooling and assembly system enables us to do runs of 10 as easily as runs of a few hundred. We have our own R&D and prototyping CNC machines, with production parts made by specialist aerospace and automotive sub-contractors with advanced CNC machines in other parts of the UK."

Nitron specializes in gas monotubes, which "cool better than twin tube systems with a second tube inside because of the increased air contact," says Evans, "but they are trickier to make. Gas monotubes

Sportster 12000X



"manufacturing is geared to modularity and customization"



are filled with oil and have a pressurized gas cell separated by a second finely machined piston."

They are made from aerospace grade aluminum alloys and use stainless steel components, which reduces mass and inertia whilst improving cooling, and after CNC billet machining, they are hard and titanium anodized for protection against corrosion. Because Nitron's motorcycle shocks are all hand-built to order and made to exacting tolerances from high specification components to exacting tolerances, Evans says the result is a lightweight shock with excellent anti-fade properties that will last a long time, Teflon-lined bearings and bushes to



R3 Classic Twin



R1 Classic Twin



R1 Stealth Twin



R3 Stealth Twin

stop metal-on-metal friction, ultra-low friction seal design, length adjustment fitted as standard, sealed adjusters and a third piston shim stack for very low speed rebound control.

The shocks are fully rebuildable and revalveable, have easy adjustment and an infinite range of compression/rebound ratios. Though so far largely only sold in Japan, Nitron has a comprehensive range of aftermarket twin shocks, "possibly the most comprehensive range in the world," Evans says.

"The reason we have been so successful in Japan is the ease with which our shocks can be customized. The Japanese consumer expects a wide range of choice, and due to the modular nature of the parts, which can be assembled in many different ways, we can offer that choice. Apart from the technical specifications, the spring platform might be available in titanium, silver and black, the spring in black, titanium or turquoise and the body in a choice of colors. We can also do limited edition shocks, which we think will be something that will appeal to the Harley aftermarket and to V-twin custom bike builders, and can also supply specials, for example shocks for drag bikes or ones that are shorter than standard.

"Our Harley shocks are top-of-the line in both price and specification terms, but they have done so well in Japan that we are becoming increasingly convinced that there is a market for them in the United States too, and among customizers, and we are definitely also interested in leveraging our Off-

"everything is built to order"

Road and Adventure Touring shock absorber experience in the Quad market there too."

Nitron currently employs 25 people and expansion is underway at its UK headquarters to give it 10,000 square feet of R&D manufacturing and distribution space. "We can offer distributors and dealers pretty good discounts, and although everything is built to order, we supply everything that is ordered, even a single shock - unlike some other well-known manufacturers, who won't build and ship until they get sufficient order levels."

With the addition of their 'TVT' fork cartridge range earlier this year, Nitron has continued to see incredibly strong growth within the motorcycle suspension market - with overall sales having doubled in the last two years - thanks in large part to success in export markets such as Japan, Australia and New Zealand as well as at home.

The company is conscious that growth must be carefully managed, to ensure that the Nitron brand's hard earned and enviable reputation for quality and service is not compromised. Rather than just trying to find as many partners and distributors in as many markets as possible, as quickly as possible, Nitron's approach has been similar to its manufacturing philosophy - modular, gradually adding new market

set-ups one at a time and focussing on making them work well before looking for the next opportunity. So far, the company has really only flirted with the US market, but this is why they will be exhibiting at this year's AIMExpo at Columbus, Ohio, in September.

Their presence at the show isn't so much to launch the brand into the US, "but more for us to be able to talk directly to US consumers and dealers and really start to gain a clearer picture of the US suspension market and exactly where Nitron will fit in," says Evans.

"With further strong growth predicted in our other markets in the next 24 months, a more considered, steady approach is required in the US, so we can start building relationships that will stand the test of time. "With the Nitron range already very strong in sports, touring and adventure bike applications, the growing number of American V-twin models we have covered is almost by default making the brand more appealing to the US market. With sales of our 'Classic' and 'Stealth' twin shock designs having seen massive growth in sales with virtually no marketing effort, it must prove that our blend of

"their shocks are fully rebuildable and revalveable"



Street 750





performance, styling and quality is what the market is looking for – and because of manufacturing flexibility and low overheads the people we meet in the industry are generally genuinely and pleasantly surprised by the value we offer when compared to other options on the market.”

The twin shock range currently consists of three color finish options, with the ‘Classic’ and ‘Stealth’ options

“possibly the most comprehensive range in the world”

proving by far the most popular. There are also two specification options with a choice between the NTR R1, which offers a one-way combined compression and rebound adjustment, and the NTR R3, which offers independent high and low speed compression and rebound adjustment.

It is just worth mentioning at this point that the R3 option isn’t available on all V-twin applications as it requires a piggy-back external reservoir, and there isn’t always room for this. Evans says that “most owners’ requirements are also normally satisfied by the R1’s single adjustment, and it keeps things very simple for the owner who doesn’t have the expertise to correctly set up a more sophisticated shock.

“A lot of manufacturers will load their distributors and dealers with unnecessarily expensive track derived feature crammed product simply because they think that is the only way of garnering brand Kudos. We can mix it with anyone, we can and do build the most advanced shock absorbers possible for the most demanding of applications and riders, race and otherwise, but we are also more realistic about the real world riding that most people do.

“One thing that is particularly common with V-twin customers is the reactions we get. Comments like ‘Wow, what a complete transformation’ through to ‘It feels like the bike weighs 60 kilos less’ are pretty much the norm.”

Nitron’s twin shock range not only covers V-twin application, but extends right across a whole range of older Japanese and European models, which has grown steadily over the years and has been developed jointly between the UK and their Japanese partner’s R&D operations. Their experience with older models, Japanese and otherwise, has been just as important as their top-end mono shock and Race Pro Series in ultimately proving to be a well-engineered, great performing upgrade design package for V-

twins without the company necessarily having the history with U.S. made bikes that others may have.

“Those with the experience largely limited to the existing aftermarket for U.S. made Tourers and Cruisers will not have had the direction of engineering travel to be offering features such as a full lightweight anodized aluminum body, 35mm mono-tube piston design, 14mm induction hardened, super polished piston rod, Nitrogen gas pressurization, 24 click combined compression and rebound adjustment, and Silicone chrome springs with flexible long-life coating.

“With Nitron all this is available for the V-twin

“our Harley shocks are top-of-the line”

aftermarket, all in a fully serviceable and re-buildable design, with a choice of 3 color/finish options, spring preload adjustment and a limited two-year guarantee. Oh, and the confidence of the back-up you can get from our fully trained factory approved service centres around the world, including in the US, Japan, New Zealand and Australia.”

As I said, Mr Evans has quite a story to tell, and he’ll be on booth 559 at AIMExpo in September to tell you even more!

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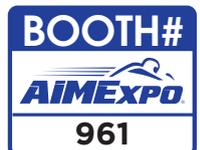


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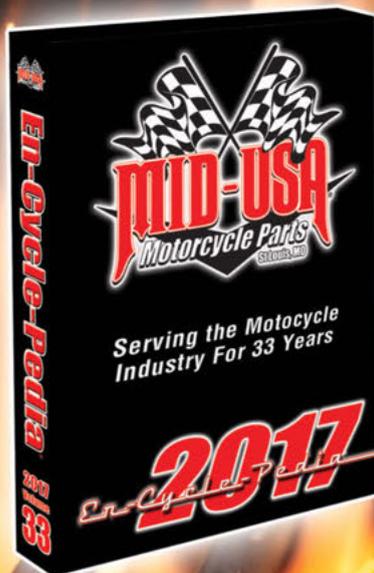
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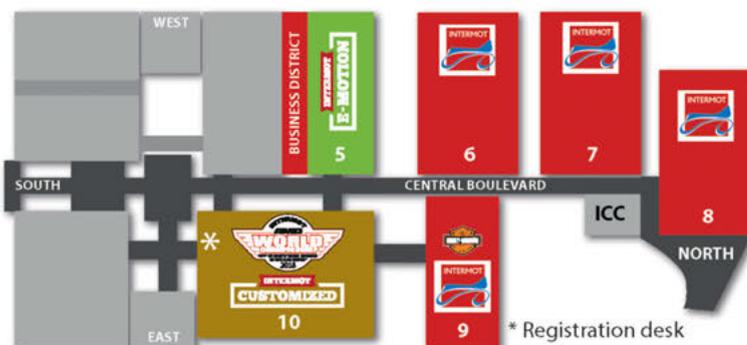
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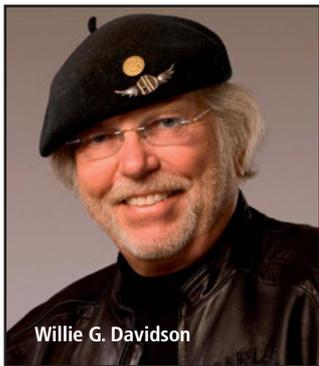


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This edition includes... Sturgis Hall of Fame, Fine Custom Mechanics with 'Bonny', Team Ermi with their two entries from the 2016 World Championship in Germany

Harley to sponsor Sturgis Hall of Fame Class of 2017

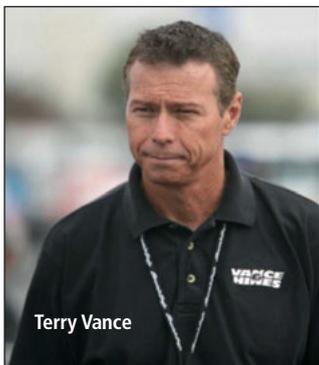
The Sturgis Motorcycle Museum has announced that Harley is to be the official sponsor of the Hall of Fame Class of 2017. In addition to supporting the induction ceremony on August 9th, the Motor Company has commissioned a series of videos recognizing the Class of 2017 and Lifetime Achievement Award winner, Willie G. Davidson.



Willie G. Davidson

This year's inductees include Terry Vance, Colleen Barnett and Mike Taylor, Jim Thiessen, Cory Ness, Rod Woodruff of Sturgis Buffalo Chip Campground fame, and Mark Shadley of Shadley Bros Motorcycles.

Terry Vance is a former professional motorcycle drag racer, racing team owner and manufacturer of high



Terry Vance

performance parts for motorcycles. He is #35 on the NHRA's 50 greatest drag racers of all time, and is a 14-time national champ. With race partner Byron Hines, Terry used their

unmatched race tuning experience to "build a company that would be a pillar of the motorcycle aftermarket – a brand that would unmistakably stand for quality and performance," said Myrick Robbins, Executive Director for the Museum.

In addition to fielding the defending Vance & Hines NHRA Pro Stock championship team, Terry Vance also helps Harley-Davidson in other ways. "Although he claims to be retired, Terry took over operational duties for Harley-Davidson's Factory 2017 American Flat Track Series team, a full-time job in itself."



Colleen Barnett and Mike Taylor

Colleen Barnett started her motorsports career at Barnett Clutches & Cables while still in her childhood, working for her parents (and original 1948 founders), Charlie and Afton Barnett. "Since the beginning Colleen has been a driving force and integral part of the company. Mike Taylor, already a long-time motorcycle rider/enthusiast, joined the firm in 1968, which cemented a great partnership after he and Colleen were married. Together they have operated Barnett since 1975 and owned the company since 1993.

"As for Cory Ness," Robbins says, "don't think for a second that he rode his famous father's coattails into the Sturgis Hall Of Fame. At only 10 years



old, he disassembled his bicycle, painted it, chromed its parts and entered it in the Oakland Roadster Show. The first motorcycle he turned his talents to was a wrecked CB350. After building it back up, Cory sold it before

he runs the day-to-day business. In between designing new parts and accessories, he still finds time to wrench on custom bikes periodically.

"For 50 years, machinist and go-fast guy Jim Thiessen has generated trust with riders, record breakers, racers and certified Harley mechanics around the world who use JIMS products on a daily basis. Today JIMS is one of the industry's leading producers of performance parts, accessories, tools, transmissions and high-performance engines – all aimed at enhancing the Harley rider's experience.

"Since the early 1970s, Mark Shadley and Shadley Bros. Motorcycles have been shaping the perception of what a custom motorcycle is. The quality, detail and innovation of his custom-built bikes have made him well recognized by both the motorcycle industry and his peers. His enthusiasm and involvement in the custom motorcycle industry has been a lifelong passion.

"Since 1981, the Sturgis Buffalo Chip Campground has treated millions of motorcyclists to rock concerts, camping, entertainment and more. Rod Woodruff is the man who brought Rock & Roll to the Black Hills and now hosts a 10-day concert series each August during the annual Sturgis Motorcycle Rally. The Buffalo Chip provides a music festival, various other forms of entertainment, and full-service tent, RV and cabin camping on almost 600 acres in rural Meade County."

Woodruff is the J.C. "Pappy" Hoel Outstanding Achievement Award winner for 2017, a special designation reserved for individuals who have played a special role in the founding, maintaining and/or promoting of the Sturgis Motorcycle Museum & Hall of Fame.

The 77th Sturgis Rally is set for August 4-13, 2017, and the Sturgis Motorcycle Museum Hall Of Fame induction ceremony will be held August 9th at the Deadwood Lodge at Deadwood, South Dakota.



Cory Ness

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2016 Freestyle class
7th place -

Bonny



FROM RUSSIA WITH CARE

One of the enduring characteristics of the AMD World Championship of Custom Bike Building (when it was staged in the United States just as much as now that it is held in Germany) has been the platform it has provided for the emerging talents of the fast growing custom bike scene in Central and Eastern European countries.

Russian builders have been regulars at the 'AMD' for many years, and have achieved some great results, and never fail to show great bikes. One such has been Sergei Maltsev and the crew from Fine Custom Mechanics, Moscow.

Their first appearance at the World Championship was in Sturgis in 2009 with 'Bender', a 'Puncher' Pandemonium 88" engined Springer with a RevTech 6-speed, perimeter brakes, own made rigid frame and Rick's (Germany) billet spoked wheels (Top 20 Freestyle class).

In 2010 they followed that up with 'Moscow', an innovative Ultima 120" engined quasi-rigid – it had a swingarm but with twin springs mounted to the rear axle left and right, with a Baker Dual Drive 5-speed and Autoclutch (9th in the Freestyle class).

Both bikes made it clear that here was a dedicated group of talented engineers who were capable of innovation, followed by 'Boo' in 2014 (an Ultima shovelhead style 96" engined rigid with girder style front end and perimeter brakes (Top 30 Freestyle class).

Then last year (2016) they brought two bikes - 'Rook', which scored a 4th place in the Retro Mod class, but BOOM!, along came 'Bonny', scoring 7th place in the AMD World Championship of Custom Bike Building, their best ever finish and one of the finest pieces of avant-garde craftsmanship and creativity seen for many a year.

The engine is a 750cc M72 2015 'Puncher' – 'Puncher' being a colloquial for the BMW R71 derived 'Boxer' twin that has gone on to be the most produced engine in the history of the motorcycle industry. The M72 was, essentially, a

Soviet WWII era 'Boxer' copy that was produced in various factories from the early 1940s and up. The Soviets acquired the blueprints and tooling designs from BMW in 1940 before the Nazis tore up the non-aggression pact between Germany and Russia and invaded the Soviet Union (Operation Barbarossa), in Moscow known as the Molotov–Ribbentrop Pact and invaded Russia in 1941.

Much of Soviet industry was packed up and moved east, out of the range of the German bombers, and this M72 was built at IMZ in Irbit (Irbit Motorcycle Factory, where Urals are also made) from 1943 until 1955 – about 1,300 miles east of Moscow – and this is a 1955 example. FCM have been producing 'Puncher' engines since 2004. The engine runs on methanol, has a Mikuni 35.5mm Flatside alcohol tuned carb, with an

American Dynotune nitrous system – not quite how the good citizens of Irbit (or BMW for that matter) had originally envisioned it being powered!
 The ultralight 23 inch rake frame, swingarm and wheels (FCM 21 inchers front and rear with 80 and 120 Avons respectively) are handmade in titanium and aluminum and bolted together – there is no welding, but there are over 220 handmade titanium nuts and bolts on this bike!
 The fairing is handmade in aluminum; the gas tank is CNC-machined aluminum; there is no paint on 'Bonny, just metal finish and anodizing.
 The brakes are British, from the bicycle industry, 'Hope' 6Ti rear and 6Ti dual on the front, with FCM made stainless steel rotors; the rear suspension is also from the bicycle industry – Cane Creek double barrel shocks with modified titanium springs.
 The front end is from a 2005 Kawasaki ZX-636 (of course it is!), and the BMW 'Angle' gearbox is off a K1220R that wasn't using it at the time, with an Ultima 6-speed right side belt drive.
 Sponsored by 'ECCO', the UK based footwear and accessories brand, 'Bonny' won the 2015 Moscow Custom and Tuning Show (an AMD World Championship Affiliate event) and has raced at Bonneville.

www.fcm-moto.ru

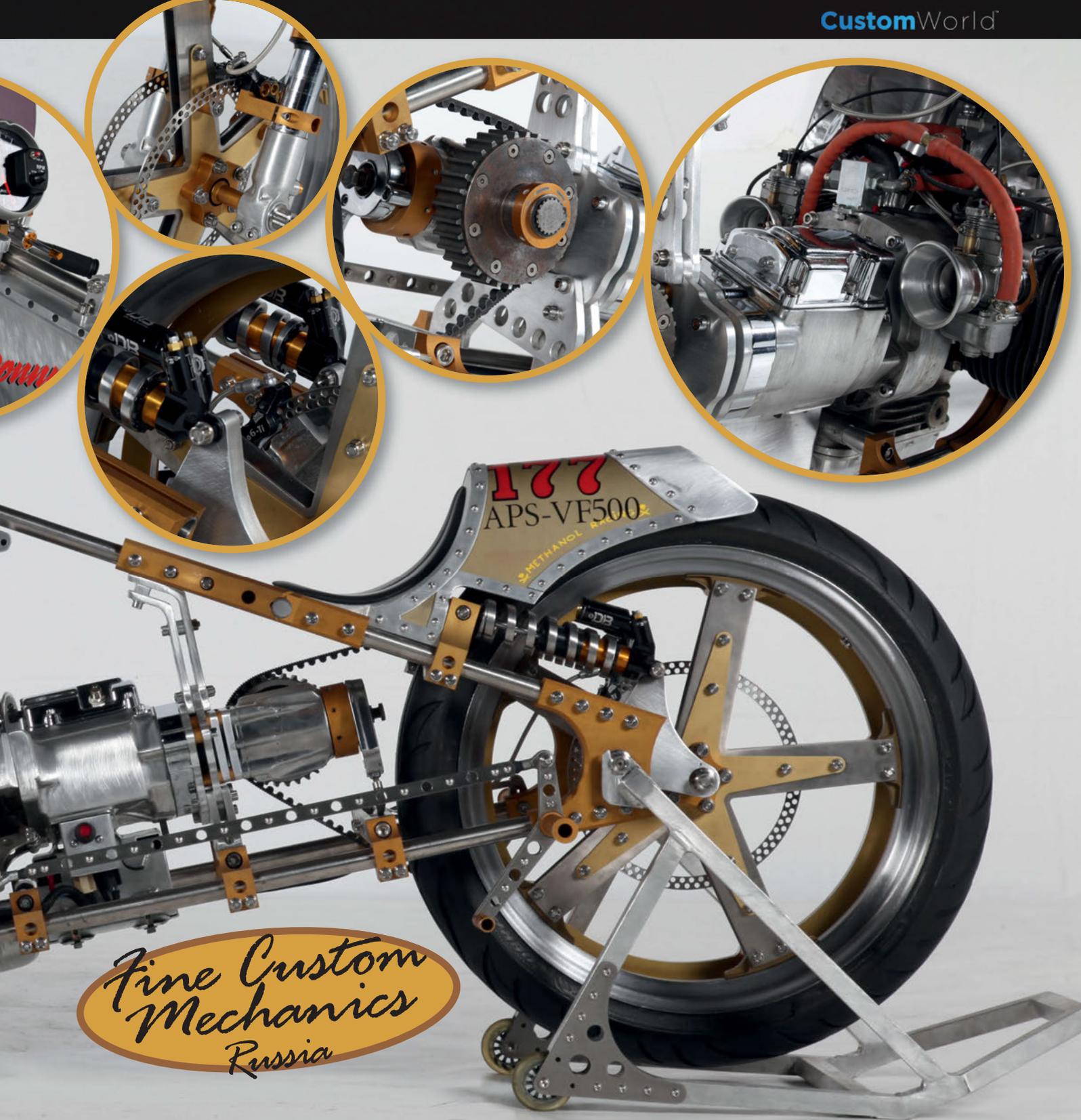


2016 Retro modified
4th place - 'Rook'



2014 Freestyle class
top 30 - 'Boo'





*Fine Custom
Mechanics
Russia*

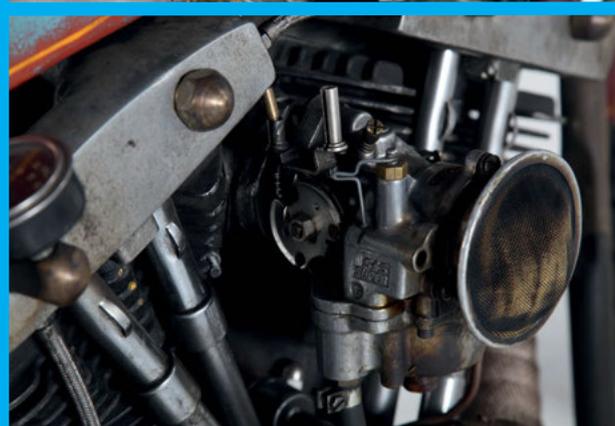


2010 Freestyle
9th place - 'Moscow'



2009 Freestyle
top 20 - 'Bender'





'Streetboardtracker'



GETTING REAL

Another Eastern European builder to make the trip to the AMD World Championship of Custom Bike Building at Cologne in Germany in October 2016 was Imre Dobi/Team Emri, of Budapest, Hungary. Making his debut in the program, Imre brought two bikes – both classic examples of hand-craftsmanship meeting daily riding.

Imre's Freestyle entry 'Streetboardtracker' started out life as a 1200cc Shovelhead, or at least the engine did, before Imre dropped it into a self-designed, hand-made rigid frame and springer front end.

"I have been creating, building and customizing ever since I can remember. This includes cars, bicycles and anything that can roll – the ideas have always been there, and from that inspiration has come a lot of handcrafting to bring the ideas to life," Imre told AMD Magazine in Cologne last year.

"My bike here (Streetboardtracker) is the result of many of those ideas, ones that have been very personal to me, and hundreds of hours of handcrafting of the parts.

"That includes the stretched frame and the front end, front suspension, steering, seat, chain guards, front brake, aluminum fuel/oil tanks, painting and countless other small details that are not immediately noticeable.

' hundreds of hours of handcrafting'

"But it's not only about the optics - its performance is outstanding - I can get 200 km/h (125mph) out of it."

Imre's second bike, in the Retro Mod class ('Team Emri SVLHD) was another Shovelhead, an FLH 1400 with a modified rigid frame with own built front end that pumps out 95 PS (93.7 hp) and regularly ridden 'real world' custom.

Not many such builders, or rather builders with such bikes, dare enter the AMD World Championship, or any other 'top end' custom bike show for that matter. But as a design, engineering, performance and craftsmanship showcase, we were delighted to see Imre's hard ridden mile-eaters in the show, and he'd be welcome back anytime.

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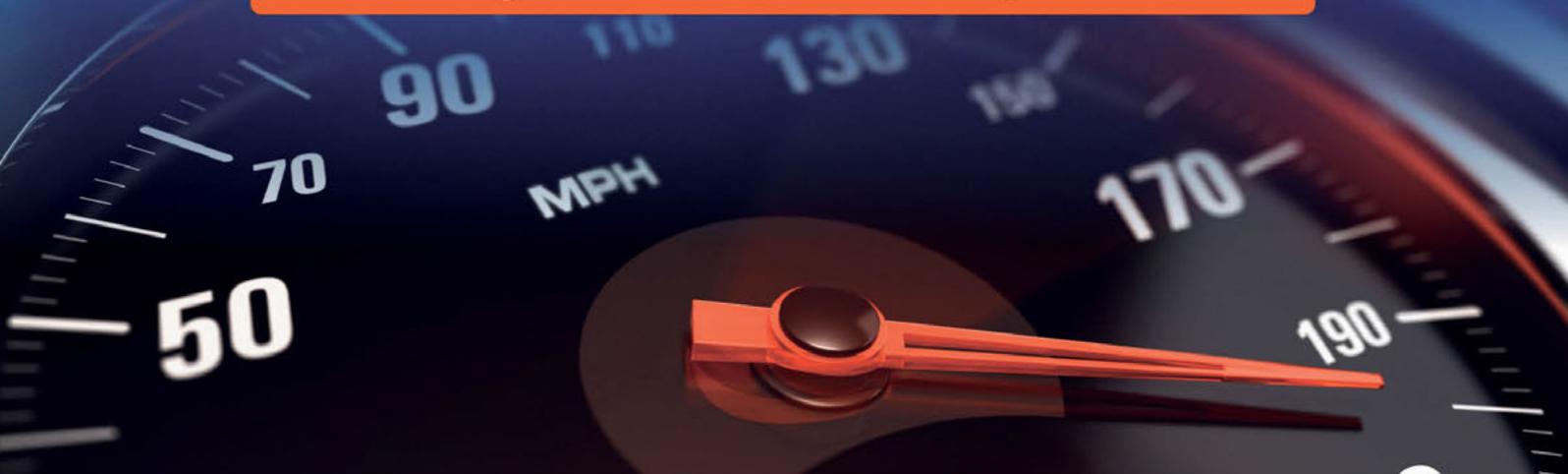
CC - 16/2017 - +33 (0)4 73 94 84 02 - Bike - Tiki Chop - courtesy of Peter & Anita Penz ... Pics by Carol Schneider

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Road Rage 2:1 for Breakout

Californian exhaust manufacturer Bassani Xhaust has developed a Road Rage 2 into 1 stainless performance exhaust system for the Harley Softail Breakout model.

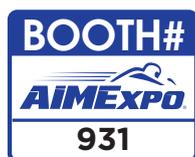
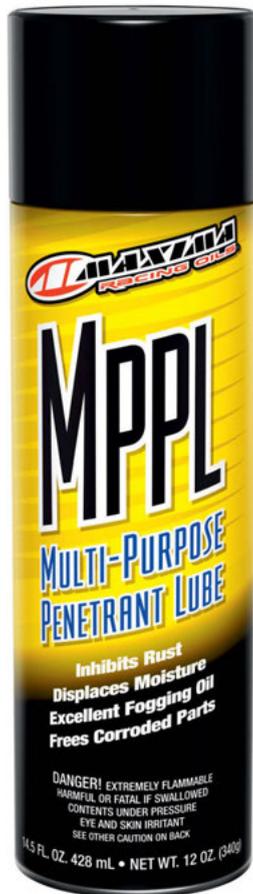
It comes with 18mm O2 ports with sensors, adapters and plugs. The partial stainless steel heat shields cover enough of the head pipe for heat protection, but end inches from the collector "to show off that stainless and hand TIG welding." These pipes are stepped 1-3/4" into 1-7/8" and are "designed for maximum performance." They have a removable baffle and end cap for Softail Breakout models '07-'17, and Rocker '07-'11.

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Multi-purpose penetrating lube

Santee, California based Maxima Racing Oils complements its range of V-Twin oils with a selection of special purpose products, such as this newly re-formulated multi-purpose penetrating lube. Described as a "superior, all-purpose spray-on penetrating lubricant," it is said to provide "light lubrication and excellent barrier against rust and corrosion - great for displacing moisture or loosening corroded nuts and bolts." It is a film-forming protectant for metal surfaces that will not harm plastic or painted surfaces and is said to be an excellent fogging oil and starting fluid for engines. Maxima Racing Oils, USA, www.maximausa.com



Custom gas tanks

Drag Specialties is offering these TIG-welded steel gas tanks in a choice of Smooth Peanut or Diamond-pattern styles, measuring approximately 20" L x 11" W x 8-1/2" T (with 3" tunnel) for a capacity of around 3 gallons (US).

The mounting tabs measure approximately 23" center-to-center and all styles use separately available L96-17 vented gas caps.

Tanks for fuel-injected models accept the OEM fuel pump, components and fuel door; for carbureted models they accept 22mm petcocks; chrome mounting hardware is included.



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More value and more features from 'Black Brand'

The 'Black Brand' apparel program, available exclusively through Tucker Rocky/Biker's Choice, continues to expand. Positioned as a mid-market program "with attitude" it was launched in 2016 and is headed up for Tucker Rocky by ex-HotBike Magazine and ex-S&S man Howard Kelly. "We started by looking at the apparel lines that were already available in the highly competitive motorcycle apparel space. We looked at the lower-end market, we looked at the high-end market, and we found that there was very little in the mid-range - very little that combines value with genuine riding design and features - that is where we come in.

"We analyzed every facet of the riding apparel that was currently available, and most other manufacturers seem to be making jackets without considering what a rider, or passenger, might really want or need. They want to look good, and they certainly want products that are genuinely safe and protective, but they don't want to have to take out a loan for them!

"We made it our mission to make a product that was better, but that our dealers could still make a good margin on while being able to offer their customers value. 'Black Brand' is about quality and design that has been developed by people who really do ride every day and understand what makes gear better."

Deceptor boots



"Comfortable enough for all-day walking and riding," the Deceptor looks like sneaker, but gives the protection of a traditional motorcycle boot - "a motorcycle boot made to look like a sneaker, not a sneaker trying to be safe." Features include a reinforced shank, reinforced toe box and ankles, Hipora liner for weather protection and shock-absorbing and protecting D30 insoles let you be comfortable when you are walking around. Like the name says, they are deceptively strong and deceptively comfortable.

Marica boot

"The ultimate in all-day riding and walking comfort" the Marica boot is "everything a woman wants in a leather motorcycle boot - comfort, support and style



all rolled into one." Features include shock-absorbing and protecting D30 insole and vulcanized rubber sole; reinforced toes, heels and ankles, zippered closure and Hipora waterproof barrier.

Mirror Buster gloves



"With a style that's a cross between street, motocross and MMA, the Mirror Buster glove gets you ready to ride." Features include shock-absorbing and protecting D30 insert at the knuckles and palm, riveted leather pads for the fingers, top grain leather construction with mesh and Neoprene, tech-friendly CellTouch fingertips, MMA-style hook-and-loop closures, and a two-year manufacturer's warranty.

Fahrenheit KoolTeK jackets

"Riding on a warm, sunny day doesn't have to be uncomfortable thanks to our Fahrenheit KoolTeK and Fahrenheit KoolTeK Perforated jackets." Used on both jackets, the KoolTeK process is a surface treatment for the top grain leather that resists the sun's heat to stay approximately 20° cooler than traditional leather. The Fahrenheit KoolTeK Perforated jacket is perforated throughout, allowing air to flow through the jacket; the standard version has vents to allow air to flow through, cooling the body. Features include flexible D30 armor and a '37.5' brand thermal, regulating inner liner, zippered sleeves and reflective trim. The perforated version has a full sleeve and a windproof zip-out liner that stows in the jacket pocket when not required. The regular version has a full-sleeve quilted liner. Each jacket comes with a six-year warranty against manufacturer's defects. Purchase of the Fahrenheit



KoolTeK and Fahrenheit KoolTeK Perforated jackets benefits injured returning vets thanks to Black Brand's partnership with Homes for Our Troops.

The Club vest



With top grain leather construction, features include snap front pockets, eyeglass holder and inside liner zipper, plus left and right inner conceal carry pockets. Each vest comes with a six-year warranty against manufacturer defects and benefits Homes for Our Troops.

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Clutch cover



Ignition cover

factory in Germany, the line includes licence plates, indicators, mirrors, grips, brake and clutch levers and cylinder and axle covers, in addition to the air cleaner, clutch and ignition covers seen here.

Designed to replicate a 7-blade visual image made by a propeller in motion, WUNDERKIND-Custom has accessories for Dyna, Softail, Sportster, Touring and V-Rod models.

ABM employs some 20 people and was founded in 1985. Mehlhorn bought the business in 2010 and introduced the WUNDERKIND-Custom brand of custom parts and accessories in 2013 to complement ABM's established and popular parts programs for street and sportsbikes in Europe. The company exports worldwide.

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European custom parts and accessory specialist WUNDERKIND-Custom, owned and operated by Christian Mehlhorn/ABM, has a new line of accessories for 2017 - its 'triple7' design series. CNC-machined from billet aluminum at ABM's

Oil hose upgrade kit



This oil hose upgrade kit "sets the bike apart and gives an existing Jagg oil cooler a racy look with performance braided oil hoses straight from the track-ready line of parent company Susa's motorsport division."

Available in a choice of bright stainless steel braided 3' hose or black lightweight fiber braided 3' hose, the kits include two aluminum hose separators in matching color and four aluminum hose finishers with integrated worm-drive clamps in matching color. Said to install easily, simply trim the hose to the required length, slip the hose finishers over the ends of the hose and press hose onto the nipple, tightening the hose clamp to "achieve an easy and beautiful upgrade."

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NUVIZ fully integrated Head-Up Display helmet add-on now available



NUVIZ

San Diego, California based NUVIZ has announced the commercial availability of the first fully integrated Head-Up Display (HUD) designed specifically for the needs of motorcycle riders. With a \$10m investment from KTM owner Stefan Pierer driving production, their fully integrated HUD is designed to be added onto a motorcyclist's full-face helmet and displays customizable information near the rider's natural line of sight.

NUVIZ say that their system "seamlessly brings together all of the important functions of motorcyclists' navigation, communication and media players into a single device, allowing riders to stay connected, but not distracted. NUVIZ includes a built-in HD action camera and a wireless handlebar controller that ensures intuitive control of all functions.

"Once mounted to the helmet and aligned to the user's eye, the advanced NUVIZ optics create a virtual image that "floats" just in the periphery of the eyesight, reducing eye movements and the need to re-focus inside the motorcycle's cockpit. This integrated all-in-one system removes the cockpit clutter of multiple devices, and allows a rider to move from motorcycle to motorcycle with a single helmet-mounted solution.

"Adventure motorcycle riders, who often stand while riding, will enjoy consistent access to all their important information without having to look down into the cockpit. Powered by NUVIZ, riders can take charge of their riding experience and interact seamlessly with all of these different technologies in one easy-to-use device."

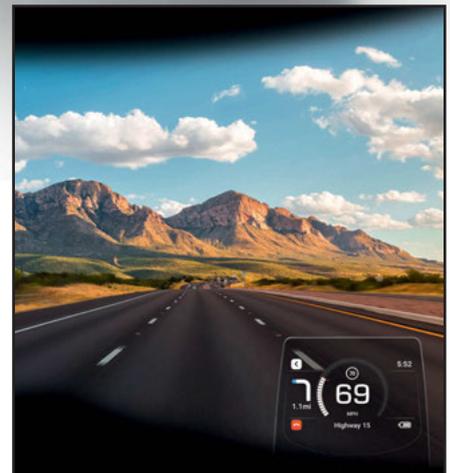
Co-founder Malte Laass says that "years ago we



"the NUVIZ optics create a virtual image"

were sure we had a good idea and the right technical expertise to bring this product to market. As enthusiasts, we wanted to develop a solution that not only enhances and simplifies the riding experience, but lays a foundation for the forthcoming technology revolution that will affect riders."

NUVIZ pairs with a dedicated smartphone app available via the App Store and Google Play, allowing



riders to plan routes and save favorite rides, instantly access photos captured with NUVIZ, or view riding stats tracked with NUVIZ's comprehensive set of sensors. The NUVIZ app will also allow users to share their rides, discover new routes, record ride data, and edit and upload photos instantly via social media. The NUVIZ app allows for easy updates and the addition of new features as they are added, further improving the rider experience.

Through a combination of features on the app and the handlebar controller, the rider can access critical information such as current and posted speeds with

"enhances and simplifies the riding experience"



adjustable speed warnings, plus access to a current position map, as well as a 3-D view of a saved ride route. Users can wirelessly zoom in and out of the maps as per their needs.

The GPS function is built into the device, so once a ride route is selected, the smartphone is no longer necessary for navigation. NUVIZ includes a headset with microphone that allows for narration on the video and for phone calls or to listen to music and riders can enjoy their favorite Spotify, Pandora, Apple Music or Google Play riding playlists. NUVIZ is also compatible with most major brand Bluetooth enabled headsets for rider-to-rider communications.

“wireless handlebar-mounted controller”

“We know that there are many types of riders on many kinds of machines,” says Valtteri Eroma, Chief Design Officer of NUVIZ. “NUVIZ is designed for riders who want to dial up or down the information they have access to - all while keeping their eyes ahead. Situational awareness is critical, and riders who appreciate this technology learn that it can enhance the ride without distracting from it. We expect that many touring riders, sportbike and adventure riders will appreciate the benefits of a head-up display added to their favorite full-face helmet.”

An included wireless handlebar-mounted controller directs the unit and features a design that makes for definitive button feel and activation even with gloves on. The controller can be mounted in a variety of ways per the user’s preference or the type of motorcycle. The controller comes with a baseplate system allowing for easy transfer between motorcycles, and an included protective carry bag keeps key components together when removed from the motorcycle and helmet.

The NUVIZ device is compatible with most existing traditional full-face helmets, allowing riders to choose which helmet brand best serves their style, needs and fit. The device attaches to a low-profile baseplate and adjusts to the user’s right eye in a manner that still allows for small tweaks after installation for the ultimate view. The baseplate is designed to allow the device to detach in the case of an accident or fall. NUVIZ will focus on their unique technology without the redundant development of designing market-specific helmets. The HUD



Co-founders Marcel Rogalla (CEO) and Malte Laass (Chief Strategy Officer): “NUVIZ is designed for riders who want to dial up or down the information they have access to - all while keeping their eyes ahead. Situational awareness is critical, and riders who appreciate this technology learn that it can enhance the ride without distracting from it”

combiner optic is fully replaceable in case of damage. Additional accessory mounting kits allow for one NUVIZ device to transfer to different helmets and controllers to different motorcycles.

As the future of vehicle-to-vehicle and vehicle-to-infrastructure (V2V & V2I) communications is developed by governments and the global automotive and powersports industry, NUVIZ expects continuing development and future integration opportunities that will benefit all riders. Future connectivity into the motorcycle electronics and advanced safety sensors that will soon become



“the GPS function is built in”

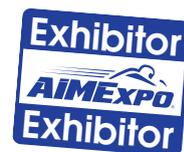
standard also represents a key area of NUVIZ’ R&D efforts.

NUVIZ is the first integrated HUD technology available to the riding public. The roll-out in the US and Europe will be direct to customers via the company’s online store (www.rideNUVIZ.com), followed by select online and brick and mortar motorcycle retailers. Sales in the other key regions, such as Australia or Japan, will start later this year.

NUVIZ, Inc. is a privately owned technology company based in San Diego, California, and Salo, Finland, backed by a strategic investment from Pierer Industrie AG, the parent company behind KTM Industries, Husqvarna Motorcycles, WP Suspension and Pankl Racing Systems.



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Ultima slip-ons

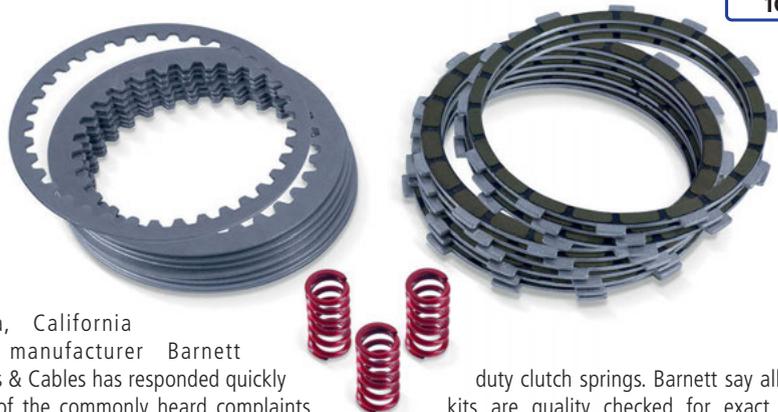
Pevely, Missouri based Ultima Products is offering 3.5 and 4" slip-on mufflers in a wide selection of finish and end cap options for 1995-2016 Harley-Davidson Touring models (Electra Glides, Road Glides, Baggers/Dressers etc.), Street Glides, Ultra Classics and Road Kings (FLHT, FLHTR, FLHX, FLHTCU, FLHR – excepting for the 2010 FLHX & FLHTRX with the factory 2 into 1 system). Features include removable high-flow performance steel baffles and a slotted channel mounting system which allows for easier installation and guaranteed fitment and alignment. The end caps can be removed and replaced as desired. Sold as pairs, the set does not include clamps.



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Clutch kit for 2017 FL Touring models



Ventura, California based manufacturer Barnett Clutches & Cables has responded quickly to one of the commonly heard complaints about Harley's 2017 M-8 powered Tourers, namely that the existing stock clutch set-up could do with some help to handle the additional power available from the new engine. This direct-fit upgrade clutch kit for the 2017 Harley-Davidson FL Touring models is just the latest in a long line of stock upgrades offered by Barnett down the years. It features Barnett's segmented Kevlar friction plates, which are designed for more oil flow, longer life and smoother clutch operation. Also included are 10 Kevlar friction plates, 9 tempered steel drive plates and a set of three heavy

duty clutch springs. Barnett say all their kits are quality checked for exact stack height prior to packaging to guarantee proper fit and optimal performance. Barnett tempered steel drive plates go through a vibratory deburring process and are then checked for flatness; heavy duty Barnett clutch springs are pre-set, shot-peened and heat treated for performance and durability. Made in-house by Barnett.

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Russ Wernimont's OEM compatible "school of cool"

There are two new items here from Russ Wernimont Designs (RWD) of Murrieta, California.

The black LED taillight, turn signal license plate kit is made in cast aluminum with "brilliant starburst optics" for OEM and custom fenders and various custom applications.

The three-color LED light system features red running/brake light, amber turn signals and white license plate light. The unit measures 5 1/2" H x 7" W and accepts most 4" x 7" license plates.



This black LED taillight, turn signal license plate kit for OEM and custom fenders is made in cast aluminum with "brilliant starburst optics"



Sleek low-profile natural finish cast aluminum dash - accepts all OEM components

It uses OEM plugs or can be spliced into an existing wiring harness and requires the use of separately available mounting pockets. Also seen here, this sleek low-profile natural finish cast aluminum dash replaces the bulky stock dash and accepts all OEM components; it includes a chrome pop-up gas cap and rubber edging.



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FXR Drop Trees, Dynamoto and choice of Touring triple tree options

A few months ago we featured Cazadero, California based Kraus Motor Co's 49mm Sport Performance triple trees, but that was just one design from a selection of application options that the company offers.

Kraus says that its billet triple trees are at "the heart of our performance suspension system. They are strong, lightweight and precision machined from aluminum billet in California."

Described as being "the foundation of a strong, properly engineered front end," their offer includes several styles of triple trees for OEM FXD and FLH/FLT fitments - available as part of their complete, turnkey performance packages, or individually. Among those additional options, Kraus Drop Trees are designed to get extra height out of an inverted front motorcycle suspension. Kraus Drop Trees add 1.5" of height and have a proprietary geometry to improve performance and handling when running their forks on FXD, FXR, Softail and



Dynamoto triple trees use the stock size neck bearings and feature a proprietary geometry tweak to tighten up and improve performance and handling



Drop triple trees add 1.5" of height on inverted forks for FXD, FXR, Softail and XL applications

Sportsters.

A complete Kraus performance package includes forks stem, fork stop plate and all the hardware necessary to fit a stock Harley. "Our performance packages use standard neck bearings," says Kraus. "They include a removable steering stop plate for custom frames with hidden steering stops, and the top tree has 50mm clamps and the bottom tree has 54mm clamps." These Drop Trees will fit with the stock FXR faring x-brace.

Meanwhile, Kraus Dynamoto triple trees are machined from solid billet, anodized black and designed with a similar proprietary geometry tweak to tighten up and improve the performance and handling. "Substantial, well designed, engineered and strong, these are the best triple trees for the money - anywhere," the company claims. These units also come complete with a



ST Touring triple trees designed with a "perfect offset to improve performance and handling when running Race Tech or Ohlins inverted forks." Also available as 7-degree Touring triple trees for Race Tech or Ohlins inverted forks with 21" or 23" wheels. Available polished, raw or black anodized

removable steering stop plate for custom frames with hidden steering stops, 50mm top clamps and 54mm clamps on the bottom tree.

Kraus ST Touring triple trees are designed with a "perfect offset to improve performance and handling when running Race Tech or Ohlins inverted forks on a touring bike. Available finishes include polished, raw or black anodized. Two versions are available, both with 50mm top and 54mm bottom clamps for 2000-2013 and 2014 and up Road King, Road Glide, Street Glide, Electra Glide and Ultra Limited applications.

Kraus also offers 7-degree Touring triple trees for Race Tech or Ohlins inverted forks and a 21" or 23" wheel, also available polished, raw or black anodized.

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Vision X launches new 'XMC' Dyna 6" LED light kit

Vision Motor Sports was established in 1997 with the mission to "revolutionize the lighting industry." A bold aim, but with an engineering, product development and marketing, manufacturing, testing and inventory logistics center based at Auburn WA (Seattle), "and we are doing just that," says Joe Biro, VP of OE Sales for their Vision X brand.

"Our engineers are never afraid of re-examining products to find ways to better serve customers," Joe continued. "Since its conception, Vision X has listened to the end user and put their ideas into action." The 'XMC' line-up from Vision X "currently leads the market in functionality and performance for popular motorcycles from Harley-Davidson, Indian, and many more.

The Vision X 'XMC' product line offers many lighting options from DOT full replacement headlights and Halogen replacement bulbs to Bagger LED lighting systems that light up the inside of the bags. This latest addition to the range is a new LED lighting system for most late model Dyna and other OE models.

Seen here, this new 'XMC' product is a plug & play 6" light bracket and LED light system that is a "snap" to install. It uses a new breed of highly powerful LED chips that "blow the competition's lights away," says Joe, using their own proprietary IRIS style reflectors. The new kit mounts between the fork tubes, using existing mounting points, after that simply route the power and ground to the battery and mount the universal flush mount rocker switch wherever wanted. Small, compact housings in multiple colors and finishes allow for full customization.

Vision X 'XMC' also offers auxiliary high-powered



LED driving light kits; all 'XMC' headlights and auxiliary lights and most Vision X products offer a lifetime warranty. "This is not a product that is imported and we put our name on like most others, we are the true manufacturer from beginning to end - designed, engineered and tested right here in the United States," says Joe.

An optional black cover is sold separately, and Joe pointed out to us that "this LED light bar system is not DOT approved as it is an auxiliary light, however, it is very powerful, so please be considerate and aware when using it."

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with the kind of bezel detail normally found on much larger headlight trims; they measure 2 1/4" (57mm) long, 1 1/8" (28,5mm) deep and have a diameter of 27,6mm. Sold in sets of two, they are a simple bolt-on install for almost any motorcycle.

The headlights have an outer diameter of 5" (125mm with 4.8"/122mm depth) and headlight unit visible diameter of 3 5/8" (92mm). Made from 7075 billet aluminum in a polished, gloss black or flat black finish, with a matching aluminum or polished brass bezel, the bottom-mount bracket enables them to be installed on virtually all lower triple tree plates.

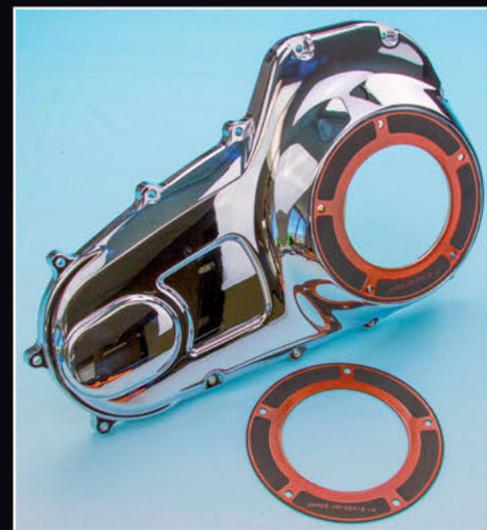
The taillights are in billet aluminum in a polished, gloss black or flat black finish, with a matching aluminum or polished brass bezel. They are mounted with a single 1/4" bolt and bundled wiring by drilling two holes in the fender and are 2" (50mm) in overall diameter and 2" (50mm) deep. The turn signals are also available in a variety of anodized finishes and blend a combination of aluminum and brass bodies

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Lithium battery technology headed for center stage

As far back as 2009, battery maintenance and diagnostics specialist TecMate realized that the initial 'niche' aftermarket trend of fitting lithium batteries into powersport vehicles was something that had the potential of becoming mainstream.

Straight out of the box, lithium battery technology was delivering up to 4 times higher cranking amps than the replaced lead-acid battery, and, as Martin Human, CEO/CTO of TecMate, says: "It prompted our engineering team to learn everything they could about lithium batteries, in particular Lithium Iron Phosphate (LiFePO4/LFP). That is the safest and only lithium battery technology used in modern SLI (starter-lighting-ignition) batteries."

TecMate released their OptiMate Lithium 4s 5A (TM290 series) charger at the start of the 2011 season. The major step forward in terms of the available technology for managing lithium batteries at the time was the unique OptiMate Lithium charging algorithm that included 10 steps of safe battery saving, charging, testing and maintenance – at that stage it was, and remains, "way ahead of the competition," says Martin Human.

Fast forward to 2017, and lithium as OEM recommended battery technology is now a reality; KTM, Husqvarna, Honda and Yamaha have introduced lithium starter batteries in some of their high-performance motorcycles, and all four of these OEMs have preferred OptiMate Lithium chargers as their charging partner of choice.

Indeed, Harley customizers and performance engineers are already embracing lithium, and with the Motor Company inevitably being drawn closer to embracing lithium battery technology as their plans for development of their 'Live Wire' e-bike evolve,



"cost-effective, yet still highly advanced battery saving charger and tester"

there will come a time when it will only be a short leap for them to start trickling down the technology into their mainstream offer. Let's also not forget that with their investments in e-bike and e-vehicle technology and platforms (Brammo etc), it may even be that Indian Motorcycle beats them to it.

The flagship OptiMate Lithium 4s 5A boasts an advanced SAVE mode that will safely recover a lithium battery discharged below the critical level of 10V, even from as low as 0.5V. The propriety algorithm continuously tests during this critical recovery period, comparing the result against the ideal charge curve of a perfect battery. If the charger detects a deviation, it will immediately stop charging, as continued charging will cause a damaged cell to heat up rapidly and even melt down.

The charge steps include 'AmpMatic' technology that will adjust the charge rate according to battery size and condition, and the 'OPTIMIZE' step's unique cell balancing method guarantees the battery arrives at full charge, ready to deliver the incredible cranking amps that even the smallest lithium battery is capable of.



"The OptiMate Lithium 4s 0.8A (TM470 series) is a cost-effective, yet still highly advanced battery saving charger and tester. The 4-bank version (TM484/485) is ideal for dealers to prepare lithium batteries before fitment. New shipping laws being introduced will require that lithium batteries are shipped at no more than 30% charge, so the batteries should be recharged before fitment. All OptiMate Lithium chargers can reset the BMS in an advanced lithium battery.

"The OptiMate O-127 smart battery lead gives the rider peace of mind even during riding, a warning light that will flash rapidly if the vehicle's charge voltage exceeds the critical level of 14.6V, above which lithium batteries will quickly suffer permanent damage.

"The OptiMate State of Charge tester (TS-126/127) helps dealers and their customers understand that lithium is a special high energy battery that operates at a higher voltage than lead-acid; the voltage ranges of STD and AGM lead-acid and LiFePO4 batteries are clearly marked.

OptiMate Lithium products make it easy for dealers and riders to enjoy the benefits of this new technology, and TecMate promises that there are more to come!

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Martin Human, CEO and Chief Technology Officer for Tecmate, says: "Lithium Iron Phosphate (LiFePO4/LFP) is the safest and only lithium battery technology used in modern SLI (starter-lighting-ignition) batteries"

2014-2017 Indian slip-ons

TAB Performance, Inc. has released a new product for the Indian Motorcycle line-up – slip-ons with multiple options for each model.

“The sound and performance from these pipes is unmatched,” says owner Justin Pflanz. “Crafted with the same TAB Performance quality and backed by our legendary customer service, these exhausts have the same infamous deep, throaty sound that TAB is known for and even come with a removable baffle core, allowing you to choose just how loud you like your exhaust - as for performance, you can expect to see significant gains in horsepower on a stock bike when properly tuned.

“One of the great things about our Indian line is the ability to utilize many different options to keep each bike unique. On the Scout, for example, you can create your own ‘sleeper model’ by using the stock tips, letting your bike sound and perform like it should while having that stock look.

“If the stock look isn’t for you, for example, you can also choose one of our great slash-cut tip options to really make your bike stand out from the pack. For the touring/bagger models you have the same great options - to use our slash-cut tips, or you can use any of the Indian brand tips from your local dealer, even their stylish 4” fishtails!”



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KB “zero clearance” coated ‘SuperDuty’ pistons for Twin Cams



The result of a collaboration with Line2Line Coatings, a specialist in patented abrasible coatings for clearance control, United Engine & Machine’s new KB ‘Super Duty’ piston series for Harley Twin Cams feature an abrasible coating applied to the thickness of the piston to wall clearance for a zero-install clearance.

The coating, a polymer based formulation, abrades in on start-up to hone “for the perfect fit” in the cylinder, eliminating piston rock for the best possible ring seal and no piston slap noise.

By reducing the clearance, engine efficiency is improved, lowering friction, maintaining an even oil film and protecting against scuffs

and excess wear.

KB Performance pistons are offered in hypereutectic 390 alloy and forged 4032 low expansion alloy for high-performance, high-compression applications. They offer offset wrist pins for a quiet engine, and most have coated skirts. The low expansion alloy allows for a tighter piston to wall running clearance. KB Performance pistons are available for Knuckle, Shovelhead, Evo, Twin Cam, Sportster Harleys and selected Indians in a variety of different engine sizes and compression ratios.



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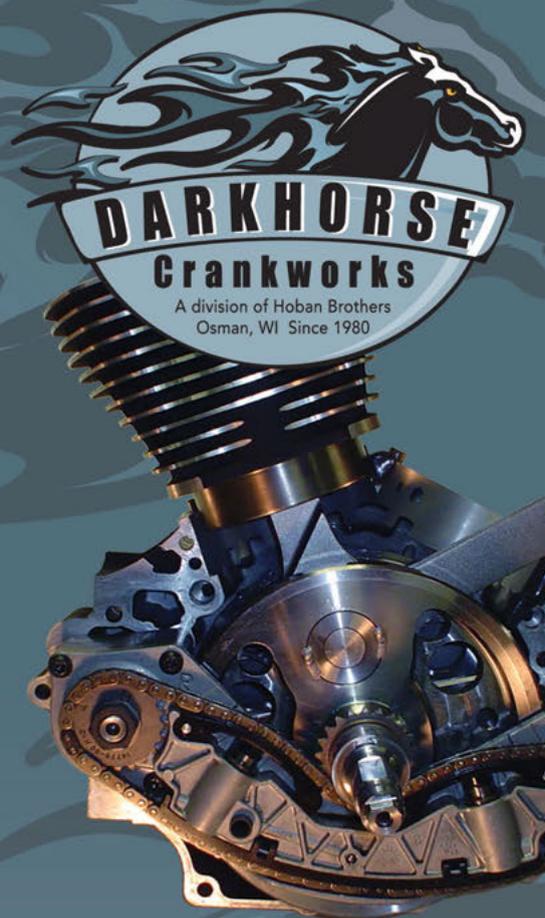
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Best known for their brake calipers, rotors, triple trees, front forks, fenders, Dahlongega, Georgia based Hawg Halters Inc has gained significant market traction in recent years with their 'Builders Kits' – not least their neck rake and complete front end solutions.

In particular, their easy-install compatible component packages for stock conversions have proven a real hit in the market, especially for Touring models and Baggers– saving dealers planning and ordering time and overheads, with labor and package parts savings that can help them win the business.

Also available for '00 - '13 Tourers, earlier this year the company updated its 2014 and up front wide tire 'Builders Kits' for MY 2017 M-8 Tourer coverage,

allowing installation of a 180 tire up front, to "create a truly exciting front wide tire bike upgrade that integrates with and complements the stock 180mm rear tire perfectly," says Hawg Halter's owner Mark Thompson.

"This kit is truly a bolt on conversion that is ideally suited for this 180mm wide tire configuration and does not require a triple tree replacement."

The basic late model HHI wide tire 'Builders Kit' includes custom machined stock lower legs, custom billet taper-cut fork covers, custom tapered axle spacers, custom HHI hidden axle kit, hardware and a custom all steel fender. The kits can be ordered for dual or single sided brake calipers, in black, chrome or raw for the custom builder who has a color theme to match.

The wide tire kits utilize an 18 x 5.5 wheel on the front, which can utilize either dual stock calipers or several brake upgrade packages, including HHI 4-piston direct bolt on calipers, "or our industry leading 13 inch, single disc package with direct bolt on 6-piston caliper in chrome or black finishes."

Also available is their new for 2017 Spartan wheel in 18 x 5.5, or a complete selection of Renegade wheel designs with the correct dual or single hub installed and ready to fit, with choice of Avon or Metzeler tires mounted and balanced.

For '14 and later models, the stock rear wheel and tire size of 16" x 180mm or 18" x 180mm are acceptable combinations with the HHI wide tire kit, and late model kits feature their new billet fork covers as well.



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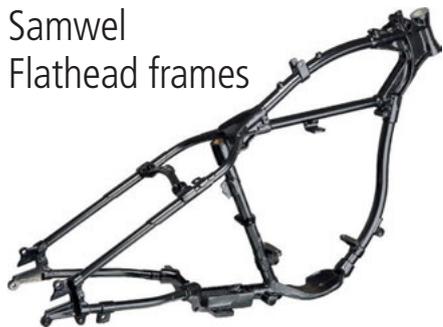
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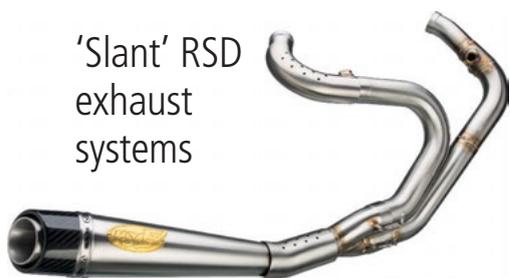
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Samwel Flathead frames



The European made reproduction 45" Flathead style frames seen here are from Samwel Supplies of the Netherlands – a well-known and leading old style parts manufacturer. They can be used as a stock replacement or as a basis for a scratch build bobber or chopper and fit 45"/750cc solo models from 1941 to 1952. Made in steel and drop-forged steel and available in black powder-coated finish.

'Slant' RSD exhaust systems



These 'Slant' 2:1 exhaust systems are designed by Roland Sands Design (RSD) in satin finish stainless steel with race style spring secured muffler connections. Manufactured for RSD by Vance & Hines, they have drilled heat shields and slash-cut carbon end caps; suitable for 2004 and up Sportsters (not homologated in Europe yet), they have a 1 3/4" header.

LED inserts and spotlights



As LED based lamps are getting more popular, these E1 approved 12v 5 3/4" LED inserts allow traditional optics to be maintained with all the durability and benefits of bright LED technology. Features include clear polycarbonate lenses, chrome-colored edging and shade borders.

Also seen here, these steel, ECE approved 12v custom LED spotlights are similar to the classic 1962 and up spotlights, but with updated technology. They feature E13-approved LED inserts for a state-of-the-art lighting performance. Available chromed or black, with tinted LED lamp insert and mounting block.

Daytona indicator lights

Daytona Beta 12v indicator light units are precision made micro LED indicator light units which feature



a durable, strong billet aluminum housing with five LED indicators for turn signals, oil, high beam and neutral; they come with a stainless steel bracket for universal installation; available chromed or black.

'Zeus' USB charger socket



From Pangea Speed, this 5v/1.5A 60mm 'Zeus' USB charger socket and switch has a strong, durable billet aluminum housing with built-in bracket and stand-off spacer to make them easy to mount nearly anywhere. A rubber lid keeps out dirt and water when the charger is not in use; comes with 120 cm wires, mounting bolt and wire terminals.

Brillman accessories

W&W have added a number of USA made Brillman accessories, including these 7mm vintage ignition wires with old school style braided cotton 16-gauge spark plug wire for custom cable fabrication. It contains modern PVC insulation and stranded copper for top performance – note though that copper core wires should not be used with electronic ignitions other than Dyna "S"; 12 color versions available. Brillman's vintage ignition wire terminals for vintage style braided cotton spark plug wires are available in a wide selection of fittings and terminals – including fork, ring, snap and hook types. Also seen here, Brillman's 24mm old style 180-



degree coil boots protect plug cables' connectors from the elements and the hands from electric strikes; made in black rubber. Brillman 6mm brass spark plug thumb nuts connect the ignition wires to the threaded studs of the stock spark plugs when using vintage style terminals, while their 13mm magneto thumb nuts are in classic bakelite to connect the ground wire that comes from the kill switch to the magneto's interrupter housing.

Bates handlebars



New W&W handlebar options include these German made Bates 77cm wide by 35.5 cm high 'Long Beach' and 91 cm by 16.5 cm high 'Big Sur' designs in chromed or black powder-coated or bare finish 3mm wall thickness steel. Available with W1 plain or W2 cable routing, with or without dimples, for 1981 and 1982 and up applications.

DBBP Wave Bars



These 67 cm DBBP Wave Bars by Dutch based customizer Mark van der Kwaak feature "distinctive design and meticulous craftsmanship" with a cast center piece low mounting on the upper triple tree - directly bolting to the upper crown without risers for a sleek look.

Biltwell 'Utility' mirrors

These 98mm stem length 'Utility' mirrors by Biltwell are made in die-cast aluminum with a stainless steel ball joint. The threaded base accepts a 5/16-18 stainless steel button cap Allen bolt for easy mounting on a wide range of stock and aftermarket hand controls; available chromed or matt black.



W&W CYCLES AG
Wuerzburg, GERMANY
Tel: +49 (0)931 250 61 16
sales@wwag.com
www.wwag.com

Direct replacement Kelsey Hayes, Wagner master cylinders and more

In real world use, rear master cylinders found on a wide variety of H-D models from the late 50s through the early 80s have performed well, but now require regular rebuilding or replacement. GMA, a subsidiary of Belt Drives Limited, manufactures complete direct bolt-on replacement units for both Kelsey Hayes and Wagner style rear master cylinders. Designed and manufactured using up-to-date technology and materials, the cylinders are direct bolt-on replacements for the OEM parts, provide superior performance,



'Black Out' levers

BDL rear master cylinders fittings; rebuild kits available. Also seen here, these premium quality 'Black Out' levers are "as rugged, durable and dependable as they are hi-tech in appearance". They have a master cylinder with 5/8" bore and threaded ball end plunger. This design is said to provide positive engagement and precise movement of the piston and rubber cup reservoir seal for positive, smooth stopping performance. GMA controls are secured to bars with camlocks, and the switch housing "blends in for an exceptionally clean profile." An available hydraulic clutch master features a 9/16" bore to match common aftermarket slave cylinders; designed for use with 1" bars and also available with chrome and polished finish.

Finally, these sideways adjustable, custom exhaust compatible, ergonomic "rider friendly" floorboards have a non-skid rubber cushioning insert and unique profile



Vintage style floorboards for early and late Big Twins

that provides plenty of room and comfort for rider and passenger; a replaceable skid button on the bottom protects the boards in aggressive cornering. Each board is CNC-machined from a solid block of 6061 billet aluminum and finished in durable high luster chrome or black anodize; the kits are available as a complete set or individual pairs.

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BDL rear master cylinders

reliability and longevity and are available in black, polished and raw finishes. They have 5/8" bore, with a 1/8" NPT port that will accept various inverted flare adaptor

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Raceshop M-8 intake and exhaust valves

**VANCE
HINES**

Vance & Hines has added to its Raceshop components program with these immediately available high-performance valves for Harley-Davidson's 2017 Milwaukee-Eight engine.

The company says they are first-to-market with a valve upgrade for this model offering, and that they "employ stringent quality control procedures, providing superior aftermarket valves designed to significantly prolong durability and reliability.

"Machined to exacting tolerances, these high-performance valves are available for the 2017 Milwaukee-Eight engine for both intake and exhaust positions, and are drop-in upgrades available in either sets of four or individual units."

Chrome coated and precision CNC-machined from a stainless one-piece forging for higher strength and durability, they feature a micro-polished 7mm stem for smoother finish and less friction, resulting in improved performance.



The high-grade alloy is designed to withstand high heat and maintain roundness. They have multi-angle back cuts for enhanced flow and Inconel exhaust valves for optimal oxidation and corrosion resistance that are specifically designed for use in high-heat environments.

The stainless steel valves are said to offer approximately .7 grams in weight reduction

compared to the OE valves, reducing valvetrain stress and allowing the engine to rev higher, producing more power.

The four-valve set includes 1.260" and 1.300" Inconel exhaust valves and 1.570" and 1.610" stainless intake valves.

VANCE & HINES
Santa Fe Springs, California, USA
Tel: 562 921 7461
sales@vanceandhines.com
www.vanceandhines.com

Italian design for the venerable Sporty

Founded in 2013, former AMD World Championship competitor Christian Cagnola's parts design and manufacturing business OttoDiCuori (ODC) is celebrating

the 60th anniversary of Harley's Sportster with a range of designs for the venerable XL, including the upside-down forks seen here.

The company says that "in Europe our inverted forks for Sportsters have already been used by a number of top customizers, including German 'Master Builder' Fred Kodlin and Harley-Davidson Würzburg Village."

Designed and CNC-machined in-house, ODC offer options for older and late model Sportsters, including mini LED indicators, described by ODC as being almost invisible when not in use to "add clean and modern styling to every Sportster, but extra bright when they need to be!"

They can be seen mounted to the handlebars and rear fender of this anniversary special Sportster that ODC has customized to showcase their designs,



including grips and levers in a number of designs (available for all Harley models), and a clean and easy to assemble, lightweight side mount license plate bracket with integrated LED illumination. The ODC range is distributed in Europe and worldwide by Custom Chrome Europe in Germany and Zodiac International in the Netherlands.

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MCS with added Cobra and Lang Tools



MOTORCYCLE STOREHOUSE

Netherlands based Motorcycle Storehouse has added these chrome Cobra 4" slip-ons with Race Pro end caps for 2017 Touring models. These RPTs (Race Pro Tips) are 4" diameter and expand to 4 1/2". Featuring a 3" core technology that is described as "far beyond louvered metal tubes," Cobra has been able to engineer and use a

"high frequency, sound chattering technique in the high-flow core to enhance the lower mellow tones. The result is a muffler system that offers great sound quality without mid-range distortion or raspy irritation," according to Motorcycle Storehouse. Also new at Motorcycle Storehouse is this Lang Tools leak down tester for checking and measuring cylinder leakage on 4-stroke motorcycles. It works on an air compressor and comes with dual gauges, a 35 PSI pressure gauge and a 0-100% percentage gauge. It fits spark plug holes of 14mm standard, 14mm long and includes 12mm and 10mm adapters. It comes packed in a sturdy blow-molded carrying case.



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info@mcseurope.nl
www.motorcyclestorehouse.com

V-Rod Bleed Feed and Simple air ride system

Fullerton, California based Platinum Air Suspension's V-Rod Bleed Feed and Simple air ride system has been "completely redesigned to improve the ride's performance and comfort," says owner Mike Ferris.

The new V-Rod shock options feature a redesigned machined eyelet, a machined, air tight locking ring, new cylinder and rod, resulting in an improved air ride system. The V-Rod system has a maximum extension of 13 inches and a minimum retraction of 10 3/4 inches. The new shocks are available in chrome, satin black with blacked-out rod or high gloss black with blacked-out rod. The blacked-out option features an extremely durable and scratch resistant paint for the rod, which is tough and can handle the wear and tear. Platinum Air Suspension has been in business since 2004 and products are made



in the USA "from nothing but the highest quality materials," according to Mike. 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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Chief gets the 'Fire & Ice' treatment



First unveiled earlier this year for 2009-2017 H-D Touring models, the new 'Fire & Ice' Dual Touring saddle from Hollister, California based specialist Corbin is the newest version of their popular Dual Touring saddles, and was described at the time as the world's first production heated AND cooled motorcycle saddle.

The company has now updated the design for 2014-2017 Indian Chief models. "Having been the first to bring the luxury of heated seating to the market, we have now created an option for summer relief from the discomfort of the heat build that can arise, especially on long rides.

"Like all Corbin breakthrough innovations, this system is designed for simple installation and is fully self-contained in the saddle." The seat features all the same properties that made Corbin's original Dual Tour saddle "a winner, with generously sculpted seating platforms for maximum support."

"We've maximized the seating area and positioned the rider bucket in the sweet spot to offer the best possible ergonomics and long-range comfort. Sculpted seating platforms conform to the shape of your body to give you more square inches of even support and eliminate hot spots and pressure on the tailbone.

"Wide, sculpted seating positions create a larger

area of contact for excellent weight distribution, shaped like the body to eliminate pressure points and give long lasting support."

Corbin go on to cite something known as the 'Peltier Effect' as being behind the 'Fire & Ice' concept. "With just a couple of fans and some clever application, we can include both heat and cool in the same saddle without pumps, compressors or fluids. It should be noted the cooling effect is affected by ambient temperature. In our test samples, the room temperature was 74 degrees, and it took just a few minutes to cool the seating surfaces down to a much more comfortable 63 degrees. The system quickly cooled the surface 10-15 degrees below ambient temperature. On the heat side, we thermostatically set it to top out at approximately 110 degrees."

Designed to work with Corbin backrests or the Tourbox, a version of the Tour saddle is alternatively available to work with the Indian sissy bar or Roadmaster trunk.

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'Grand National' slip-on mufflers for Touring models

Leveraging their technical support and involvement with the runaway success of Indian's FTR750 American Flat Track Twins race series this season, S&S Cycle has introduced 'Grand National' branded 4" diameter slip-ons for H-D touring applications.

S&S VP Marketing David Zemla says of the new line: "Instilled with the same passion for performance as the S&S sponsored race efforts, the 'Grand National' features a high-flow baffle, removable dB reducer and aluminum end cap."

They are available in chrome or ceramic black finish with fitment for 1995 through 2017 Baggers (including M-8 and Tri Glide trikes). "S&S is one of the few on the market to include a secondary stainless steel baffle (db reducer), allowing riders to tune for sound and performance."

Made in the USA, the S&S 'Grand National' slip-on is 50 state legal on most touring models - for '95-

'16 H-D touring models with non-catalyst mufflers (except 2010 Road Glide and Street Glide), '09-'17 Tri Glide models with non-catalyst mufflers and 2017 M-8 engine FLH Touring models.

Additional features include race inspired 'Grand National' end cap, high flowing perforated baffle design with removable dB reducer, an "aggressive sound and excellent horsepower" with an easy install for direct bolt-on to stock header pipes or S&S Power Tune duals.



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RSD floorboards

New from Roland Sands Design, these 'Boss' and 'Traction' floorboards are designed "with the traditional RSD aesthetic and machined from the highest quality materials."

The knurled rubber foot pads dampen vibration for a more comfortable ride, while providing additional grip "for riding in any condition." The 'Traction' floorboards feature prominent raised



Traction

stainless steel set screws for the "aggressive" rider who needs maximum traction. The 'Boss' is a timeless style that



Boss

"looks good on any bike." CNC-machined from billet aluminum with stainless steel hinges with angle adjustment screw and rubber inlay, they are available in contrast-cut, black Ops and chrome finishes and ship with stainless steel hardware. Sold separately, the rider floorboards measure 14" long x 4.5" wide; the passenger boards are 10" long x 4.25" wide.

ROLAND SANDS DESIGN
 Los Alamitos, California, USA
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info@rolandsands.com
www.rolandsands.com

Street 500/750 head/base gaskets



These cylinder head and base gasket kits for Harley's Street 500 and 750 models by Cometic are made from Multi-Layer Steel (MLS) and feature two outer Viton-coated embossed spring steel layers with an inner steel layer for additional support. They are available as standard or big bore for both the 500 and 750 dimensions. Drag Specialties, USA, www.dragspecialties.com



VANCE HINES

'Precision' M-8 covers and accents



Kuryakyn has introduced its first complete line of bolt-on engine covers designed exclusively for Milwaukee-Eight models.

Said to "showcase modern and muscular designs that deliver a truly defined appearance to emulate internal movements of the engine and transmission," Kuryakyn say, "the resulting look produces a seamless integration with every factory component, whether used individually or as a complete set.

"Historically we designed our engine chrome components to be used together," said Kenny Ladoucer, Kuryakyn Category Manager. "If you didn't buy a certain piece, it looked like something was missing. The 'Precision' system is different in that each part can be integrated independently, pieced together over time, or used to target specific areas of the motor to create a visual impact."

Described as serving as "an extension of the Milwaukee-Eight's design language," the collection includes groupings of unique covers and accents that bring the same powerful appearance to often overlooked areas of the engine block. Focus areas include the cylinder base, inner primary, tappet block, transmission and starter, as well as the voltage regulator, coolant pump for liquid cooled models, and oil cooler, among others."

Previous iterations of Kuryakyn engine covers have incorporated the use of VHB adhesive for installation. Everything in the 'Precision' line is bolt-on, "reducing the



hassle of removing and re-installing parts for service maintenance."

"Kuryakyn has established a reputation for developing engine covers," said Industrial Design Manager Michael Bates. "When we got our hands on the new Milwaukee-Eight, we knew this was going to be an incredible opportunity and journey for our team. We paid close attention to the original inspiration behind the design, and then pinpointed opportunities to make the look more complete. What we added incorporates the same muscular styling cues found throughout the engine. There aren't many projects that consume our whole team, and the entire Kuryakyn Product Development group played a role in all phases of creating the 'Precision' collection. We're incredibly proud to see this line of parts hit the market."

The majority of components are currently offered in premium chrome finish, with a handful of select pieces also available in black. Gloss black versions of the entire collection are in development and will be available in late summer 2017.

KURYAKYN
Somerset, Wisconsin, USA
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Golden grip

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

Now, 10 years later, with Biker's Choice on board as his distributor, Dar's parts program is growing rapidly.

Machined from solid 6061 T6 billet aluminum, these knurled moto grips are "all grip with no slip," says Dar. "Our classically styled moto grips have perfect knurling to ensure great grip without tearing up your hands or gloves.

"Aggressively knurled for maximum grip, they have a slight raised arc to fit perfectly in the palm of the hand, and I am proud to be able to say that they've turned out pretty good - they look amazing!" Gold anodized, they have the H-D style dual pull cable fitment for 1" diameter bars.

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Internationally recognized Italian suspension specialist Andreani Group's award-winning 'Misano' front fork cartridge kit is an established and leading upgrade option, "created as a result of the technology we developed resulting from our race experience," says Giuseppe Andreani.



Former racer Giuseppe Andreani: "Our group R&D department has more than 25 years of suspension tuning and engineering experience. The engineering and technology developed for the 'Misano' line of front suspension upgrades improves the stability and hold of the front wheel, resulting in greater comfort and better handling"

Andreani test, calibrate and tune their 'Misano' forks on their own developed Suspension Dyno – a tool that is available for their partners



"Our group R&D department has more than 25 years of suspension tuning and engineering experience, and the 'Misano' line is popular the world over for the improvements it provides to the stability and hold of the front wheel."

'Misano' is an easy install replacement and has 20 mm pistons with increased oil passages to substantially upgrade the stock design. It has adjustable compression, extension and spring preload and a sophisticated hydraulic system that is said to guarantee excellent performance and improved handling in sport, urban and touring style riding.

The 'Misano' is available for most naked and custom bike applications with 39 and 49mm forks and many Harley models, including the '16-'17 Dyna Street Bob/Fat Bob/Superglide, Dyna Low Rider S and Superglide, '99-'04 Dyna Switchbacks, '11-'15 Dyna Wide Glides, '11-'17 Sportster 1200 Customs, '10-'14 Iron 883s, and '10-'15 Forty-Eight 1200s, Nightster XL1200N, XLH Standard (883, 883R, 1200R) models and V-Rods, plus the '03-'12 Nightrod Special.

Dealer and custom bike builders in the United States can buy Andreani 'Misano' cartridges for all the applications offered, including most popular late model and top selling sport and streetbikes, from Henderson, NC based suspension specialist Fast Bike Industries (www.fastbikeindustries.com).

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"The Andreani Group has 22 employees at its 16,000 sq ft (1,500 sq m) premises at Pesaro on Italy's Adriatic coast, 150 km south east of Bologna, the spiritual heartland of Italy's motorcycle industry. The company has over 40,000 product numbers in its offer and exports to over 60 countries worldwide"

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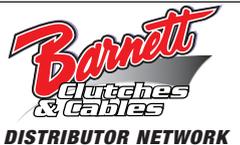
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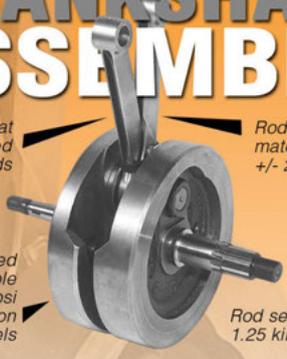
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NEWS BRIEFS

Celebrating their 18th year in business, electrical components manufacturer NAMZ/Badlands says it has taken its website "to another level by adding additional features to make our customers' lives easier." The improvements include a search bar that will allow users to find OEM part numbers throughout the site for ease of identification and purchase. The site has the entire NAMZ product line, updated photos, soon to be added installation and technical video links, updated installation instructions and a swag page - www.namzccp.com

KTM took a One-Two with a new record time in the premier heavyweight motorcycle class at the Pike's Peak Hill Climb in Colorado this year (June 24). The two 1290 Super Dukes had been prepared with readily available factory parts. Former AMA Superbike racer Chris Fillmore took the win in his debut at the event.

J&P Cycles, "the world's largest aftermarket motorcycle parts and accessories retailer", has announced a multi-year partnership with the City of Sturgis, South Dakota, to be the "Official Motorcycle Aftermarket Retailer" of the Sturgis Motorcycle Rally.

Mees takes Round 10 win as Harley score first podium

Following a two-week layoff, battle was rejoined in the American Flat Track Twins presented by Vance & Hines for the Elgdridge, NY, Rolling Wheels Half Mile - with Jared Mees taking the win, having had to sit out the last event for being a tad overenthusiastic at the semi-final start line (at the Lima Half Mile/Round 9).

The win saw him regain the championship lead from rival and teammate Bryan Smith (No. 1 Indian Motorcycle Racing backed by Allstate Scout FTR750).

On his No. 9 Indian Motorcycle Rogers Racing Scout FTR750, Mees obliterated all challengers en route to claiming his fifth checkered flag of the 2017 campaign with a near five-second margin of victory.

Mees faced early pressure from rival Sammy Halbert (No. 69 Estenson Logistics Harley-Davidson XR750) on the race's opening lap, but quickly asserted his authority - the victory marking the 25th of Mees' career. It also saw him complete an in-season Grand Slam with triumphs across all four disciplines (TT, Short Track, Mile and Half Mile) in 2017, with eight



races still remaining. Halbert's second place was the best result for any Harley-Davidson all season long. Brad Baker (No. 6 Indian Motorcycle Racing backed by Allstate Scout FTR750) picked up his seventh podium result of the year, finishing third; Jeffrey Carver Jr was fourth on a Kawasaki Ninja 650, with Brandon Robinson (No. 44 Harley-Davidson Factory Flat Track Team XG750R (sponsored by Vance & Hines and Speed & Strength) making it two Harleys inside the top five - edging Lima winner Briar Bauman (Kawasaki Ninja 650) by 0.119 of a second for fifth.

Bryan Smith endured his worst finish of the season in seventh. He relinquished the points lead to Mees as a result. After opening the year red hot with four wins, a second and a third in the season's first six races, Smith now finds himself in something

of a cold streak - in his last four outings, he's tallied up results of fourth, third, sixth and seventh. The other Harley-Davidson XR750s finished eighth (Ryan Wells), 10th (Kenny Coolbeth, Jr, sponsored by Vance & Hines and Speed & Strength), and 18th (Jake Johnson, sponsored by Vance & Hines).

The series now moves on to the Harley-Davidson Calistoga Half Mile (Calistoga, California July 29th, the third of the three consecutive 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) - then moving on to the Peoria, Illinois TT just five days later, August 13.



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