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THE LEADING BUSINESS MAGAZINE FOR THE INTERNATIONAL CUSTOM MOTORCYCLE AND PARTS INDUSTRY

Spring 2018 represents a landmark change in the V-twin market's dealer expo opportunities

JAN 2018
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2018 SHOWZONE

As of 2018, the absence of both the independently owned and operated dealer expos that used to dominate the spring parts and accessory buying season leaves the V-twin market with a brand new marketing and vendor contact landscape.

Instead, the emergence of the dealer shows hosted by the market's two largest distributors gives the season an all-new look and a radically different approach to dealer business opportunities.

The Tucker Rocky/Biker's Choice Dealer & Brand Expo is being staged on February 8-9 at Frisco, Texas; with the February 10-11 Parts Unlimited and Drag Specialties Dealer Show now moved into the downtown Indianapolis Indiana Convention Center - the facility that used to house the whole of the industry 'back in the day' when Advanstar's Dealer Expo moved there in the 1990s from its long-time home at Cincinnati (subsequently the host city for the

now sadly closed V-Twin Expo). The changed spring dealer expo landscape is a direct consequence of market decline and consolidation. However, as the pressure continues to grow on dealer inventories, and the increasing premium that all retailers need to place on logistics excellence, it is not a surprise that

“ a reboot of public enthusiasm ”

distributor/dealer relationships are more to the fore than ever. Neither is the motorcycle industry the only specialty discretionary leisure dollar spend-dependent market to see a similar process unfolding at this time. The Tucker Rocky/Biker's Choice and Parts Unlimited/Drag Specialties events will both see brands owned by the MAG organization

participating - brands such as Vance & Hines, Kuryakyn, RSD, Performance Machine, Burly Brand, Mustang and others - which is excellent news because while there is cross-over between the two distributor networks it is estimated that they are at least 75 percent separate.

The changing market landscape hasn't only affected the trade show cycle. Changing demographics have taken their toll. The emergence of the New Generation consumer shows that now populate the calendar on both sides of the Atlantic is evidence that new consumers and vendors are bypassing the established events.

With many of them feature racing of one kind or another (to say nothing of the dramatic evolution and growth of American Flat Track Racing) there is a reboot of public enthusiasm for the two-wheel lifestyle under way.

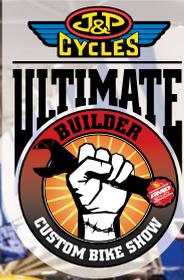
• For an overview of a selection of custom and 'mainstream' shows for 2018, see our ShowZone round-up on pages 16-17.



ARLEN NESS



Brian Klock's 2004 Heritage Softail (with Klock Werks fenders of course) scored second place, Modified Harley class, in the Minneapolis round of the 2017/18 J&P Ultimate Custom Bike Builder IMS show series - full report on the Long Beach, New York and Minneapolis shows on pages 12 & 14





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EDITOR-IN-CHIEF

ROBIN BRADLEY
robin@dealer-world.com

PUBLISHER

SONJA WALLACE
sonja@dealer-world.com

GENERAL MANAGER

SARA VINEY
sara@dealer-world.com

DESIGN & PRODUCTION DIRECTOR

BEN OAG
ben@dealer-world.com

PHOTOGRAPHERS

ONNO WIERINGA
MADNESS PHOTOGRAPHY, NL
www.madnessphotography.eu
FRANK SANDER
THUNDER MEDIA, DE
www.thunder-media-service.de

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5, Rendlesham Mews,
Rendlesham,
Woodbridge,
Suffolk
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United Kingdom
TEL: 0044 (0)1892 511516
FAX: 0044 (0)1892 511517

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Comment 4

"Who's The Fool" - change the CEO? Now?
Are you mad? Robin Bradley thinks now is not the time for Harley's investors to blink



SHOWZONE 2018 16-17

A round up of the principal custom market and 'mainstream' U.S. and international shows and events for 2018



J&P Ultimate Custom Bike Builder show 12-14

With the IMS tour and J&P Ultimate Custom Bike Builder show series taking its mid-winter break, we round-up the principal results from Long Beach, New York and Minneapolis

PROGUIDE: The new, the best and the must-haves 20-43



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Who's the fool?

The recent piece written by Rich Duprey, published in December by investor analysis website the 'Motley Fool', exposes a commonplace Achilles heel of Wall Street, namely the disconnect between investor perspective and the real world of real people consuming real products in real markets. That disconnect is between "Wall Street and Main Street" as one industry insider put it to me recently.

The purpose of investment used to be to generate investment capital and profits to fund more profits and investment capital in a virtuous upward cycle of increased, profitable, business activity -the making, selling and buying of product in a cycle that drives profitable productivity and growth.

It would appear now that the short-term focus on dividend ("share holder value") requires analysts to cut themselves off from the realities of the business that the businesses they invest in actually trade in, the realities of the markets those businesses trade in, and the realities of the tastes, demands and expectations that consumers have of the businesses they buy from.

Investing money in money is not the same as investing money in metal or any other material that consumer goods are made from.

The piece in question, one that was rather unfortunately given inappropriate extra currency by certain motorcycle blogs, was one that called into question the suitability of Harley-Davidson's current senior management - "Does Harley-Davidson Need a New CEO and Board?"

Now, personally, I have been eying the evolution of the composition of Harley's board in recent years with some scepticism. Outside experience and skill sets are indeed vital, but it does seem to me that Harley may have failed to balance that against the need for the board of directors of a manufacturing company to be able to make business judgements in a manufacturing and engineering context; specifically, in a motorcycle industry context.

Business acumen and experience from other sectors must be balanced with manufacturing and engineering knowledge and experience.

The present composition of Harley's board may well have imbalance in that important respect. But to suggest, as the 'Motley Fool' piece does, that the route to dealing with this imbalance might be to replace what, as far as I am aware, is the one and only remaining board member with motorcycle industry experience in general, and experience of dealing with the specific issues that have faced the Motor Company in the past decade, strikes me as entirely inappropriate and contradictory.

The only way Harley has of rebuilding its market position is to design, engineer and productionize its way out of a hole that isn't entirely of its own making.

What Matt Levatich likely needs is more motorcycle industry experience to draw on, not less; more engineering and production gravitas to lean on, not less; access to more investment, not less. Harley-Davidson needs a new CEO as much as it needs a hole in the ground.

It is always high-risk to go out on a limb about Harley's business prospects some four weeks or so before the company is due to release its annual results, but as I said last

month, and have alluded to several times the past few months, now is not the time to blink.

I do believe that Harley is headed for stability at worst, even if the number of sales available to it aren't poised for actual unit growth for some time yet - maybe another 24 months.

If, as I hope, "Stable is the new Growth" in 2018 then expect to see Harley's share of the available market continue to grow, even if only slightly, as the 2018 Softails start to reignite sales is a balance sheet area that had trailed behind the M-8 (and even Rockwell) Touring models, and behind the more assured evolution of the Sportster offer than the results of the past five years might suggest.

Price-point will remain Harley's own Achilles heel of course, as it does for almost every American manufacturer, but in terms of a design and handling offer that can effectively speak to the riding and ownership expectations of new consumer generations and demographics there is no question that Harley is in a much better place than it was even just five years ago.

To replace the CEO that has brought the horse so close to the water before the company really gets a chance to drink would be foolhardy indeed.

As Matt Levatich said nearly a year ago, following the successful launch of the M-8 Touring models, "we haven't seen anything yet". While, at that stage, such optimism felt more like wishful thinking than reality,

having overseen such a successful reimagining of its cruisers I for one think it would simply be nuts to rock that particular boat at this stage.

I regularly hear informal, thinly veiled hints from vendors who are already prototyping for additional new models and, hopefully, platforms. Such individuals are generally speaking not easily impressed and not given to looking at OE product direction through rose tinted glasses. The kind of individuals I am talking about are hard-nosed, hardcore Tier Ones who supply a wide range of OEs - so they are in a position to judge, and to be impressed, or not.

If you dig deep enough in to Harley's own numbers for the first three quarters of 2017, and scratch the surface of the MIC's industry stats for 2017 to date, there is enough to suggest that, at worst, the rate of decline in new unit sales is slowing, and that the "cruiser space" (to go vernacular on you for a moment!) is not exactly the worst place to be.

If the slowdown in decline does pick up demonstrable momentum, there is still no telling when the bottom of what is likely to be a broad U-curve will be reached, but "flat" is good. "Flat" is a foundation, a platform from which to build sales and if, as appears possible, custom style bikes and cruisers were to get there first, then they will be the sector that grows first too and that, ultimately, is likely to grow fastest as well.

'it would be nuts to rock that boat'

Robin Bradley
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Photos courtesy of American Flat Track

Harley posts largest contingency package in AFT history

Harley-Davidson has announced the largest prize fund in the 65-year history of American Flat Track racing with some \$562,500 available in 2018 for privateer riders on XG750R and XR750 platforms. A total of \$31,250 will be offered by Harley-Davidson at each of the 18 American Flat Track rounds in 2018. The contingency fund is structured to incentivize podiums with \$10,000 for a race win, \$8,000

for a second and \$6,000 for a third, then pays out for each place down to \$250 for finishing placed 10. To be eligible to collect the contingency pay-outs while competing on the XG750R, riders are required to run the official Harley-Davidson factory bodywork. The 2018 American Flat Track season will kick off with the Daytona TT on Thursday, March 15.



AFT 'Superprestigio' hits short track at Barcelona

Superprestigio racing hit the short track at Palau Sant Jordi, Barcelona on December 16 with American J.D. Beach (No. 95 Ausio/Grau Racing Yamaha YZ450F) taking the win from fellow American Flat Track racer Briar Bauman, second (No. 14 Zanotti Kawasaki KX450F), with Spanish American Flat Track Series Champion Ferran Cardus (No. 77 Team Grau Suzuki RM-Z450) third. On the outside looking in was former Moto 2 World Champion/reigning MotoAmerica Superbike Toni Elias. The No. 24

Yoshimura Suzuki rider took top honors in the Superprestigio Class and got off to a great start, but fell victim to some good ol' fashioned American-style short track racing, ultimately getting shuffled back to fourth. Completing the top five was Italian Fabio Di Giannantonio, a solid effort for the Moto3 rider on the No. 21 Zaeta. Next up for the stars of American Flat Track is the Bigger, Faster and Better DAYTONA TT on March 15, 2018, at Daytona International Speedway.



Vance & Hines renews AFT Twins sponsorship for 2018/19



Longtime AFT partner Vance & Hines has agreed to a sizable and significant two-year sponsorship renewal with American Flat Track for the 2018 and 2019 seasons. The deal makes Vance & Hines once again the Presenting Sponsor of the AFT Twins class for 2018 and 2019. It also names Vance & Hines the Official Exhaust Partner and Official Performance Partner of American Flat Track for those two years. "There's never been a better time to be involved in Flat Track racing," said Terry Vance, Chairman of Vance & Hines. "The sport continues to grow, and the youth today are buying 750cc twin cylinder motorcycles ... and that's right where Vance & Hines wants to be. This is the best two-wheel racing in the country, and we're proud to return as the Presenting Sponsor of the AFT Twins class for two more years." Commenting on the deal, the AMA

said that "Vance & Hines has certainly been around the block when it comes to motorcycle racing. While amassing numerous drag racing championships together, Vance and long time partner Byron Hines - both AMA Motorcycle Hall of Famers - built V&H into a leading aftermarket company, and then immersed themselves successfully in other forms of motorcycle racing, including AMA Superbike, modern-day drag racing and, more recently, professional flat track. "Vance & Hines are a strong supporter of the AFT series," said American Flat Track CEO Michael Lock. "We are delighted to partner with them for the next two years, on a number of fronts." First up for the 2018 AFT Twins presented by Vance Hines season will be the "Bigger, Faster and Better" DAYTONA TT on March 15, 2018, at Daytona International Speedway.



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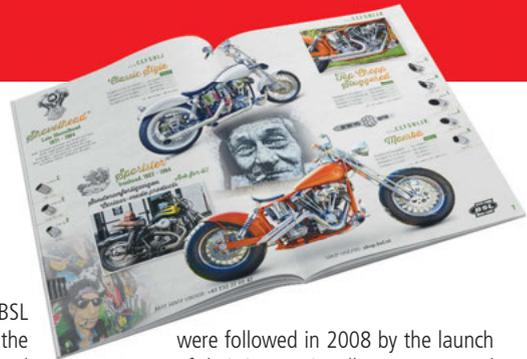
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BSL "Lentia style" exhausts - new BSL catalog



At the geographical center of Europe, and ground zero for hard-core style, this new catalog from Austrian exhaust manufacturer BSL Products shows the extent of their coverage with styles, applications and fitments for Panheads, early Shovelheads, late Shovelheads and Evolution Big Twins, with characteristic BSL "Lentia" styling. Founders Wolfgang Wakolbinger and Klaus Peinbauer started the company in 1996, selling

exhausts from 2000. In 2001 and 2002 BSL concentrated on the demanding and expensive process of gaining street legal certification for their exhausts - an investment that has paid off as regulatory requirements have tightened in the years since. Their popular 'Hot Shot Pipes' made their debut in 2006. Steel fenders and custom air cleaners

were followed in 2008 by the launch of their internationally type-approved Euro 3 Hot Shots and Touring model systems. Now manufacturing in a recently expanded 10,000 sq ft facility, their handmade designs are available in polished, satin, show chrome, black coated and "Outline Surfaces", with individual end cap options. www.bsl.at

Paul Yaffe featured builder at Phoenix Airport exhibition

Hometown man Paul Yaffe is the subject of an 'Art of the Ride' exhibit at the Phoenix Airport Museum, running until the end of May 2018. Combining photography, painting, and custom motorcycle

builds and parts, 'Art of the Ride' is a "celebration of the passion and attitude that embodies motorcycle culture." The exhibit features two of Paul's most famous builds - The Copper Chopper and Prodigy.

"I never would have thought my tinkering with motorcycles would lead to the kind of recognition I've received," said Paul. "But I've just followed my passion for bikes, and this is where it has led me. I'm gratified and grateful to be featured in this great show." Prodigy won the 2000 Roadster Show in Oakland, CA (for the third straight year), and even had a Hot Wheels toy made of it. The Copper Chopper was built in 2010 and was featured in the state of Arizona's official centennial celebration. Taking 8 months to construct, it was

deemed by the Arizona Centennial Foundation as more suitable than a mascot, person or event to define Arizona's history. Paul's first shop, American Legend Motorcycle Co., opened in 1991. Since then, Paul has enjoyed "an illustrious and influential career in motorcycle and parts design and custom parts manufacturing." Today, Paul Yaffe's Bagger Nation, together with Paul Yaffe Originals, is recognized as one of the - if not the - preeminent custom bike building outfits and custom parts sources. www.baggernation.com



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touring models. Each kit is available with chrome or black mufflers and has several cam options to best suit your customer's bike and riding style," says Marketing Director David Zemla. The S&S Cycle Stage II kits also include lifters and pushrods as well as all relevant gaskets for an easy install. www.sscycle.com/stage2kit

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NEWS BRIEFS

Dobeck Performance's 'AXIS' test ride simulator is a combination video game riding simulator with built-in Dobeck 'AXIS' variable inertia dynamometer with patented direct torque measurement and integrated air turbine engine cooling.

Motorcycle rentals pioneer Eagle Rider has sold its 20,000 sq ft Indian Motorcycle of Orlando store to Elmhurst, Illinois based iMotorsports, described as one of the largest used motorcycle dealers in the United States. This acquisition follows up on iMotorsports' purchase of St. Pete Powersports, Florida.

For 2018, the AMA is to sanction four Extreme Off-Road State Championships in the states of Texas, Michigan, California and Pennsylvania, and will recognize the overall winner of each event as an AMA state champion. AMA Off-Road Racing Manager Erik Kudla says: "This has been in the works for a few years now and came together as a result of the hard work of many clubs who will be hosting these extreme events. The top three overall finishers in each of the four AMA Extreme Off-Road State Championships will have their entry fees waived and qualify to compete in Sunday's racing at the AMA Tennessee Knockout Extreme Enduro, an AMA Grand Championship, scheduled for Aug. 18-19 in Sequatchie, Tenn. Courses are made up of a minimum of 50 percent natural, off-road terrain and may include manmade obstacles; features include Le Mans starts, timed sections, GPS navigation and course changes.

Polaris has launched Polaris Adventures, a network of ride and drive destinations "from the tropical paradise of Maui, Hawaii, and the desert terrain of Ocotillo Wells, Calif., to the epic mountain passes of Silverton, Colo., and the wooded trails and trout streams of Pittsburgh, N.H." Area experts will provide worry-free ride and drive options in Polaris vehicles to create safe, memorable adventures for all skill levels.

Pirelli has launched what it says is the world's first "multi-compound" motorcycle tire. Derived from its experience as the tire supplier for the FIM WSBK Championship series, the Diablo Rosso Corsa II is a high-performance sport bike tire, said to be particularly good for riders who corner hard with greater lean angles.

New England businessman James Jalbert's collection of classic American motorcycles, which includes Indians, Harleys, Henderson and Excelsior will be auctioned by Bonhams in Las Vegas in January.

Goodson adds Kibblewhite as valvetrain components of choice

Winona, Minnesota based Goodson, the automotive and motorcycle engine builder tools and supplies specialist, has announced the addition of the Kibblewhite Precision Machining (KPMI) range of Harley-Davidson valvetrain components to its program. The company says it has spent several months working with Kibblewhite to ensure all the valves, guides, seals and spring

kits are the same, if not better quality than those it had been previously supplying to V-twin engine builders. According to Dave Monahan, Goodson National Sales Manager, "we have a full interchange from the AV&V part numbers to the Kibblewhite part numbers. We can now offer V-twin engine builders even more selection for most motorcycle applications.



GOODSON

"We are very impressed by the quality and complete shipping confirmations we have received from Kibblewhite. This will reduce our shipping timeframe as well as eliminate the additional costs associated with importing products from other countries."

In other news, Goodson President Juan Roque is retiring, with former Controller Roger Schumacher taking over as President; Cammy Thomas is the new Operations Manager.

www.goodson.com
www.kpmi.us



AirFX and Hawg Halters - first air suspension mono shock for 2018 Softail upgrade

In collaboration with Georgia based Hawg Halters, Jeff Schwindt, founder of Terre Haute, Indiana based air suspension specialist AirFX has released details of what is thought to be the first performance air suspension mono shock for the 2018 H-D Softail platform. This new patented mono shock will feature the proven AirFX "No Air Bag Design" in a specifically engineered, mono shock that will deliver "outstanding cornering control, while reducing troublesome road feedback."

The AirFX Mono Shock features a dual piston design that increases the piston surface area, while reducing the air pressure and volume required to lift the bike. Each shock has two air chambers for lift and one for rebound in axial alignment. Robust spherical bearings are used in the upper and lower pivot points to minimize pivot friction. As with all AirFX mono shocks, this new design allows for adjustable rebound control by adding air to the shock through its



remotely installed Schrader valve. The AirFX mono shock is black hard coat anodized, is rebuildable if ever needed, and offers a range of ride heights from stock to low. The efficient low operating pressure system requires a smaller compressor than most and "delivers the greatest reliability with a very fast lift time." "Our new design delivers a smoother ride, increased handling performance, and greater durability while maintaining a body size equal to the

stock shock," says Schwindt. "No high pressure, just good old fashioned performance!"

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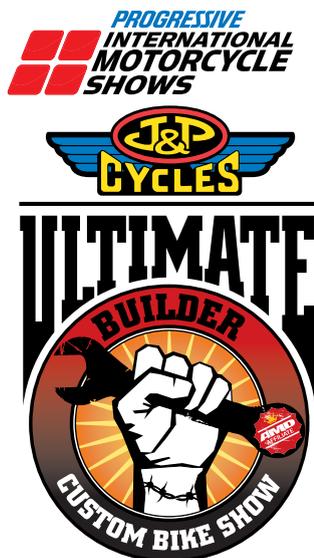
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J&P Ultimate Builder Custom Bike Show winners at Long Beach, New York and Minneapolis

The first three Progressive International Motorcycle Shows (IMS) of the seven city 2017/2018 winter tour series, featuring the J&P Cycles Ultimate Builder Custom Bike Shows, yielded the usual crop of top class winners who will now go forward to the February Chicago finals for a share of a total series cash and contingency prize fund estimated to be worth some \$100,000.

Before this year's series got underway, Zach Parham, President of J&P Cycles said: "As the leader in helping riders customize their motorcycles, all of us at J&P Cycles are stoked to present the Ultimate Builder Custom Bike Show (UBCBS) and recognize the amazing work of America's bike builders." Another highlight at the shows this year is Grease & Gears Garage, presented by Cycle Source Magazine. The feature will see a line-up of live demonstrations from "top custom motorcycle builders and craftsmen in the industry, providing an inside look at custom building and motorcycle repair techniques including how to build custom exhausts, rebuilding carburetors, upgrading controls and frame fabrication." Cycle Source Editor-in-Chief and publisher Chris Callan said: "We are thrilled that we have the opportunity to bring Grease & Gears Garage to IMS for the 2017-18 tour. "This is an important time in custom motorcycling and to be able to showcase some of the most talented Motorcycle Builders and Wrenches



across the country on an educational and entertaining platform is exciting for the industry as a whole. "We hope that by offering these live demonstrations and tutorials we will give new and experienced motorcyclists not only the knowledge, but the excitement that comes along with doing it yourself." Over the course of the live demonstrations, the team will work toward building a custom Harley-Davidson FXR named "The War Pony." The demonstrations have been taking place in every city and are being streamed through the official IMS Facebook page. The J&P Ultimate Builder Custom Bike Shows feature four classes – Freestyle, Custom Street, Modified Harley (presented by Harley-Davidson) and Modified Retro. The competition expects over 350 builders to enter

across the seven shows. The winner from each city moves on to compete in the championship round, which takes

place February 9-11 in Chicago, IL. Results following the first three rounds are as follows:

LONG BEACH, CALIFORNIA, NOVEMBER 17-19

- Freestyle Winner:** Ryan McQuiston, 1941 Flathead 45"
- Freestyle Runner Up:** Christian Sosa, Sosa Metalworks, 1946 Knucklehead Bobber
- Modified Harley-Davidson Winner:** Doug Ide, Ide Innovations, 2009 Road King
- Modified Harley-Davidson Runner Up:** Samuel Kao, JSK Moto Co., 1997 XL1200
- Modified Retro Winner:** Tom Daly, 1976 Triumph built by David Bird
- Modified Retro Runner Up:** Taber Nash, Nash Motorcycle Co.
- Custom Street Winner:** Dale Crawford, Motone, UK, 2006 Triumph Hardtail Bobber
- Custom Street Runner Up:** Dale Crawford, Motone, UK, 2009 Triumph Bonneville Cafe Racer

NEW YORK, DECEMBER 1-3

- Freestyle Winner:** Kyle Shorey, Shadetree Fabrications, Custom Shovelhead Chopper
- Freestyle Runner Up:** Rob Lopez, American Motorcycle Service, 2017 Custom Chopper Panhead
- Modified Harley-Davidson Winner:** Tyler Foster, SikPipes, 2001 Road King
- Modified Harley-Davidson Runner Up:** Robert Salle, A&J Cycles, 2007 Sportster
- Modified Retro Winner:** Scott Porges, American Motorcycle Service, 1968 H-D custom
- Modified Retro Runner Up:** Legion Cycle Works, 1979 Honda CB750
- Custom Street Winner:** Brian Ballard, A&J Cycles, 2007 Triumph Thruxton
- Custom Street Runner Up:** Jason Hodrinsky, 2004 Triumph Thunderbird Sport

MINNEAPOLIS, DECEMBER 8-10

- Freestyle Winner:** Dana Hallberg, Deadline Customs, 2017 Misfit Industries frame Road King style Bagger
- Freestyle Runner Up:** Todd Gilby, Gilby's Street Dept., 2005 H-D 2-wheel custom hot rod
- Modified Harley-Davidson Winner:** Rick Ward, Ward Performance, 2009 Dyna
- Modified Harley-Davidson Runner Up:** Brian Klock, Klock Werks Kustom Cycles, 2004 Heritage
- Modified Retro Winner:** Matt Anderson, Gilby's Street Dept., 1982 FXRS
- Modified Retro Runner Up:** Chris Rotondo/Breanne Allen, The Moto Collective, 1972 Honda CL350
- Custom Street Winner:** Vanessa Nay, 2017 Triumph Bonneville T120
- Custom Street Runner Up:** Bill Lawson, 2013 Yamaha XT250

Long Beach - Modified Retro Winner: Tom Daly, 1976 Triumph built by David Bird >>

> Long Beach - Freestyle Winner: Ryan McQuiston, 1941 Flathead 45"



Long Beach - Modified Harley Winner: Doug Ide, Ide Innovations, 2009 Road King >>





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New York - Modified Retro Winner: Scott Porges, >>
American Motorcycle Service, 1968 H-D custom

New York - Freestyle Winner: Kyle Shorey, >>
Shadetree Fabrications, Custom Shovelhead Chopper



New York - Modified Harley-Davidson Winner: Tyler Foster, >>
SikPipes, 2001 Road King



Minneapolis - Modified Retro Winner: Matt Anderson, <<
Gilby's Street Dept., 1982 FXRS

Minneapolis - Freestyle Winner: Dana Hallberg, Deadline Customs, >>
2017 Misfit Industries frame Road King style Bagger >>



Minneapolis - Modified Harley-Davidson Winner: Rick Ward, <<
Ward Performance, 2009 Dyna

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The 2018 show season - a selection

As a follow up to the December publication of our unique events listing Year Planner for 2018, here is a quick guide to selected highlights from the motorcycle industry shows, events and expo year ahead. The focus is primarily on the first six months of 2018, but the major events from the second half of the year are also highlighted, with notable 'mainstream' as well as V-twin specific events selected.

January: International

The new year kicks off with the popular **UK Dealer Expo** opening its doors for the 23rd time for three days from 14-16 January – a mostly 'mainstream' expo it is by far Europe's largest, longest lived and most successful dealer show; www.motorcycle-expo.com

A week later **Motor Bike Expo (MBE)** will fill four halls at the Verona Expo Centre in north eastern Italy from Friday January 18 to Sunday 21. A combined custom and 'mainstream' consumer expo, "Verona" has seen attendance grow ever since its move from Padua in 2009; www.motorbikeexpo.it



At the end of January, Sweden's annual show, **MC-Massan**, returns to Gothenburg in the south west of Sweden (25-28 January 2017) in its biennial rotation with Stockholm, the Swedish capital; www.mcmassan.se.

January: USA

The month sees the first of the **Easyriders Bike Shows** at Sacramento, California (www.easyridersevents.com), but the big news for the first part of the year concerns the absence of the V-Twin Expo at Cincinnati after 18 years. As reported in this month's cover story, its demise, along with the rise of the Dealer Events that the market's two primary distributors host in February, has massively changed the center of gravity of the spring selling season in Dealer Show terms – both the 'major' spring Dealer Shows have now folded, in the space of less than five years.

Other January highlights include the second **Easyriders Bike Show** of the year at Charlotte, North Carolina (January 20) followed by Nashville, TN., a week later (January 27).

The same day sees the first of the season's "New Generation" of custom events, **Garage Brewed**, being staged at the Rhinegeist Brewery, Cincinnati on January 27 (www.garagebrewed.com); the same weekend one of the market's oldest and at one stage most influential shows takes place in California, the **Grand National Roadster Show**, once of Oakland fame, at Pomona, January 26-28.



The **Progressive IMS tour**, with its J&P Ultimate Builder competitions, resumes after the winter break, arriving at Cleveland, Ohio, January 26-28 (www.motorcycleshow.com); the 40th annual **Colorado Motorcycle Expo** is at Denver, 27-28 (www.coloradomotorcycleexpo.com).

February: Europe

February sees two largely mainstream shows with the **MCN London Motorcycle Show** being staged at East London's Excel Center (16-18; www.mcnmotorcycleshow.com) followed by **Swiss Moto** at Zurich (22-25; www.swiss-moto.ch); the popular and still growing **Motorbeurs** at Utrecht in the Netherlands (22-25) is a mainstream event with significant custom and V-twin market action (www.motorbeursutrecht.nl).

February: USA

The **Easyriders Bike Show** tour lands at Atlantic City, NJ, on February 3 before reaching a crescendo at Columbus, Ohio on February 10-11.

Highlights at **The One Moto Show** at Portland, Oregon (www.the1moto.com) include indoor Enduro (Friday) and Flat Track racing (Saturday) from February 9-11; racing is also slated to feature heavily at **Mama Tried**,



Milwaukee, Wisconsin on February 23-25 (www.mamatriedshow.com).

The **Progressive IMS** tour and J&P Ultimate Builder series visits Dallas, TX, February 2-4; Chicago, IL., for the **J&P Ultimate Builder** finals on 9-11; before wrapping up for the season at Washington D.C., February 23-25.

The market's two major parts and accessory distributors are holding their own dealer shows in February: **Tucker Rocky/Bikers Choice** are playing host to their dealers in Texas on Thursday 8 and Friday 9, with **Parts Unlimited/Drag Specialties** setting up shop at the downtown Indianapolis Convention Center on Saturday 10 and Sunday 11.

March: International

March opens with **Motocykl**, featuring the Bohemian Custom Bike Show, at Prague March 1-4, the first of two shows in the Czech Republic in March (www.motocykl-praha.cz); followed by one of Europe's most prestigious custom bike shows – the **Radical Custombike Show** organized by MC Pecquencourt at the Salon de la Moto Pecquencourt in north western France, on 10-11 (www.mc-pecquencourt.com).

At the same time three mainstream shows are being staged in three different countries in Europe - **Moto Madrid** (9-11, www.salonmotomadrid.com); **Motosalon**, Brno, Czech Republic (8-11, www.bvv.cz); and **Moto Days**, Rome, Italy (8-11, www.motodays.it).

Later in March the focus shifts to Asia with **InaBike** at Jakarta, Indonesia (22-24, www.inabike.net) and the Tokyo Motor Show (23-25, www.motorcycleshow.org)

March: USA

The biggie in March, and one of the major events of the year, is of course **Daytona Bike Week**, Florida, USA, March 12-21 (www.officialbikeweek.com), which includes the Daytona TT - the opening round of the 2018 American Flat Track presented by Vance & Hines race series. Racing features the evening before the 31st annual

Donnie Smith Bike & Car Show at St Paul, MN, on March 24-26 (www.donniesmithbikeshow.com), with 'War of the Twins' Indoor Flat Track Racing at the Lee & Rose Warner Coliseum at the St Paul Fair Grounds on Friday 23.



April: International

Custom Show Emirates is at Abu Dhabi's National Exhibition Center, UAE on April 5-7 (www.customshowemirates.com), and this year sees a change of venue for **Motospring** and the 12th **Moscow Tuning Show** (16-18) to the Moscow Olympic Stadium!

Africa's principal motorcycle event is **Africa Bike Week**, staged at East London, south of Durban, on the coast of South Africa.

There is a second mainstream event in Spain for 2018, **Vive La Moto**, also at Madrid (www.vivelamoto.es), a show in Kiev, the capital of Ukraine (**Motobike**, 20-23, www.kdm-international.com) and one of the major motorcycle industry shows of the year, **Motorcycle Taiwan**, at Taipei, 12-15 (www.motorcycletaiwan.com.tw).



April: USA

The month kicks off with the always popular **Arizona Bike Week**, April 11-15 (www.azbikeweek.com) followed by Revival Cycles' annual **Handbuilt**

Motorcycle Show, Austin, TX, staged concurrently with the **US MotoGP**, on April 20-22 (www.revivalcycles.com). The **Laughlin River Run** is from April 25-28 (www.laughlinriverrun.com); the **Leesburg Bike Fest** in Florida is 27-29 (www.leesburgbikefest.com).



May: International

The first AMD World Championship of Custom Bike Building affiliate event is **Biker Fest** in Italy, May 10-13 (www.bikerfest.it); the increasingly popular and well-respected **Bike Shed** in London will again be at the uber chic Tobacco Dock venue near the River Thames in East London, May 25-27 (www.thebikeshed.cc).

One of the major international highlights of every year is the historic **Isle of Mann TT Festival** (www.iomtt.com) which this year gets underway on May 26 to June 8.

The Federation of (independent) Harley-Davidson Clubs in Europe stages its **European Super Rally** in Poland in 2018 (May 16-20, www.sr2018.pl); in Germany the **Magic Bike Show** at Ruedesheim kicks off on May 31 (to June 3, www.magic-bike-ruedesheim.com).



May: USA

Emerald Coast **Bikefest** (formerly the Earthquake Biker Bash) organized by Emerald Coast H-D, Fort Walton Beach, FL, May 4-7; **Myrtle Beach Spring Bike Week**, May 11-20 (www.myrtlebeachbike.com).

June: International

The second of the 2018 AMD World Championship affiliate events is the internationally renowned one day **Custom Bike Show** staged by Twin Club MC at Norrtälje, Sweden, on June 2 (www.custombikeshow.se); the annual **Harley Euro Festival** is at Grimaud, on the beautiful Cote d'Azur French Riviera Mediterranean coast of southern France (near St Tropez) on 7-10 (www.harley-davidson.com), followed by the increasingly popular **Wheels & Waves** at Biarritz on the south western coast of France, June 14-17 (www.wheels-and-waves.com), with **Hamburg Harley Days** (www.hamburgharleydays.com) in northern Germany, June 22-24.

June: USA

The 35th **Americade** at upstate New York, June 6-10 (www.americade.com); **Republic of Texas Rally**, Austin, Texas, 7-10 (www.rotrally.com); celebrating 95 years the oldest motorcycle rally in the world is **Laconia Motorcycle Week**, New Hampshire, June 9-17 (www.laconiamcweek.com). **Born Free**, Silverado, California is June 23-26 (www.bornfreeshow.com); The **'Pikes Peak'** International Hill Climb in Colorado is on Sunday June 24 (www.ppihc.com).

July - September: International

Harley-Davidson's 115th anniversary celebrations kick off this month with another opportunity to visit the Czech Republic as the Motor Company sets up shop in the capital city, Prague, for four days of all things 'Bar 'n Shield' from 5 to 8 July.

BMW stages its **'Motorrad Days'** at Garmisch in southern Germany, July 6-8, while Ducati celebrates its biennial World Ducati Week at the Misano race circuit in Italy, July 20-22.

A new affiliate event joins the AMD World Championship of Custom Bike Building on July 21 at **Cesis**, Latvia (www.mc13.lv).

One of Europe's newest events, the Harley backed **Polish Bike Week** is at Karpacz,



Poland, 3-5 August, while one of Europe's oldest is the **Faro Rally**, in the Algarve, southern Portugal, from 19-22 (www.motoclubefaro.pt). BMW's fast growing **Pure & Crafted Festival** is in Berlin, Germany again, on August 25 & 26.

The **European Bike Week** at Faaker See, in the stunning Carinthia region of Austria sees Harley-Davidson and the custom V-twin aftermarket side by side from 4-9 September.

In Asia, **CimaMotor** at Chongqing is one of the largest and longest established motorcycle shows in China, September 21-24.

July - September: USA

The 78th **Sturgis Motorcycle Rally** again features two rounds of AFT Presented by Vance & Hines racing and at least five custom bike shows at the Buffalo Chip campgrounds and ever-growing Harley-Davidson presence downtown, August 3-12 (www.sturgismotorcyclercally.com). Harley's **115th Anniversary Celebrations** arrive at the Harley Museum, Milwaukee from August 29 to September 2.



October - December: International



The biggie for the custom market and wider mainstream motorcycle industry is **INTERMOT**, again featuring **INTERMOT 'Customized'** and the XIII **AMD World Championship of Custom Bike Building**, at Cologne, Germany, from October 2-7 (www.intermot-cologne.com, www.amdchampionship.com).

The annual **Bigtwin Bikeshow and Dealer Expo** is at Houten, in the Netherlands, November 2-4 (www.bigtwin.nl) and the annual **EICMA 'Milan Show'** in Italy is 6-11 November followed in mainstream event terms by the **Salao Duas Rodas** at Sao Paulo, Brazil, November 13-18 (www.salaoduasrodas.com.br).

Custombike Show at Bad Salzuflen, Germany takes place from November 30 to December 2 (www.custombike-show.de).

October - December: USA

The debut of **AIMExpo** at Las Vegas is 11-14 October (www.aimexpousa.com) with Drag Specialties and Parts Unlimited recently announced as the first of the major parts and accessory distributors to book the event; **Artistry in Iron** runs concurrently (www.lasvegasbikefest.com); AIMExpo is slated to return to Columbus, Ohio in 2019.

Myrtle Beach seeks to emulate Daytona with a second trip to well – their **Fall Bike Week** is slated October 1-7; meanwhile **Biketoberfest** at Daytona Beach, FL, is October 18-21 (www.daytonabeach.com); **SEMA** is at Las Vegas from October 30 to November 2 (www.semashow.com).



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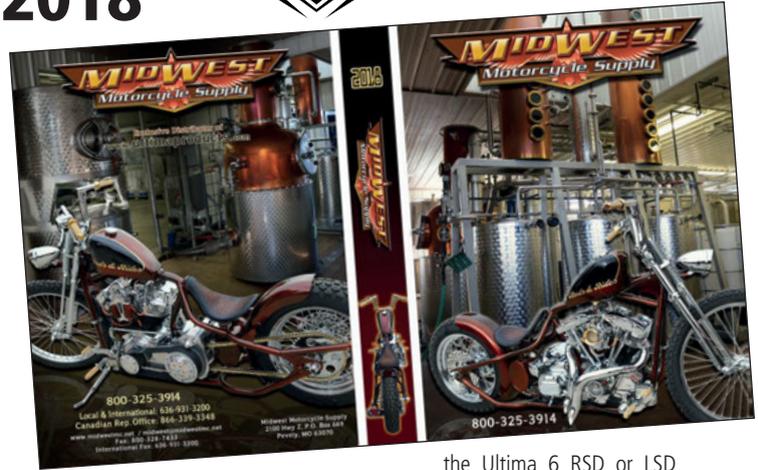
While every effort is made to ensure the accuracy of this information, apologies in advance for any mistakes or omissions; check with the event organizer before making plans to attend.



Midwest additions for 2018

The 2018 Midwest Motorcycle Supply catalog has "all the essentials that matter most at a frugal price, plus our own proprietary Ultima products, such as the Ultima engine family that is drag raced by Chariots of Fire Racing and regularly shows up in world class custom bike competitions," according to the Pevely, Missouri based V-twin parts and accessory specialist. New in the Ultima engine family for 2018 is a choice of polished or "stunning blackout style" finishes for shovelhead style engine, in addition to regular natural and regular black options. "Also new is our Ultima line of throttle and idle cables, clutch cables and Twin Cam engine rebuild program; our Ultima 2" late model primary belt drive

is available for '06 and up Dyna and '07 and up Softail models, and our 2" and 3.35" Ultima belt drives are all available in black." Also new from Midwest for 2018 is the 'Vortex' wheel line and 'Manhattan' and 'Kool Kat' aluminum wheels, including 23" and 26" sizes. 'King Spoke' wheels are also available in 23" and 26" and in black - along with a new 60-spoke line of all black wheels and new forward controls available polished or black anodized. The Ultima MotorWorks engine family is available in a "multitude of displacements from 100 to 140 cubic inches, with finishes such as diamond cut, black gem, polished and 'Blackout'." "All our drivetrain product, such as the



Ultima 3.35" and 2" belt drives and transmissions are rugged, long-lasting units available for Evo Softail and Evo and Twin Cam Dynas. Complete drivetrain packages include

the Ultima 6 RSD or LSD transmissions, powerful ThunderFire starter motors and ThunderVolt AGM Batteries." www.midwestmc.net www.ultimaproducts.com

Arnott suspension handlebar inflation switch

The Arnott True On-Board air suspension program is available to dealers in Europe through France based purchasing portal provider, distribution, buying consortium and vendor representation specialist MAG Connection. In addition to award-winning twin Fox nitrogen charged shock air suspension kits for most popular models of Harley and other makes, the Arnott system includes this ergonomic two-button handlebar mounted switch. The digital display enables the rider to quickly adjust the

Arnott air shocks and see the pressure value in pounds per square inch (PSI). The waterproof assembly mounts to the handlebar clutch perch and has separate buttons to inflate or deflate the system and a blue LED air pressure display.

The inflation kit comes complete with a high-impact aluminum housing finished in black type III hard anodization, which is completely sealed off from outside elements. The black switch includes an attached wiring harness, pre-configured with the necessary connectors. The kit also includes a pressure

transducer which attaches to the Arnott manifold, additional tubing, airline fittings, spade connectors and wire taps for connecting the unit to the ignition switch wire. Also available in chrome.

www.mag-connection.com

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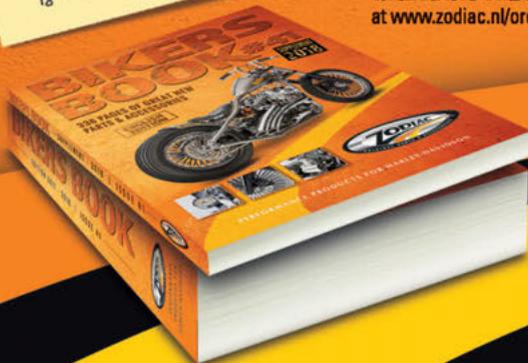
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Classic louvered air cleaner



The popular louver style air cleaner has traditionally graced Hot Rods using Holley 94s and Stromberg 97 carburetors, but with the new backing plates made by Lowbrow Customs, you can install and run "one of these inexpensive, cool air cleaners on your Harley-Davidson with ease," says Tyler Malinky.

These Lowbrow louvered air cleaner kits in chrome or black come complete with a washable paper filter, stainless steel allen head hardware and mounting gasket. They are available for CV carburetors and EFI throttle bodies as found on Harley-Davidson Sportsters from 1991-2015, Big Twins '93-'06 and FXD Dyna from '04-'15.

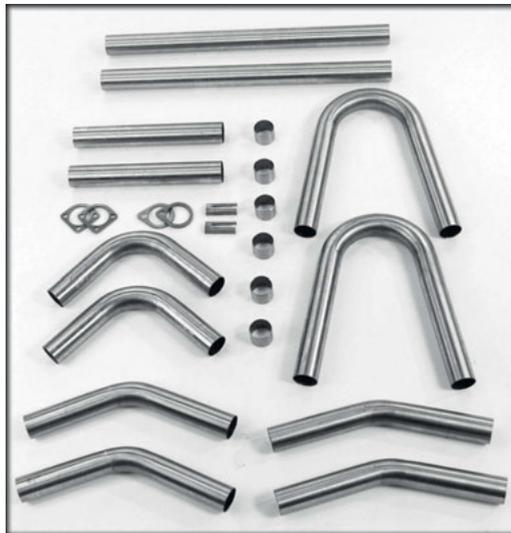
A kit is also available for S&S Super E and G carburetors. The USA-made backing plates are of 1/4 inch thick steel, powder-coated black. "This well engineered kit contains everything you need and installs in minutes. Our louvered air cleaner install video has step-by-step instructions on installing this kit on a Sportster, including a list of all tools needed."



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'Build Your Own Custom Pipe' kits



Paughco recently introduced a "Build Your Own Pipe" program that "not only allows you to do your own thing, but is also a real problem solver." These comprehensive kits include all the pieces required to custom fabricate your own 1 3/4 inch exhaust system.

Paughco says its engineers gathered a combination of bends, straights and flanges for almost all popular models to provide the basics. The kits are available for Ironhead Sportsters, Pans, Shovelhead and STD heads, EVO Big Twin, late Sportsters and TC machines.

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info@paughco.com
www.paughco.com

JIMS M-8 wrist pin remover adaptor

JIMS of California continues to add to their specialty service and repair tools program with this adaptor to convert their existing wrist pin remover for M-8 engines. "The Milwaukee-Eight uses different wrist pins compared to other Harley-Davidson engines," says JIMS.

"Our wrist pin remover adaptor assists the technician in easily and quickly removing the wrist pins in these new engines. We were able to save toolbox space and make it an economic design solution, extending the range of applications that our original Big Twin wrist pin remover can cater to."



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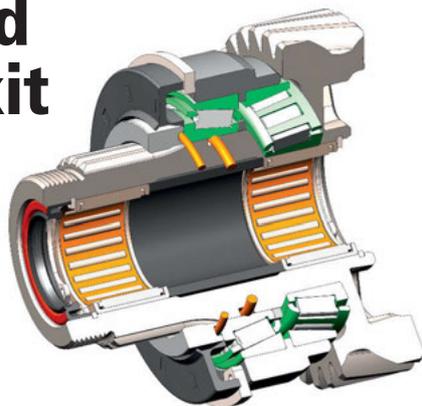
6-speed tapered roller bearing kit

Baker Drivetrain says their factory 6-speed tapered roller bearing kit for 2007-up Big Twins will "heal your Achilles heel" by eliminating the common stock main drive bearing failures.

"We developed the double tapered main drive gear roller bearing for the new GrudgeBox," says 'Gear Guru' Bert Baker. "When word of this got out, we were hounded incessantly by those who were having issues with their problematic stock main drive gear bearing. "High performance engine builders and we here at Baker have known for years that the tapered roller 'Timkens' on the left side of the engine are indestructible. This fact inspired us to develop the double tapered roller bearing system for our new GrudgeBox, and it is now available for stock cruise drive 6-speeds."

The kit includes "everything you need to eliminate those all too common stock main drive gear bearing failures. We include our exclusive Baker double tapered roller bearing assembly, a replacement cruise drive main drive gear, and our new main drive gear/countershaft bearing installation and removal tool."

Available for 2006 and later Dyna models and 2007



and later Softails and Tourers. Baker ancillary parts and accessories are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of 2 years from the date of purchase or up to 24,000 miles -whichever occurs first.

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info@bakerdrivetrain.com
www.bakerdrivetrain.com



CCE fork tubes

Legendary Californian parts specialist Custom Cycle Engineering was founded in 1967 by Randy Smith – one of the originators of the parts and accessory aftermarket we know today.

While many of Smith's original designs are still on the market, unchanged, CCE has not stood still, having kept right up to date with materials developments and the evolution of rider expectations.

One such example is the company's top-selling fork tube program, available through Drag Specialties. CCE

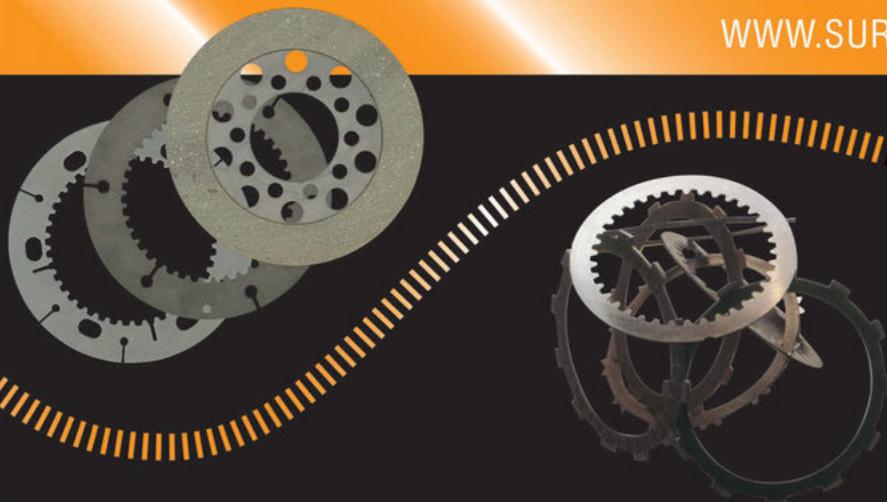
black tubes are DLC (Diamond Like Carbon) coated for performance and durability, with gold fork tubes featuring state-of-the-art titanium nitride coating.

The company has been manufacturing extension fork tubes for more than 30 years, and started with DOM 1026 steel tubing that is ordered specially from a tubing mill. The company then centerless grind the outside diameter to OEM specifications and machine the rest of the tube to exact ID specs.

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CC - 122017 - +33 (0)4 73 94 84 02 - Bike - Rocktail ... courtesy of Peter & Anita Penz ... Pics by Franck Sander

Fehling accessories for the Breakout



Well known German accessories manufacturer Fehling offers dealers access to one of the largest handlebar, engine guard, protection parts and luggage rack and related parts ranges in the industry.

We recently showed their new TÜV approved 'Z' bars, made in 1" (25.4 mm) outer diameter steel tubing and available in a choice of heights, plus a selection of their accessories for Harley's late-model Dyna Low Rider (FXDL), 2015 and up. Fehling specializes in anything that involves tube bending, and seen here is a selection for the popular Harley Breakout from 2013 and up, available in chrome or black.

Shown here are a one-piece protection guard in 38 mm (1 1/2") tubing, luggage holder, rear rack, driver sissy bar with pad and carrier and curved solo rack in 16 mm tubing.

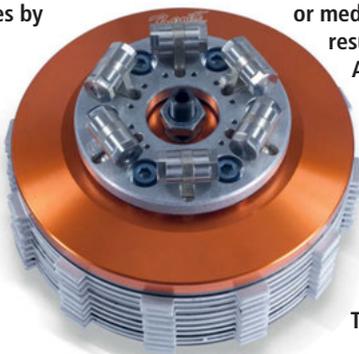
Fehling designs and makes all its own products in-house at its factory near Dortmund in Germany. Founded in 1945 as specialist metal forming and processing engineers, the company specializes in motorcycle parts, currently employs around 25 people and is still in the founder's family ownership.

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Scorpion low profile lock-up clutch

Scorpion lock-up clutches by Californian specialist Barnett feature a low profile billet aluminum lock-up pressure plate that is designed to fit under the stock primary cover. "No need to change or modify your cover," says Barnett. "The clutch surface area and capacity is also greatly increased compared to stock, and three different sets of six coil springs provide a wide variety of pressure options, making it ideal for stock to 200+ HP applications. In most applications light



or medium springs can be used, resulting in reduced lever effort." A steel inner hub is also included to complete the unit. All Scorpion clutches are designed to fit into the stock type basket, and hydraulic versions are also available. Scorpion lock-up clutches are available for '41-'84 Big Twins, '90-'18 Big Twins and '91-'03 Sportsters.

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Patent pending combination headlights

These patent pending BCN compliant 5.75" LED headlamps from Youngsville, North Carolina based specialist Custom Dynamics have a built-in 6000K DRL wing and halo and combine reflector and projector type LEDs for optimal performance. They are DOT/SAE compliant and feature built-in auxiliary turn signals and a robust polycarbonate lens, and have a 31.2 watt low beam with 28.8 watt

high beam. Available through Drag Specialties in chrome or black for all '15-'18 FLTRX/FLTRU models.

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Ness unveils new wheels with exclusive hidden hub design



Arlen Ness has three new wheel and rotor combination designs for 2018 - the 7-Valve, ProCross and Flare-5 - all available in either chrome or black anodized finish.

The **7-Valve** floating rotors are a two-piece design, with CNC-machined billet inner carrier and jagged style 420 stainless steel outer band. The stainless outer ring is drilled and cut to efficiently perform and disperse heat incurred while braking. They are



7-Valve



available in 11.5", 11.8" and 14" sizes; caliper bracket for 14" rotors additionally available.

The matching 7-Valve wheels have a clean 7-spoke design that is said to be "levels above the classic mag. Each one of the 7 spokes is tapered and features sculpted sides with a cut-out center for heavy styling that doesn't add weight to the motorcycle.

"To keep it consistent, we brought the same design philosophy to the rim lip where large pockets have been CNC-machined between each spoke to reduce as much weight as possible while adding bold styling. The 7-Valve looks good on any machine and is our best-priced option in the new wheel line-up," says the legendary Dublin, California based company.

They have been precision-machined from radial forged 6061-T6 aluminum for maximum road durability, structurally tested to meet or exceed DOT, JAS and TÜV international load ratings. The hub design features a cartridge type hub that includes both bearings, pre-set and ready to install in minutes.

The billet aluminum cartridge wheel hub kits are designed to work exclusively with Arlen Ness forged aluminum rims. They feature both wheel bearings pre-set in one hub for optimum radial and lateral runout accuracy. The hub kits mount to Ness rims in minutes and offer excellent flexibility for factory or custom application; the lightweight coped design provides form and function.

Ness' new 2-piece **ProCross** floating rotors have a CNC-machined billet inner carrier and also feature jagged style 420 stainless steel outer band and stainless outer ring, drilled and cut to efficiently perform and disperse the heat incurred while braking. Available in 11.5", 11.8" and 14"; caliper bracket for 14" rotors available additionally.

The ProCross wheel is a "race inspired design with extreme attention to detail, lightweight yet engineered to perform and handle anything the road wants to throw at it. Although the inspiration came from the racetrack, it didn't mean we didn't spend countless hours sculpting each "spoke" to ensure it rode the fine line between race and luxury styling.



ProCross



Also precision-machined from radial forged 6061-T6 aluminum for maximum road durability and structurally tested to meet or exceed DOT, JAS and TÜV international load ratings, the hub design features the Ness cartridge type hub that includes both bearings, pre-set and ready to install in minutes; also available in chrome or black anodized finish.

Finally, the 2018 **Flare-5** 14" front rotors are 420 stainless steel rotors, for use with Arlen Ness Flare-5 wheels only. They ship with floating hardware, and the 14" billet aluminum caliper bracket is available separately.

The Flare-5 wheel "represents the next level in motorcycle wheel design. Sculpted CNC features extend from the axle all the way to the outer edge of the rim lip. Its multi-piece design features a radial



Flare-5



forged rim, forged hub covers, hidden cartridge hub and spoke-mounted 14" rotors for a combo never before seen in the V-twin aftermarket. Flare-5 is the first design in the Ness premium wheel series.

"The forged covers of the single piece cartridge type hidden hub with its pre-set bearings are specially designed to bring full 3D styling from the bearing in the hub to the outer edge of the rim lip."

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ARLEN NESS

The 'Reinforcer' - an economic 21" replacement for stock front wheels

Westminster, California based specialist Sport Chrome is selling a limited edition 21" front wheel design, the "Reinforcer" for any late model Harley Touring model motorcycle, such as the Street Glide and Road Glide.

Aimed at those seeking a custom look, Sport Chrome Jon Reed says that "it has also been designed to allow the customizer to optimize the factory equipped braking system – reducing the extra costs for those who don't have the budget to additionally replace the stock front brake rotors.

"Made specifically for, but not exclusively for, all 2014 and up Street Glide and Road Glide models, the Reinforcer immediately gives the bike that sought-after stance of a 21" front wheel. Important considerations for the Reinforcer were to make sure that all the key areas are precision fitted and that there is no excess material used in any area of the wheel – in order to keep the Reinforcer lightweight. "In an effort to improve the quality and scope of their distribution, the manufacturer of the Reinforcer chose to align with Sport Chrome because of our network of the finest dealers in the USA, and also because we are able to place every single Reinforcer wheel through the refined wheel inspection process that has been our hallmark for some 17-years. During this time, we have developed a rigorous and precise



procedure for inspecting the more than 25,000 wheels that have come through our doors for processing, many of which were manufactured in the same factory that is now making the Reinforcer." Sport Chrome has been providing "the highest quality products and plating services to Authorized Dealers in the USA for over 15 years. We are known for our extremely high standards of quality and customer service, both of which are guaranteed by our Lifetime Warranty on any product we finish and sell."

Available in Chrome, Gloss Black and Black/Machined finishes, the 21" Reinforcer wheel is in stock and ready for immediate purchase.

SPORT CHROME INC
Westminster, California, USA
sales@sportchrome.com
www.sportchrome.com



Matching rings

Californian Harley lights specialist Headwinds has these new 4-1/2" Vector clamp rings for stock Harley-Davidson spotlights that are a match for the 7" Vector headlight bezels for FLHs. These easy-to-install clamp rings replace the stock clamp ring, french the lamp and follow the curve of the stock spotlight "for a continuous line and a stunning look." Fully machined from 6061-T6 aluminum, they are available chrome or black anodized.



HEADWINDS, Inc.
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'Razorback' pegs



Burly Brand has these powder-coated 'Razorback' steel pegs, offering a "good lean angle with their slash style bottom edge. The 'Razorback' gets its name from the top ridge of traction screws that line the top surface.

"The screws can be installed with the provided split lock washers, or they can be given an even more aggressive bite by removing the lock washers and installing the screws with heavy duty Loctite for a

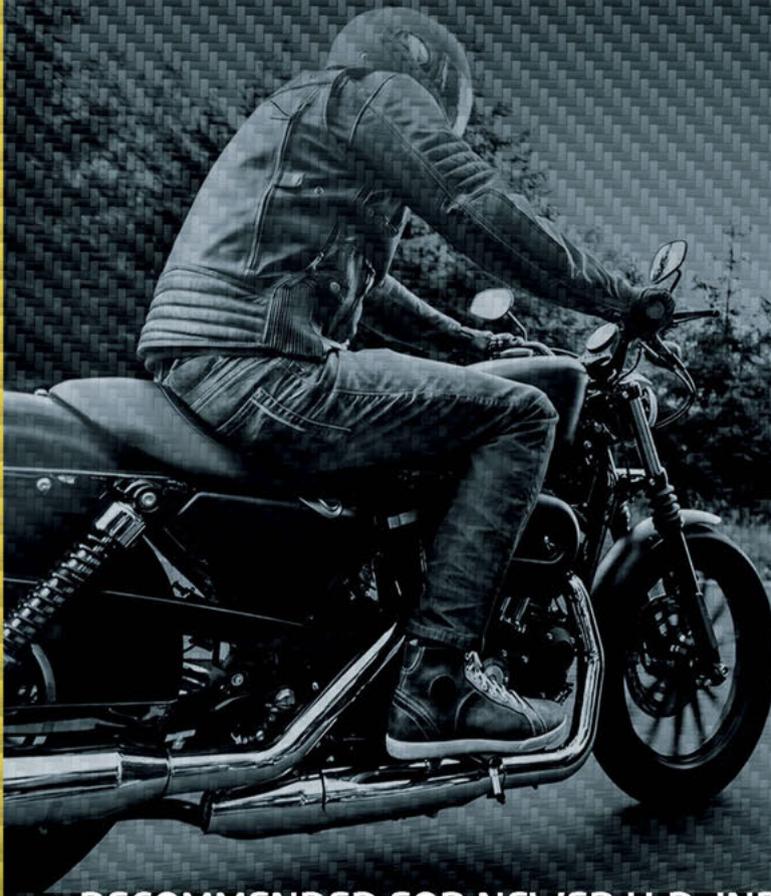


more exposed screw through the top look. Also seen here, Burly Brand 'Stash' and 'Havoc' footpegs are CNC-machined from 6061 T6 aluminum. 'Stash' offer "classic round styling" with a polished stainless steel end cap that conceals watertight storage for paper work, cash or other miscellaneous small items that need a discrete place to live on your bike. Burly 'Havoc' pegs have a slash-cut design for a better lean angle with racing inspired design. All three options fit most H-D clevis mounts and are available from Custom Chrome Europe.

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'Vintage' air cleaner and APEX foot controls



Based on the 'Vintage' caliper line that it brought to the market a few years ago, Performance Machine says that "we were drawn to designing a matching 'Vintage' air cleaner to help build a design family. "The air cleaner case was stylistically designed for a timeless look with its smooth, machine-cut shapes that promote a nostalgic feeling. The drag-race inspired induction opening will guarantee the speed freaks nod their heads in approval. Perhaps the obvious element staring you right in the eye is the prominently placed, distinguished bolt and the PM branded outer plate, boasting the U.S.A. badge of honor."

Described as "lightweight and low profile with PM's proven internal crankcase breather system," it ships with an installed high flow air filter and is available in 'Quality Chrome', 'Contrast Cut' and 'Black Ops' case finishes with a red, black or chrome finished bolt. "This beautiful piece has brawn as well, delivering an increase of horsepower over the stock unit." Available for FL, M8, Big Twin and Sportster applications.

Also seen here, Performance Machine has added to its successful APEX family of designs with a set of



foot levers to replace the OEM fitments on Sportsters and Dyna (seen here) models.

Available in 'Quality Chrome', 'Contrast Cut' and 'Black Ops', "the APEX design family consists of a handful of custom bolt-on parts to help bring a consistent aesthetic theme to your machine. This design was inspired by the old Hot Rod tradition of making parts lighter by drilling holes for top speed results - but in this case, we modernized that theory to a slotted series of holes within a bevel in-cut.

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Kuryakyn expands 'Aztec' collection for Indian Big Twins



Kuryakyn has extended its 'Aztec' range of accessories for Indian models with a selection of "new additions that balance bold art deco design with subdued modern styling for a clean, classic look."

These stereo and gauge cluster accents are designed specifically for the restyled inner fairing on '17-'18 Chieftain and Roadmaster models. "The form-fitted accents feature an elegant grooved and beveled design that adds depth to the inner fairing's contours, transforming the Ride Command system's surrounding panel and recessed area around the gauge housings." Both are made from durable injection-molded ABS, and utilize automotive-grade 3M VHB for a hassle-free install; available in chrome or satin black. 'Aztec' primary and cam cover accents are available for all Indian models with the Thunder Stroke 111 engine as direct replacements. The primary cover's two-piece, bolt-on design includes an outer cover and center medallion to replace the stock cover and adhesive-backed headress emblem. The center medallion is sized to

match Indian OEM emblems and commemorative coins intended for use with the primary cover, offering a number of customizing options.

The cam cover accent installs easily in place of the factory emblem. Both are cast from A380 aluminum, available in chrome or satin black finishes.

KURYAKYN

Somerset, Wisconsin, USA

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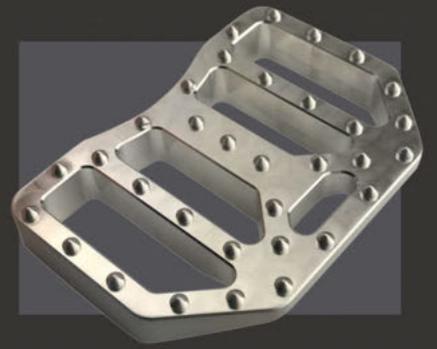
'Predator' seat



Made from high-quality automotive-grade vinyl, Drag Specialties' 'Predator' seat features custom-molded polyurethane foam "for maximum comfort and styling", 3/16" ABS thermoformed seat base, rubber bumpers and fully carpeted bottom to protect paint. They fit with all Drag and most H-D sissy bars; mounting hardware included and available for selected Touring and Softail models. Drag Specialties, USA, www.dragspecialties.com



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Shown here is a selection of the latest designs from a fast-growing range that includes leather wrapped grips, filter covers, risers, pegs, MX style footpegs, signature Piston-Helmet design derby covers, carbon fiber inlay top clamps and more, all available in a selection of contemporary styles and finishes.



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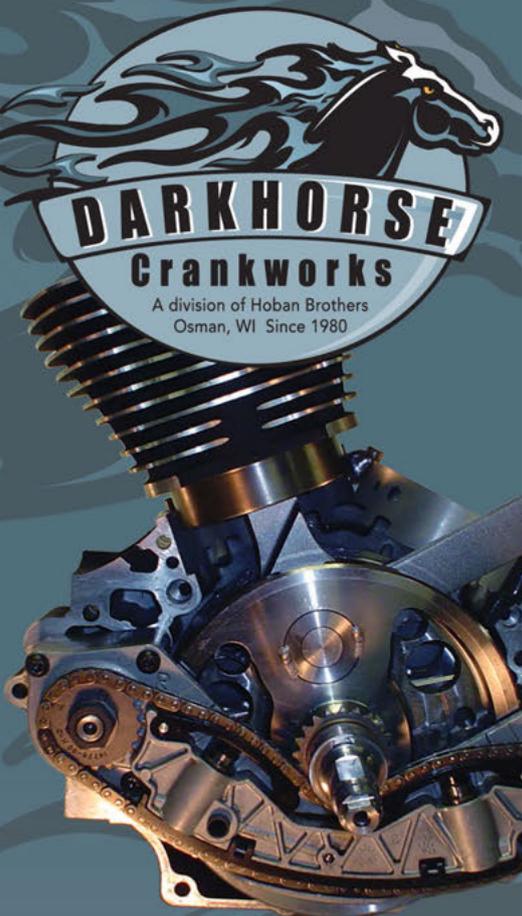
Dutch specialist frame manufacturer Guus Hoogland of VG Motorcycle offers dealers and custom V-twin builders access to a wide range of TÜV approved frames from OE replicas to 'Old School' style choppers.

Using seamless thick-wall tubing and modular cast iron steering heads, lugs and joints, VG has precision hardtail, swingarm, softail and old style softail jigs for straight-leg or wishbone style for Flathead, Knucklehead, Panhead, Shovelhead, Evo or Twin Cam engines with 4 or 5 speed transmissions.

They cover all years from 1936 to 1957, plus the 1958 to 1964 Duoglide frame – the 1936 Knucklehead is the latest frame to come into production.

The company also says it can restore frames and build custom frames to a builder's requirements.

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High, mid and low bend stock mount bars

Luke Leatherman and Lance Coury's Thrashin Supply is a business venture specializing in Dyna/FXR parts and accessories and MX/Freestyle derived products aimed at cross-over riders whose style mixes "platform passion with urban and extreme."

Leatherman needs no introduction as the founder of Feuling Parts, and Coury is a former MX Freestyle rider (an X-Games gold medal winner no less), and the new business' fast growing product lines include exhausts, hard parts, apparel, gloves and bags.

Seen here are new American made 1" handlebar designs with high, mid and low bends that fit stock H-D bar mounts and controls. Drilled, dimpled and slotted for internal wiring (late model bikes require removal of wires from plug-ins), they are knurled for maximum clamp grip.



Fly-by-wire key holes allow newer style bike fitment; cable throttle bike owners will want to purchase the right-side bar end adapter or cut left-side bars for equal length sides. Available in chrome or black powder-coat with laser-etched 'Thrashin' logo.

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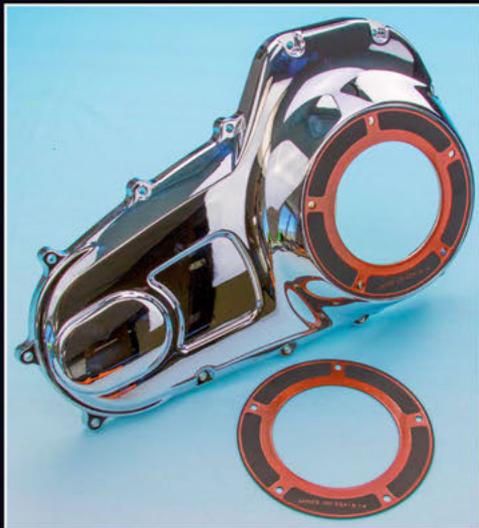
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Bridge style riser kits and more from Joker Machine

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This 1" bar, lightweight Bridge style handlebar riser kit by Lake Havasu City, Arizona based Joker Machine is a fully CNC-machined racing styled design made from solid 6061-T6 bar stock for maximum strength.

The riser bases are threaded 1/2"-13 for Harley upper tree applications; the top clamp measures 1.1" x 2.4" and is available in hard black anodized and chrome finish.

Also seen here, Joker Machine full length style 'King' dash covers are a billet aluminum, one-piece finned design that fits over the existing stock dash.

The single Rat Eye style turn signals have CNC billet aluminum machined housings with DOT-approved 18 mm amber or red LEDs. Said to feature an exceptional beam angle, the single-function design can be converted to run/turn or run/turn/brake; side-mounted, wires exit from the back of the signal housing.

The compact design measures 1.5" L x 0.875" square and stand off the bike by 1.20" when mounted (they use any 5/16"/8 mm hole); mounting hardware included and sold in pairs.

These fork tube clamps can be used to mount Joker Machine Rat Eye, Astro and Vega turn signals to fork tubes. CNC-machined from 6061 billet aluminum, they are available with a chrome or black



Fork tube clamps



Road racing footpegs



Full length style 'King' dash covers



Bridge handlebar riser kits



Single rat eye turn signals

anodized finish, sold in pairs and include mounting hardware.

Joker Machine road racing style footpegs feature an intricately CNC-machined tread pattern in the top surface for optimal grip and replace the stock rubber or cast iron units.

Much lighter than stock, they have an angled design for better road clearance when cornering and full 360-degree footpeg rotation. Machined from solid blocks of 6061-T6 billet aluminum, these male-mount footpegs have Joker's exclusive pitch

adjustment screw to maintain the proper upward angle of the peg.

Measuring 3 1/4" L x 1 1/4" W, they are available in raw or hard black anodized finish, lighter than stock and have an angled design for better road clearance when cornering; available in raw or hard black anodized finish. All available through Drag Specialties.

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Newly available from Zodiac International

Raked Batwing fairing



This new Batwing fairing option from Dutch custom parts specialist Double G Baggers is made from hand-layered fiberglass in precision built moulds. Stretched for use with raked triple trees, it takes the stock inner fairing and comes with a paint-ready white gel coat finish. Available for 1997 to 2013 models using OEM style bracket shields.

'Atto' super mini brake & taillight combo



German mini-lights specialist Kellermann's 'Atto' is a combination brake and taillight and a custom marvel - with a 13 mm diameter, the 'Atto' is incredibly small, but still spectacularly powerful. It uses Extreme Optical Transparency technology and features a



minimalistic M5 x 6.5 mounting stud. Also available as a turn signal with bright or dark amber lens.

Kickstarter kits for Sportsters

This complete kicker kit features all the required hardware, transmission counter shaft, transmission main shaft, kicker arm, kicker pedal and sprocket cover for 2004 to present Sportsters. Check exhaust clearance before installing. Available with raw aluminum or chrome sprocket cover.



Two Brothers Racing 2-into-1 exhausts



Two Brothers Racing 2-into-1 exhaust systems come complete with heat shields and "are designed to deliver maximum torque and feature race-inspired stainless steel headers that shave pounds off the competition to ensure a long lasting, weather-resistant, amazing sounding exhaust."

From the engine, the exhaust flows through 1 3/4" stainless tubing, which includes O2 bungs to accommodate both stock and 18 mm sensors. "From here the exhaust steps up to 1 7/8" before dumping into the spring retained collector for increased torque, then into a 4" diameter muffler to deliver an unparalleled sound upon exit."

TBR Competition-S exhausts feature removable end caps in aluminum or carbon fiber. Generation II exhausts feature classic megaphone style mufflers with a welded-on reverse cone. Both are available for 2004 through 2013 and 2014 and up Sportsters, 1990 through 2017 FXR and Dyna models, 2018 Softails and 2017 and up Touring models with mufflers in choice of raw finish with black end cap or ceramic black coated with black end cap.

Two Brothers Racing moto intake



These stainless steel, tilt forward, high-performance air cleaner kits feature lightweight, durable components and an easy bolt-on installation - "true high-performance parts with an aggressive styling." Available in raw, polished or black stainless steel for cable throttle equipped 1999 thru 2017 Twin Cam, Dyna, Softail and Touring models, 2007 to present Sportsters and M-8 equipped 2018 Softails and 2017 and up Touring models.

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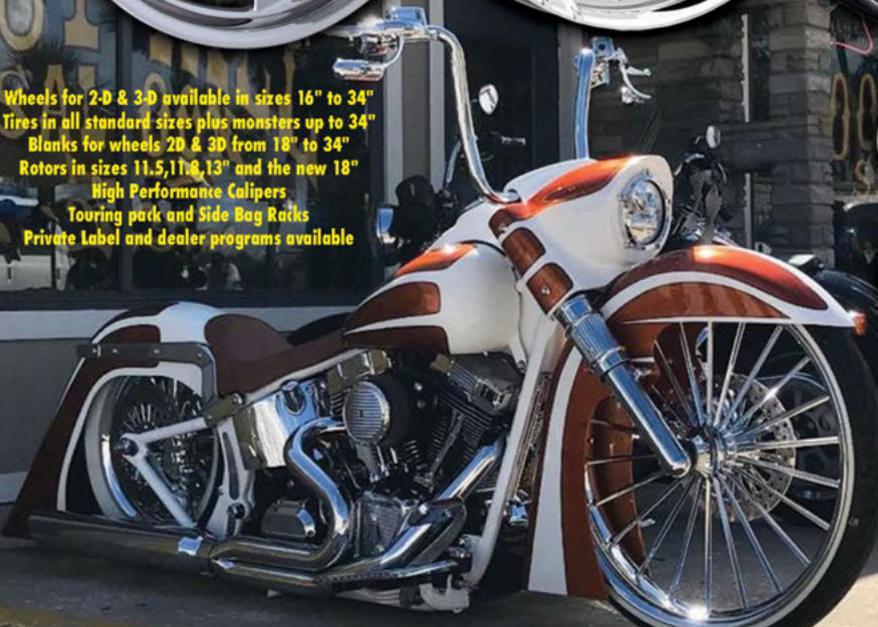
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Modular brass and aluminum headlight, taillight, turn signal collection



Designed and made in Italy, Vity's Design continues to expand its range. These Vity's 'Juicer Collection' headlights, taillights and signals are available in Europe through France based purchasing portal provider, distribution, buying consortium and vendor representation specialist MAG Connection.

Noted for their top end design and precision manufacturing, Vity's is the brainchild of Matteo Vitali, who had his first bike (a mini-crosser) when he was just 6 years old, and who fell under the spell of the Bar & Shield while on a trip to San Francisco in 2010, buying his first Harley, a Sportster, a year later when he was back in Italy.

Based at Fermo, between Ancona and Pescara on Italy's Adriatic coast, Matteo is a formally trained and qualified machinist and started making his first motorcycle parts on the lathes and mills in the family engineering business in 2000. When he completed his qualifications and went to work full-time in the business in 2005, and following his surrender to the appeal of Milwaukee's finest, started Vity's Design in 2012.

Proving that there is always a market for quality and great design, the Vity's line-up has grown quickly since then and includes handlebar controls, foot controls, pegs, forward controls, mirrors, covers, gas caps, air cleaners, lights and more. Three primary ranges are offered – the 'Vity's Collection', the 'Diamond Bagger' collection, and a '24kt Gold' collection – all with the emphasis on stylish, contemporary interpretations of retro chic and on precision fit and finish.

"The design can be based on a shape as simple as a traditional fruit juicer – sometimes simplicity is the most sophisticated design choice you can make, and using tireless, familiar, long established motifs can help a design appear genuinely and authentically retro," Matteo says.

As with the velocity stacks we showcased last month, the approach is modular, so a wide variety and combination of looks can be created.

"Every custom motorbike is different from the other," Matteo went on to say. "The headlight in a motorcycle is one of the most important components – you just can't avoid it. Most headlights for Harleys and custom bikes are just functional. Sure, quality, durability and safety are important, but there is no reason why a little creativity can't be applied to add the fourth virtue of style.

"This new collection does that – quality, safety, durability and style in a modular system that allows dealers and builders to create a variety of options for their customers. All parts are CNC-machined from quality aluminum and brass; matching air cleaner also available."

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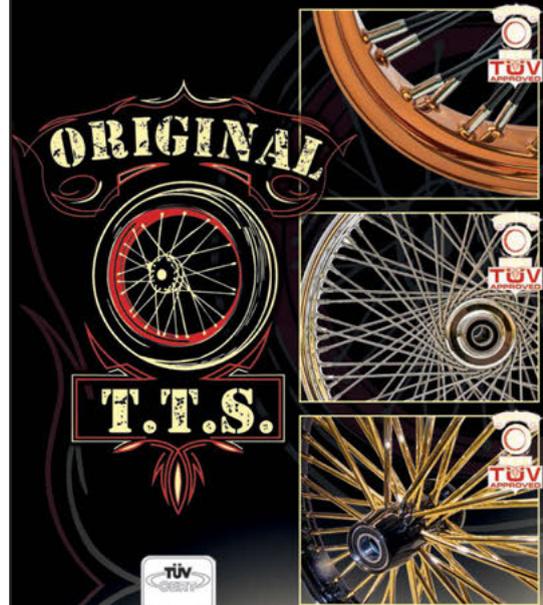
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New
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Chopper sprocket brake kit

Italian parts specialist Kustom Tech is offering this new range of parts for chopper-style sprocket brake set-ups - installing the caliper on the same side as the chain drive allows for a very clean look. This sprocket brake kit comes with a billet aluminum 2-piston caliper in polished or black, stainless steel bracket, 51-tooth polished stainless steel sprocket, welding tab and all the necessary hardware. It fits both the left and right side, either with a 3/4" or 1" wheel axle.

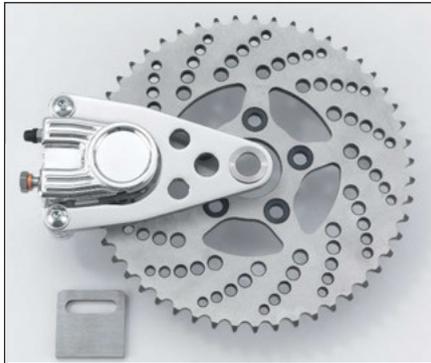
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Trike wheels



Chatsworth, California based HD Wheels is now offering rear wheels for Harley-Davidson Trike models. "Our custom approach allows the fitment of a motorcycle or car tire. These wheels can be customized in a number of ways - spoke count, lacing styles and finish options.

"The bolt pattern on the hub is 4x4.25. By special request we can make a hub with other bolt patterns too - inches (5x4.25, 4x4.5, 5x4.5, 6x4.5) or metric (4-100, 5-100, 4-110, 5-110, 5-115); custom offsets also available upon request."

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“Love me Fender”

Baden-Baden, Germany based Rick's Motorcycles has a custom pedigree going back two decades, is one of Germany's best known custom wheel manufacturers and internationally recognized for its rear end conversions, having been a major player in the single-sided swingarm and fat rear end phenomena of the late 1990s. These new steel fenders for 2018 Softails are one of the results from a design and development blitz as Rick's wrapped their arms around the new and distinctive opportunities offered by Harley's new generation of Milwaukee-Eight Softails. They are available as bolt-on rear fender kits for Fat Boy and Breakout models in a choice of 8" for the original rim with 240 tires, 8" with original rim with 260 Metzeler tires and in 9" for 260 Metzeler. The

complete kits come with seat base plate, tank cover and mounting kit. Fenders and kits are also available for the 2018 Softail Slim, Heritage and Deluxe for rims up to 6" and 200 size tires. A matching seat base plate is available as an option. For all new Softails, new and "shapely" front fenders have been designed. For the Fat Boy a steel fender with a massive Bobber look perfectly hugs the 160/60 18". For Slim, Heritage and Deluxe a short, "Old School" style steel fender "follows the curves of the 16" Metzeler 130/90, and our front fender for the Breakout is matched to the contours of the OEM Michelin 130/60 21", with the Metzeler 120/70 with 21" also fitting perfectly." All Rick's front fenders are formed from 2.5 mm steel



sheeting and described as being "extremely resistant to twisting or distorting and suitable for further processing."

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Drag Specialties "back in the complete engine selling business"



Earlier this year, Drag Specialties announced that it was "back in the complete engine selling business," with options from S&S Cycle, including their monster T143 long block and engine cases for Dyna models. The T143 was introduced in the second half of 2014 as the Viola, Wisconsin manufacturer's "biggest, baddest bolt-in", producing a claimed 162hp and 151 ft.lb. of torque. It fits in stock frames without any cutting or frame modifications and features S&S CNC-machined B3 cylinder heads with two-bolt exhaust flanges, Super Stock T2 crankcases with reed breather valve and three-piece flywheels.

The S&S high-flow oil pump and cam cover, S&S 635 easy-start gear drive cams and 1.725:1 rocker arms for .674" total lift and S&S premium high-performance tappets make the 4.425" bore x 45/8" stroke, 10.5:1 compression ratio "Big Boy" robust and reliable.

Available in wrinkle black finish (2006 - 2017 Dyna models) and also in their popular 'Black Edition' (1999 - 2017 Dyna and 1999 - 2006 Touring) with gloss black engine covers in place of the standard chrome covers.

Also seen here, S&S Dyna engine cases for '06-'17 models are especially machined for the new S&S oil

line installation kit. Available stock or 4 1/8" bore as a foundation for a custom engine or replacement for S&S T111, T124 or T143.

Stock looking, but stronger, with thicker wall sections and superior 356-T6 aircraft grade aluminum and



tough powder-coat finishes, they feature a reinforced front motor mount for extra strength, a Timken sprocket shaft bearing that is "strong enough for the most demanding applications", pinion and Timken bearing, pre-installed studs and bearings and are clearanced for strokes up to 413/16" and cams up to .720" life. Ships with Manufacturer's Statement of Origin (MSO).

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Constant Safety Control steering dampers

Internationally well known for their sportbike and streetbike suspensions, Dutch specialist Hyperpro has had Harley-Davidson (and more recently Indian Motorcycle) model-specific suspension applications in its line-up ever since the

gone on to be a signature product. "The idea behind our damper is that slow movements of the handlebar should not be felt," says Sales & Marketing VP Jan Belder. "As soon as the handlebar starts shaking, a well designed steering damper should keep the motorcycle in line to avoid tank slappers."

Hyperpro CSC (Constant Safety Control) steering dampers are available for selected Sportster, Dyna, Touring, VRSC, XR and Street models. The company also manufactures their own fully CNC-milled mounting kits.

They are fully adjustable, with damping adjusted in 22 positions; fully rebuildable with spare parts always available; fitted with high quality bearings and have a low friction design due to the use of a one-piece

8mm piston rod and Diamond-like carbon (DLC) special surface treatment. This results in perfect alignment through the slide bearings and no excessive force on the piston. Additional features include triple function seals, dust scraper and double oil seal, and nitrogen pressurized heat expansion reservoir - gas pressure prevents against foaming.

The company has 25 employees, a 10,000 sq ft (1,000 sq m) facility at Werkendam in southern Holland, and is exporting to more than 40 countries around the world.

HYPERPRO
Werkendam, NETHERLANDS
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company began in business in 1993. Their range includes stock replacement and performance upgrade rear shock absorbers and rising rate/progressively wound shock absorber springs, front suspension springs, full front end suspension kits and one of the best known and most widely used steering damper programs in the market. Stock replacement and performance upgrade rising rate front and rear suspension springs are where the company started, and they are still a major part of their business. In 1998 the company launched a steering damper design that has





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Jekyll & Hyde exhaust system for Scout (Sixty/Bobber)

Electronically adjustable exhaust systems specialist Dr. Jekyll & Mr. Hyde has a new exhaust system application available for the Indian Scout, Scout Sixty and Indian Scout Bobber. "A new sound and smart design are the basis of this exhaust system," says the company. "As part of developing a sound adapted to the Scout, our emphasis was on finding a different approach to take to the sound. The two mufflers in the system are identical from the outside, but thanks to their different

mechanisms, they each fulfil a specific role in creating the sound of the Scout. Two distinct voices joining together in one set, where the upper exhaust is the 'treble' and the lower exhaust the 'bass'. "The goal was to perfectly match the new exhaust system to the look of the Scout. We therefore decided to develop shorter mufflers than the original ones, so that they blend completely into the design of the motorcycle."

THE JEKILL & HYDE COMPANY
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Feuling M-8 'Reaper' Series

Performance specialist Feuling's 'Reaper' Series camshafts for M-8 applications have wide lobe separations to produce "very wide power bands," says CEO Luke Leatherman. "Smooth camshaft lobe ramps are easier on valvetrain components as they eliminate excessive valvetrain noise and wear and deliver improved throttle response and easy starting with increased MPG." The 405 cam is described as the "workhorse" of the range, producing a "wide powerband, increasing torque and HP throughout the entire rpm range when compared to stock". A direct bolt-in replacement for Milwaukee-Eight engines, it can be used with stock valve springs, pushrods, lifters and exhaust. Feuling says it will respond well with slip-on mufflers and/or complete exhaust system and a high flow air cleaner, and recommends using mufflers with smaller cores for best lower rpm power and pull. The 465 'Reaper' is "an accelerator, producing solid bottom end performance with substantial gains above 2,800 rpm when compared to stock." This direct bolt-in replacement for Milwaukee-Eight engines can be used with stock valve springs, pushrods, lifters and

exhaust. Use of performance valve springs is not required, but may result in a quieter, smoother running valvetrain, and this cam will also respond well with increased bore and/or compression. Interestingly, Feuling also says that "due to the unstable nature of this four-valve engine design with one rocker arm activating two valve springs, we highly recommend running one-piece pushrods over quick install adjustable rods to maintain maximum cam/valve lift and reduce valve train harmonics and associated hydraulic lifter issues. Naturally, our HP+ pushrods are designed to get the job done."

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Biltwell's EXFIL luggage range is a well thought out, durable, hi-specification line that includes a utility bag, tank bag, roll bag, Rover helmet bag and this robust and versatile EXFIL-80 sissy bar bag in black or green.

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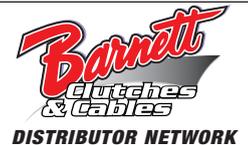
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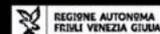
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NEWS BRIEFS

Former Harley subsidiary MV Agusta completes acquisition of the share capital held by AMG Mercedes



MV Agusta CEO Giovanni Castiglioni was slapped with a suspended six-month prison term in November after being accused of stealing some \$2.3m of employee taxes. At the time when MV had run out of money, the tax had been deducted from employee salaries by MV in the period 2013-2015, but never paid over to the Italian tax authorities. Castiglioni is also being pursued for personal income tax evasion in a challenge to his Swiss residency status for tax purposes. Meanwhile, Castiglioni's uncle Gianfranco is being investigated for a suspected Casti Group VAT (sales tax) fraud of up to \$1.3Bn.

Raleigh, North Carolina's Ray Price H-D has been sold by Ray's widow Jean to Arizona based John Morroti - owner of four motorcycle dealerships, three of them Harley stores.

For the year through November 2017 Harley is in 6th spot in motorcycle market share terms in Germany, having sold 9,024 units YTD for a reduced 9.5% share (having sold 11,210 units in Germany for a fifth spot, 10.4% share in the same period of 2016). The company remains ahead of Ducati, Triumph and Suzuki. Harley's best seller there is the XL 1200 C (in 26th place, 975 units) and has three other models in the Top 50 in Germany - Breakout, Dyna Street Bob and XL 883 Iron.

Indian Motorcycle is in 14th spot in market share terms for the period January to November 2017 in Germany, having sold 642 units YTD for a 0.65% market share (compared to 785 units for a 0.73% share for the same period in 2016).

Zodiac International has been granted TÜV approval on a range of popular Californian-made Freedom Performance exhaust system and slip-on options.

Varese, Italy based "boutique" motorcycle manufacturer and former Harley-Davidson subsidiary MV Agusta has finally completed the last stage of divesting itself from the 25 percent minority stake in MV Agusta Motor S.p.A owned by German car giant Mercedes AMG.

With the closing of the transaction, MV Holding owns 100% of MV Agusta Motor S.p.A., bringing an end to the latest chapter in the storied saga of MV's survival.

AMG Mercedes paid €30m for its 25 percent stake in 2014; however, in March 2016 it was announced that the company had filed a Chapter 11 process equivalent - AMG was no longer prepared to fund the losses the business was incurring, with a reported 40m euro of debt on its books.

At that stage the company was also faced with needing to repay a 15m euro loan it took from a consortium of Italian banks in late 2014 to top up its cash flow - having burned through the AMG cash and the \$20m dowry Harley-Davidson left it with when the Keith Wandell era response to the 2008 financial crisis saw it return ownership to the prior owners (the Castiglioni

family) for the princely sum of \$5.00. At that point Harley wrote off the \$108m that then CEO Jim Ziemer had agreed to pay for it (following repeated failures to acquire Ducati) in the summer of 2008, just before the financial crisis hit.

Present Harley CEO Matt Levatich had been despatched from his role heading up Harley Europe to run MV, and is widely regarded as having done an excellent job. Massive investments were made (an estimated \$60m) in R&D and retooling, and when MV got itself back on its feet under the Castiglioni (some \$69m of bank debt having been cleared as part of Harley's acquisition) the company's engineering and production was in its best shape ever. The company was then able to start producing a range of motorcycles whose current iterations are still regarded as being among some of the finest performance motorcycles in the world.

The timing of Harley's acquisition could not have been worse, but the state Levatich left MV in could not have been better. Tragically the company's management was over-ambitious, spending way too much on R&D and



Giovanni Castiglioni, MV Agusta President: "This transaction with ComSar Invest through a capital increase and the acquisition of the shares previously held by Mercedes represents an important milestone in our recovery plan"

failing to meet the unrealistic production targets it had set itself. The new owners are ComSar Invest, an investment fund that is part of Black Ocean Group, owned by Timur Sardarov, a "Russian dynasty key player in the production of oil and gas in Eastern Europe."

Timur Sardarov is the controlling shareholder of ComSar Invest; New York City based asset manager Black Ocean Group is, in turn, part of the Ocean Group, an investment vehicle founded by entrepreneurs Oliver Ripley and Timur Sardarov in 2005. Ocean has interests in a diverse range of sectors including private aviation, agriculture, real estate, corporate finance, banking, services, technology, media and internet, with offices in New York, London, Geneva and Moscow.

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Unveiled in the summer of 2017, the limited edition Brutale 800 'America' was a homage to the "glory days" of the brand in America with the 1973 MV Agusta 750 S

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