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AMERICAN MOTORCYCLE DEALER

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

Tucker Rocky and Biker's Choice VP Kenan Ikels addresses industry 'Noise' with reorganization process dealer update

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ISSUE #223

Addressing the company's dealers, on January 10th Tucker Rocky/Biker's Choice VP Sales and Marketing Kenan Ikels issued an update statement concerning the group's reorganization plan under the Chapter 11 filing process.

"On Wednesday, January 10th, Tucker Rocky filed its Disclosure Statement and Plan for restructuring our debt with the bankruptcy court -this is a major milestone. These documents outline the legal structure of MAG and Tucker Rocky upon emergence from Chapter 11.

"Our goal was to move through this process in 4 to 6 months while conducting 'business as usual'. We are very much on target to accomplish that. Soon, we will emerge from Chapter 11 a much stronger company."

The 4 to 6-month timescale Ikels referenced started when MAG filed on November 15, 2017, as it sought to achieve a \$300m debt recapitalization with new owners undertaking a debt for equity swap. The new owners who

have taken 100 percent equity ownership of MAG are New York based Monomoy Capital Partners and Contrarian Capital Partners, and London based BlueMountain Capital. Ikels continued: "I want to take a moment to address our vendor relationships. I know there has been some 'noise' in the industry and I want to ensure you are getting the facts. As you would expect, the Chapter 11

"working hard to get vendors paid in full,"

filing caused concern for many of our vendors, and rightly so.

"But it's important that you know that we have been working very hard to get our vendors paid in full. We are in the final stage of securing ongoing commitments with our vendors that represent 99% of our revenue.

"Our business is built on a platform of strong, personal relationships that we

have every intention of maintaining. Our vendors are our valued partners." Tucker Rocky Distributing had been owned by Indianapolis based Lacy Diversified Industries (LDI) since 1989. Their entry into the Harley-Davidson parts and accessory aftermarket came in acquiring custom, performance and service parts specialist NEMPCO (New England Motorcycle Parts Company) in 1982. At the time NEMPCO was well known for its Twin Power service and speciality components programs and Biker's Choice brand accessories.

Under the leadership of industry veteran Bob Kay, TR consolidated NEMPCO in to their Texas headquarters in 1997 and rebranded it as Biker's Choice in 1998. Two years ago Biker's Choice brought back the Twin Power brand as a standalone program under the expert management of well-known former S&S Cycle and Baker Drivetrain man James Simonelli.

Commenting on the future Ikels says: "Looking forward, the Tucker Rocky and Biker's Choice Dealer and Brand Expo is taking place February 8-9, and

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BST WHEELS FOR H-D, V-TWINS AND CUSTOMS



American FLAT TRACK LATEST

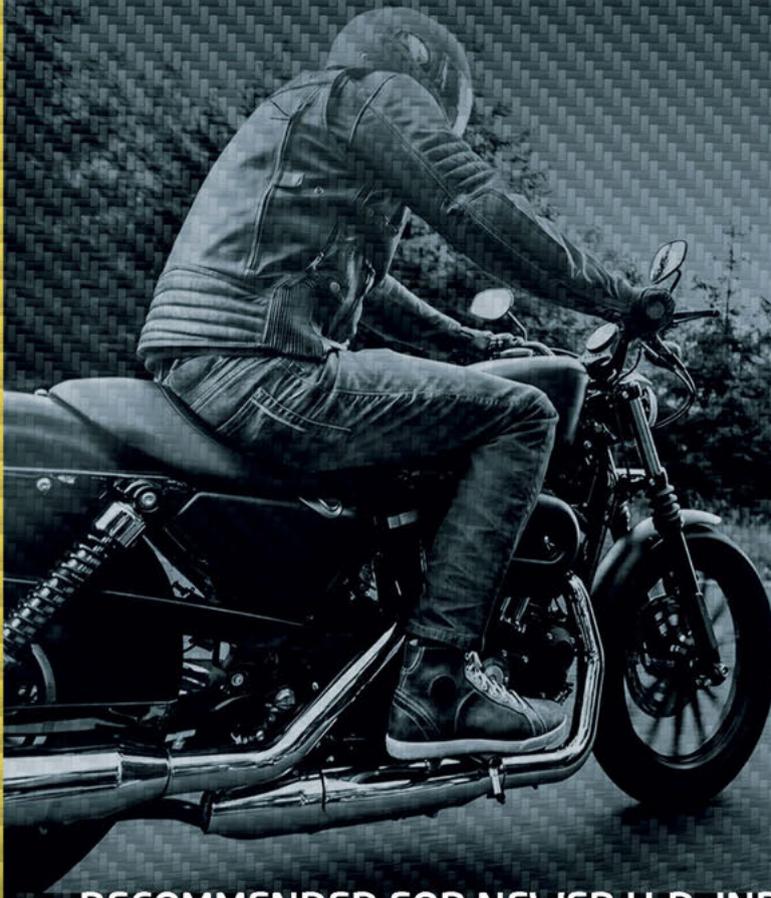


KuBig Custom Flathead

A Flathead-Softail? You bet! Congratulations to Jakub Kaderabek (KuBig Custom) of the Czech Republic – ninth place in the AMD World Championship at 'INTERMOT Customized' in October 2016 with this "Retro Metro" hybrid that pays tribute to the illustrious history of the motorcycle industry in its old Czechoslovakian heyday. Full story pages 32/33



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Comment 4

"More Foolishness" - Robin Bradley follows up last month's "Who's The Fool" with a tirade against corporate culture and a plea for middleweights



MotoNation 18

The Malaysian AMD Affiliate Custom Bike Show proves that there is innovation and excellence in the East



Devil's MC Show 22

Expect more great bikes to emerge for this year's AMD World Championship from 'EMAT' Hungary

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AMD AMERICAN MOTORCYCLE DEALER INTERNATIONAL AFTERMARKET DIRECTORY & BUILDER BOOK www.amd.com 2017/2018 8th edition

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check it out for yourself at www.amdir.com

More Foolishness

The reaction to my "Who's The Fool" piece of last month has been quite extraordinary. I am pleased to say the response has been almost universally positive, except for three people.

Just by way of a recap, the piece centered on an investment advisory published by Wall Street analysis blog Motley Fool. It called on Harley's investors to start looking at whether the time had come for the board and CEO to be replaced.

My response to this was and remains a great big fat NO. Not only is stability itself at a premium at this time, but while, at this stage, all we can do is to continue to speculate about the remaining 80-plus new models due to be unveiled in the next nine years, I do not understand how changing the planners mid-plan can bring anything other than damage, delay and disappointment.

Regardless of what those plans actually are, it took time and considerable effort to turn the vacuum of uncertainty that the Wandell era drifted into, into one of purpose. Regardless of the shape of those plans or how long they are still going to take to come to fruition, abandoning or risking destabilizing them now simply makes no sense - either from a market, dealer or investor point of view.

The dealer point of view especially. The fact that I didn't mention the disquiet that exists with some Harley dealers in last month's piece doesn't mean I am unaware of it. In fact, I think it is pretty much an open secret that the usual handful of disgruntleds, that have manifested at every annual dealer convention since the beginning of time, has grown into a rather more vocal chorus of complaint recently.

Those complaints vary from model range offer disquiet; through the age-old problem of new dealerships being awarded too close to existing established businesses; right out to the increasing disquiet at the experience haemorrhage being seen at Milwaukee and the growing difficulties imposed on all concerned by a really quite ghastly management culture that anyone who tries to have any kind of dealings with Harley inevitably encounters.

Whether it is too many disconnected, overlapping, conflicted and competing overstaffed and inexperienced "Cubicle Johnny" marketing egos and departments (that was my beef in 2012 concerning our AMD World Championship collaboration), the unimaginative and inflexible play-book that determines dealer policy and substitutes for real and meaningful dealer relationships, or the stop-start, on-off swinging needle that sees programs set in motion, cancelled, then revisited again - across all there is an unwillingness to take ownership, responsibility and initiative. Harley isn't alone in this.

However, of the three dissenters from my "Who's the Fool" piece, two were dealers, both of whom identified themselves (thank you for that) and one was an anonymous emailer, who said he or she is an industry expert and Harley insider, and who signed off as "H-D Must Change".

The two dealers were both coming at the same issues from different directions. Namely that Harley has gotten to the point of being just too difficult, expensive and intransigent to deal with any longer (and hence the incredible and still accelerating number of dealer retirements and store sales we've been seeing the past 24 months) or being too greedy and (despite its theoretically successful but woefully superficial attempts

at "outreach") apparently disconnected with where the market for motorcycles is headed.

Meanwhile, my Captain Anonymous is clearly a recent ex-employee with beef and valid perspectives in equal measure. For some time, there have been rumors about a network of former Harley executives who would like to see the present CEO and board replaced by someone from the company's past who is regarded as having more engineering and cultural sensitivity to where Harley's strengths are and how they can be leveraged moving forward. Indeed, rumors too concerning the desire of a certain former senior marketing executive to take over the reins.

For me, the biggest issue by far has to be exactly what are the plans that are in play. I am consistently hearing that Harley may be planning to get into the Adventure Tourer market - one of the few genuinely growing sectors of the motorcycle industry.

It is entirely possible that BMW could be manufacturing GS models (and R nineT customs) in the United States within the next 36 months, and as an opportunity to finally deploy a new engine layout (please, please don't use the M-8 or any other V-

Twin) it is a dimension that would bring new footfall to existing dealerships and give Harley something convincing for the urban riding environment (80 percent of the miles ridden on dual sports models are in fact suburban and downtown miles).

However, they need more. The 'Street' is never going to be a convincing middleweight offer, so Harley need to be getting busy there too. With the Royal Enfield 650, the

Triumph/Bajaj middleweight partnership, the Norton/Zongshen Ricardo 650 project, the Mahindra BSA plans (which is likely to be being produced at their new Detroit factory), anticipated Indian Motorcycle mid-size models (a big shout out for Swissauto at this point) and no end of other "retro" branded projects poised to offer the "New Gen/Future Gen" riders what they want at the price point they want it at, then that is the space that Harley has to be focussed on playing in.

If they are not planning an extensive and convincing piece of the low-cost lightweight and middleweight action as a part of Matt Levatich's 100 new models in 10 years, then maybe those calling for heads to roll could have a point after all.

But I'm sure that won't prove necessary. I'm sure Harley are not only smart enough to have seen the future coming at them from a dozen years and a thousand miles off. I am sure that, as we 'speak', their skunk works are chock full of options, projects, singles, twins and maybe even triples, all geared to meeting the riding and ownership expectations of the "New Genners" and all set fair to 'pathway' them onwards and upwards into everlasting Bar & Shield loyalty and glory.

Someone please tell me my faith that Harley is on the path to platform righteousness is well founded?

'convincing piece of the middleweight action'

Robin Bradley
Co-owner/Editor-in-Chief
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LATEST

Photos courtesy of American Flat Track

AFT Contingency postings near \$2 million - and still growing

On the heels of record-breaking contingency postings from Harley-Davidson and Indian Motorcycle (two of the biggest in flat track history), American Flat Track is nearing the \$2 million mark in rider contingency, with generous postings from long-time series partners and supporters of the sport: Dunlop Motorcycle Tires, Sunoco, Arai Helmet, S&S Cycle, Husqvarna Motorcycles, American Honda, Yamaha Motor Corp., Kawasaki Motor Corp. – with more coming soon.



Photo Credit: Scott Hunter/American Flat Track

The current dollar availability breakdown looks like this:	
Harley-Davidson:	\$562,500
Indian Motorcycle:	\$358,000
Kawasaki Motors Corp.:	\$356,100
Yamaha Motor Corp.:	\$211,500
Husqvarna Motorcycles:	\$88,700
S&S Cycle:	\$80,500
American Honda:	\$68,160
Dunlop Motorcycle Tires:	\$54,000
Arai Helmet:	\$45,800
Sunoco:	\$15,500
TOTAL:	\$1,840,760

S&S Cycle adds to massive Flat Track Contingency program

With 2018 is shaping up to be an "epic" year in the world of flat track racing, with a highly competitive field and the largest contingency program in the history of the sport, S&S Cycle is taking their involvement in the series to another level with the announcement of a "massive contingency program."

In making the announcement, Marketing Director David Zemla said "2017 was a pretty amazing year for Flat Track and the teams we supported, in 2018 we are adding to our series commitment with a contingency support program and a custom exhaust option."

Last year S&S high performance

exhausts were often seen on the podium, so for 2018 they've expanded their efforts to include Kawasaki and Harley powered twins as well as privateer Indian racers (excluding the Indian Motorcycles Wrecking Crew).

Pay-outs down to 10th place are up for grabs, with over \$70,000 at stake and another \$5,000 for a Championship. For the first time, S&S is also offering a custom exhaust build and dyno tuning session in their Wisconsin facility (by appointment) at no additional cost.

"All S&S systems are lightweight stainless and designed to meet the 105dB sound limit. The results racers



have already seen from our exhausts have been outstanding, so we are now opening up the opportunity to

leverage our Proven Performance expertise."

www.sscycle.com



Photo Credit: Andrea Wilson/American Flat Track

Dixie Speedway to again host AFT Round 2

The red clay of the legendary Dixie Speedway will be flying once again on April 7, 2018, when race number two of American Flat Track's 2018 season - the Harley-Davidson Atlanta Short Track presented by Hellbender Harley-Davidson -

returns for the second year in a row to the three-eighth-mile Woodstock, Georgia venue. After a layoff since 1974, American Flat Track returned to the Atlanta area in 2017 at Dixie Speedway, where Jared Mees led an Indian podium sweep.

➔ Continues on page 8

HardDrive

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Congratulations Jared Mees - 2017 Cycle News Rider of the Year

It doesn't happen often that Cycle News chooses a dirt track racer as its Rider of the Year, but they have given Jared Mees the nod for 2017.

It has only occurred twice in the last 24 years: Legendary Scotty Parker back in 1996, and the late, great Ricky Graham in 1993, when RG won a dramatic

Grand National title on a Johnny Goad-tuned Honda after being written off as a has-been. Aided and abetted by tuner, Kenny Tolbert (Chris Carr's longtime tuner), owner of 11 Grand National Championship titles Jared Mees posted a number of firsts in 2017 - he won the very first Daytona TT;

won 10 of 18 races; was the first to win on the new Indian, and the first to capture a Championship for them. Mees became one of the few to win a Grand Slam - winning a TT, short track, half mile and mile in one season, and Mees recorded the most podiums in a season - 17 out of 18.



Daytona TT to be "Bigger, Better, Faster"

A thorough track redesign made possible by utilizing the NASCAR pit road at Daytona International Speedway as part of the racing surface means the 2018 DAYTONA TT race track will be "bigger, better and significantly faster" when American Flat Track launches the 2018 season there on March 15, 2018. "By extending the track design from the tri-oval and taking

over pitlane, seven-time Grand National Champion Chris Carr and his design team gained over 40 feet of width and were able to double the radii of the two book-end corners. The result will be faster cornering speeds, more passing opportunities for competitors, and more excitement for fans. "The higher cornering speeds will obviously result in faster

straightaway speeds, which means negotiating the 6-foot-high jump incorporated into the second straightaway will be pivotal to the success of the racers that night. Carr's redesign of the jump

section will make it the largest jump the competitors will face all season long."



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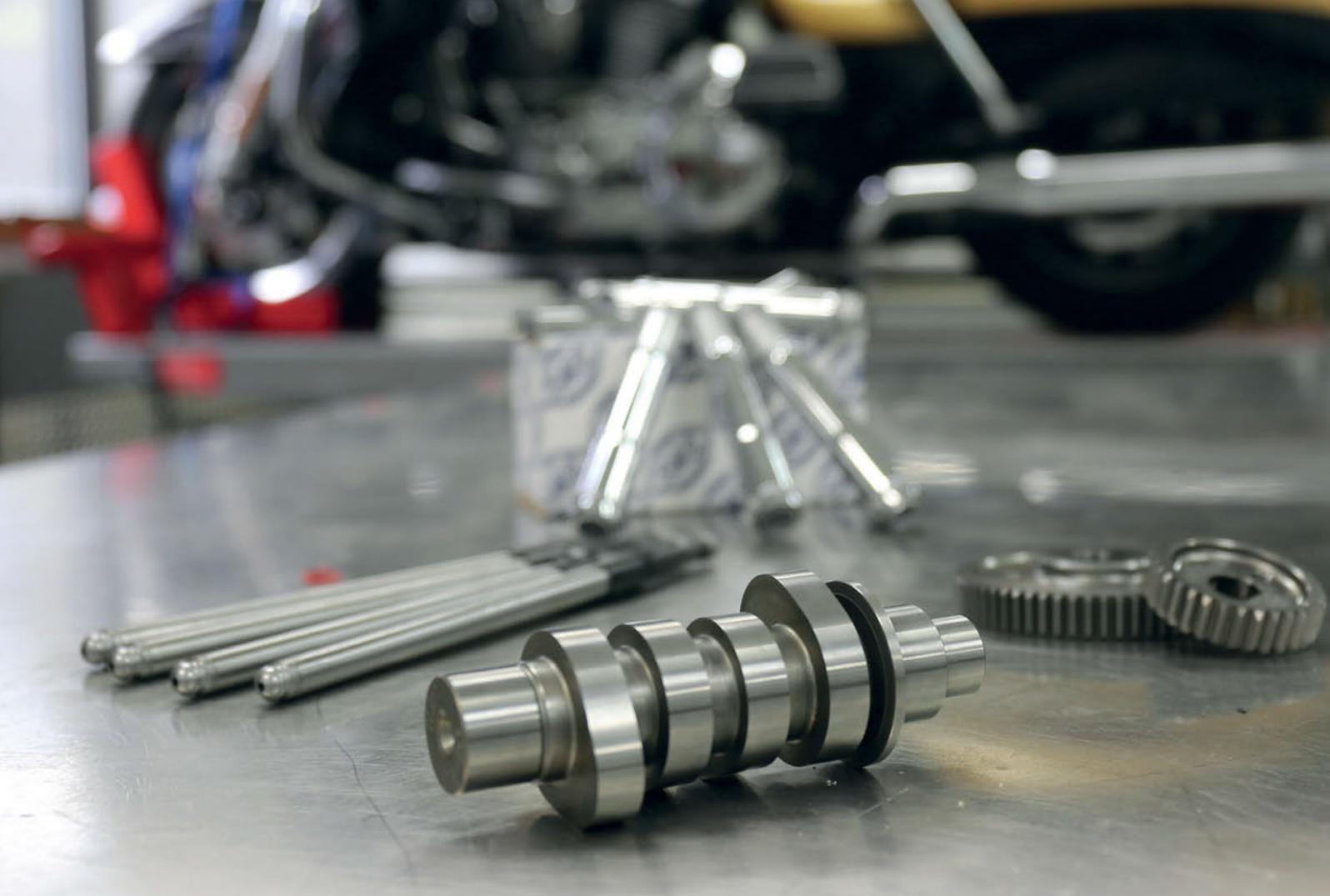
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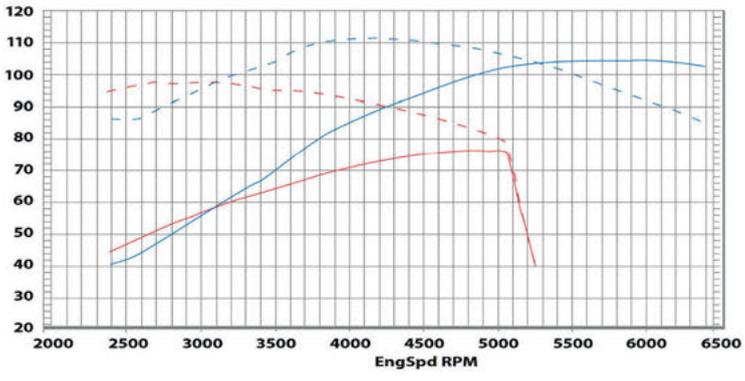
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Tucker Rocky and Biker's Choice VP Kenan Ikels addresses industry 'Noise' with reorganization process dealer update

<<< Continued from cover
[as at January 10] we are already seeing an increase in registrations over last year. We are working closely with our expo vendors to finalize special programs designed to help our dealers prepare for the upcoming season. "We have and will continue to take aggressive actions to make sure we have the inventory ready to fill their orders. There will also be education seminars designed to help them expand and grow your business." While profitability issues remain for MAG brand businesses (some worse than others), as of the latest public record figures available (for December

2017) the Tucker Rocky / Biker's Choice distribution business unit is trading profitably. MAG CEO Andy Graves told AMD in December that profitability was at the heart of the group's ability to file a reorganization plan, saying "If we were not profitable in trading terms then we would not have been able to put together this kind of capital restructuring plan at all. "When LDI bought MAG and merged it with Tucker Rocky and Biker's Choice in 2014 the widespread assumption was that the modest growth seen in the prior few years would sustain. It is only with the benefit of hindsight that



Kenan Ikels, Sales & Marketing VP at Tucker Rocky/Biker's Choice: "There has been some 'noise' in the industry, and I want to ensure you are getting the facts"

such judgements can themselves be judged. "Post restructuring we'll have gone from \$400m of debt in total, \$350m of which was term debt, to less than \$100m. That is certainly a very manageable debt structure for us and it removes the burden that restrained us. "In the meantime, we have access to \$125m of court approved financing to fund ongoing operations."



The Tucker Rocky and Biker's Choice Dealer and Brand Expo takes place February 8-9 in Texas. The company says that as of January 10 they had been "seeing an increase in registrations over last year," according to Ikels

Vance & Hines returns to Top Fuel Drag Racing for 2018



Santa Fe Springs, California based Vance & Hines has announced that it is to return to Top Fuel Drag Racing with rider Doug Vancil and tuner Mike Romine to compete in in the Mickey Thompson Tires Top Fuel Harley category of the 2018 NHRA Mello Yello Drag Racing Series. The championship will expand to ten events for the 2018 season with the nitro-burning Harleys kicking off the season at the Winternationals in Pomona, February 8-11. The new championship class will also mean that the Top Fuel Harleys will run alongside the Pro Stock Bike category at both the Gatornationals and the Harley's season finale at the US Nationals on Labor Day weekend. The 2018 team will see Vance & Hines reunite with long-time rider Doug Vancil, with whom the team amassed a dominating

six Top Fuel Harley championships. "I can't wait until we start running! We have a fast bike and with Mike Romine tuning, I think we are really going to be a top runner in the class," stated Doug. Mike Romine brings four decades of experience building, racing and winning on nitro Harleys. "I'm very excited to see the Vance & Hines name on the bike," remarked Mike, "and really looking forward to working with Terry Vance and Doug in the upcoming season." "The NHRA has done a great job of developing the Harley class to create a new two-wheeled championship category in the Mello Yello Drag Racing Series," said Vance & Hines founder Terry Vance. "And bringing together two of the biggest names in Top Fuel in Doug and Mike, I couldn't be more enthused about getting the season started."

www.vanceandhines.com

2018 TOP FUEL HARLEY SCHEDULE

Winternationals	Feb 8-11, Pomona, CA
Arizona Nationals	Feb 23-25, Phoenix, AZ
Gatornationals	Mar 15-18, Gainesville, FL
Four-Wide Nationals	Apr 6-8, Las Vegas, NV
Spring Nationals	Apr 20-22, Baytown, TX
Southern Nationals	May 18-20, Topeka, KS
Thunder Valley Nationals	Jun 15-17, Bristol, TN
New England Nationals	July 6-8, Epping, NH
Northwest Nationals	Aug 3-5, Kent, WA
US Nationals	Aug 29 - Sep 3, Indianapolis, IN

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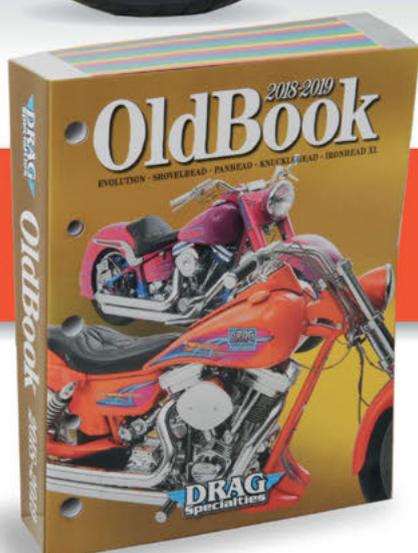
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NEWS BRIEFS

BRP has reported revenues up by +15% and gross profit up by +7% for the first three quarters of 2017. At \$1,240.5m, revenues are a new 9-month record. The company has also confirmed that a second phase of investment to increase Can Am side-by-side and powertrain production capacity will go ahead and should be completed in 2020.

Race legend Dan Gurney passed away January 14, at 86 years young. We here at AMD Magazine are proud to say that we had the pleasure of meeting Dan and his son Justin a couple of times - when they were guests of S&S Cycle at their Lacrosse, Wisconsin 50th anniversary celebrations in 2008 - they displayed their new S&S 124" engine Alligator Motorcycles prototype production cruiser, and again when they entered the bike ("Instigator") in the Production Class of the AMD World Championship at Sturgis in 2010. RIP, Dan.



Magazine publisher Bonnier has announced it is to reduce the frequency of Cycle World to quarterly as the winds of change continue to blow for the print consumer magazine (and newspaper) industry. Founded in 1962 by Joe Parkhurst (who died in 2000) Cycle World is widely credited with having ushered in a "golden era" of quality objective, accurate and informed motorcycle journalism. It would appear that it is to be reduced to the status of being a picture book from now on, with Bonnier saying that Cycle World Cycle World is "moving to a captivating, quarterly, coffee table-sized journal focusing on the art of the motorcycle." Hot Bike magazine will be combining with Baggers "to become the premier American custom and V-Twin touring publication", published six times a year. Sport Rider and Dirt Rider will no longer be print publications, Motorcyclist continues to be published six times a year.

Moto Beach Classic reaches far and wide

The first Moto Beach Classic promoted by Roland Sands Design (Bolsa Chica State Beach, Huntington Beach, California, October 14, 2017) saw over 5,000 guests attend the one-day festival that has generated a veritable storm of internet and social media traffic.

"This was a passion project," says RSD, "and our first attempt at bringing new eyes to two wheels through racing, surfing, art, music and custom bikes," and what started out as a "wild idea has developed into a Southern California cultural explosion," according to one outlet.

"The one-day festival brought together Super Hooligan street bike flat track racing, drag and mini bike racing, No Limit stunt shows, surf contests, art, music, food, custom motorcycles and of course, the love for two wheels." The Bolsa Chica facilities were said to have been "at capacity and filled with lovers of all types of creativity and counterculture."

At the core of the event were the race pits, "with over 120 hooligans, veterans and professional racers from across the nation orchestrated into a compact carnival. Teams brought makes and models of almost every motorcycle out there ranging from antique hand shift Indians and Harleys, to modern Ducatis. The smell of burning octane and brakes mixed with salty air and tacos made for quite the sight to



onlookers on the Pacific Coast Highway and those hanging on the fences beachside."

Indian Super Hooligan Championship winner, Andy DiBriano, took home the lion's share of the prizes, which included an Indian Motorcycle FTR750 as well as a \$2,500 check from Bell Helmets.

The event also featured BMW Boxer Cup races, and a vendor village with "established custom motorcycle shops, hip vendors and brands, as well as motorcycle industry icons. Local dealerships including Orange County Indian, Kiwi Indian, Long Beach BMW, Irv Seaver Motorcycles and Huntington Beach Harley-Davidson were interspersed with brands like Moon Equipped, Cycle Zombies, Revival Cycles and Brat Style.

Event Sponsors included Indian Motorcycle, Geico, Dunlop, Bell, K&N, Yamaha, Motul and Ducati Scrambler. Commenting on the publicity

generated RSD says that "the true outreach and effects of an event are literally in the hands of the attendees. Our first year brought over 5,000 spectators, twice the anticipated number, but with the ability to connect followers through pre and post social media event content, the impressions are endless.

"The diverse grouping of moto, flat track, bike builder, artist, musician, surfer, photographer, culture maker and brands at the Moto Beach Classic is what makes the event so unique. With so many facets involved, it is a mash up of ideas all in one place with a true soul and spirit. It's not just about any one thing, it's about everything, all in one place."

Moto Beach Classic will return in 2018, with the date yet to be confirmed but the organizers saying it will probably be the same weekend, 13-14 October.

www.rolandsands.com
www.motobeachclassic.com

MSI Wheel Blanks



MSI Wheel Blanks is a new South Gate, California based distributor that claims to provide "the largest selection of wheel blanks for the motorcycle industry."

"Having offered big wheels for more than ten years, the opportunity to now offer all sizes was too hard to pass up," stated owner, Ron Loynds of Metalsport wheels.

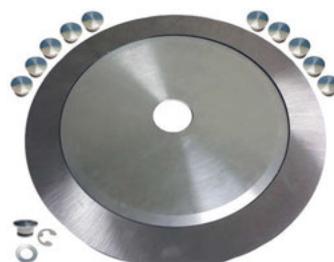
"Bringing in Lizette Hotinger to help run MSI gives us a fast start. She brings more than 30 years of experience in the motorcycle industry." Lizette said that she is "excited to be able to offer the complete line of wheel blanks and accessories to the wheel companies.

"MSI will offer wheel blanks sizes from the 16 x 3.5" to the big one of 32 x 4.0". In the near future, look for the 34" wheel

blank, 3D blanks and hybrid blanks. We will also offer one-off blank short-runs to customer's specifications. Adding to the wheel blank line, MSI will also offer pulleys, rotors and sprockets. We now feature a floating 18" rotor with new and improved buttons.

"Making MSI the one-stop shop for your wheel needs, we are adding a wide selection of tires including Vee Rubber and Shinko. Coming soon is a full line of hubs for Harley, Indian and metric brands."

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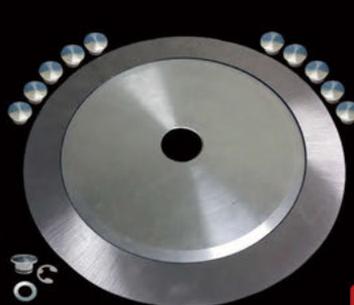
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Blud Lubricants announces Flat Track rider support program

In addition to supporting ATV/UTV, Enduro, MX, and Desert racing, Arizona based Blud Lubricants is also offering Road, Flat Track and Hooligan racers the opportunity to receive "a fresh injection of Blud"! Blud Lubricants announced that anyone participating in a racing series is eligible to apply for their all new Rider Support and Sponsorship programs (HawgBlud brand for Flat Track/Hooligan and BikerBlud for Road Racing) by submitting a racing resume via their website or by email to info@bludlubricants.com. Also, distributor enquiries are welcome. Blud Lubricants are 100 percent synthetic and the company says its

oils are "designed for the extreme duty, high temperature, severe stress environments that racing creates for a racer's machine. We understand how expensive it is to maintain and operate a high-performance racing machine and are delighted to offer a program that can save money and improve performance. It is a win-win for everyone," said Jefferson Green, CEO at Blud Lubricants.

Founded in 2017, Blud Lubricants is a subsidiary of industrial synthetic lubricant leader American Synthol, Inc., of Medina, Ohio, who have been blending specialty oils since 1983. Blud Lubricants offers "a



wide range of synthetic oil and lubricant products designed with our proprietary 'BLUDLINE' additive technology for the power sports racing and enthusiast markets." www.bludlubricants.com

The JIMS photo challenge



JIMS is launching a new image and media program and is asking dealers to help. If you have a knack for good pictures, JIMS would like to hear from you.

"We have a new opportunity for our customers - we are looking for good photos to be used as featured images in one or more of our upcoming magazine ads, editorials, or promotional materials. Simply share your photos with us, whether it be riding down the road, at the track, at a show, or in the shop working on your bike with a JIMS tool - we're leaving it up to you.

"The only requirement is simply that your photo must include a JIMS product. If your photo gets chosen we will also send you a JIMS 'swag' package".

You can share your picture any way you like - Facebook, Instagram, e-mail, or good old fashion snail mail. If sharing on Social Media, use the hashtag #MyJIMS. Otherwise email your photos to sales@jimsusa.com, or mail it to JIMS at:

555 Dawson Drive, Camarillo, California, 93012.

2018 Softail updates by Lottermann Bikes

Respected German custom bike builder and parts manufacturer Lottermann has unveiled new TÜV approved parts for 2018 Softails. Available in various widths and two lengths, their steel 'Stillette' rear ends accept the original and Lottermann's seat designs.

Their new stock suspension lowering kit will lower the 2018 Softail to some 40 mm from the ground. The side mount license plate holder seen here is "machined from finest aluminum and includes our 'Inside Plate holder' so no screws are needed for install. The system fits on the stock mounting points, so you don't



need to drill or weld the bike." It is available in black or polished to a mirror finish. Lottermann's characteristic and popular custom exhaust sound is now also available for M-8 Softail and Touring models with stock headers, and for Softail models already fitted Lottermann's original 60 mm diameter headers. The exhaust

is electronically adjustable and comes with EU approval (EG-ABE).

www.lottermanns-bikes.de



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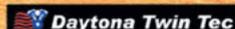


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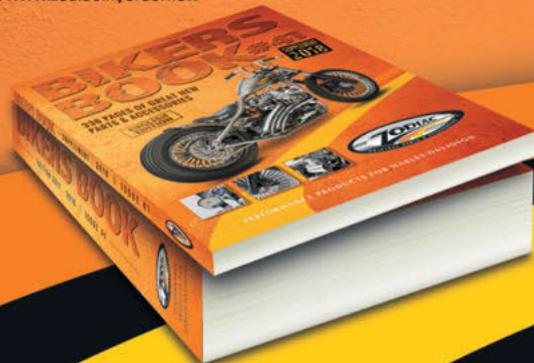


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Moscow Custom & Tuning Show moves to Olympic Stadium March 16 - 18



The popular Moscow Custom & Tuning Show is on the move again, driven by show growth, this time to no less a facility than the central Moscow Olympic Stadium, venue for the 1980 Olympics.

Said to give the joint MotoSpring and Moscow Custom & Tuning Show access to up to twice the space of prior venues, "this is the biggest and the coolest place to stage a motorcycle event in Moscow," says organizer Dmitry Khitrov.

"Alongside this, our 12th annual custom show and industry exhibition we will stage an indoor freestyle show with some of the best Russian and European jumpers."

The 'Moscow Show' regularly provides high class entrants for the AMD World Championship of Custom Bike Building (at INTERMOT Customized, October 2018) with creativity, innovation and standards of craftsmanship that are among the best in the world. www.custom.show



The winning bike from 2017 was a 1987 JAWA 500, a built by Dmitry Golubchikov of Zillers Garage workshop, again showcasing the high standards of innovation and craftsmanship we have come to expect from the Custom & Tuning show



Sturgis Motorcycle Museum and Hall of Fame to expand to two campuses

The size of the Sturgis Motorcycle Museum is set to double within three years, with its Hall of Fame moving to its own campus.

The existing Main Street location, which presently houses both, will get a major revitalization, courtesy of generous donations from supporters, board members and the Law Tigers.

"It's been a busy time," says Sturgis Motorcycle Museum Executive Director Myrick Robbins. "Scott Peterson, of Scott Peterson Ford, has donated land for the second, larger Museum site, just off Exit 32 and visible from the I-90. The Law Tigers are jump starting the building fund to ensure that the aggressive expansion plans are met, donating more than \$100K to our capital campaign building fund.

Our Museum is growing and within three years, the Hall of Fame portion will have its own campus near exit 32."

"We are honored to be part of motorcycle history," said Ari Levenbaum, on behalf of The Law Tigers, a professional association of motorcycle injury lawyers who help riders every day. "There are some amazing motorcycles on display and incredible heritage that needs to be shared with riders."

In addition to the donation of the site by Scott Peterson and the funding from the Law Tigers, Board Member Bruce Eide generously donated the fees for the architectural design firm, 4FrontDesign, Inc. Preliminary plans for the second site have been completed. The larger building will house the Hall of



Fame, pre-1938 collection and various galleries. "The overall facility will give the Museum space to offer educational programs, meeting and event space and a place for the community and visitors to experience motorcycling, learn about the great people of the Hall of Fame and their heritage," noted Robbins.

Key features will include permanent displays for the collections, featured galleries, a cafe, meeting rooms, gift shop, restoration and training areas



and various outdoor areas. "With the donations rolling in, we have continued the expansion plans for the current Main and Junction through the 1500 Rider program," says Robbins. "With the building maintenance up to speed and the permit process in motion, we have been working toward the expansion to continue to provide the downtown anchor and connection to the most famous Main Street in Motorcycling." Completion for Campus 1, "Legendary Main Street", is slated for July 2019 with Campus 2, "Heritage Hill", planned to be completed in time for the 80th Anniversary in 2020.

www.sturgismuseum.com

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MotoNation - Putrajaya International Convention Centre, Malaysia - December 1-3, 2017



The Grand Final consisted of eight winners from the MotoNation promotional "Road Shows"



"Praying Mantis" by Beautiful Machines is a heavily modified and supercharged Yamaha SR400

Omar Jumiran of Eastern Bobber Custom Cycles will be the first Malaysian builder to compete in the AMD World Championship of Custom Bike Building after winning the AMD affiliated custom bike show at MotoNation, a predominantly automotive expo held in Putrajaya, just outside the Malaysian capital Kuala Lumpur.

The bike show was the culmination of a series of competitions held at promotional "Road Shows" throughout the year, with the winning bikes invited to compete in the Grand Final.



Omar's Chicara-inspired bike "BoneX" was entirely handmade apart from the tires and 1967 AJS16 350cc single cylinder engine. Built in just four months, Omar's bike features his own 5-speed inline

transmission and "Double Arm Freek" front end design. The inaugural event attracted 80,000 visitors over three days, and it is hoped to expand the number of motorcycle industry exhibitors and incorporate an expanded format custom show next year.

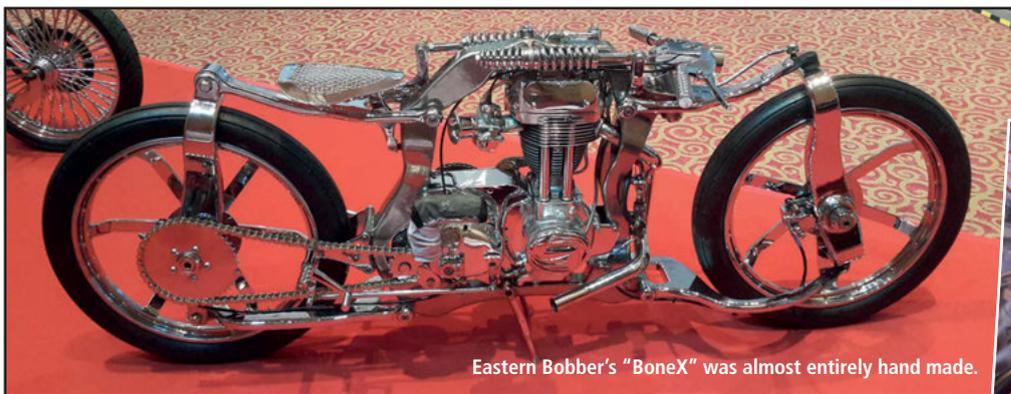
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Beautiful Machines' "Monster" is a supercharged 1991 Harley Davidson Heritage Softail built to race at Bonneville



Honda CX800 Cafe Racer by Rusty Factory



Eastern Bobber's "BoneX" was almost entirely hand made.



Donnie Smith custom bike show



The 31st annual Dennis Kirk Donnie Smith Bike Show will be staged at the Saint Paul River Center, St Paul, Minnesota, on Saturday March 24th and Sunday March 25th. More than just a (very good) custom bike show with a very good cash prize fund and the imprimatur of an industry legend, the show features custom cars and bikes, a tattoo show, swap meet and well-known vendors from all across America for, what is billed as, "the largest custom bike show in the Midwest." The show has grown tremendously from its beginnings, and weathered the

downturn well - the organizer, Neil Ryan, says that this year it will again comprise over 200,000 square feet of expo center indoor show space, with competition classes set to include custom Baggers, Choppers, retro Bobbers and custom Cruisers. In related news, Flat Track racing is returning to the Minnesota State Fairgrounds at the same time as the show, with indoor Flat Track back at its Twin Cities Spiritual home. In



the 1970s the renowned Minneapolis Armory hosted "indoor" Flat Track races that "people of a certain age" still remember fondly!

www.donniesmithbikeshow.com





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Swiss-Custom is bringing the Rat's Hole award to Europe

The Swiss-Custom Customizing and Tuning Show, staged at Swiss Moto (Zurich, February 22-25, 2018) has partnered with The Rat's Hole Custom Bike Show in the USA, with one of the "sought-after Rat's Hole Trophies being awarded in Europe for the very first time - with the newly appointed Best-of-Show Bike from the 2017 Sturgis Rally also on display."

After several years of successful cooperation with the biggest customizing show in the Middle East (Custom Show Emirates), Swiss-Custom says it has "set a further milestone with this new cooperation. "An award from the Rat's Hole Custom Bike Show is regarded as a veritable Oscar in the customizing scene. For many years now, hundreds of thousands of motorcycle fans have been descending on the two Rat's Hole shows at Daytona and Sturgis, and with this new cooperation bike builders and customizing fans in Europe will now be able to marvel at customizing art from America too".



In addition, the overall winner of the Swiss-Custom Bike Show will be given a trip to the Custom Show Emirates 2018 in Abu Dhabi (March 30 - April 1). Visitors can look forward to the European premiere of the unique Sturgis Best of Show bike "Dyslexia", by Hawke Lawshe of Vintage Technologies in Montana.

www.swiss-moto.ch



Sturgis Best of Show bike "Dyslexia" by Hawke Lawshe of Vintage Technologies

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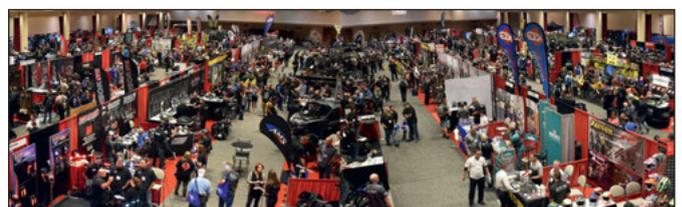
PU/Drag Specialties 2018 Indianapolis NVP Product Expo



Drag Specialties says: "Prepare for the spring selling season with the 2018 Parts Unlimited/Drag Specialties NVP Product Expo, February 10-11 at the Indiana Convention Center - this two-day event is your one-stop shop for the newest products and services the industry has to offer, while connecting and networking with hundreds of exhibitors." The company says the 2018 Indy Expo boasts 60 percent more expo space - over 92,000 square feet, allowing them to "introduce 40+ new exhibitors to our dealers, and offer exclusive Expo specials and

additional incentives from industry leading brands, including prize giveaways." Dealers will be able to "meet the industry's innovators by attending our in-depth Dealer Training where you will gain knowledge about the newest products, latest trends, and sales strategies. Saturday evening brings a Meet & Greet/Bike Show to mingle with fellow industry enthusiasts."

www.dragspecialties.com

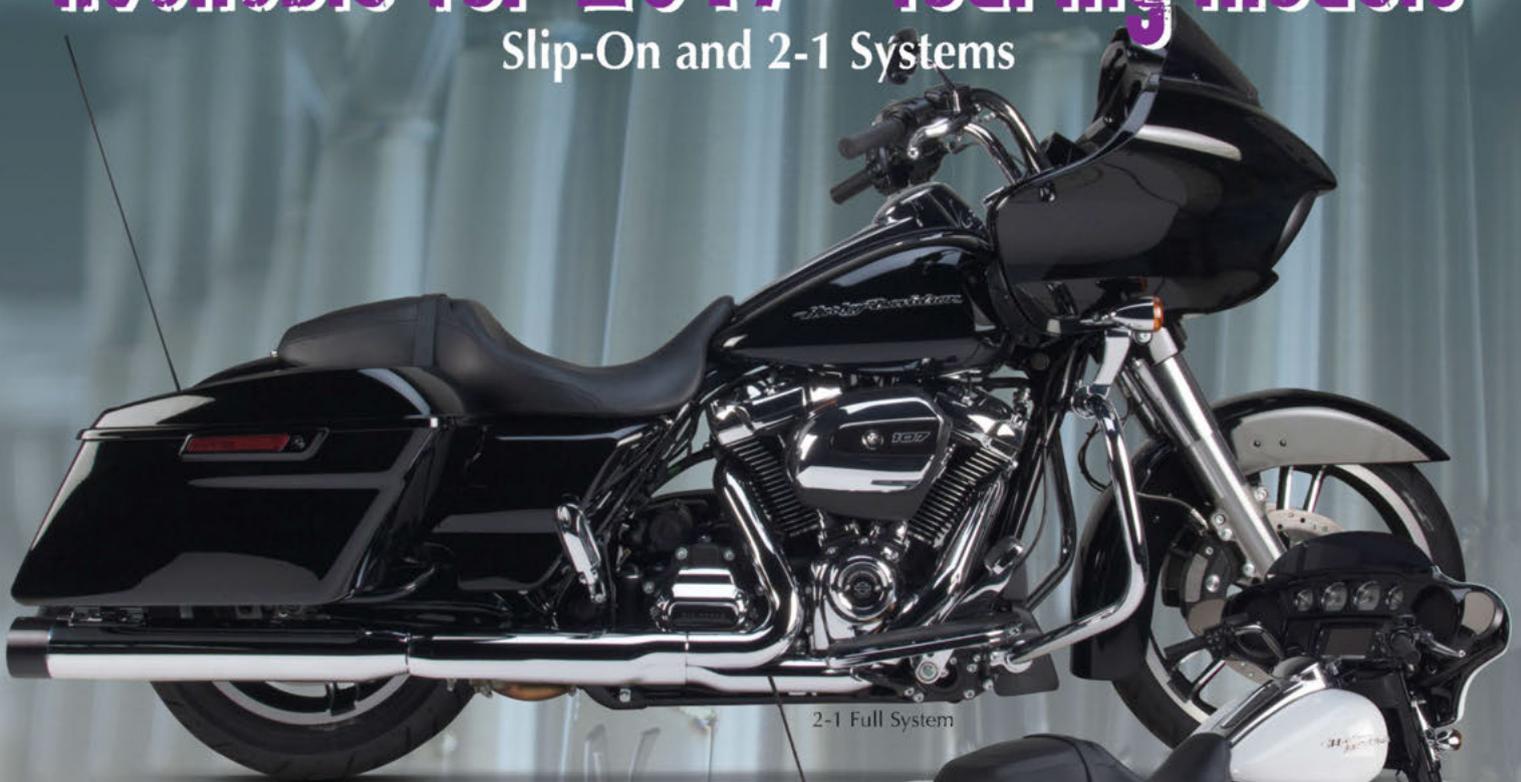


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NEWS BRIEFS

It is reported that Harley has added further to its IP filings war chest – 'Bronx' with the US P&TO, and 'Pan America' and '48X' in Europe.

Monday October 1, 2018 is confirmed as "move-in" day for the XIII AMD World Championship of Custom Bike Building at INTERMOT 'Customized', Cologne, Germany. Tuesday 2nd is press day; Wednesday 3rd is the international trade and VIP visitor Preview Day, with public admission from Thursday 3rd through Sunday 7th. Judging is Saturday 6th, with the awards ceremony at 3:00 pm Sunday 7th. In 2016 INTERMOT "Customized" attracted some 150,000 visitors.

Harley has filed suit against a Californian apparel business called Affliction claiming violation of its trademark. Harley is reportedly seeking \$2 million per trademark for each type of product, as well as profits, damages, attorney fees and the destruction of all the existing products that infringe on their IP.

Rumors abound that Indian conglomerate Mahindra & Mahindra's 2016 acquisition of rights to the legendary BSA name will result in more than just a balance sheet bump from T-shirt sales - and sooner rather than later, with new models, after making their Milan Show debut, possibly as early as 2018. M&M is also 51 % owner of French made Peugeot Scooters and recently announced that it will build a factory near Detroit to build off-road utility vehicles – the first automotive plant to be opened in the United States by an Indian corporation.

Indian Motorcycles has opened a "pop-up" merchandise boutique at the new Mall of Switzerland near Lucerne. The store will be there for 6 months.

Triumph, who last year signed a deal with Indian conglomerate Bajaj Auto for the development, manufacturing and sale of new mid-range models, has reported its best sales for 30 years. For its 2016/2017 financial year (the period ending June 30, 2017) Triumph Motorcycles has posted total global revenues of GBP £498.5 million, up by £90.9 million (+18.23 percent) on sales of some 63,000 units (up from around 56,000 in the previous financial year). More than 86 % of Triumph sales are outside the UK, with their dealers in the U.S. selling pretty much all the bikes they can get, most of the time.

It was announced in November that the Federal Highway Administration is to appoint a 10-member Motorcycle Advisory Council to advise on infrastructure and other issues facing riders.

EMAT 'Devils Motor Show' Hungary



The annual EMAT 'Devils Motor Show' will be at the Hungexpo, Budapest 23-25 February with an expected crowd of around 30,000 enthusiasts. Organised by Devils MC and Rusty Rodders CC, the event started in 1996 and is one of the largest custom bike and car shows in Eastern Europe. Co-joined with the Budapest Boat Show, the Hungarian Motorcycle Construction Championships is open to modified or ground-up builds and is the venue for the joint championship of V4 Customs, the Visegrad Countries (Hungary, The Czech Republic, Slovakia and Poland). Winners benefit from additional international prizes based on points earned at the other shows in the V4 network. Judging is by an industry

professional jury and AMD Magazine will invite the top three competitors to compete at the AMD World Championships at 'INTERMOT Customized' in Cologne in October 2018. Hungarian custom bikes have historically done well at the 'AMD', with well-known builder and former European Champion Sapka M vek a regular - he was 15th in 2016 with 'Black Brass', one of three bikes he brought to Cologne, a year that also saw Ferry Custom Bikes of Budapest making the trip.

www.emat.hu



Cafe Racer winner, Sapka Muvek



Freestyle winner, BK Garage (Slovakia)



Best of Winners, Gigamachine



Old School winner, Monster Customs

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CCE adds the Dr. Jekyll & Mr. Hyde exhaust program to its 2018 offer



The Dutch specialist in electronically adjustable exhaust systems, Dr. Jekyll & Mr. Hyde, is noted for its innovative approach to tuneable exhaust sound and performance within the parameters of current EU noise and emissions regulations, with a latest generation of products, including slip-ons for Indian Scout applications, that are Euro 4 compliant. "We have been watching the exhaust market closely, both in terms of consumer demand and what dealers tell us they can sell, and decided to team up with Dr. Jekyll & Mr. Hyde

because of their excellent reputation, outstanding product quality and advanced customer service," states CCE Managing Director, Andreas Scholz.

"We predict a rising demand for street-legal exhaust systems here in Europe in the near future and see Dr. Jekyll & Mr. Hyde as adding a popular dimension to our existing exhausts programs. We already feature 92 pages of exhaust systems from major manufacturers in our catalog, some European, others US-based, and offer one of the biggest custom exhaust



Dr. Jekyll & Mr. Hyde

programs worldwide.

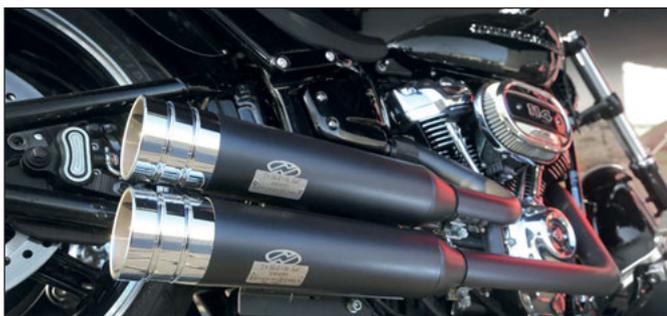
"As an adjustable product, the technology that Dr. Jekyll & Mr. Hyde uses allows us to cater to dealers throughout Europe with products that can be adjusted to meet the varying noise and emission expectations of their home markets, while buying into a product line that can serve all future homologation

demands, doing so with great styling and perfect sound.

"We have seen Dr. Jekyll & Mr. Hyde exhausts selling well for our German partners already, so we intend to offer these great products all over Europe. Their quick reaction to the new 'Milwaukee Eight' engines for the 2017 and 2018 model years means our dealers will have an excellent additional option for their customers' bikes."

www.custom-chrome-europe.com

www.jekyllandhyde.com



Zero announces 6x faster charging and 10% more range for 2018

Santa Cruz, California based Zero Motorcycles' 2018 model range is said to "once again raise the bar for all electric motorcycles," with increased battery capacity and range and a new high-speed on-board charger option that is said to increase charging speeds by 6X. Zero says it has "consistently produced the electric vehicle industry's most energy and power dense battery packs" and it has "extended our leadership position again" by boosting their Z-Force battery's energy capacity by more than 10 percent.

For 2018, Zero has introduced three new batteries - the ZF14.4, ZF7.2, and ZF3.6, offering "more range and better performance than any two-wheel electric vehicle currently on the market". When equipped with the optional range extending ZF3.6 Power Tank, Zero says its models feature "the largest 18 kWh of energy offer and the longest range of any two wheel EV on the market, with a city range of up to 223 miles."

The company says its advanced lithium-ion batteries are

maintenance free and backed by an industry leading five-year, unlimited mileage, warranty. Every Zero motorcycle can be charged using the standard 110 V or 220 V wall outlets found all over the world. To give riders the ability to cover more ground in a single day, Zero launched a 6 kW charge tank that enables charging up to six times faster than when only using the standard charger.

The new charge tank is compatible with the extensive worldwide network of Level 2 EV charge stations. The new option is available on all Zero S, SR, DS, and DSR models. When combined with the standard charger, the new charge tank is said to drop charge times for ZF7.2 models to one hour (0-95%), and reduces ZF14.4 models charge times to about two hours. "Zero's new 6 kW charge tank allows riders to charge at speeds of up to 103 miles per hour of charging (calculated using city range) at any of the growing

number of over 14,000 Level 2 charging stations in the US or around the world," said CTO Abe Askenazi.

"This means riders can add 30 miles of 'fuel' in the time it takes to stop for a cup of coffee, or fully recharge over lunch. This completely changes the utility of electric motorcycles by eliminating long recharging times."

Other performance enhancements for 2018 include 11 percent more rear wheel torque with the lighter-weight ZF7.2 batteries and 30 percent more power and torque to amp up acceleration at highway speeds with the enhanced ZF13.0 Zero S and Zero DS.

"Zero continues to push the

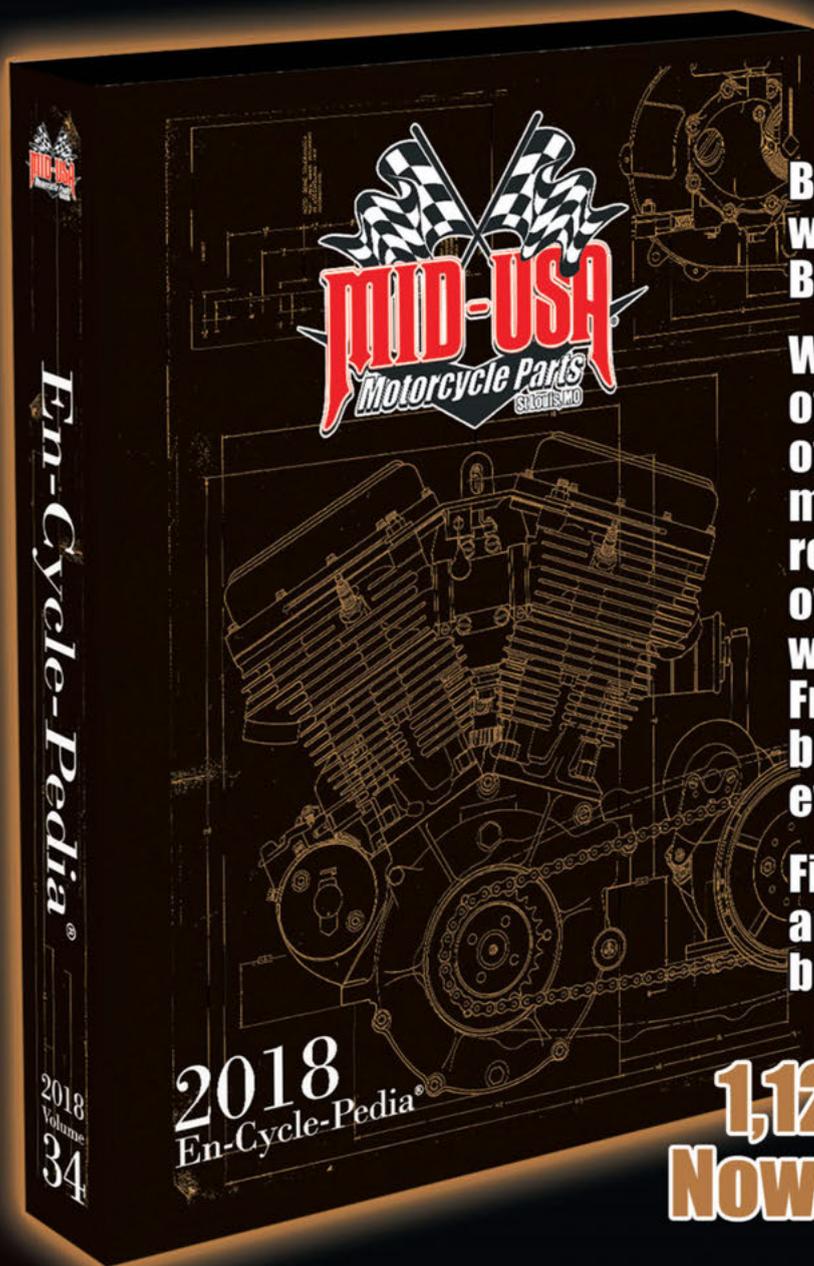
boundaries of what's possible in the electric motorcycle space," said Todd Andersen, Zero's VP of Marketing, Sales and Aftersales. "Riders who have been waiting for more range and faster charging don't have to wait any longer to go electric." Zero invented the first mobile App that allows riders to tailor their bike's performance from their smartphone (available for iOS and Android), and this year the company has taken it to another level - firmware updates that used to require a trip to the dealer can now be easily performed directly from any compatible smartphone (available on 2017 and 2018 models).

www.zeromotorcycles.com



Zero models left to right: SR, DS, FX and FS

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BST wheels for H-D, V-twins and Customs



Leading carbon fiber wheel maker Blackstone Tek (BST) has updated its wheels offer for selected Harley models and custom V-twin performance use.

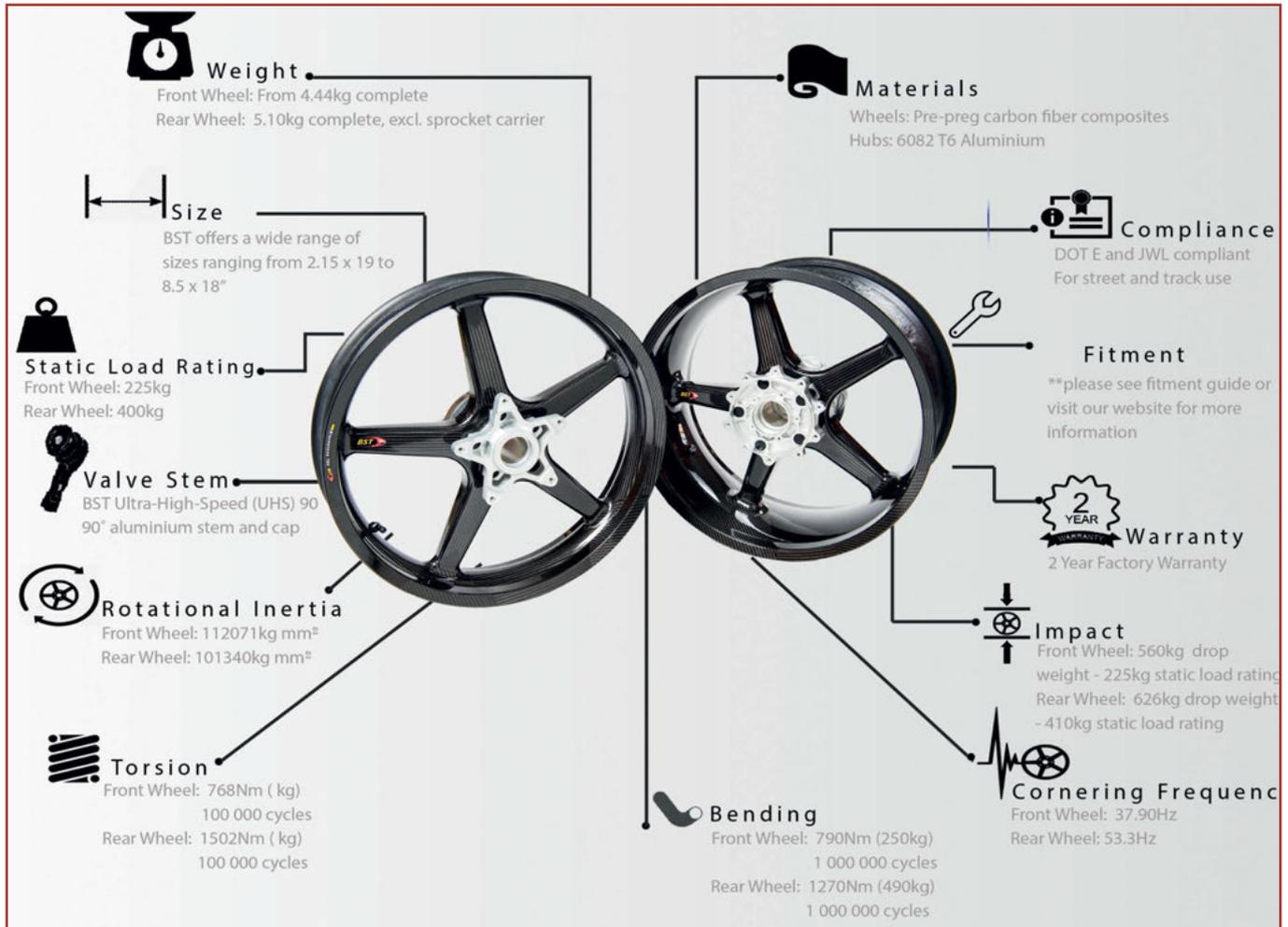
BST carbon fibre wheels were originally intended for Street and Track use for the superbikes. They found their own way into Drag Racing as the riders immediately recognized the benefit to be gained - this was quite a surprise to BST as they hadn't targeted that market! The Drag market grew rapidly and that's when Harley-Davidson, customizers and custom builders picked up on them. The new Black Star line was BST's response, with the many different sizes and fitments offered to specially meet their needs.

BST wheels have always been popular at the 'top end' of the Harley custom market and with performance custom builders (and Sportster and Buell racers). Having migrated from the drag strip, where the combination of strength and light weight are the primary characteristics of a carbon fiber wheel, they are increasingly no longer just the preserve of the strip and circuit.

In drag racing they have been popular for the reduced mass they represent when starting a run (the stationary bike responds sooner and faster to the rider's reaction time) and for the improved speed (and reduced time) that the bike then carries to the finish line. On the race circuit lighter weight not only means



Terry Anneck, Operations and Marketing Director, at EICMA in 2017



BST wheels for Harley-Davidson, V-twins and custom motorcycles

<p>H-D 2008 – 2012 Rear Rear Rear</p>	<p>Harley-Davidson XR1200 Front 4.5 x 17 Rear 5.5 x 17 6 x 17</p>	<p>BST BLACK STAR 5 straight spokes 3.5 x 17</p>	
<p>H-D 2014 Models: XL 883N IRON 883 with ABS XL 1200X Forty-Eight with ABS Street BOB Twin Cam 96 with ABS Fat BOY Twin Cam 103 with ABS Fat BOB with ABS Street Glide Twin Cam 103 with ABS Road King</p>	<p>MODELS: Older models: FL Series V-ROD up to 2007 V-ROD from 2008 onwards Night Rod Special with/without ABS Muscle Rod – 2008 onwards</p>	<p>WHEEL SIZES: Front: 3.5 x 17 3.5 x 18 2.15 x 19 2.5 x 19 2.75 x 19 3.0 x 19 3.5 x 19 2.15 x 21 3.5 x 21</p>	<p>BST BLACK STAR 5 straight spokes Rear: 4.5 x 17 5.5 x 17 6.0 x 17 5.5 x 18 8 x 18 8.5 x 18</p>

higher speed, but greatly improved cornering and faster acceleration out of the bend.

For street use they have generally been regarded as being the province of the 'exotics' - the top end custom jobs and show bikes where money is no (or relatively little) object.

Increasingly though, and especially where the objective is performance and the improved handling that comes with lighter weight, carbon fiber wheels are finding their way onto more street bike make-overs. Though still in relatively small numbers, as the custom scene continues to morph and incorporate influences from elsewhere in the motorcycle market

(not least sport bikes and sport tourers), the market for carbon fiber wheels on street Harleys and genuinely streetable customs (of all platforms) has grown, and shows every sign of continuing to do so in the decade ahead.

Located in Johannesburg, South Africa, BST was founded by former racer Gary Turner and business partner Terry Annecke in 2002 - the company celebrated its 15th anniversary last year - and now has more than 25,000 wheels in the market worldwide.

The company employs some 50 people at their 51,500 sq ft (4,800 sq m) facility and has exported

their wheels "to just about everywhere in the world, even including Kazakhstan! Basically, everywhere that has a motorcycle community."

BST almost single-handedly created the market for volume produced carbon wheels, and as such has had quite an influence on the race and custom motorcycle industries.

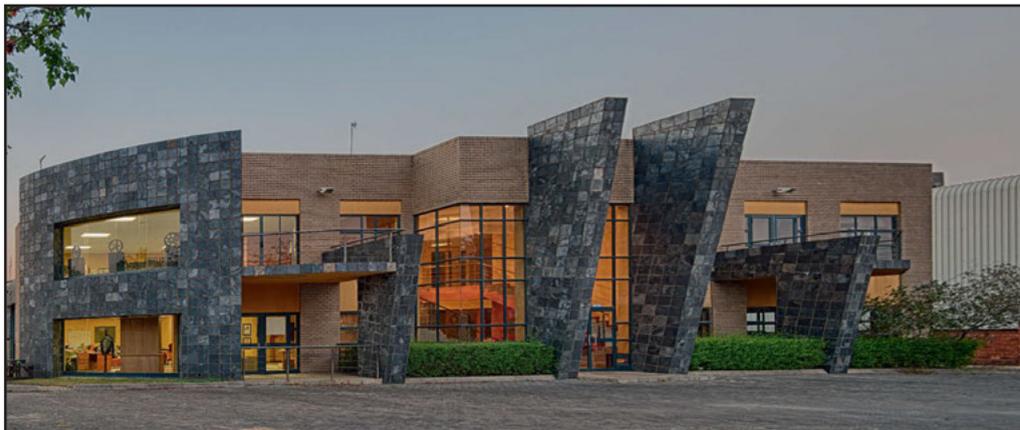
However, 'caveat emptor' - buyer beware - not all carbon fiber wheels are created equal. BST is one of the very few manufacturers in the world (a handful at best) whose products have been proven on the drag strip, the race circuit, and even the "Great White Dyno" that is the wheel-hostile environment of the

What Is Carbon Fiber?

A carbon fiber is a long, thin strand of material about 0.0002-0.0004" (0.005-0.010 mm) in diameter and composed mostly of carbon atoms. The carbon atoms are bonded together in microscopic crystals that are more or less aligned parallel to the long axis of the fiber. The crystal alignment makes the fiber incredibly strong for its size. Several thousand carbon fibers are twisted together to form a yarn, which may be used by itself or woven into a fabric. The yarn or fabric is combined with epoxy and wound or molded into shape to form various composite materials.

Carbon fiber-reinforced composite materials are used to make aircraft and spacecraft parts, motor cycle structural elements, wheels, racing car bodies, golf club shafts, bicycle frames, fishing rods, automobile springs, sailboat masts, and many other components where light weight and high strength are needed. Carbon fibers are classified by the tensile modulus of the fiber. The English unit of measurement is pounds of force per square inch of cross-sectional area, or psi. Carbon fibers classified as "low modulus" have a tensile modulus below 34.8 million psi (240 million kPa). Other classifications, in ascending order of tensile modulus, include "standard modulus," "intermediate modulus," "high modulus," and "ultrahigh modulus." Ultrahigh modulus carbon fibers have a tensile modulus of 72.5 - 145.0 million psi (500 million-1.0 billion kPa).

As a comparison, steel has a tensile modulus of about 29 million psi (200 million kPa). Thus, the strongest carbon fibers are ten times stronger than steel and eight times that of aluminum, not to mention much lighter than both materials, 5 and 1.5 times respectively. Additionally, their fatigue properties are superior to all known metallic structures, and they are one of the most corrosion-resistant materials available, when coupled with the proper resins.



legendary Bonneville Salt Flats.

Like all the best products and manufacturers, R&D and testing are at the heart of the process. "A traditional metal wheel manufacturer uses one wheel per test, but our wheels are engineered to withstand four tests - cornering fatigue, radial fatigue, torsional fatigue and impact testing - all using the same one wheel," Gary explained.

The company has been ISO 9001 certified since 2003, audited by the German TÜV, the JWL in Japan and the DOT in the United States (BST wheels are DOT E certified). When I met him at EICMA (the 'Milan Show') last year, Gary told me that as far as he is aware, his company is the only OEM certified supplier of carbon fiber wheels in the world, and by far the largest aftermarket supplier with four different styles of wheels in sizes ranging from 12" to 23" and over 200 individual fitments for 20 different manufacturers.

One of the common questions about using carbon fiber wheels concerns the effects of UltraViolet light. The testing and certification processes that BST wheels have been through, such as that with the German TÜV authorities, includes both salt spray and UV degradation testing, and the result of that testing was that BST wheels show no noticeable degradation in connection with either.

Applications for BST's 'Black Star' 5-spoke wheels range from selected Harley Touring models through Twin Cam Softails and Dynas to V-Rods and Sportsters. Recent OEM contracts include the (initially) limited-edition 1200 cc, 200 bhp V4 Norton VRSS/RR (BST also produced the V4's carbon fiber fuel tank, which has been reinforced with Kevlar and chemically treated to safely hold gasoline) and the

The limited-edition 1200cc 200bhp V4 Norton VRSS/RR



even more limited-edition Ariel ACE R.

The wheel of choice for Confederate and Ecosse cruisers, BST also has a long standing "wheels and more" relationship with American V4 Sport-Tourer manufacturer Motus, was the wheel chosen by San Francisco based E-Bike start-up Alta Motors for its Redshift ST Street Tracker concept, and will be the stock wheel on the production version. Most recently Gard Hollinger and Keanu Reeves chose BST wheels for the 2018 Arch Motorcycles S&S Cycle engine KRGT-1 update and the new Method 143 and Arch 1s.

Another of BST's most recent successes has been with Ducati's new 1299 Superleggera, said to be the first ever factory bike to be equipped with carbon fiber wheels as stock. Gary says Ducati chose carbon fiber "to lighten the load and provide a reduction in rolling resistance" and settled on BST as their carbon wheel of choice "over all other manufacturers, including some on their own doorstep in Italy and elsewhere in Europe."

BST wheels have not only become a default choice



Arch '1s'

Arch KRGT-1



for Harley, Buell and performance V-twin customizers looking to save weight, add strength and improve handling, but for years have been the 'go to' for customizers for whom performance engineering has been the driving force in their design decisions at the AMD World Championship of Custom Bike Building. They are made using pre-preg carbon fiber - "pre-impregnated" composite fibers where a thermoset polymer matrix material, such as epoxy, is already present. The fibers often take the form of a weave and the matrix is used to bond them together and to other components during manufacture. The thermoset matrix is only partially cured to allow easy handling; this B-Stage material requires cold storage to prevent complete curing. B-Stage pre-preg is always stored in cooled areas since heat accelerates complete polymerization. Hence, composite structures built of pre-pregs will mostly require an oven or autoclave to cure.

Pre-preg allows the wheel to be worked on a flat surface, in an industrial process, and then the impregnated fibers are formed to shape later - not something that can be done as well using the alternate hot injection process. Pre-preg also allows impregnation with a bulk amount of fiber and then store it in a cooled area (below 20°C) for an extended period of time for curing later.

BST makes 5 and 7 spoke designs in aerospace FAR25 qualified materials (as also supplied to Airbus, Boeing, Ferrari and McLaren among others), providing complete aerospace critical standard traceability during manufacturing processes. All wheels are coded and serial-numbered for easy identification. Using fully automatic aerospace nesting and cutting machines, each wheel's pattern is cut and part-numbered simultaneously, guaranteeing correctness and uniformity.

Far stronger than standard wheels, BST wheels are comfortably over-engineered for road use and they pass all known tests for their rims, corner, radial and torsional fatigue and impact test standards.

Carbon wheels deliver at least a 50 percent weight saving over alloy wheels and centralize the weight due to the lighter rim, resulting in improved performance and handling. The smaller radius of



gyration completely changes the acceleration and braking characteristics. Acceleration is improved and braking is much easier, with improved stopping distances as well, "improvements that are real and noticed by everybody who rides with our wheels," says Gary.

"The steering is nimbler too, with the bike changing direction a lot more easily, and because of the lower un-sprung mass, the tire does less rebound work and the springs and shocks work sooner - so whereas going over something like a one-inch expansion joint was a jolt, the bike does not now feel it as much. Quite remarkable to feel and a very noticeable difference."

The end result, according to Gary, is the "strongest, lightest and most durable wheels available, enormous performance and handling benefits, extended tire life, and improved acceleration, deceleration and braking performance. The bike will handle more easily with much faster turning into corners with absolutely no suspension modifications or adjustments whatsoever required.

BST wheels are painted with an automotive grade clear coat (with UV protection) and finish options include matt black, high gloss, satin and even chrome look.

BLACKSTONE TEK
Johannesburg, SOUTH AFRICA
Tel: +27 (0)11 704 0026
marketing@blackstonetek.com
www.blackstonetek.com

The effects of inertia

By Gary Turner

Lightweight wheels are without a doubt the best performance product that can be purchased for a motorcycle. Instant performance is gained in all major areas - it's something the rider feels immediately - it's instant gratification. When comparing wheels and weights, it is not always the overall weight that matters, but rather the weight distribution in each particular wheel which affects the performance of the wheel. A lighter rim means better performance. Carbon wheels generally have much lighter rims and carry the bulk of their weight in the hub - and the hub has little effect on the performance of the wheel.

But weight is NOT the only consideration. Lighter wheels will make a major difference to the handling of a motorcycle, but they will also improve your acceleration and deceleration (braking).

This is because the weight of the wheels isn't at work in isolation. What is even much more important is the Rotational Inertia of the wheels, namely how much weight is close to the axle and how much weight is further away from the axle.

Clearly the energy needed to turn wheels obviously comes from the engine. If you need less energy or power to turn your wheels, the available power accelerates the wheel quicker and you will end up with a higher maximum speed.

The lighter the wheels, the less your unsprung mass. This means that your suspension has to work less to dampen the wheels and it will therefore track the ground surface much better, giving better control and performance.

It is more difficult to move or steer a rotating mass than a stationary mass (try to move a spinning bicycle wheel). If you reduce the mass, and specifically the rotating inertia, the force required to move or steer the mass is reduced significantly. Putting lighter wheels on a motorcycle will reduce the steering forces significantly and therefore have a positive influence on driver fatigue. No other performance enhancing product gives the same benefit/price ratio.

Arch 'Method 143'



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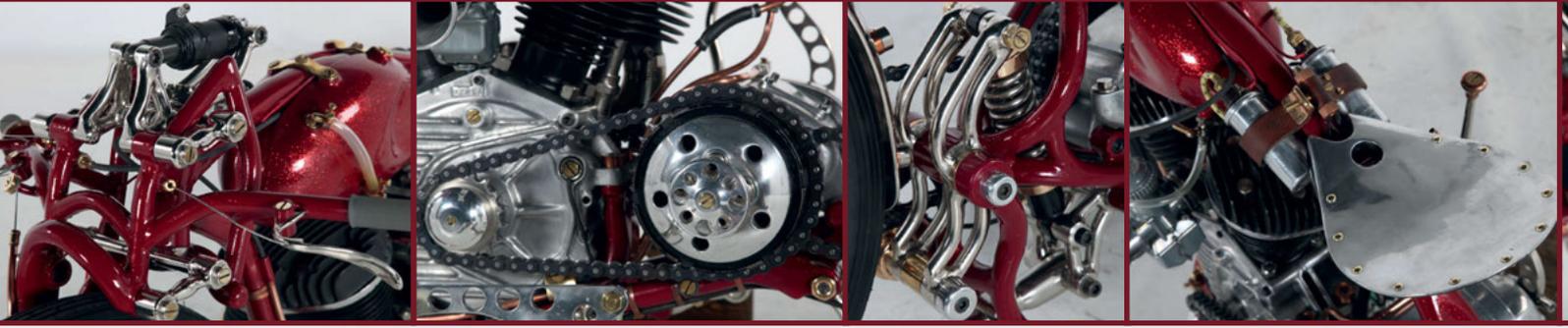
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A Flathead So



The storied history of the once enormous motorcycle industry in the Czech Republic (Czechoslovakia as was then) has proven to be a rich vein for inspiration, craftsmanship and eclectic design choices for customizers for years.

Placed ninth in the 2016 AMD World Championship at INTERMOT "Customized" in 2016, this monoshock 'softail' (oh yes it is – check it out!) combines old school America (the engine is a 1942 WLA 750) with a pair of 21 inch fronts (with Avon Speedmasters), front/rear cylinder brakes and 36 mm Jikov carburetor from JAWA's type 513 air-cooled 250 cc two stroke CZ motocrosser.

Built by Jakub Kaderabek (KuBig Custom) on an own-made oil-in frame and single-sided swingarm, the Flathead engine is mated to a BSA 4-speed dry clutch with an open chain-drive primary, a gas tank from a JAWA Stadion S-22 and a stunning single-sided monoshock telelevered girder meets springer hybrid front end!

The AMD World Championship is judged by the competitors themselves, topped up with carefully selected and experienced custom press professionals and knowledgeable industry VIP judges. We are proud to be able to say that it has always stood out from the bike show crowd as providing a showcase in which originality can be recognized

and showcased – a platform of engineering prowess. Jakub's Flathead was unique in" to that mission and purpose were needed these days! challenged, the resourceful customizers from Eastern with the top-rank of the



Flat!

Pictures by Onno Wieringa, Madness Photography



form for craftsmanship, imagination
S.
versally acclaimed as "fitting right
providing further proof (as if any
!) that even if they remain resource
fulness and creativity of
n Europe places them right up there
world's best.



Brake master cylinder covers

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

These brake master cylinder covers are available in show polish, all black hard anodized, and all black hard anodized with twice cut top logo.

Made in California and CNC machined from Billet 6061 aluminum they ship with stainless hardware included. Fitments available for a wide range of Big Twins and Sportsters from 1984 and up.



THRASHIN SUPPLY
 Canoga Park, California, USA
info@thrashingsupply.com
www.thrashingsupply.com



PM one-piece forged wheels

These one-piece forged aluminum wheels by Performance Machine have been manufactured with the highest material strength in the same direction as the operating load, creating a light and strong wheel and feature a contour rim lip for a "graceful arc from rim to lip."

The "Platinum-Cut" finish starts with a polished wheel that has been black anodized, then recut to



open up the design, then, finally, the process is taken one step further by polishing the recut areas to a brilliant shine.

On '14-'17 FLHT, FLHR and FLHX applications, the front wheels include fender relocation brackets for use with stock front fenders; '09-'13 FLHT, FLHR, FLHX and FLTR front applications require the use of the OEM spacers. Available through Drag Specialties.

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

Victory cables by Barnett

Ventura, California based Barnett Clutches and Cables is noted for "going deep" where inventory and available cable fitments are concerned. As the dedicated Victory Motorcycle enthusiasts start to need replacing critical components, Barnett's full line of stock length and custom length cables for '99 and up Victory models will become a reference "go to" source.

Four different casing types are available - traditional black vinyl, classic stainless braid, Platinum Series bright silver-plated braid and Stealth Series black on black. All braided cables feature a protective clear coating that is guaranteed not to discolor from sun exposure.

All Victory clutch cables come standard with Barnett's "High Efficiency" nylon coated and silicone lubed inner wire and Teflon inner-liner for an extremely smooth pull, longer life and reduced lever effort. All cables feature chrome hardware (except Stealth Series, which features black chrome) and all cable assemblies, fittings and hardware are made and assembled in-house by Barnett, in the USA.

Barnett also specializes in custom length

and "one-off" cables for any handlebar conversion or custom bike application.

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Neutral Switch Eliminator

In the December edition of AMD we showcased the Badlands run, brake, turn module for Harley Big Twins and Indian Scouts, this month we have more news from the Oreland, Pennsylvania based manufacturer - a Neutral Switch Eliminator.

"Our ideas for new product don't always revolve around electrical parts. Although it replaces the neutral switch, our new Neutral Switch Eliminator is a highly polished, stainless steel option for customizers of all types," says owner Jeff Zielinski.

The 1/4" blind allen head design uses an O-ring to seal the unit once it is tightened from the inside of the trans top cover. It fits 1984 through 2005 Big Twin models and cleans up the look while eliminating excess wiring (neutral indicator light will no longer function once installed).

Considered a leading "go to" source for all things electrical for Harley and, increasingly, Indian Motorcycle, Namz is celebrating its 19th year in business, and sells fluid transfer lines, custom



NAMZ Custom Cycle Products, Inc.

installation supplies and Badlands lighting modules. Also seen here, and born out necessity in the absence of any suitable available tool, this wire rack has been designed by Namz/Badlands to hang their spools, so Jeff figured "well, it works for us, maybe it can work for others too."

Described as an inexpensive, compact, space saving solution made in metal in gray, it can sit on a bench or hang from a wall, hold twelve 100-foot spools on each rack, with two racks per box - housing 24 colors, enough for all those used on '96-'13 Baggers or other models and motorcycles.

The full range of NAMZ/Badlands products is available through Drag Specialties, Parts Unlimited, Tucker Rocky, Mid USA, Parts Canada, Motovan, Les Importations Thibault, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W Cycles, Zodiac, Rollies Speed Shop, Wildrider International or if out of stock at their preferred distributor, dealers can order direct from the company's website.



NAMZ CUSTOM CYCLE PRODUCTS
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2" open drive kits with 2-piece motor plate for M-8 Tourers

New from Belt Drives Ltd (BDL) this new open belt drive kit features a two-piece motor plate design and 2" primary belt and 52/69 pulley combination for a 1.32:1 final drive ratio.

The belt profiles are unique to each kit, requiring matched pulleys for each belt (pulleys may not be interchangeable); the front pulley face and spring collar have a matching pattern to the rear pulley and the front pulley cover is counter-bored for a super-clean appearance. The diaphragm clutch is a 6-bolt



configuration for a firmer feel and improved appearance; the kits include side and top guard for an aggressive, open dome

look. It has a ball bearing pressure plate and the springs and spring collar are enhanced for more positive lock-up engagement - "great for big-inch/high-horsepower motors."

Available in chrome or black/natural for '17-'18 FLHT/ FLHR/ FLHX/ FLTRX/ FLTRU models with hydraulic clutch.

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ABS compatible 4-piston radial brake caliper

Italian parts and accessory specialist Rebuffini designed these RR108 108 mm/22.5 mm offset radial brake calipers to deliver an "unmatched standard of style and performance."

"We invested in the best technology, high quality precision CNC machining, durability and reliability tests to obtain an extraordinary product of precision and beauty. The perfect rigidity achieved by a multi-point fastening system, suitable for all recent anti brake-locking system (ABS) models, and good braking feel are the perfect combination of qualities.

"The proven construction technique and design incorporates both the dust shield and the oil seals. Our brake calipers are unique in the aftermarket, being equipped with pads that have a friction surface of 26±1cm²."

Available in black anodized, blue anodized or other colors on request. "The anodized finish, specific for high temperatures, is long-lasting and the color does not deteriorate. The quality of the "black" color of all Rebuffini products is well recognized for its depth, brilliance and long life over the years. This product is customizable - we can engrave a logo or text on request."

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'24Kt' collection

Italian designed and manufactured Vity's Design continues to expand its parts and accessories range. These filters, exhaust tips, forward controls, grips, pegs and toe/shifter pegs are available in Europe through French purchasing portal provider, distributor, buying consortium and vendor representation specialist MAG Connection.

Noted for its top end design and precision manufacturing, Vity's is the brainchild of Matteo Vitali, who fell under the spell of the 'Bar and 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 who started making his first motorcycle parts on the lathes and mills in the family engineering business in 2000. When he completed his qualifications he 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 the '24Kt' gold collection seen here. The emphasis is on stylish, contemporary interpretations of retro chic and on precision fit and finish.

As with the 'Juicer' lights we showcased last month and the modular velocity stacks program two months ago, the modular approach and choice of finishes means dealers can offer their customers a wide variety and combination of looks without a huge inventory commit. All parts are CNC machined from quality aluminium and brass.



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Knurled and inlay design master cylinder covers

Brass Balls Cycles of Oklahoma City has added new master cylinder cover designs for Touring and Sportster applications that feature a choice of three finish styles - hammered copper inlay, carbon fiber inlay and knurled.

Precision machined from aircraft grade 6061 T6 billet aluminum with black anodized or brushed finish, they are a stylish bolt-on direct replacement for the stock covers.

For Touring models the brake fitment is for '13-'18 FLHT, FLHR, FLTR, FLHX, and '13 H-D FL Trike; clutch for '17-'18 FLHT, FLHX, FLTRX, and '14-'16 with use of '17-'18 gasket and carrier; for Sportsters they fit '04-'17.



True craftsman parts, the real hammered copper inlay is precisely cut and hand applied into the master cylinder cover, as is the carbon fiber inlay.

For the 'no frills' customer, Brass Balls offer a "cool aggressive knurled pattern CNC machined into the master cylinder covers" as a direct replacement for stock that works with the existing gasket on '04-'17 XLs. It coordinates well with Brass Balls' knurled

no-slip grips and the whole range will match several more upcoming inlay part designs such as fuel doors, tank panels and inlays for grips.



BRASS BALLS CYCLES
Oklahoma City, Oklahoma, USA
Tel: 405 270 0995
sales@brassballscycles.com
www.brassballscycles.com

Off-grid solutions - OptiMate DC to DC

If a rider is nowhere near an AC power outlet and the motorcycle's battery needs charging, most of the options he or she has are halfway between less than ideal and impractical.

A 12V battery can be jump-started from another vehicle or a friend's motorcycle - but where are the correct jumper cables when you need them?

You can use one of those nifty lithium jump packs,

that is, if you've not cooked it to death in your saddlebag! However, the problem remains after starting, and even after many hours of riding to recharge the battery - if that battery has developed sulphation, it has lost its ability to hold charge; or to put it into real world perspective, the 'no start' problem will repeat the next morning.

If you have a flat 12.8V-13.2V lithium battery, jump starting is risky. A flat lithium battery can suffer permanent damage if high current is dumped into it. A low volt lithium battery needs to be nursed back to health (in reality, slowly charged back up to at least 10-20 percent) before it can take and deliver high current.

The new OptiMate DC to DC is "a perfect and safe solution for any powersport battery," according to TecMate CTO Martin Human, "including for 12.8V-13.2V lithium (LiFePO4) batteries.

"It is fully automatic, so there is no need to figure out what battery type is in the vehicle. Simply hook it up to a fully charged 12V source battery (e.g. a good Samaritan's car or pickup truck) and then within a minute to the flat 12V lead-acid or 12.8V-13.2V lithium (LiFePO4) battery — even a lithium battery with built in BMS (battery management system) protection.

"The OptiMate DC to DC model TM500 will automatically reset the BMS (if the battery has one) and save/recondition that flat low-volt battery, charge it at 2 amps, then test and maintain the battery.



OptiMATE

"The good news for those impatient to ride, with a charge rate of 2 amps the battery will be good and ready the moment the green test LED lights up, which means 4-6 hours for your typical cruiser motorcycle battery. That battery will be reconditioned and ready to 'start your engine' the next morning."

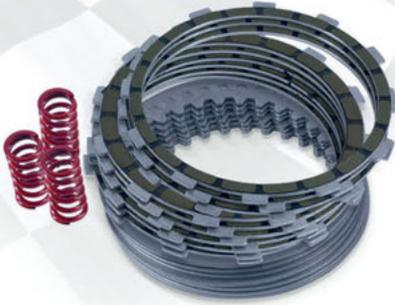
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Fits 2013-18 Big Twins using 'assist and slip' clutch



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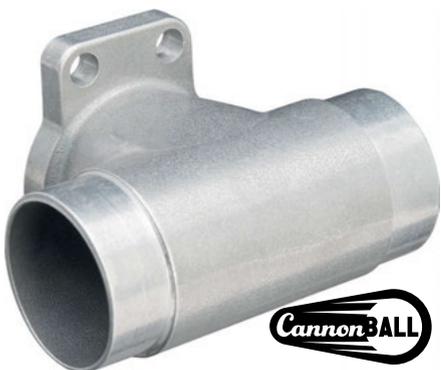
Retro Metro

Motone e4 LED taillights



Designed to look good on all kinds of cafe racers, choppers and bobbers, the nostalgic appearance of these Euro 4 approved 12BV 'Eldorado', 'Bel Air' and 'Big Fin' taillights by Motone Customs in the UK hides a full SMD-LED circuit board which works as running light, brake, and number plate illumination through a window on the underside of the cast aluminium housing. The sturdy housing mounts directly with two studs to all flat surfaces, or with an optional bracket; available polished, black (painted) or bead blasted. The 'Eldorado' measures 35mm deep by 62 mm high; 'Bel Air' is 51 mm deep by 62 mm wide, 'Big Fin' is 39 mm deep by 92 mm wide. Also seen here this 62 mm by 62 mm cast aluminium mounting bracket with gasket and hardware supplied allows the Motone lights to be attached to a curved surface; also available polished, black (painted) or bead blasted.

Cannonball Knucklehead and Panhead manifolds



Manufactured in Germany, these W&W Cannonball brand reproduction stock replacement intake manifolds for Knuckleheads and Panheads are made in lightweight cast aluminium for '40-'54 OHV Linkert M-series 4-bolt carburetors.

Faber pre-war handlebars

These pre-war handlebars are an excellent reproduction of the factory handlebars for IOE and V Models 1916-34 plus selected additional



models from the era, including Standard (1926-27/28/29), Standard Solo (1930-34), Sport Solo/Wide 1929-34), Speedster (1926-34), High (1929-30) and Board Track.

Jack Tracey racing windshields



According to W&W Cycles "it is said that back in the late 1940s a man named Jack Tracey decided to make windscreens for the WR race bikes at Daytona. Unlike anything else available at that time, he cast the main part from aluminum - with just a small clear window. On the long stretches of the Daytona beach race course the rider could tuck behind it for that extra mile per hour." These reproductions are faithful copies of the period part. Installation is universal and requires individual clamps and corresponding hardware to be made or obtained.

Hanson roll-up windshields



Another "blast from the past", the Hanson roll-up windshield appeared on the accessory scene in the late 1940s. The story goes like this: when the weather is nice you enjoy the breeze in your face and when it turns bad you wish you had some protection. So what to do? With the 'Hanson' you could have it both ways - in its lowered position the screen tucks on the handlebars, but rolled-up it provides wind protection (at speeds below 70mph). Made in steel, polycarbonate and black vinyl.

Front and rear IOE model hubs



These W&W 'Cyclery' brand IOE Front and rear hubs (1916-27 and 1915-29 respectively) are reproductions of the original hub assemblies. Complete with all internal components installed - just requiring paint or plating before final installation - they are to be used with stock type brake drums and sprockets. Also seen here are Swedish made stainless steel spokes for IOE models.

Prism fuel valves

These small petcocks fit direct to either a 1/4" or 3/8" NPT bung on the gas tank for a clean look. They feature a 5/16" diameter hose barb on one end and a fuel filter on the other. The fuel is toggled on and off by rotating the cylindrical piece with the two grooves - the fuel line will not rotate while doing so - there is no reserve. Available in polished stainless steel or brass.



WR Daytona oil tanks for 45"/750 cc Flatheads

On long distance races like the Daytona 200 the small WR gas tanks meant several gas stops and consequently lost time. So the H-D Race department decided to use both tank halves for gas and even enlarge them to 5 gallons. The oil went under the seat in a special cast aluminum oil tank. WRs didn't have a battery so this space wasn't used anyway. This is a faithful cast aluminum reproduction of the original WR race bike part and will fit all 1937-1952 45"/750 cc Flathead solo bikes with magneto ignition. Installation requires hardware to be made or obtained; available bare or sand blasted.



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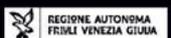
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CycleSmiths introduces first 'Naked' mirror

Rancho Cucamonga, California based CycleSmiths has introduced what it describes as the "first ever 'Naked' mirror - a revolutionary new line of frameless mirrors to edge out the competition."

This "first-of-its-kind Naked mirror design has no housing thanks to the special hardened glass which is three times stronger than a car's windshield. Because of this, the CycleSmiths Naked mirror is the first all glass mirror on the market."

The first style of frameless mirror launched is the 'Naked Lollipop', which features a "clean, subtly-tapered stem and round mirror that's just as at-home on retro bobbers and choppers as it is on modern cruisers and baggers."

The company says that the pivotless design won't vibrate out of place after tightening and only requires a 5/32" Allen key to adjust.

Available with a chrome or black stem and with clear or smoked 2 1/4", 3", or 3 1/2" round glass to suit individual styles, the stems are available in standard length, which places the mirror center 4" up and 4 3/8" out, and shorty length, which places the mirror center 3" up and 2 1/4" out. "Since the glass can be easily removed from the stem, the stem can also be coated to match custom color schemes."

CycleSmiths 'Naked Lollipop' frameless mirrors fit standard Harley-Davidson controls or any mount that uses a 5/16" x 1 5/8" stud; designed to fit on the right or left side it can be mounted on the top or bottom.

Founded in 1993 by a group of family and friends who still operate the company today, CycleSmiths products are designed and built in-house in Southern California. CycleSmiths is known for its 'Bowed Banana' footboards, and the company is proud to have developed "the world's first 1 1/4" handlebar, dubbed the FATBAR, which has since become the industry standard." Doug Clarkon, the creative genius behind CycleSmiths, is a graduate of the Art



Center College of Design and spent time as a Lead Designer at Harley-Davidson where he worked alongside Willie G. Davidson on multiple design projects, including being responsible for the design of Harley's Touring platform.

CYCLESMITHS
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www.cyclesmiths.com

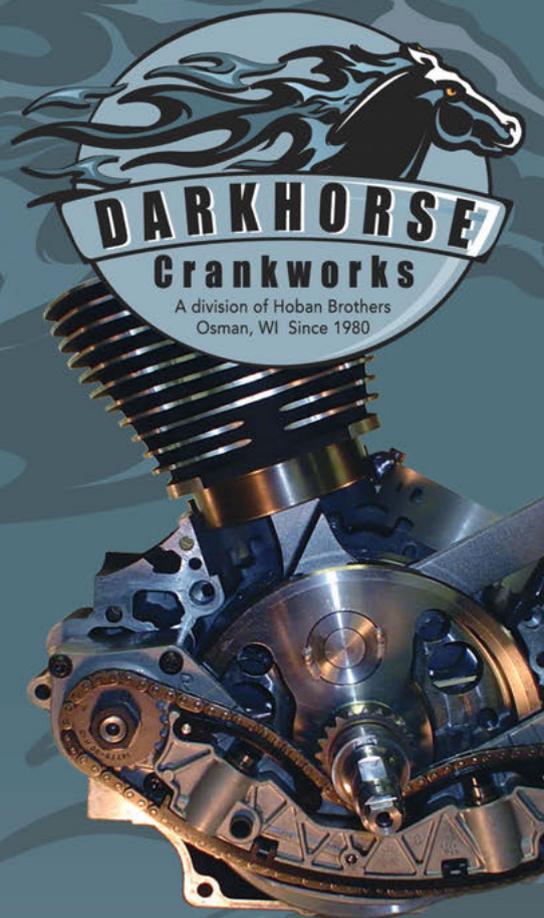
XG-500 and 750 options

Chatsworth, California based HDWheels say their new spoke wheels for the new Harley Street models "will give a new look and will set the bike apart from the stock style. Our choice of finishes and lacing patterns creates a great variety of options starting with 40, 60, 80, 100 and 120 spoke configurations and ending with a finish of your choice."

Also seen here, HDWheels' front fender risers (FR-XG)

allow installation of the stock fender when installing 18" and 19" wheels on the Street XG500/750.

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'Kore', 'Revolt' and 'Crisis'

Kore



Revolt



Crisis



Bowling Green, Kentucky based RC Components has launched three new wheel designs for 2018 - 'Kore', 'Revolt' and 'Crisis'. "Each of these new wheels offer intricate details and craftsmanship," according to the company.

The 'Kore' is a "unique" split spoke design, featuring "smooth, profiled edges with machined accents, creating an awesome look from every angle."

'Revolt' is a "clean, nine spoke design featuring smooth and twisted lines that work together to create the illusion of speed while sitting still. Machined accents highlight each spoke and transition seamlessly onto the outer edge of the wheel."

'Crisis' is a "unique design offering some serious attitude with its aggressive and twisted style."

All the new wheels, indeed most RC Component wheel designs, are available in 16"-30" sizes in a choice of chrome or black and machined (eclipse finish). Matching accessories such as air cleaners, rotors, pulleys and sprockets are also available. Founded in 1989 by Drag Race enthusiast Rick Ball, RC Components manufactures wheels, pulleys, rotors, sprockets, high velocity air cleaners, bolt-on accessories, swingarms, wide tire kits, RCX exhaust headers and slip-on mufflers (including slip-ons and headers for 2017 and up M-8 Touring models).

The company backs its in-house chrome with a 7-year warranty and offer a lifetime warranty against manufacturing defects on many of their products.

RC COMPONENTS
Bowling Green, Kentucky, USA
Tel: 270 842 6000
rcc@rccomponents.com
www.rccomponents.com

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Compact, adjustable billet mirrors from Heartland USA

Heartland USA describe these new compact, adjustable billet mirrors as "stylish and fully functional without being overbearingly pretty for the sake of it." The most recent addition to a rapidly expanding line of unique accessories, the mirrors are machined from billet aluminum and feature an adjustable, compact (2 3/8") mirror. Mounting on most any machine is simple,

using the supplied 5/15" hollow bolt. Offered in show quality chrome and gloss black; the mirrors are sold in pairs.

HEARTLAND USA
Gardena, California, USA
Tel: 310 822 2697
info@heartlandbiker.com
www.heartlandbiker.com



Falcon 'Groove' 2-2 Slip-Ons for M-8 Tourers

These Euro 4 compliant, stainless steel Falcon 'Double Groove' style end-cap 2-into-2 slip-ons come with catalytic converters and preserve the OE cat. They mount to the OEM headers.

Available in polished or black with EG-BE for 2017/2018 FLHTLU, FLTRXS, FLTRU, FLHR, FLHRC, and FLHXS.



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Kuryakyn expands 'Momentum' luggage line-up

Three new additions are now available in the Kuryakyn 'Momentum' luggage collection, "all of which showcase the versatile packing capabilities, hassle-free mounting, and rugged utilitarian styling." All 'Momentum' bags are constructed from UV-rated, weather-resistant 1200 denier textile material. A variety of quick-mount designs offer easy mounting and removal on virtually any motorcycle. Each bag includes rain covers, glove-friendly zippers, heavy-duty D-rings, removable shoulder straps and low-profile carrying handles, plus MOLLE modular attachment points commonly found on tactical and recreational equipment. The additions are the 3,700 ci 'Wanderer' touring seat bag for passenger seat mounting on most touring trunk-equipped motorcycles; the 3,648 ci 'Road Warrior' with wide center hatch opening and two side swing-access doors, and the versatile, "utilitarian" design 2,820 ci 'Vagabond'.

Utilitarian by nature, the 'Vagabond' has enough carrying capacity for any road trip. A separate top compartment offers easy access to frequently needed items while on the road without disrupting the contents of the main storage. The 'Vagabond's' versatile organization capabilities also include three interior zippered mesh pockets, plus two exterior zippered stash pockets and bottle pockets. Additional recent introductions also include UV tested vinyl fairing lower door pockets, saddlebag cooler and organizers, and rear fender strut mounted luggage tie-down anchors.

KURYAKYN
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Momentum Wanderer



Vinyl fairing lower door pocket



Momentum Vagabond



Momentum Road Warrior

PSR lever sets

Founded in 2001, Pomona, California based PSR's patent pending adjustable levers for V-twins are CNC-machined from high-quality aluminum and feature easily adjusted lever to bar reach to suit the individual rider (limited inward adjustment). They are available in two styles, 'Journey' (chrome or black) and 'Anthem' (chrome, black or contrast). They are available for most Harley applications through Drag Specialties. **Drag Specialties, USA**, www.dragspecialties.com



"A real motorcycle Jacket"



Scorpion Sports USA has this '1909' vintage leather jacket - "made from premium leather that is distressed by hand for a unique soft vintage feel and look." The company says that the patterning and fit has been "optimized for comfort in the riding position" with all critical seams reinforced with Scorpion's Exo-Stitch internal safety stitching - "making this a real motorcycle jacket." This antique looking jacket not only looks god, but the quality goes deep - with excellent protection from the elements and abrasion, and protection against impacts with removable SAS-TEC armor at the elbows and shoulders.

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Freedom Performance exhausts for Sportsters now with E-approval

In Europe, Harley's venerable Sportsters continue to be among their top selling models, and Zodiac International has long specialised in a vast selection of performance and custom parts and accessories for XLs of all eras.

Last year we reported on the latest news of Zodiac's partnership with industry veteran Martin Arteaga's Gardena, California based Freedom Performance - Zodiac has developed a comprehensive program of recently acquired EU approvals for exhausts from the Freedom range for most recent Harley platforms. For Milwaukee Eight powered Touring and

Softtail models Euro-4 approvals are underway, but here we present a selection of Freedom's designs for Sportsters.

New to Zodiac's Freedom Performance range of exhaust systems and slip-on mufflers for most Harley and Indian models. These can be supplied E-approved with pre-installed Thor Cat Retrofits.

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Radical Radius



Exclusive performance collector optimizes horsepower and torque; billet end caps; 1-piece full length heat shields; large 2 1/2" 16 gauge heavy duty 220 degree blue proof shields available in chrome or black hi-temp finish; racing exhausts have removable baffles; optional quiet baffles available; O2 ports with plugs provided for early models; complete with mounting hardware and brackets; E-approved versions available for XL 883 and 1200 1986 to present in all chrome and chrome or black with black sculpted tips.

Staggered Duals



2-step anti-reversion performance system for optimizing torque and horsepower throughout the rev range; 2 1/2" O.D. full 220-degree one-piece 16-gauge heavy duty heat shields; racing exhausts have Hot Rod sound and removable baffles; optional quiet baffles available; O2 ports with plugs provided for early models; offered in chrome or black hi-temp finish; fits forward and mid controls; E-approved versions for 2004 to present XL 883 and 1200..

Combat Shorty 2-into-1

Triple stepped headers (1.75" to 1.875" to 2") for increases of 15-18 hp and 13-15 ft lbs. torque; race version is equipped with a 2-step mini-cone baffle (2.5" to 3" - system therefore has 5 steps in total); quiet baffle available; the system is said to reduce heat concentration by 30 percent; full-coverage (220 degree) blue-proof heatshields in chrome or ceramic black; customizable with a show chrome, sculpted black or pitch black tip; includes O2 sensor ports and plugs; E-approved versions available for 2004 to present Sportsters.

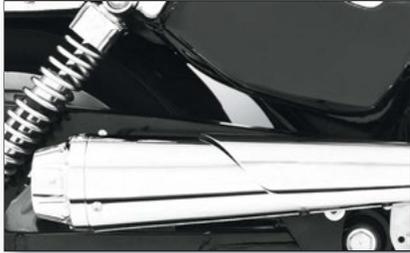


Patriot LG

2-step anti-reversion performance system for optimizing torque and horsepower throughout the rev range; 2 1/2" O.D. full 220-degree one-piece 16-gauge heavy duty heat shields; racing exhausts have Hot Rod sound and removable baffles; optional quiet baffles available; O2 ports with plugs provided for early models; offered in chrome or black hi-temp finish; fits forward and mid controls; E-approved versions for 2004 to present XL 883 and 1200 in chrome or black.



American Outlaw High 2-into-1



Said to be the world's only Sportster performance 5-step; 4 1/2" Megaphone 2-into-1 exhaust system; triple stepped headers for anti-reversion, and optimization of horsepower and torque throughout the rev range; 2 1/2" to 3" double stepped performance baffles or optional quiet baffles; 16 gauge heavy duty 220 degree blue proof shields available in chrome or black hi-temp finish; O2 ports with plugs provided for early models; provided complete with mounting hardware and brackets; fits forward and mid controls on 2004 through 2013 and 2014 and up 883 and 1200 Sportsters. E-approved versions for 2004 through 2013 and 2014 and up XL 883 and 1200.



Sharp Curve Radius



Exclusive performance collector optimizes horsepower and torque; billet end caps; 1-piece full length heat shields; large 2 1/2" 16 gauge heavy duty 220 degree blue proof shields available in chrome or black hi-temp finish; racing exhausts have removable baffles; optional quiet baffles available; O2 ports with plugs provided for early models; complete with mounting hardware and brackets; E-approved versions available for 2004 to present XL 883 and 1200, in chrome or black with chrome or black sculpted tips.



Independence Shorty / Independence LG



Independence Shorty

2-step performance system for anti-reversion for optimizing torque and horsepower throughout the rev range; 2 1/2" O.D. full 220-degree one-piece 16-gauge heavy duty heat shields; racing exhausts have Hot Rod sound and removable baffles; optional quiet baffles available; O2 ports with plugs provided for early models; offered in chrome or black hi-temp finish; fits forward and mid controls; E-approved versions for 2004 to present XL 883 and 1200 in chrome or black with chrome tips.



Turnout 2-into-1

Triple stepped headers (1 .75" to 1.875" to 2.00") for increases of 15-18 HP and 13-15 ft. lbs. of torque; race version equipped with a 2 step mini-cone baffle (2.5" to 3"), quiet baffle available; the system therefore has five steps throughout "for extreme power gains"; said to reduce heat concentration by 30 percent; full-coverage one-piece (220°) blue-proof heatshields (available in chrome or ceramic black); customizable with a show chrome, sculpted black or pitch black tip; includes O2 sensor ports, plugs and all mounting hardware. E-approved versions for 2004 to present XL 883 and 1200.



Retro Brass by Black Duck

Black Duck Parts of Barcelona, Spain is the brainchild of Quim Carrascosa Garcia. He and his team of five artisan craftsmen use state of the art manufacturing and materials to produce a top-end, high quality program of parts and accessory designs that are distributed in Europe by Zodiac International.

"The quality of our parts is our main concern," says Quim. "Our commitment to design integrity and precision manufacturing is our customer's guarantee of quality. All our brass parts are handmade in 100 percent high quality brass, with our logo laser engraved - everything we sell is made by us here in Barcelona, Spain."

Finish options include "chrome, black, satin brass, and gold." The range includes knurled footpegs, shifter pegs and handlebar grips, ignition cover, gas tank and oil tank caps, fork tube and steering head plugs, and cylinder head bolt covers.

Seen here is a selection from their 'Belador' range. The brass grips with rubber inserts for 40mm/1.5" handlebars will give "a soft and safe grip with an old school look. The rubber inserts look like cloth but they are made completely of rubber." Rubber inserts are also available separately and they are available for most Harleys, with single or dual cable throttles.

The matching 'Belador' footpegs are "comfortable and durable, they hold your feet without fear of slipping and add to the 'Old School' look of any project." They fit Harleys with male-mount style foot pegs, except Street, selected 2007 and later Sportster and 2008 and later Rocker, Breakout and Blackline. A matching 'Belador' shifter peg with rubber insert is available for the same model selection.

In the 'Comendador' line, these gas caps are made of high quality brass, and have been "designed for security and style with a discrete opening system. The cap hardly protrudes so it gives a clean look to the fuel tank. It comes with a special key that has been



Comendador



designed to match precisely with the gas cap." They fit all 1982 to present models with screw-in style gas caps.

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A "slim-fit, stealth look and flawless finish"

Ride Nice of California has updated its Milwaukee Breather offer with four new finishes - solid chrome, solid black, chrome and black and black and chrome. Made in the USA and machined out of billet aluminum, it is available for '17-'18 Street Glide, Road Glide and Touring models equipped with a Milwaukee Eight engine.

Jonathan Reed, President of Ride Nice says that "the new Milwaukee Eight intake design has been shown to increase intake efficiency up to 50 percent over past Twin Cam powerplants, and we capitalize on that."

The all-aluminum and stainless-steel construction Milwaukee Breather air intake creates greatly improved legroom when replacing the stock or



Scream-in-Eagle air cleaner, allowing the engine to run cooler as a result of the increased area of unobstructed space and upgraded performance as a result of improved fresh air flow from the K&N filter.

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JIMS Scream-in' Eagle piston wrist pin clip remover

New from Californian performance and tools specialist JIMS, this remover and installer for the Scream-in' Eagle 110" engine addresses the problems of incorrect piston clip removal, which can damage the piston, and incorrect installation which can damage the clip. If the clip is bent or damaged it can come out while the engine is running and cause catastrophic failure. This tool is designed exclusively for the Scream-in' Eagle 110" Engine to ensure proper wrist pin clip removal and installation.



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Variable Pressure Clutch – what, how and why?



Huntington Beach, California based AIM Corp. (Advanced Innovational Machinery) was established in 2001 as the North American affiliate company of Tamachi Industries, Tokyo, Japan – an automotive and specialist component manufacturer that can trace its roots back as far as 1912.

One of its specialties has been the development of clutch assist technology, and following the American V-twin industry launch of its Variable Pressure Clutch (VPC) in 2003, AIM has become the market leader for street, sport and cruiser clutch assist applications. Initially developed in the Nitro Harley AHDR series by Tak Shigematsu (Tak Performance Products), AIM has continued to develop the system with products such as the patent pending CF2 kit, clutch basket with WPC treatment, an advanced friction resistance metal surface treatment that improves durability and performance of critical components, VP-LT, spacer-free VPCs, and VP-SDR (designed with sliding weights for assist and slip clutches such as those used by Harley-Davidson on some of the heavier tourers).

Throughout this process of product evolution, one fundamental series of questions has always been at the forefront of dealer and performance engineer thinking – namely, what exactly is a Variable Pressure Clutch, how does it work, and why does it improve clutch operation so dramatically?

In explaining the Variable Pressure Clutch, AIM Corp. President Yasu Watanabe started by explaining that “before the Variable Pressure Clutch (VP Clutch) was brought about, the only way to increase your clutch holding capacity was to increase clutch plates or increase the diaphragm spring pressure.

“The drawbacks of increasing the diaphragm spring pressure is that the clutch lever becomes stiffer. This makes it very difficult for riders with smaller forearms to pull the clutch lever with higher horsepower builds (without going to the gym!). On the strip, a few seconds of holding a stiff lever isn’t such a big deal. But having to endure a heavy lever during stop and

go traffic is when it gets unbearable.” This is where the VP Clutch comes in. The VP Clutch uses centrifugal force with weights and levers to increase the holding pressure of the diaphragm spring as the revs climb. Essentially, using the VP Clutch allows the rider to use a softer diaphragm spring to accomplish what a heavier spring can do! “This allows riders to enjoy their high horsepower engine without the drawbacks of having an



extremely heavy clutch lever. In reverse, this also allows for higher horsepower builds with just a heavy spring and VP Clutch.”

AIM offers Variable Pressure Clutches with 68, 84 and 95 mm diameter contact points. The stock Harley clutch plate has a 95 mm diameter. “We have found that changing the contact point of the diaphragm spring allows for an easier to pull clutch lever. Leverage allows for the pull to become lighter, but the side effect is that the clutch holding power will

be reduced, which causes slippage.

“Our solution was to use the smaller diameter together with a Variable Pressure Clutch to allow for reduced lever effort during idle and increase the clutch holding pressure. When applied to the original 95 mm contact point, it becomes stronger than was previously possible with a just a spring.”

AIM Corp. continues to push its boundaries and subject its product designs to the harshest of tests... 2017 saw them return to “The Great White Dyno”, which is the proving ground of the Bonneville Salt Flats, with Hiro Koiso and his Pro Charger supercharged Harley, setting three new records and becoming the fastest naked bike to ever run on the salt flats.

“Transferring 378 horsepower and 310 torque to the salt is the kind of test that really shows the power and reliability of a clutch, and our CF2 locked on tight, helping Hiro set 216.818 mph in the AMA 3000 A-PBG class, 226.100 mph in the AMA 3000 A-PBF class and a 227.236 FIM recognized speed.” The company’s CF2 (Constant Force) sells as a complete kit for ‘07 and later Big Twin models (including ‘06 Dynas, except for the models with cable clutch control). The kit includes the CF2 lock-up head, CF2 pressure plate, billet clutch inner hub, billet clutch basket and six clutch springs – just add clutch plates and a CF2 shorter pushrod and “feel the power,” says Yasu.



AIM CORP.
Huntington Beach, California, USA
Tel: 714 848 3030
info@aim-tamachi.com
www.aim-tamachi.com

Air intake, Shortshots Staggered for Softails and Twin Slash slip-ons



Vance & Hines has updated its popular **VO2 'Rogue' air intake** for M-8 Touring and Softail applications. Available chrome or black, the "beautifully sleek" CNC machined billet cover is secured by race specification ARP bolts and utilizes a high capacity, deep pleated, washable air filter featuring the K&N Xstream filter top – "developed for racing applications to produce the strongest increase in power for the high flowing Milwaukee Eight cylinder heads." The kits include backing plate, venturi and breather assemblies. Described by Vance & Hines as a "timeless

classic" the company says that the "clean compact lines of **Shortshots Staggered** transform the Milwaukee-Eight Softail into a ready-to-go custom. "With an aggressive hot rod sound and sleek one-piece full coverage heat shields,



Shortshots Staggered are hands down the best value you can find in an exhaust system." Available in chrome or matt black with two levels of optional quiet baffle available for 2018 Street Bob, Low Rider, Slim, Deluxe, Heritage, and Fat Bob. Also seen here, these **Twin Slash slip-ons** from Vance & Hines are said to deliver



"gutsy sound and great value, to bring to life the Milwaukee-Eight engine in the new Softail Heritage & Deluxe models." Featuring full coverage chrome heat shields with the signature Vance & Hines twin slash look, these slip-on mufflers can be fitted with either optional quiet or competition baffles.

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7" TruBEAM for '14-'18 Indian Chiefs and Springfields

Youngsville, North Carolina based Custom Dynamics' range of TruBEAM LED product designs for Harleys has established itself as a top seller for dealers and riders looking for advanced, robust and stunningly bright illumination solutions.

The TruBEAM Headlamp is the company's premium 7" Round LED Headlamp, and is now available for plug and play installation on all '14-'18 Indian Chief and Springfield models.

The complex reflector design features three low beam LEDs and two high beam LEDs with a combination of projector and reflector type LEDs and built in halo ring. "This combination provides superior low and high beam outputs," according to owner Dave Pribula.

"We use a durable polycarbonate lens with plug and play H4 connectors to make installation very straightforward. No additional trim ring is needed, and we offer a lifetime warranty against LED failure." Available in chrome or black chrome with smoked reflector option.

The advanced IP68 rated LED technology that Custom



Dynamics uses delivers incredible lighting power - 4210 raw lumens, 2947 effective lumens, with a 5800K color temperature, 1.1A low current draw, 1.5A high current draw, 9V-32V input voltage range, 0.2A halo ring current draw and an operating temperature range from as low as -40 degrees centigrade to as high as 85 degrees.

The Custom Dynamics plug and play Hi-Lo-Halo adapter is required to enable internal DRL halo rings - the adapter additionally keeps the center headlamp low beam on when the high beam is activated to provide maximum light output (sold separately).

These headlights can be paired with Custom Dynamics 4.5" TruBEAM passing lamps for Indian, and additional TruBEAM fitments are available for '14-'18 Indian Chieftain and Roadmaster models. Available through Drag Specialties.

CUSTOM DYNAMICS LLC
Youngsville, North Carolina, USA

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Email: sales@customdynamics.com

www.customdynamics.com

Step-Up LS for select 2018 Softails

Rancho Dominguez, California based Saddlemen's Step-Up LS two-up seat is now available for select 2018 Softails.

"The mission with the LS has been to create a saddle that keeps the rider in position, and on the saddle, under nearly all dynamic conditions. A specially designed lumbar support provides the ergonomics to keep the rider locked into place without comprising control or comfort for rider or passenger.

"Our proprietary high impact UltraFoam has been formulated to create a perfect balance of rigidity and rider compliance, both required for control and enhancing comfort. This process creates encapsulated cell structures with an element-resistant, self-skinning foam that seals against moisture and the elements to enhance durability.

"We combine this with our exclusive GEL-Core technology, engineered to dampen, divert and deflect energy to create a smooth, therapeutic ride. High impact UltraFoam and Gel-Core are co-molded to reduce engine vibration by

up to 50 percent and direct impact forces by up to 92 percent."

Available with black or brown covers, the seat is covered with a retro style lattice stitch to "infuse Old School looks with a modern-day twist." Available through Drag Specialties for the 2018 Deluxe FLDE, Softail Slim FLSL, Street Bob FXBB, and Heritage Classic FLHC/FLHCS.

SADDLEMEN

Rancho Dominguez, California, USA

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www.saddlemen.com



Extreme response OEM replacement handlebar installation kits



Upstate New York based specialist, Magnum Shielding Corporation's XR stainless handlebar installation kits have been a big hit with dealers since they were introduced last year.

Designed to complement their existing line-up of popular 'Designer Series' handlebar installation kits, XR kits have the same great fit and excellent quality that Magnum are renowned for, but at an economical price.

Magnum offers the convenience of easy to order part numbers (by application and handlebar heights) with all components needed for the installation included in the kit. They are available for popular ABS and non-ABS Harley-Davidson motorcycles with 12" to 17" ape hanger style handlebars in two colors – clear coated stainless steel or black OE style. Both versions feature highly polished chrome plated fittings.

The brake line assemblies used in the kits are not generic or universal style plumb-together lines, but rather complete brazed assemblies that duplicate the

OE style's optimal fitment for safe routing and appearance. They are definitely the right combination for easy, no hassle professional installations and they're designed to exceed all DOT FMVSS-106 requirements for safe on-road use.

All XR brake lines use an "enhanced construction of heavy gauge stainless steel embedded in a tough, abrasion resistant nylon outer jacket that provides outstanding durability and a superior braking response," says Magnum owner Scott Hurwitz. "Hence the acronym XR, which stands for Extreme Response.

"The kits that contain stainless steel braided control cables are coated with a clear PVC non-yellowing jacket. The black kits' OE style cables incorporate a black vinyl covering, with both styles offering exceptional protection for paint or chrome. All cables have a low-effort, high-efficiency design that meets or exceeds all OE specifications for fitment, construction and endurance."

The kits include throttle and idle cables or throttle-by-wire extensions, clutch cable or XR hydraulic clutch line, XR brake lines, copper crush washers, hardware, turn signal and switch wiring extensions.

"It's a given that Magnum is known in the market for their premium Sterling Chromite and Black Pearl braids," says Magnum's General Manager, Tom Vierthaler, "but these new XR Installation Kits are the first economically priced kits we've ever offered, and given our reputation for accurate fitments and

quality, this has been nothing short of a home run." Scott went on to say that "while the pricing is easy on the wallet, there's no compromise on quality. These kits offer all the fit, function and performance characteristics that our popular 'Designer Series' kits are known for, and are backed by the same warranty."

MAGNUM SHIELDING
Pittsford, New York, USA
Tel: 585 381 8380
info@magnumshielding.com
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CEO Scott Hurwitz (left): "The new XR Installation Kits are the first economically priced kits we've ever offered, and given our reputation for accurate fitments and quality, this has been nothing short of a home run"



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Available to dealers from Biker's Choice or direct from us here at Brass Balls, we offer nearly 100 high quality, hand crafted and precision-machined custom parts and accessories that have been designed to perfection and made by us here in the United States.

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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'El Dorado' - 50 state legal exhaust for M-8 Touring



S&S Cycle's new 'El Dorado' performance exhaust system is a 50-state legal muffler/header package for '17-'18 M-8 powered Touring models that is "ready to hit the streets - even in California!" (CARB EO# K-010-1)

S&S Marketing Director David Zemla says that "the 'El Dorado' is a complete system that includes headers and a set of 4.5" MK45 mufflers fitted with



the latest in S&S designed, high flow cat technology. Much like the automotive industry years back, high flow catalysts have finally made their way to the V-twin market.

"These are the real deal - they combine clean styling and an authoritative note with increased

torque and horsepower, without the performance punishment."

The 'El Dorado' is a bolt on installation that does not require tuning, and available in show quality chrome or black ceramic finish with 'Tracer' or 'Thruster' exhaust tips.

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



'Clarion' air cleaner

The 'Clarion' air cleaner by RSD is said to offer "iconic styling", taking cues from the "Turbine air cleaner, combined with the windows featured in the 'Clarity', it allow both style and an epic view of the throttle body's working internals - sealed tightly behind transparent polycarbonate and



machined billet aluminum." Said to flow high volume with an included K&N air filter, it features hidden crank case breathers and what is described as a "revolutionary" backing plate that "promotes smooth airflow into the carb/throttle



body." It includes slotted breather bolts, oil tubes and mounting hardware. An optional rain sock is available.

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Ken's Factory slip-on muffler sets

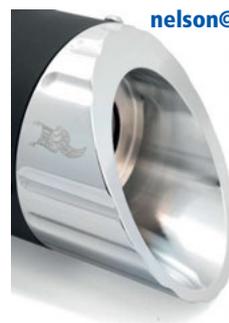
"Elegant lines with world class details," says legendary customizer Ken Nagai of this latest addition to his Ken's Factory line-up of classy, stylish and functional custom parts and accessories. These chrome slip-on muffler sets have been

manufactured with "the greatest respect to intricate detail," and made for those who want to "express power, elegance and excellence." Available in chrome or black with choice of chrome or black machine milled end cap, core to the mission

behind the Ken's Factory brand is to "set out and release some of the most detailed, top-performing and high-quality componentry in the industry." As a method to unfold such a style for its customers, Ken's Factory products are "a tool to obtain the next-level look that few successfully achieve today."



KEN'S FACTORY
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RWD fender options

Exclusively distributed by Drag Specialties, Murrieta, California based Russ Wernimont Designs (RWD) is one of the biggest names in custom fenders and fender accessories.

The company's cast-aluminum LED run/turn/brake taillight with license plate frame is available in chrome, gloss black or satin black finish. It uses the three-bolt pattern from stock H-D plate mounts (not for models with fender-mounted turn signal bar), and has a soft rubber gasket to allow for mounting on almost any fender shape.

Measuring 8" tall x 7.25" wide, it includes wiring and plugs to match '00-'17 Softail and Dyna and Sportster models or can be spliced for custom applications.

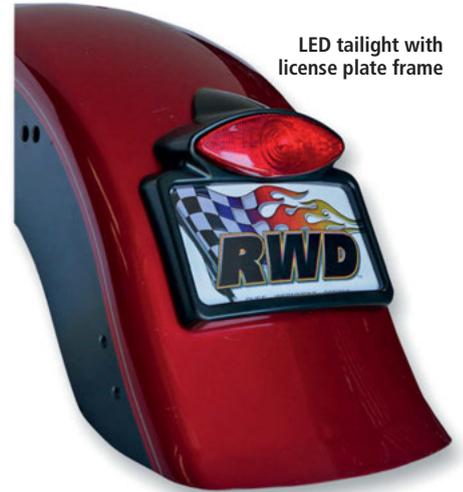
RWD fender options include the custom Dyna rear fender design seen here - an 8 1/2" wide, 14-gauge, one-piece stamped steel construction with pre-drilled mounting holes and welded-in wiring tubes. It does not accept the stock taillight, but can be used with a range of custom taillights and with RWD



Flat back dresser front fender



Retro front fender



LED taillight with license plate frame



Custom Dyna rear fender

taillight/license plate mounts.

RWD retro front fenders are made in heavy-gauge raw steel and have been laser-trimmed for accuracy; threaded mounting blocks are welded in place; 4 3/4" W for 18" or 19" wheels.

Finally, the flat-back dresser front fender seen here is also a heavy-gauge, one-piece raw steel construction that has been laser-trimmed to complement the rake of the bike. Sold ready to paint, mounting tabs are dimpled to add strength and ensure straightness. Raw aluminum spacers are included; chrome spacers available separately.

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Georgia based Hawg Halters Inc. "sets the standard with our full line of complete fully pre-wired and assembled HellRazor Plug & Play Handlebar Systems." With Harley-Davidson having upped their game to 1.25" bars as stock on some models, these "stunning" 1.5 inch bars with custom HHI hand controls "add the muscle suitable for the power of Harley's big inch twin cams and latest generation M-8 engines." The bars come in show

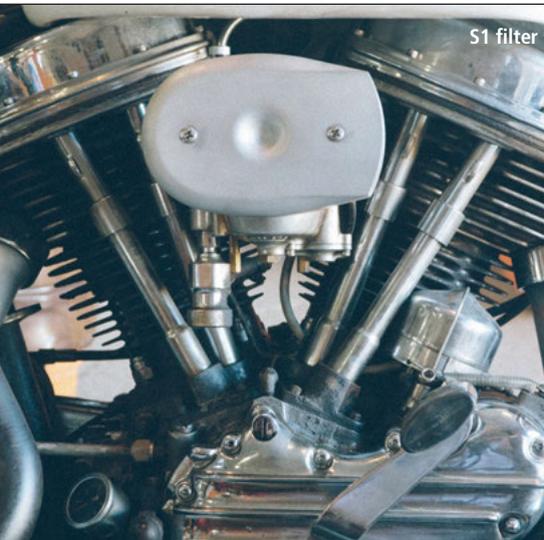


chrome or black finish, and include applications for the latest Touring models. They are also available as a bare bar, and have applications for Dyna, Softail, Road Glide, Road King, Street Glide and V-Rod in heights from 8 to 18 inches. HellRazor handlebars come in various models and custom applications including the Speed King, Street Glide Reaper, Road Glide Reaper, Road Glide Raider and the Dragger.

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Vintage style cast air cleaner

New Jersey based Kickstart Cycle Supply is offering this unpolished cast aluminum vintage style S1 air cleaner for S&S E or G carburetors, weighing in at 2.5 lbs and measuring 7¾" by 1¼" and 2½". Also available are these brass carburetor jet kits for



S&S B, G and E carburetors, along with brass main jet kits for L, E, B and G series carburetors.

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

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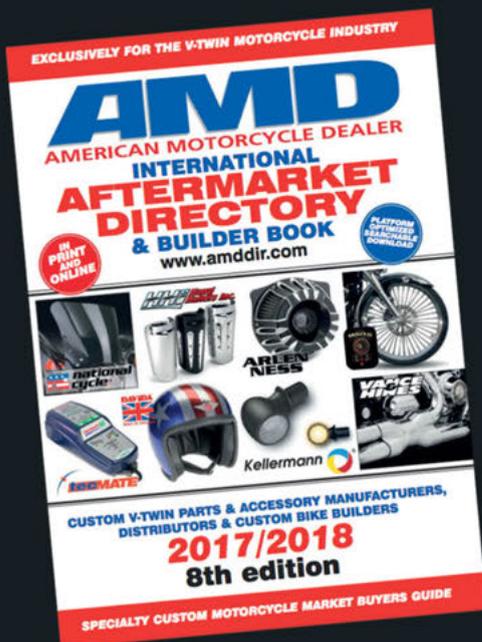
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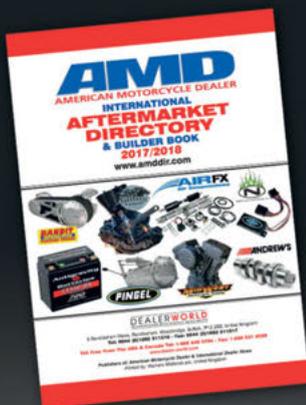
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Manufacturers • Distributors • Brands • Builders • Industry Index • Product Group Cross-Reference

NEWS BRIEFS

S&S Cycle has stopped production and sales of its steel lined 4" Big Bore kits in the USA due to a potential patent conflict. Their 106", 107", 117" and 124" big bore kits are not affected and will remain available.

The churn in Harleys dealer network continues, with Scott Fischer Enterprises reported to be selling Six Bends (Fort Myers) and Naples H-D in Florida to TMC FM Inc., (aka The Motorcycle Company) owned by David A. Veracka and his family. Now with eight dealerships, according to PSB TMC FM becomes the fifth largest dealership group in the U.S., trailing only RideNow Powersports, Freedom Powersports, Windy City Motorcycle Company and Hall's Motorsports as the largest dealership group in the U.S. They also own Palm Beach H-D, West Palm Beach, FL; Avalanche, Denver; High Octane at North Billerica, Mass.; Rawhide at Olathe, Kansas, and Riverside and Huntington Beach H-D (Westminster) in California. Scott Fischer is now down to just three dealerships - Blue Ridge in Hickory, NC., and Thunderbird and Duke City in Albuquerque, NM.

Rich with history, Dudley Perkins Co. Harley-Davidson of South San Francisco has been sold after 103 years of continuous operation in the same family ownership. Established in 1914 by Mr. Dudley Perkins Sr., his grandson Tom took over in 1996 until his untimely death in 2015. Tom's wife Janet has sold the dealership to Rich Gargano and Cliff Chester. Rich and Cliff also own West Coast Harley-Davidson in Salinas and Thunder Harley-Davidson in Morgan Hill, California.

Orange County H-D at Irvine, California, has also been sold, to Mark Smith, owner of Stampede Harley at Burleson and H-D of Fort Worth, Texas.

Bruce Tessmer retires from S&S Cycle

S&S Cycle veteran Bruce Tessmer has retired from the company after 30 years – years in which he had been involved in pretty much every departments and role there, and years in which he saw the business grow from six employees to hundreds. During his 30 years he had worked in shipping, production, and R&D. He was the original head of the S&S Tech department when it was formed in late 1995, and with all that experience he finally found his metier within the Marketing department. "Bruce brought to life so many different tools that the S&S Marketing department still uses today" says Marketing

Director David Zemla. "From the amazing video tutorials that are such a popular feature of our website and social media presences, through to tech writing and presenting - he was the go-to-guy at S&S for all things motorcycle and became a well-known for his experience and expertise both inside and outside the company." Fun facts about Bruce? "There are too many," says Zemla. "But how about the fact that received a degree in broadcasting from the University of Wisconsin in 1973 yet he never worked in the broadcast industry, and has been an avid live blues performer most of his adult life?"



That latter is something that we here at AMD Magazine can attest to - his legendary "S&S Performance Blues" at a Drag Specialties rep training seminar a few years ago remains the stuff of legend!

Happy retirement Bruce!
www.sscycle.com

Energy One teams up with HardDrive

Yorba Linda, California based specialist Energy One Clutches has announced that the company has teamed up with Boise, Idaho based national distributor HardDrive (the V-twin division of Western Power Sports).

"With their six distribution centers across the United States, getting a clutch to the dealer is now only about 1-2 days away for most," says Energy One president Kent Foltz. "Getting that clutch in hand can



"Our clutches are now only 1-2 days away from most domestic US dealers," says Energy One president Kent Foltz

get the customer's bike off the lift quicker and a customer back on the road sooner." All clutch kits from Energy One come with friction plates and steel plates (some kits include springs) with a pre-measured stack height for easy installation. All parts proudly made in the U.S.A.

www.energyoneclutches.com
www.hdtwin.com

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