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AMD World Championship Set for Record Bike Entries and Visitor Attendance in October?

JUNE 2018
ISSUE #227

With 17 weeks to go (at press time) until entries close for the AMD World Championship of Custom Bike Building (Cologne, Germany, October 3-7), the response to what will be the 13th 'AMD' has been universally positive. Entries are running way ahead at this stage in the planning cycle compared to prior years – either in Europe or in the USA – with over 80 bikes slated to compete already.

There is always 'churn', but the field is comfortably some 20 or 30 bikes ahead of the kind of pre-entry levels that would normally be expected at this stage and normally yields an eventual showing of some 70 to 75 or so bikes. The primary reason appears to be the ongoing change and decline being seen in several of Europe's historically strong custom shows and the increasingly widespread acceptance that INTERMOT 'Customized', where the AMD World Championship will be staged again (Hall 10 at INTERMOT/Cologne Exhibition Center, October), is now firmly established as the primary international custom

motorcycle industry Expo in the world. This year sees the Hall 10 footprint expanded as INTERMOT 'Customized' expands to occupy the whole of the lower level of what is the largest hall at the Cologne Expo Center, the only one of the original double-deck halls left, resulting in a satisfyingly retro and chic environment that works well for the custom motorcycle industry's exhibition values.

Hall 10 is located adjacent to the three primary public entrances to the

all-time record for a custom bike show at an international motorcycle industry expo.

In the interests of promoting craftsmanship and innovation, the AMD World Championship only features five classes, the most famous of which is the now almost universal Freestyle class concept first introduced to the motorcycle industry by AMD in 2004 - this is the class from which the competitors choose who will represent them as World Champion for the next 24 months. The other classes recognize the impacts that custom builders' platform and design and engineering decisions have on custom outcomes to include the prestigious, immensely popular and highly influential Retro Mod class; Modified Harley-Davidson; Street Performance for cutting-edge high-performance engine and chassis work and a platform-diverse Cafe Racer showcase.

Most of Europe's major V-twin industry parts and accessory distributors are already confirmed – Motorcycle Storehouse, Custom Chrome Europe and Zodiac International among them – with several of the major OEs again taking additional booths to showcase their customization programs.

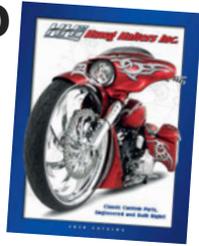
“the world's largest custom industry expo”

Cologne Expo Center and in 2016 attracted some 150,000 visitors - this year the public days are expanded to five from four days.

With more than five prior World Champions already confirmed among the 2018 competitor community and bikes already slated to compete from some 26 countries worldwide, the Hall 10 attendance looks set to be another

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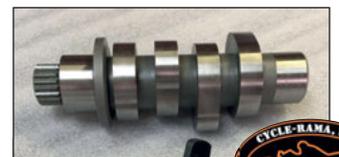
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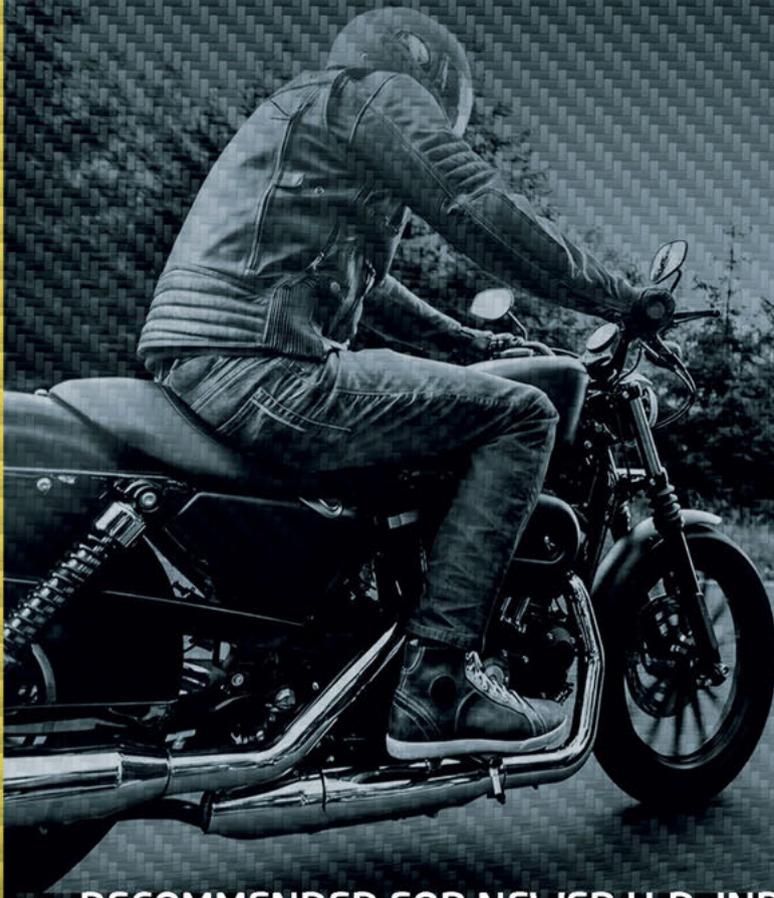


BIKES WE HAVE LOVED



Larry Moore's 'Kontrollod Kaos' was fourth in the AMD World Championship Freestyle class in 2016. In October this year there will be three more great American built customs and their builders making the trip to Germany to 'Wave The Flag' at 'AMD XIII'

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Comment 4

Bring On The Middleweights - Robin Bradley claims to have seen the future and it looks a lot like the past, with retro brands and medium displacements set to pave a platform diverse pathway for future generations of cost conscious consumers



Indian Performance Solutions 46-47

IPS (Indian Performance Solutions) is a new business set up by the owners of Indian Motorcycle of Libertyville, Illinois - its new cast heads are setting the Thunder Stroke 111 free of its heritage design chains



Magnum Shielding 56-58

Magnum Shielding's Scott Hurwitz is a man who takes the manufacturing of brake hoses seriously, and in the first instalment of a two-parter he explains how to make sure that the DOT won't need to seize your inventory

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check it out for yourself at www.amdir.com

Bring on the Middleweights

Although it is tempting to laud the increasing popularity of lightweights as showing the way forward for the motorcycle industry in the United States, don't fall for thinking that the future of the performance, parts, accessory and riding gear markets lies at that end of the market.

Guess why people buy low-cost motorcycles? Because they don't have the money for more expensive ones! Nobody is going to invest \$1,000 in a filter, cam and exhaust upgrade on a bike whose power is anyway limited to the kind of grunt that can be gotten out of bikes in the Honda Grom through Ninja 400 territory.

Sure, there are people racing them (which is great, especially in Europe) and customizing them, but those who think they are a platform for aftermarket R&D investments and trade show booths need to think again. They are not. That is not where their value lies; that is not why we should nonetheless be pleased about their popularity.

Their value is in the pathway they provide for entry level, cost-conscious riders to gain the confidence that can keep them in the Powered Two-Wheel and wider powersports marketplace as their wallet books and waistline fatten.

Entry level bikes are just exactly that, an entry level, a price-point solution, a starting place - and for that we should sing a dozen hallelujahs, because right now we need all the starters, all the entrants and all the affordable riding opportunities we can lay our hands on.

However, rather like the (returning!) Honda monkey bike, that first moto-crosser, that old Triumph, BSA, Jawa, Norton or (as in my case) MZ ET175, they are transitional acquisitions, a means to get somewhere else in riding terms - and therein lies their good news for those who would want to be able to see ROI from R&D, G&A and S&M investments (Sales and Marketing, fool!).

Although the modern-day entry level equivalents are vastly superior to their historic equivalents and can, in truth, provide years of perfectly satisfactory urban transport for a population which (in the northern hemisphere) will be greater than 75 percent urban and suburban dwelling within forty years of now, it is the pathway that is the story, but at present a pathway to what?

It's a generalization I know, but in real terms there is a void where the next level of price-point and power band options needs to be for generations of consumers whose ideas of what the riding and ownership experience should deliver couldn't be more different to the Boomers.

A few years ago we were bemoaning the entry level to be the choke point - meaning we could be storing up real problems for the future as the number of riders available to migrate up the price and power tree diminished.

Well, regardless of whether or not the numbers stand scrutiny to those of past decades (and, sadly, at this stage, they still don't, but are what they are, like it or not), if the new entry level models that the OEs have developed (conspicuously the Japanese, Asian and European OEs, not the American manufacturers) are

going to save our asses, as an industry, then it would appear that it is those same manufacturers who are going to reap the benefit and be the ones to pathway their consumers onto the sunlit uplands of higher displacement, higher performance and higher collateral spend products.

The trend in new motorcycle pricing in the past 20 years (on both sides of the Atlantic) has been relentlessly up, way ahead of where low earners can engage. List prices and the real prices achieved for current production models have grown, indeed exploded, far ahead of inflation, as manufacturers seek to recoup losses and fund more expensive technologies, product standards and requirements.

Worse, the relative cost of entry-level machines has actually increased even more than for larger displacement models, which is why the current generations of Groms and Ninjas can be so superior as riding machinery to what went before. Curiously though, this is a good thing, this speaks to a healthy future - that attitude to the ownership and riding experience? It is one that requires quality and reliability, and the emerging generations of savvy, digital-age 21st century consumers that we need to be making ready to sell to know that quality costs.

It is projects such as the British/US derived and tuned but Asian made and owned Royal Enfields, Zongshen Nortons, Baja Triumphs and Mahindra built BSAs and Jawas that are set to shake up the price-points and speak convincingly to the Millennial and Centennial attitudes towards the (largely urban) ownership and riding requirements in a way that current pricing and

production values are not calibrated to achieve.

Add into the equation the opportunity for "cost-effective, energy efficient, easy to use and comfortable ELVs" to take ownership of the urban riding landscape, then there clearly is a diverse portfolio of pathways for the industry's future in-play, but regardless of the progress Harley maybe deluding themselves into thinking they'll make by the end of 2019, even with the Alta deal, in Milwaukee terms it isn't the Bar & Shield that looks set to benefit despite owning one of the most iconic of retro-intellectual properties there is.

'list prices have exploded'



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SBS Friction has announced that Gamma Powersports of Orillia, Ontario is their new and currently only distributor for SBS products in the Canadian market.

Fast growing Gamma is capturing market share in Canada, and "shares the SBS business philosophy of close contact to the dealer base, and great customer service."

Chris Jensen, SBS Brand Manager for North America says: "We welcome



Gamma Powersports to the SBS family. With their hands-on approach, they will see great success with SBS, much like our distributors in Europe, South

Africa, Japan and Australia always have done. We look forward to helping Gamma service dealers all over Canada and to attend their promotional events. There is no doubt that we will see growth from this new partnership."

SBS will be the premier line of brake products at Gamma, allowing their sales reps to focus on teaching dealers the many features and benefits of SBS. "Gamma is proud to add SBS brakes

to its distribution portfolio," said Judy Scott, Senior Buyer for Gamma. "SBS is well established in a world market and brings a great product to the Canadian marketplace. We look forward to working with SBS and growing the Canadian market."

www.sbs.dk

EagleRider's Harley Alliance Reaches Milestone



Hawthorne, California based EagleRider, "the world's largest motorcycle rental and travel company", has achieved a significant milestone in its strategic alliance with Harley-Davidson – more than 100 authorized Harley dealers in the USA are now active in the joint Harley/EagleRider rentals program.

"Less than one year into our alliance with Harley-Davidson, we are very pleased to announce this key accomplishment," said Chris McIntyre, CEO and Co-founder of EagleRider. "Our companies

have been working diligently to deliver the largest connected network of motorcycle rental locations throughout the U.S. We are eager to continue reaching new riders across America as we head into prime travel season."

The company says that "more than 35 new locations have already opened, and 70 more will begin taking bookings by May 2018. With the vast network of rental locations, riders can begin and end their two-wheeled adventures almost anywhere in the United States." The 100+ new locations give

riders from around the world additional access to America's most popular tourist destinations and motorcycle routes – such as the iconic Route 66 and Pacific Coast Highway.

"Our alliance with EagleRider is an important component of our objective to build two million new riders in the U.S.," said Anoop Prakash, Director of U.S. Retail Development at Harley-Davidson Motor Company. "The opening of each additional

location brings increased access to the sport of motorcycling and to our exciting 2018 motorcycle line-up. And there is no better place for new riders to start their motorcycling journey than in the care of the expert staff found at every Harley-Davidson dealership."

Through the alliance, which was announced in May 2017, EagleRider exclusively offers current model year Harley-Davidson motorcycles for its Touring and Large Cruiser motorcycle rental segments, equipped with Harley-Davidson Genuine Motor Parts and Accessories. Harley-Davidson exclusively works with EagleRider to provide rental, travel and tour experiences from its U.S dealership network.

www.eaglerider.com

Going home with Indian

Indian Motorcycle, famously based at Springfield, Massachusetts, has a dealership at nearby Westfield, owned and operated by Indian aficionado and enthusiast Dennis Bolduc, whose grandfather Joseph Bolduc worked for Indian Motorcycle from 1938 until 1959.

Joseph Bolduc rode, built and repaired Indian motorcycles his entire life. Dennis says he has two of the original

Indian motorcycles that his grandfather purchased from the factory when he was an employee there – one of them was used by Ralph Rogers as a demo before my grandfather bought it. Ralph Rogers was one of the last owners of Indian Motorcycle, having purchased it from Paul DuPont.

Now, Indian is to add to its contemporary presence in



Massachusetts' Pioneer Valley - the land of its legacy - with what it describes as its first ever apparel store, as an anchor tenant of MGM Springfield's "retail collection" at the MGM Resorts International property, with the flagship location due to open its doors in the third quarter of 2018.

Steve Menneto, President of Indian Motorcycle Company, said: "Indian's legacy as America's first motorcycle company is something that's extremely important to us, and it's exciting to return the brand to its roots in Springfield with the opening of our first apparel store."



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Italian Motorcycle Championship - 'Biker Fest'

The 7th annual Italian Motorcycle Championship took place at the 32nd Biker Fest in Lignano Sabbiadoro, Udine, Italy, from May 10-13. The Italian Championship is the culmination of a fifteen-event network of custom bike shows held throughout Italy and promoted by Italian custom magazine Biker's Life.

This year saw a change of venue for the custom competition, moving away from the Terrazza a Mare to the Aquasplash Water Park, allowing more space for the bikes, and situated next to the demo rides area and main Luna Park vendor space.

Close to one hundred bikes from across Italy competed in Freestyle, Modified Harley-Davidson, Metric, Streetfighter, Cafe Racer and Scrambler classes, with the Best in Show and three additional winners receiving 1,000 Euro expenses towards competing at the 13th annual AMD World Championship of Custom

Bike Building at INTERMOT, Cologne, Germany, from October 2-7, 2018.

Best in Show was Abnormal Cycles' 'Mistica', powered by a twin-cylinder 1919 MAG engine, in a frame based on a 1930 Moto Guzzi Sport 13 that features numerous hand-crafted parts. Also traveling to Cologne in October will be Bepy Moto Service's

'Apoghenesis', a heavily customized Moto Guzzi California 1100 with a one-off frame, swingarm and front end.

'Barralesta' by Toro Moto is a 1985 BMW R65/3 Cafe Racer with an expanded 860cc engine, hand-beaten sheet metal bodywork and ad-hoc electric system, which can be



Abnormal Cycles, 'Mistica'



Toro Moto, 'Barralesta'



Gianni Pellegrino, 'ZeroUno'



Bepy Moto Service, 'Apoghenesis'

controlled from a mobile phone via Bluetooth.

Gianni Pellegrino's 'ZeroUno' is a Ducati Monster modified for rear wheel steering. The front handlebar steering is made up of a double return lever, so that the rear wheels can work with 20-degree steering.

www.bikerfest.it



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NEWS BRIEFS

Polaris is celebrating the 20th anniversary of the introduction of its popular Ranger SxS vehicle series. The company has produced more than 1 m UTVs since 1998 at its Huntsville, Alabama factory.

Ducati has opened a new flagship store in New York City. The new dealership, with a renovated showroom of more than 700 sq m, is strategically located at 155 6th Avenue in SoHo in New York and opened its doors on April 19. Ducati CEO Claudio Domenicali said: "This new Monobrand Ducati Store represents a further step forward in the process of continuous improvement of the quality of our network internationally."

B&B reports that data from the KBA in Germany shows the number of motorcycles registered in Germany as of 1 January 2018 reached 4,372,978 units – a record high number. Said to have increased by 1.4 percent in the prior 12 months, 79.9 percent are over 125cc, with 13.3 percent owned by women. Bavaria records the most (926,882), followed by North Rhine-Westphalia (833,009), Baden-Württemberg (675,708), Lower Saxony (418,922) and Hessen (330,822).

B&B also reports the KBA data saying that as of 1 January 2018 there are 538,029 BMW motorcycles registered in Germany, followed by 519,215 Yamaha, 503,310 Suzuki, 427,352 Honda and 354,396 Kawasaki motorcycles.

CF Moto and KTM broke ground on the building of their new joint venture production facility in China in March. CF Moto GM Minjie Lai is quoted as saying the joint venture will bring CF Moto's R&D and manufacturing capability "to a whole new level. CF Moto will benefit from KTM's advanced technology and experience; KTM recognize how our manufacturing capacity, supply chain management and channel development could help them to implement their global strategy".

iMotorsports recently announced the launch of Route 66 Indian Motorcycle. The addition of the Indian motorcycle line to iMotorsports' Elmhurst, Illinois location follows the successful acquisition and operation of two authorized Indian dealerships in Florida - Indian Motorcycle of Orlando and St. Pete Powersports of St. Petersburg.

Pastrana to channel Evel Knievel

Nitro Circus and Indian Motorcycle have announced that Travis Pastrana will be jumping an Indian Scout FTR750 "when he looks to pay tribute to Evel Knievel, the founding father of motorcycle stunts, and surpass America's most iconic daredevil."

"Evel Live", an unprecedented three hour live event in partnership with Nitro Circus on July 8, will see Travis Pastrana attempt three of Knievel's most famed jumps - on an Indian Scout FTR750. The stunts will include jumping the length of 52+ crushed cars, 16 Greyhound busses, and the ill-fated Caesars Palace fountain jump that left Knievel grasping for his life with 40 broken bones. If successful, Pastrana will be the first individual to complete all three jumps in one three-hour timespan and on a motorcycle similar to those Evel used. "It is extremely important to use a motorcycle similar to the ones Evel jumped. The Indian Scout FTR750 is just



that, a modern-day evolution of the flat track motorcycles of the past," said Pastrana. "It has the power I need and handles well, but I'm only going to have a few days to get comfortable on it, not to mention I've never jumped a V-twin before. I've got my work cut out, but we're used to going big at Nitro Circus, so we'll make it happen."

"We couldn't be more excited for Travis

to be piloting the Scout FTR750 as he looks to make history by recreating three of Evel Knievel's most historic jumps - in a single evening," said Reid Wilson, Senior Director, Marketing and Product Development for Indian Motorcycle.

"Evel Knievel is truly a global icon, and we're proud to be a part of this incredible event that pays homage to his legacy in such grand fashion."

Watsonian Sidecars Now Available to Fit New Indian Chief Vintage

To sidecar aficionados (yes Mike Taylor and Larry Coleman – we're looking at you!), the name Watsonian Squire needs little introduction.

The legendary British sidecar manufacturer did much in the 20th century to create and shape the sidecar market. The company was founded in 1912 as the Watsonian Folding Sidecar Company by Mr T.F. Watson of Birmingham, England. Watson was a builder by trade, and as an early adopter motorcycle enthusiast, he had designed a folding sidecar for his own personal use that could be wheeled through the narrow alleys between the terraced houses of Edwardian England. His company flourished, building sidecar ambulances during WWI and models for leisure, sport and tradesmen when peace returned. After the Great Depression, Watsonian introduced luxury

touring models and sports sidecars, with production reaching 200 units per week during the motorcycling boom of the 1950s – in its golden heyday Watsonian won four world sidecar championships with Eric Oliver.

As wages increased in the Sixties and small cars like the iconic Mini became affordable, sidecars fell out of fashion, and by 1965 they only accounted for 20% of Watsonian's output. In 1973 Squire entered the market with a radical new sports sidecar. Designed for the latest generation of high performance Japanese superbikes, Squire appealed to a new customer base of leisure riders. Shortly after Watsonian's 75th anniversary, the two companies merged to create Britain's biggest and longest established sidecar manufacturer. Fast forward to the 21st century,

and the company is still making market leading sidecars in England, exporting them all around the world, and the latest news is that their range is now available to fit the current Indian Chief Vintage.

The company says "big capacity American V-twins are a well-established favorite for sidecar use thanks to their torquey motors, but until now the only fitting kits Watsonian has produced to attach its sidecars to American motorcycles are for Harley-Davidsons.

"Delivering an incredible 150 Nm of torque, the Indian Chief's 1811cc Thunderstroke V-twin engine has plenty of power to propel the largest sidecar that Watsonian produces, the wide-bodied GP700, with its 46 mm telescopic forks and 300 mm floating discs (twin front, single rear) easily able to manage the extra demands put on suspension and stopping power."

In order to ensure optimum load paths and triangulation for the sidecar, Watsonian designed a specially engineered tubular steel subframe which bolts beneath the engine casing, providing a secure mount for the four attachment arms.

www.watsonian-squire.com



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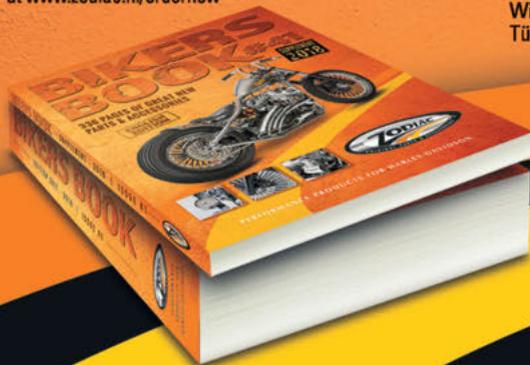
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Reigning Grand National Champion Jared Mees Dominates After 8 Rounds of 2018 AFT Twins Presented by Vance & Hines

There have been six more rounds of the 2018 American Flat Track presented by Vance & Hines race series since the last edition of AMD Magazine went to press ... here is our results round-up to and including Round 8, the Indian Motorcycle Red Mile at Lexington, Kentucky ...

Jared Mees won the season opener, the Daytona TT in March, and following his disqualification after the second round at Woodstock, Georgia (the Atlanta Short Track), for failing a post-event tire sampling that showed him to be racing on "a chemically altered tire", "normal service" was resumed in Round 3 at Fort Worth, Texas, on April 28 – with the Indian Motorcycle 'Wrecking Crew' 2017 defending Champion and National Cycle sponsored rider taking the win at the Russ Brown Attorneys Texas Half Mile presented by Dallas Honda.

The race saw Indian Motorcycle of Oklahoma City privateer Chad Cose secure his first career AFT Twins podium with a strong third-place finish after setting the top qualifying time; meanwhile, fellow Scout FTR750 privateers Henry Wiles and Johnny Lewis placed inside the top ten with a fifth and eighth place finish, respectively.

"We're entering an important stretch of the season right now," Mees said at the time. "Texas kicks off six straight weeks of racing. To start this run off with a victory is huge. I want to thank Indian Motorcycle, my team and all the fans for their continued support."

Cose's third-place finish marked the third time a privateer has podiumed with the championship-winning Scout FTR750. Indeed, the 2017 Texas Half Mile saw Johnny Lewis score a third place on his first race aboard the Scout FTR750.

The weekend saw Bryan Smith (No. 4 Indian Motorcycle Racing backed by Allstate Scout FTR750) sustain a broken left fibula that would keep him out of action until Sacramento, three



weekends later.

The following weekend Mees extended his championship lead, winning Round 4 – the Calistoga, California Half Mile presented by Indian Motorcycle – with Jeffrey Carver Jr. (No. 23 Roof-Systems/Indian of Metro Milwaukee Scout FTR750) second and Kenny Coolbeth, Jr. (No. 2 Nila Racing, Columbia Avionics Indian Scout FTR750) completing an Indian podium sweep in third.

In fact, with Brad Baker (No. 6 Indian Motorcycle Racing backed by Allstate Scout FTR750) and Davis Fisher (No. 67 Bob Lanphere Beaverton Motorcycles Indian Scout FTR750) fourth and fifth, the FTR750 locked down the entire top five for Indian Motorcycle, while sixth-placed Briar Bauman (No. 14 Zanotti Racing Kawasaki Ninja 650) was the only runner inside the top eight not aboard a Scout FTR750.

The result gave Mees his 33rd career premier-class victory, tying him with

Kenny Roberts for seventh on the all-time wins list. It was also his 24th career Half Mile win, just one short of equalling another legend - Chris Carr - for third all-time in that discipline. Just seven days later the series saw the first of what will be a run of five Mile races, with Mees winning again, taking the Law Tigers Arizona Mile presented by Buddy Stubbs Harley-Davidson at Turf Paradise, Phoenix, with Indian Wrecking Crewman Brad Baker (No. 6 Indian Motorcycle Racing backed by Allstate Scout FTR750) second, Henry Wiles (No. 17 Wilco Racing/Willy Built/Bandit Industries Indian Scout FTR750) third, Briar Bauman (No. 14 Zanotti Racing Kawasaki Ninja 650) fourth and works Harley-Davidson ace Brandon Robinson (No. 44 Harley-Davidson Factory Flat Track Team XG750R) fifth. That victory was Mees' 34th career AFT Twins victory and moved him out of a tie with Kenny Roberts for seventh all-time and into a tie for sixth with

Bubba Shobert; it was his seventh Mile victory (four of which have come in the last year alone), moving him into a tie for 10th all-time in the discipline. Mees made it five from six so far in 2018 at Sacramento the following weekend (Round 6, the Sacramento Mile presented by Cycle Gear at the Cal Expo Fairgrounds, May 19).

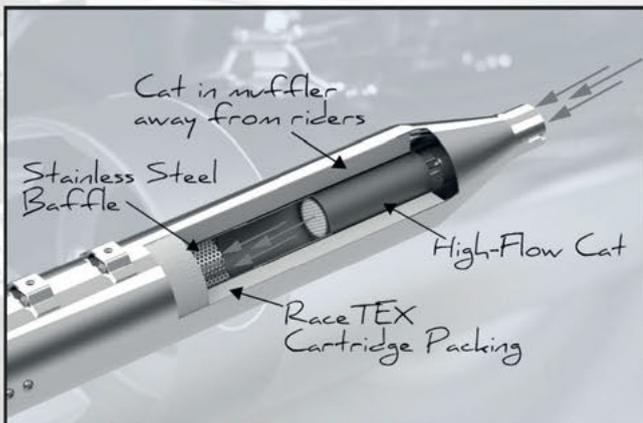
Retiring legend Kenny Coolbeth Jr. (No. 2 Nila Racing, Columbia Avionics Indian Scout FTR750) scored second, with Bryan Smith (No. 4 Indian Motorcycle Racing backed by Allstate Scout FTR750 - owner of seven straight Sacramento Mile victories) returning from the broken left fibula sustained three weeks earlier at the Texas Half Mile to scoop third place. It was another great race for Indian Motorcycle. In addition to Wrecking Crew factory riders Mees (1st), Smith (3rd), and Brad Baker (No. 6 Indian Motorcycle Racing backed by Allstate Scout FTR750) in 4th, Coolbeth (2nd), HenryWiles (No. 17 Wilco Racing/Willy

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<< Built/Bandit Industries Indian Scout FTR750) in 5th, Davis Fisher (No. 67 RMR/Double D Performance Indian Scout FTR750) in 6th and Chad Cose (No. 49 Indian Motorcycle of Oklahoma City Scout FTR750) in 7th combined to claim the top seven positions on the night for the all-conquering FTR750. Fisher claimed the fastest lap honors. Jake Johnson (No. 5 Estenson Racing Yamaha MT-07) was the best of the rest in eighth, with Briar Bauman (No. 14 Zanotti Racing Kawasaki Ninja 650) and Brandon Robinson (No. 44 Harley-Davidson Factory Flat Track Team XG750R) completing the top ten.

Ronnie Jones (No. 266 Estenson Racing/Loral Lake Racing Indian Scout FTR750) re-established his own record as the oldest rider to make an AFT Twins Main Event. Finishing 14th, the 57-year-old Jones is the owner of 10 career AFT Twins victories, the first of which came almost four decades ago and the most recent nearly a quarter century back. He has qualified for AFT Twins Main Events across five different decades – the '70s, '80s, '90s, '00s and '10s. Round 7 saw local man Jeffrey Carver

Jr (No. 23 Roof-Systems/Indian of Metro Milwaukee Scout FTR750) take the win in the first of the two Springfield Mile races slated for the Illinois State Fairgrounds in 2018.

Jared Mees (No. 1 Indian Motorcycle Rogers Racing SDI Scout FTR750) was second, Kenny Coolbeth (No. 2 Nila Racing/Columbia Avionics Indian Scout FTR750) third, rising star Davis Fisher (No. 67 Double D Performance/RMR/Bob Lanphere Indian Scout FTR750) in fourth, and Bryan Smith (No. 4 Indian Motorcycle Racing backed by Allstate Scout FTR750) fifth.

The triumph was Carver's third-ever premier-class win, leaving him just a Short Track victory short of a career Grand Slam. Additionally, he's only the second rider from Illinois to win the Springfield Mile. The only other Illinois native to win the race was Dave Camlin from Rock Island, Ill., who won both races in 1996 aboard a Harley-Davidson.

Chad Cose (No. 49 Indian Motorcycle of Oklahoma City Scout FTR750), Henry Wiles (No. 17 Bandit Industries/Wilco Racing/Willing Built Indian Scout FTR750) and Mikey Rush (No. 54 G&G Racing/Machete Energy

Yamaha FZ-07) finished sixth, seventh and eighth, respectively.

Meanwhile, 57-year-old Ronnie Jones (No. 266 Estenson Racing/Rod Lake Indian Scout FTR750) not only increased his record as the oldest rider to make an AFT Twins Main Event by a week, he finished in ninth place while doing so. Jay Maloney (No. 12 Indian Motorcycle of Springfield/JMC Scout FTR750) rounded out the top ten.

This race meeting saw the AMA give a debut to its AFT Production Twins class trial - a class specifically designed to provide qualified AFT Singles riders a chance to get some race time on production-based twins with an eye toward easing their eventual graduation into the AFT Twins presented by Vance & Hines class.

Michael Inderbitzin (No. 54 Weirbach Racing/Kawasaki USA Kawasaki Ninja 650) backed up a top ten run in Saturday's Springfield TT Singles with a victory in the first-ever AFT Productions Twins race, ahead of Tristan Avery (No. 16 Ron Ayers/Mr. Sign Kawasaki Ninja 650) second and Jordan Harris (No. 17 Roy Built Kawasaki Ninja 650) third.

The AFT Production Twins class will be back in action for its second race when the series returns to Springfield for the 100th Harley-Davidson Springfield Mile II on September 2.

Round 8 marked a sixth straight weekend of AFT Twins presented by Vance & Hines series racing and saw Jared Mees dominate a demanding Indian Motorcycle Red Mile presented by Indian Motorcycle of Lexington, Ky. Teammates Bryan Smith (No. 4 Indian Motorcycle Racing backed by Allstate Scout FTR750) and Brad Baker (Indian Motorcycle backed by Allstate Scout FTR750) scooped second and third to complete the first podium sweep for the Indian factory backed 'Wrecking Crew' this season.

Henry Wiles (FTR750) was fourth with last year's Red Mile runner-up Sammy

Halbert (No. 69 Harley-Davidson Factory Flat Track Team XG750R) earning his best result since joining the works Harley team in fifth ahead of Chad Cose (No. 49 Indian Motorcycle of Oklahoma City Scout FTR750) in sixth.

Halbert's teammate Brandon Robinson (No. 44 Harley-Davidson Factory Flat Track Team XG750R) took seventh. Springfield Mile I winner Jeffrey Carver Jr. (No. 23 Roof-Systems/Indian of Metro Milwaukee Scout FTR750), newly-Indian mounted Jake Johnson (No. 5 Estenson Racing Indian Scout FTR750), and Kenny Coolbeth Jr. (No. 2 Nila Racing, Columbia Avionics Indian Scout FTR750) took eighth, ninth and tenth respectively.

Still a race short of the season's midway point, Mees now leads the championship by more than two full races - 170 points to Wiles' 116; Baker is third on 101 points.

Reigning AFT Singles champion Kolby Carlile (No. 1 Estenson Racing Yamaha YZ450F) out-dueled last year's Red Mile dominator, Kevin Stollings (No. 99 Roof Systems Honda CRF450R), and the class' all-time winningest rider, Shayna Texter (No. 52 ST52 JCS Racing Husqvarna FC 450), to claim victory in an AFT Singles Classic.

After going winless during last year's title-winning season, Carlile now boasts two victories already in 2018. Next up is Oklahoma City on June 16 for the OKC Mile Presented by Indian Motorcycle of Oklahoma City, where the AFT Twins competitors will complete their run of five consecutive Miles before heading to Ohio for The Lima Half Mile two weeks later and upstate New York a week later for the Weedsport Short Track.



Round	Date	Where	Race	Win	2nd	3rd	4th	5th
1	Mar-15	Daytona Beach, Fl.	Daytona TT	Jared Mees (Indian) Scout FTR750	JD Beach Yamaha FZ-07	Henry Wiles Scout FTR750	Briar Bauman Kawasaki Ninja 650	Brad Baker (Indian) Scout FTR750
2	Apr-07	Woodstock, Ga.	Atlanta Short Track	Kenny Coolbeth Jr Scout FTR750	Jeffrey Carver Jr Scout FTR750	Jarod Vanderkooi H-D XGR750	Henry Wiles Scout FTR750	Johnny Lewis Scout FTR750
3	Apr-28	Fort Worth, Tx.	Half Mile	Jared Mees (Indian) Scout FTR750	Briar Bauman Kawasaki Ninja 650	Chad Cose Scout FTR750	Brandon Robinson (H-D) XG750R	Henry Wiles Scout FTR750
4	May-05	Calistoga, Ca.	Half Mile	Jared Mees (Indian) Scout FTR750	Jeffrey Carver Jr Scout FTR750	Kenny Coolbeth Jr Scout FTR750	Brad Baker (Indian) Scout FTR750	Davis Fisher Scout FTR750
5	May-12	Phoenix, Az.	Arizona Mile	Jared Mees (Indian) Scout FTR750	Brad Baker (Indian) Scout FTR750	Henry Wiles Scout FTR750	Briar Bauman Kawasaki Ninja 650	Brandon Robinson H-D XG750R
6	May-19	Sacramento, Ca.	Sacramento Mile	Jared Mees (Indian) Scout FTR750	Kenny Coolbeth Jr Scout FTR750	Bryan Smith (Indian) Scout FTR750	Brad Baker (Indian) Scout FTR750	Henry Wiles Scout FTR750
7	May-28	Springfield, Il.	Springfield Mile I	Jeffrey Carver Jr Scout FTR750	Jared Mees (Indian) Scout FTR750	Kenny Coolbeth Jr Scout FTR750	Bryan Smith (Indian) Scout FTR750	Bryan Smith (Indian) Scout FTR750
8	Jun-02	Lexington, Ky.	Red Mile	Jared Mees (Indian) Scout FTR750	Bryan Smith (Indian) Scout FTR750	Brad Baker (Indian) Scout FTR750	Henry Wiles Scout FTR750	Sammy Halbert H-D XGR750R

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EXPERIENCE THE DIFFERENCE



Biltwell Conquers Legendary NORRA Mexican 1000 Off-Road Race - with a Sportster!

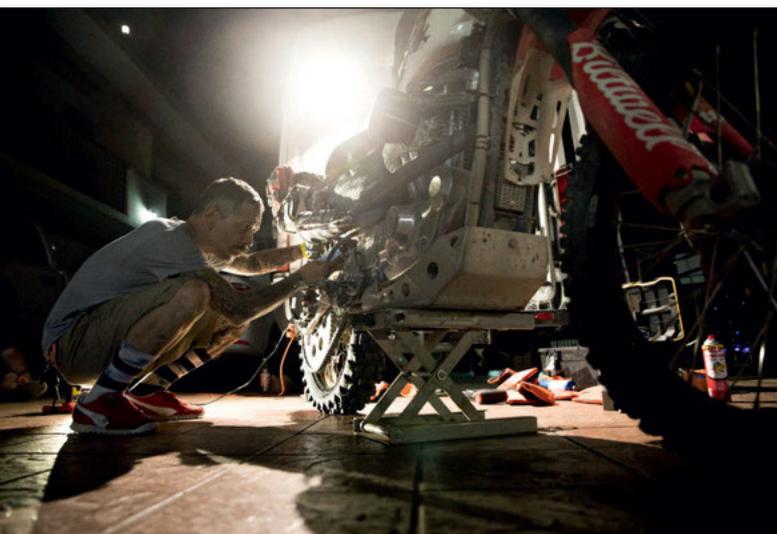
The NORRA (National Off-Road Racing Association) Mexican 1000 all-terrain race in Ensenada, Mexico is not exactly what you'd term a V-Twin cruiser friendly undertaking - be it the versatile Sportster or any other kind of V-twin cruiser platform. Run for the first time in 1967, the now legendary event pits men and their custom-built two- and four-wheeled race machines against some of the harshest terrain on earth. This year's five-day stage race thundered past free-range cattle, over boulders, beaches, potholes and silt beds as it caromed down both coasts of the Baja peninsula before reaching the finish line 1,300 miles later in San Jose Del Cabo on April 27.

For the first time in NORRA Mexican 1000 history, a Harley-Davidson Sportster 883 made it across the finish line, 1300 miles from Ensenada. The feat of derring do was the brainchild of Biltwell Inc. co-founder Bill Bryant along with co-riders Mike Deutsch, Erik Westergaard and Chris Moeller - with significant support from co-workers, friends and family.

To ensure their greatest chance of success, Biltwell enlisted the talents of an old friend, one-time Texas chopper builder and current surf bum "Rouser" Rob Galan to customize and service the Frijole 883 Harley-Davidson. Upgrades to the essentially stock MY 2000 Sportster included suspension modifications, the jettisoning of redundant onboard electrical



systems, and ergonomically appropriate handlebars, hand controls and foot controls. Knobby tires with airless inner tubes on strong yet lightweight alloy wheels helped with the hostile terrain as efficiently as other machines in the race that weighed half as much and that were designed expressly for the task. Onboard equipment for bike maintenance and rider safety included a tool kit, reflective blanket, Lowrance satellite with iPad Google Earth backup, extra fuel, food, water and a wad of petty cash. According to Bryant Team Biltwell's race strategy for the five-day event called for two racers each day to alternate at mile marks that made sense for speedy gas stops and rider changes. Every evening, mechanic Rob Galan serviced the Frijole 883 by changing fluids and filters, tightening spokes, checking nuts and bolts, replacing worn parts if required, and sleeping next to the



motorcycle on an army cot to help riders make the 6:00 a.m. check-in the following morning. According to NORRA race results, 43 motorcycles started the 2018 edition of the Mexican 1000, with 32 finishing. The Frijole 883 was among 21 Modern Open bikes and finished 14th in class - overall standing was 27th out of 32 total finishers. None of the 13 Modern Open machines that finished

ahead of the Frijole 883 started life as an American V-twin cruiser, and few if any weighed over 300 pounds. In full race trim, the Biltwell Frijole 883 weighed 500 pounds, and could barely squeeze 70 miles per fill-up from its stock Sportster gas tank. Bryant says: "Wise men say you should bring a gun to a knife fight - we brought a WWII Sherman tank"! www.biltwellinc.com

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Custom Bike Show

Twin Club MC, Norrtälje, Sweden, June 2, 2018

One of, if not THE oldest custom bike show in the world, and the oldest (14th year) AMD World Championship of Custom Bike Building affiliate event, the annual Twin Club MC 'Custom Bike Show' took place in Sweden on the first weekend of June – Sweden's national holiday weekend.

First staged in 1971 and a bellwether of custom design trends ever since (check out the awesome time capsule of photography from the show's early years on the event website!), it is staged at the coastal former port town of Norrtälje about two hours north east of Stockholm, the Swedish capital.

Riding to Norrtälje on the first Saturday of June is a long and well-established tradition for custom bike riders from all over northern Europe (and further afield). For many it is the first big trip of the year.

The show is a one-day ride-in, staged in a remarkable and enduring collaboration between Twin Club and Norrtälje's community and city council that speaks to the respect in which Twin Club is held (as organizers and ambassadors for motorcycling) and a healthy attitude towards two wheels as a leisure lifestyle and transport solution.

This year saw over 10,000 visitors to the downtown societetspark (city park) where the show is staged, with some 5,500 motorcycles turning the dockside venue in to a hard-miles, trailer-queen-free zone - some 240 of the bikes ridden there enter the custom show itself, of which nearly 70 entered the legendary H-D Chopper class, with over 50 in the mild-to-wild Custom class that has often yielded some of the most radical ground-up builds seen anywhere.

To improve competitiveness, some classes were merged this year, so additional classes included Chopper (for non-Harley platform choppers), Racer, Classic, Modified Standard (a new class that expanded the traditional Modified Harley class to include multiple modified factory platforms, in keeping with an increasing trend being seen at shows in Europe), plus Best Paint and Custom Chrome Europe sponsored People's Choice awards.

Claes Wärefors from Strängnäs, Sweden, won the H-D Chopper Class – a 'Norrtälje' regular and prior winner – who also won one of the jury prizes to compete to be this year's AVON



Petri Ruusunen with 'Velacimoteur'

Tyres World Champion at the AMD World Championship at INTERMOT 'Customized' in Germany in October. The second and third places in the H-D Chopper class went to Finland's Janne Anttila from Pyhänskoski and Rezi from Oulu.

Anders Lundgren and Lasse Sundberg (Roth Engineering) won the Custom class with a customized Indian Super Scout, and also scooped one of the jury prizes to compete at 'The AMD' in October, with the jury's number one choice for the AVON Tyres sponsored Freestyle class at the AMD World

>>



WINNERS OF THE JURY PRIZES TO COMPETE IN THE AMD WORLD CHAMPIONSHIP OF CUSTOM BIKE BUILDING AT INTERMOT 'CUSTOMIZED' ARE:

1. Petri Ruusunen with 'Velacimoteur'
2. Anders Lundgren and Lasse Sundberg (Roth Engineering)
3. Claes Wärefors from Strängnäs



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NEWS BRIEFS

Fast Bike Industries of Hendersonville, North Carolina, U.S. importer for Italian suspension specialist Andreani Group, has also taken on the British made Nitron range of shock absorbers and front suspension cartridge kits. The company says it currently sells to over 170 powersports industry dealers nationally.

Although the number of overall road deaths in Germany fell in 2017 (-0.9 percent, 3,206), motorcyclist deaths rose by +8.6 percent over 2016 (689).

BMW has been awarded the 2018 JEC Innovation Award in the Leisure and Sports category for the development and manufacture of a carbon fiber rear swingarm (as used on its HP4 race bike). Established in 1996, the JEC Group is described as "the world's leading specialist organization for the development, manufacture and processing of composite materials".

Following news that it had moved its U.S. headquarters to Plano, Texas, Canadian BRP, maker of Sea-Doo watercraft and Ski-Doo snowmobiles, is reported to be poised to spend some \$385 million on acquisitions to expand its product line-up. Group sales in 2017 are reported at \$3.4 bn, and CEO Jose Boisjoli is targeting growth to \$4.6 bn by 2020.

The U.S. Consumer Product Safety Commission's (CPSC) 2016 annual report of "ATV-Related Deaths and Injuries" (issued January 2018) once again affirms the decade-long downward trend in fatalities and injuries related to ATVs - down -29% for the period 2007 to 2013.

BRP has garnered six prestigious Red Dot product design awards for its Sea-Doo Spark Trixx PWC, Can-Am Maverick X3 and Trail SxS vehicles, Evinrude E-TEC 150-200hp G2 outboard engine, Ski-Doo snowmobile REV Gen4 platform and LinQ snowboard/ski rack for Ski-Doo snowmobiles.

As part of its Electro Mobility Strategy, BMW is investing €200 m in a new "battery cell competence center" that will open in 2019 near its Munich headquarters in Germany. Among other objectives, the center will harness the group's research so far into battery-cell development and production, and BMW is on record as saying that it plans to be using game-changing solid state battery technology in at least some of its vehicles by 2026. Where will Harley be building its 21st Century R&D campus, one wonders?



Claes Wärefors from Strängnäs

<<

Championship going to Finland's Petri Ruusunen, a well-known artist and silversmith with several previously successful builds to his name.

This year he returned with an updated version of his 'Velacimoteur' - a combination of 1910s 'oldest of Old School' mixed with a little steampunk and date-proof unbranded engine of 'Hybrid' origin.

Gerhard Remmert of Bike Farm Melle, Germany, fame took two showbikes to Norrtälje, two different Harleys in two different classes (Custom and Racer), and headed back to Germany with third place prizes in both classes.

The Racing class was won by another well-known builder, Pål Steenersen from Rulperthog in Norway, a prior Norrtälje Modified Harley winner. This year's new class, Modified Standard, was won by Marko Antila from Seinäjoki in Finland with a Panhead from 1956.

The Public Choice winner (and second



in the Racer class) were Strul MMC from Enköping, Sweden, who came to Norrtälje with their club build - a rare and converted Maico Mobil from the 50s, an early touring motorcycle made in Germany by Maico between 1950 and 1958. Conceived and marketed as a "car on two wheels", the Mobil had body panels

that enclosed the drivetrain, protecting its riders from the elements, included an integral pair of panniers and a mount for a spare tire. They took home a RevTech transmission courtesy of Public Choice sponsor Custom Chrome Europe.

This year's long-distance hero was Giordano Sforazzini who came all the way from Rome, Italy - his third and, finally, successful attempt to 'Ride-In' on 'Biga Valerio' - a motorcycle engined Roman Chariot no less!

Our thanks, as always, to Twin Club MC for their meticulous organization, Custom Chrome Europe, Motorcycle Storehouse and Zodiac International for their support of the event, and the City of Norrtälje authorities for their biker-friendly attitude and use of the central park for the event.

Save the date: 'Custom Bike Show' 2019, Norrtälje, Sweden - Saturday June 1.

www.custombikeshow.se

MAG Europe becomes Motorcycle Storehouse Ltd



Groningen, Netherlands based distributor Motorcycle Storehouse has announced the completion of a project that sees MAG Europe operate under the Motorcycle Storehouse name.

Both MAG Europe and Motorcycle Storehouse BV have been providing distribution services to the UK market for over a decade. "By combining these two industry-leading companies, Motorcycle Storehouse Ltd is able to provide a true 'one stop shop' solution to better serve the changing needs of the British aftermarket: More

choice, vast inventory, GBP pricing and an established UK based team offering next day delivery as standard," explained Sales & Marketing Manager, Justin D'Cunha.

"Our UK based team will continue to operate from our Manchester distribution facility, and provide the same high levels of customer service the dealer network expects of us. It's very much business as usual, albeit with a new name above

the door and access to a much wider portfolio of brands and products."

Whilst Motorcycle Storehouse Ltd will continue to provide factory-levels of advice and support on its flagship brands, such as Vance & Hines, it aims to bring the same passion and knowledge base to other new exclusive partners, including DMD helmets, John Doe and Roland Sands Design apparel.

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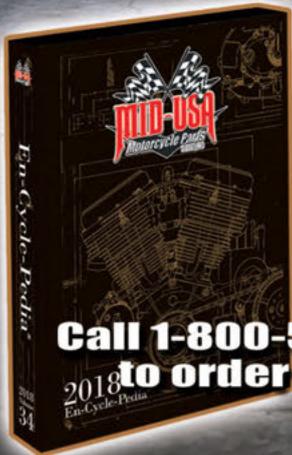
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“TO BUILD THE BEST, START WITH THE BEST”

Mark Thompson, CEO, Hawg Halters Inc.

When Mark Thompson joined Hawg Halters at Dahlonega near Atlanta, Georgia, in 1999 as Managing Director, he did so in a very different motorcycle parts market environment to the one we see today, and one that was about to evolve out of all recognition ...

Indeed, it was utterly changed within just five years. However, Mark's timing was exquisite, as he subsequently assumed full control of the company the V-twin parts and accessories market not only grew rapidly (it doubled in size, and then almost doubled again by the time of “the great reckoning” in 2008), but it quickly became home to a multi-verse of custom business opportunities, diversifying away from the Chopper mono-culture that it had been.

As the company name suggests, it was in the brakes market that HHI initially made its name, a brakes market in which a single, well-known competitor had been so dominant that they had made it nearly impossible for any other serious volume player to emerge. However, Hawg Halter's reputation for “serious stopping power” soon got them established, and the foothold gained is one that Mark has proven adept at expanding on.

The core competencies that Mark set out to leverage suited the rapid evolution of the market. As Choppers gave way to new business opportunities, not least Baggers, Hawg Halters' initial emphasis on brakes became the foundation from which he was able to evolve with the Bagger market as it too evolved.

Since then Mark says that HHI has “challenged the status quo of the marketplace and carved out a



Mark Thompson, CEO of Hawg Halters, built his first bike when he was 15 - a 1941 Flathead basket case, followed by a 1967 Shovelhead chopper. After gaining a Mechanical Engineering Technology degree at Cleveland State University he spent time at Ford's engine plant as a Manufacturing Engineer, where he finessed his hands-on skills such as tool and die making. He joined HHI in 1999 as Managing Director and went on to assume full control along with his wife Beth, who manages the front office operations.

leading position of our own in a dynamic, changing motorcycle industry – one where to stand still is to race to the back of the field.”

A reputation for stylish and highly technical but very, very reliable parts was earned quite quickly, followed by awards and diversification that captured the direction of the market as custom tourers and new, specialty custom bike builders moved center stage. Baggers, indeed Tourers in general, proved to be one of the very few genuine growth sectors of the market





(as evidenced by the continuing changes seen in Harley's new model mix) and with that growth came volume demand for high-value, premium price parts in an industry largely reduced to living on staples from 2010 onwards.

Manufacturing entirely in-house at the company's Georgia facility, HHI's investments in manufacturing technology has been huge, with industry-leading technologies and processing systems, including CAD and solids-based computer systems resulting in precision of design and execution.

Mark carefully selects raw materials of the highest qualities, including custom developed 6061 aircraft grade billet aluminum alloys, made to HHI's own specifications. "High-strength steel alloys and the latest stainless steel materials, precision craftsmanship and strict quality control all contribute to delivering the best performing products in our categories," says Mark.

NEW X-26 AND X-30 BOLT-ON NECK RAKE KITS

X30



In addition to its popular bolt-on triple tree and complete Builder Kit options for 23" wheels, this year saw Hawg Halters debut its new X-26 and X-30 Bolt-On Neck Rake Kit program wheels for 26" and 30" wheels.

The X-30 Bolt-On Neck Rake Kit is ready to ship, and here it is fully assembled and tested, seen with one



X-26

of the company's newest 30 inch fenders. Hawg Halters offers a full range of accessories and performance parts to finish off X-26 and X-30 conversions, including billet lower legs, fork covers, fender spacers, 18 inch single and dual caliper kits, and a full range of Renegade Wheels with matching brake rotor and pulley options.

BRAKES

HHI's complete line of 4 and 6-piston brake calipers fit a range of OEM or custom brake rotors from 10 to 18 inches in diameter as stock replacements and custom build calipers in Show Chrome, Black and Blaze Red.

"Our calipers are engineered for maximum braking



performance and show quality looks. I think it is important that they work great and look good too. The front caliper kits are one-piece, direct bolt-on kits for most 1984 and up H-D models. Manufactured from 6061 billet aluminum, they are an inherently stronger, more rigid caliper with less weight than the average stock or OEM caliper and even most imported cast aluminum products."

The differential bore 4 and 6 piston design means a smaller diameter piston at the lead-in of the rotor and a larger piston on the trailing side. "Optimum friction dynamics are achieved by equalizing the heat distribution throughout the brake pad to rotor interface. The differential bore ratio and total volumetric displacement is engineered to promote the best possible brake caliper response and brake lever feel.

"We also employ dual piston seals, which provides each piston with two layers of protection from contamination, which in turn delivers long-term, leak proof operation. An added benefit of this sealing system is improved piston pullback, which reduces brake pad drag on the rotor."

Since 2013 HHI has used DP sintered brake pads to deliver "high performance braking with long lasting, low dust, low noise friction material. DP Brakes' were the first sintered brake pads made for motorcycles. In effect, they invented the use of sintered pads in motorcycle applications and their experience and the known superiority of sintered brake pad compounds make DP the ideal partner for us."

Compatible with either DOT 4 or DOT 5 brake fluid, all HHI calipers ship complete with the pads, mounting hardware, 10 mm banjo bolt and crush washers for easy installation.

NEXT GENERATION BIG WHEEL BRAKES

HHI's 6-Piston Direct Bolt-On Caliper and True Floating Brake Rotor Kit for big wheels features a purpose-built 6-piston differential bore caliper that has been designed specifically for 18" brake rotors. "The upgraded 6-piston configuration is optimized for use with the stock late model hand controls," says





Mark, with the larger brake pads and direct bolt-on rigidity of the caliper delivering increased overall braking performance.

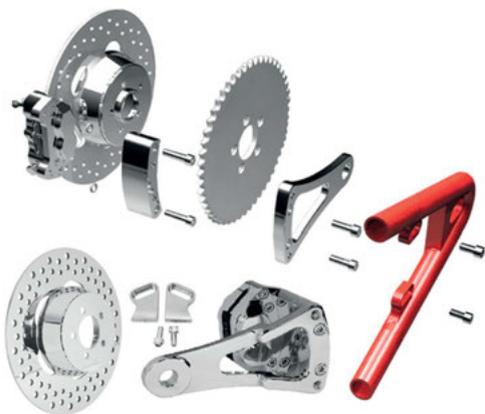
"Our 18-inch floating brake rotor features a billet aluminum center section, with a 420 stainless steel, cross-drilled friction ring." The billet centers are available in chrome, black, phantom cut and raw finishes. They are available as a single or dual caliper kit with matching Hawg Halters Renegade wheels or custom-designed centers to match a dealer's or rider's own choice of custom wheels.



to Renegade Racine Phantom Cut wheels and Avon tires. HHI added a 23" on the front and 17" rim with a 200 mm on the rear with Steel Wrap Fender. Matching floating racing brake rotors and a Blaze Red HHI differential bore 6-piston caliper on the front and 4-piston kit on the rear.

At the front are Shadow Cut forward controls, engine and transmission side covers, and a set of HHI's Hell Razor Speed King black handlebars with 1.5 inch risers and a full set of HHI custom hand controls.

DRIVE SIDE INBOARD REAR BRAKE SYSTEMS



HHI's Driveside Inboard Brake System is designed to locate the brake caliper and rotor behind the drive pulley or sprocket, providing an uncluttered view of the wheels, utilizing a purpose-built version of the company's 4-piston caliper and an engineered attachment system.

Applications include 18" x 5.5" and wider billet wheels and 18" x 8" and up spoke wheels, left or right-side drive, belt or chain drive; an offset rotor system is also available to fit most available custom wheels.

DYNA

This HHI Dyna project features the company's black 5-degree rake Wide Glide triple tree and the change

www.AMDchampionship.com

TOURING MODEL WIDE TIRE



BUILDER'S KIT

Hawg Halters is well known for its "Builder's Kits", and for dealers who have customers with older Tourers that are now becoming available for customization, the HHI 2013 and earlier Wide Tire Kit allows installation of a full size, 180 mm x 18" front



tire. The kit is a bolt-on conversion that includes the HHI custom wide tire triple tree as the foundation. The basic early model HHI Wide Tire Builder's Kit includes the custom HHI wide triple tree, tapered axle spacers, HHI hidden axle kit, hardware, fender spacers, special 8-inch, 1-piece stamped steel fender in three profiles. These basic kits come in chrome, black or raw finish for the builders who have a special color theme to match.

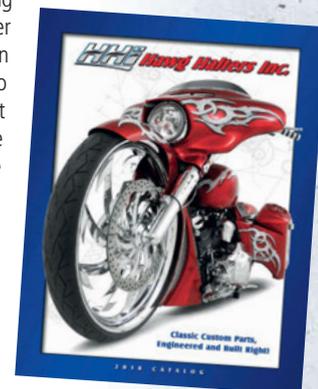
Billet lower legs can be added for dual or single sided brake application in black or chrome. Early wide tire kits utilize an 18 x 5.5 wheel on the front, which can utilize either stock calipers or several brake upgrade packages, including HHI direct bolt-on 4-inch calipers or 13-inch, true floating single disc brake rotor with direct bolt-on 6-piston caliper in chrome, black or red finishes. 2014 and later front wide tire Builder's Kits also available.

STANDARD AND SHORT NECK BAGGER BUILDER'S KITS



HHI has designed a series of weld-on neck rakes in various angles and stretches that are wheel specific for FL touring model frames. Mark Thompson says: "The engineering behind this patented product provides a structurally sound method of altering the existing stock frame geometry with ease and accuracy. When combined with one of our raked triple trees, these necks will deliver the correct chassis geometry "for custom builds with fitments from 23 to 30".

Short neck Builder's Kits are also available using HHI's special lower radius triple tree design to allow the builder to stretch the bike out and drop it to the ground. "We have taken the guesswork out of determining the correct rake and fork extension necessary to achieve proper chassis geometry with multiple design packages." Complete Road Glide and Softail neck rake Builder's Kits are also available.



HAWG HALTERS INC.
 Dhalonega, Georgia, USA
 Tel: 877 442 5837
info@hawghalters.com
www.hawghalters.com

Bolt-on 'Latitude'

The Ciro 'Latitude Tail Light & License Plate Holder' is a "brand new and dramatic way to customize the rear Street Glide fender," according to the fast-growing Hudson, Wisconsin based accessory designer.

"With the bolt-on capability, there is no need for any permanent modifications to the motorcycle. The plug and play light replaces the entire OEM lighting assembly with an LED run, turn and brake light. Also included is a unique license plate mount with hidden fasteners to transform the rear end".

Available in chrome or black for '10-'13 Harley-Davidson FLHX, FLHXS, FLTRX and '14-up FLHX, FLHXS, FLTRXS and FLHRS models.



CIRO
Hudson, Wisconsin, USA
Tel: 715 808 0027
info@ciro3d.com
www.ciro3d.com

BDL Bagger 2" Open Belt Drives



From Californian specialist Belt Drives Ltd (BDL), these 2" open belt drives for Baggers are serious duty power handlers for '07-'16 Touring models with 6-speed hydraulic clutch.

In stock in Europe at Custom Chrome Europe, they are available in black or chrome, polished or wrinkle black finishes and feature BDL's 2-piece motor plate.

The kits include a 69-tooth, 2" wide Bagger Basket, 52-tooth Twin Cam style front pulley, 132-2" K Glass primary belt and BDL's standard splined clutch hub.

They feature a complete set of 15 clutch plates, BDL's '90 and up 6-hole ball bearing pressure plate, six-hole diaphragm spring collar, six-hole diaphragm spring, hydraulic clutch adjuster with retaining ring and a set of six shoulder bots (.750").

CUSTOM CHROME EUROPE
Grolsheim, GERMANY
Tel: +49 (0)6721 4007 0
info@customchrome.de
www.custom-chrome-europe.com



'Streaker' for Sportsters

North Hollywood, California seats specialist Le Pera has three stylish new designs for 2018 - the 'KickFlip' for '06-'17 Dynas; the new Sprocket for '08 and up Baggers, and, seen here, the Solo 'Streaker' for Sportsters.

The 'Streaker' is available in 'Smooth', 'Diamond' or 'Pleated' stitch finishes, it is a "stripped down, simple and clean design," says Bob Le Pera Jr.

Like all Le Pera seats, it has 46 years of handcraftsmanship invested into every detail and features a powder-coated 16-gauge steel base plate, a specially poured high-density "Marathon" molded foam foundation and a double-stitched handcrafted cover with bonded polyester thread for durability.

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Motorcycle Turn Signals for Gluing

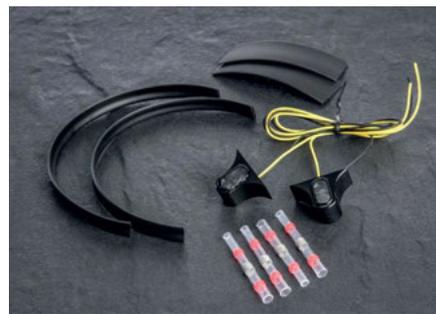
The new E-marked "littleOne" LED mini turn indicator from German motorcycle accessory manufacturer WUNDERKIND-Custom is a simple 'glue-on' - no hardware needs, no screws, no drilling, just glue.

"We wanted to be able to offer a turn signal that is small and can be attached almost effortlessly, almost anywhere, in an instant," says Managing Director Christian Mehlhorn. "The result is the LED mini-link "littleOne". Its housing can easily be permanently attached to all flat surfaces with a minimum size of

11 x 26 mm, using a special 3M adhesive tape for a one-version-fits-all solution".

The housing is CNC-machined and black anodized, and the kit includes two LED mini indicators and solder connectors for a quick electrical connection.

WUNDERKIND-Custom
Breisach, GERMANY
Tel: +49 (0)7667 944692
info@wunderkind-custom.com
www.wunderkind-custom.com



H-D Touring Hub Design

Bowling Green, Kentucky based wheels to exhausts manufacturer RC Components has announced a new hub design that is said to allow factory 2014-2018 HD Touring brake rotors to be used on any RC Components front wheel.

"The clean-sleek style of this hub complements any of RC Components' 60+ wheel designs and is available in your choice of a show chrome finish or a rich gloss black," says the company.



Additional new products this year have included new billet wheel designs – notably their 'Kore' split spoke design, 'Revolt' 9-spoker and the "aggressive and twisted style"

of the 'Crisis' – like most RC designs available in 16"-30" sizes in a choice of chrome or black and machined (eclipse finish) with matching accessories such as air cleaners, rotors, pulleys and sprockets. Also new is their Scout 'Stocker' wide tire kit - engineered to be an easy bolt-on application that allows any RC Components 18 x 8.5" wheel and 240 mm tire to be a "perfect fit inside the factory Scout swingarm, with no modifications necessary." Founded in 1989 by drag race enthusiast Rick Ball, RC Components also manufactures 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 offers a lifetime warranty against manufacturing defects on many of their products.

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New Products in Stock at Drag Specialties

Predator III Seats



Drag Specialties' Predator III seats feature automotive-grade vinyl covers and molded polyurethane foam "for durability and maximum comfort." Seat comfort is further enhanced by the narrow up-front design, which means better leg clearance and a 6" tall driver back support. Finishes available include a smooth surface seat or a 'Double Diamond' stitch seat that comes in black, silver or red thread. Additional features include a rubber bumper and paint-safe, fully carpeted 3/16" ABS thermoformed base plate. The Predator III measures 11 3/4" wide up-front, 6 1/2" wide in the rear and 30 1/2" overall. Available for '08-'18 FLHT/FLHR/FLHRC/FLTR/FLHX/FLHTC/FLHTCU models, they fit with all Drag and most H-D sissy bars.

Twin Cam Cylinders



Drag Specialties says that its Twin Cam cylinders are an excellent stock replacement for 88" and 96" Twin Cam motors with a 3.75" bore. OEM black texture powder-coat with highlighted fins maintains the original factory look, and they fit all '99-'17 Twin Cam motors.

XL Primary Covers

Drag Specialties' chrome XL Primary covers are a durable die-cast aluminum direct stock replacement. They are also available in blacked-out finish inspection, with derby covers additionally available. They fit '94-'03 Sportsters.

Heel/Toe Shifter



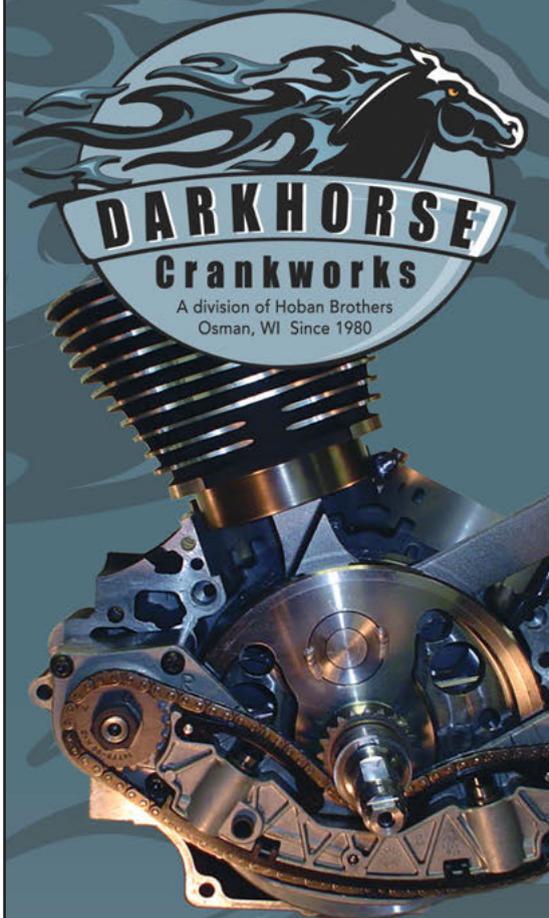
This FXD mid-control heel/toe shifter will "add some extra comfort and convenience". Available in chrome or wrinkle black finishes to match or contrast against current parts already installed, they are constructed using durable die-cast aluminum. Pinch bolt is included; shift pegs additionally available. Fits '91-'17 FXD models with mid-controls.

Cleaner, Polish and UV Protectorant

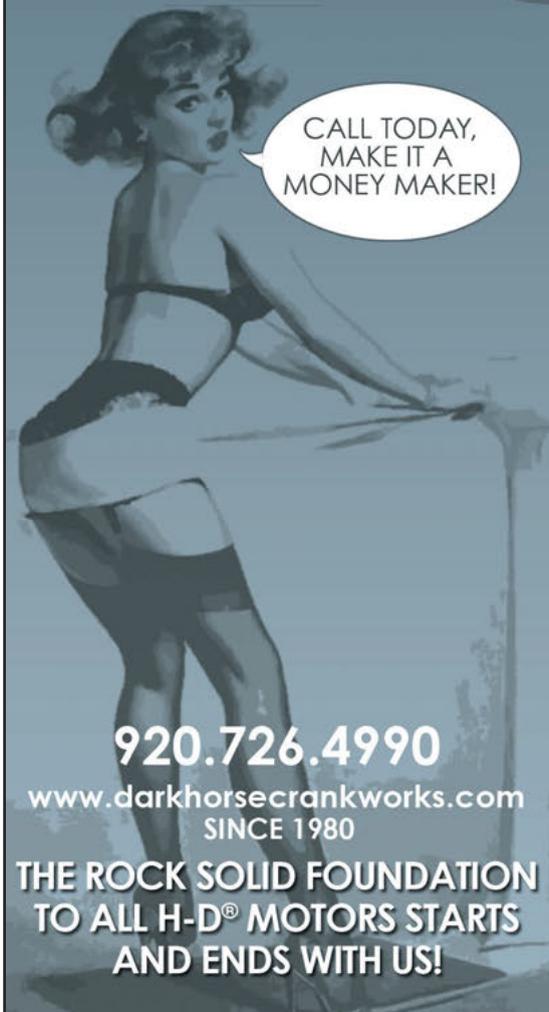
Drag Specialties' cleaner, polish and UV protectant provides a micro-thin layer of UV protection "that maintains a factory shine on most surfaces, and quickly and easily removes dirt, insects and water spots with an anti-static formula that repels dust, dirt and water. Sold in 14 oz. cans, it polishes paint, aluminum, stainless and plastic and can also be used on windscreens, helmets and more.



DRAG SPECIALTIES
 Janesville, Wisconsin, USA
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Grand National and Slash Cut Slip-ons for '05-'17 Dyna Models



S&S Cycle continues to keep the new product introductions rolling as the company adds to the options that dealers have with its massive and ongoing "proven performance" engine component and exhaust product line option development programs.

The Dyna platform may have ceased production, but it remains an important and popular part of the custom market and S&S says it will "continue to make cool parts for them." The latest product offerings include slip on mufflers in two different formats designed to look good and make big power. The Grand National version is styled after S&S' flat track race mufflers and the Slash Cut is a clean interpretation of a classic shape. Both include the company's removable dB reducers that allow riders to fine tune the sound for the perfect exhaust note. Available in ceramic black or chrome, S&S says that both promise a more than welcome +17% hp gain over the stock exhausts. Fitment is available for most Dyna models, '95-'17.



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

Ultima Black Billet Aluminum Brake Calipers and Brackets

Pevely, Missouri based Ultima Motorcycle Products has added new 4-piston brake caliper designs in a wrinkle black finish that use standard stainless-steel pistons and anti-rattle springs for "increased performance and excellent wear resistance."

The company says that "all Ultima calipers offer reliable stopping power with great looks at an unmatched price."

Sold as kits, front brackets are available for '84-'99 Harleys with 11.5" rotors (except FXSTS); rear for Softails '87-'99 (will work with 3/4" or 1" axles) and left or right for stock or Paughco Springers; rebuild parts and replacement brake pads are available.



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Pevely, Missouri, USA
Tel: 636 931 3200
midwest@midwestmc.net
www.midwestmc.net
www.ultimaproducts.com

Replica 45 Stock Style Rigid Frame

Newly released by V-Twin Manufacturing is this long-awaited replica stock style rigid frame for the popular 1936-1952 WL models.

Though shown ready-primed here, these brazed construction frames are shipped with a raw finish, and the Newburgh, New York based company reminds dealers and customizers to make sure they don't forget the pre-assembly procedure - before priming and painting this frame will require degreasing.

The frame accepts 3 bolt transmission case and the top frame tube has threaded inserts to attach center tank panels. The V-Twin Manufacturing part number is 51-1017 and it replaces OEM 2802-37N.

V-TWIN MFG/ TEDD CYCLE, INC.
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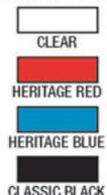
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KPMI Extends Valve Program with Selected Third Party Profiles

Based in Pacifica, California, leading valve train specialist Kibblewhite Precision Machining (KPMI) says it has responded to an increase in demand for its grade of products by updating several third party valve profiles that are currently on the market to meet its own design, manufacturing and quality control standards.

"We aim to provide a full line of Harley valves that crossover with the AV&V product line. Through this merging of styles, we are able to bring a new set of Black Diamond Valves to the market for Harley-Davidson Evolution and Twin Cam applications. We are also offering valve profiles that are compatible with aftermarket heads produced by S&S and Merch Motors.

"In addition, we are proud to present our first bimetallic White Diamond Blank Valves, which provide the ability to flame/induction harden tips as necessary after machining custom valve lengths and profiles."

Founded in 1939 by James L. Kibblewhite and taken over by his son William, KPMI is respected worldwide for its range of over 3,000 ready-made powertrain components and its contract manufacturing, engineering, prototyping, and limited or full production



runs for OEM and other parties. Noted for quality control and investments in materials and high performance valvetrain research for 4-stroke engines, KPMI encompasses over 20,000 square feet of machine shop, office, engineering, and warehouse space and has spent the past few years aggressively updating its operations with eleven of the latest model CNC lathes (2010 and later), CAD, CAM, and custom machining equipment. Its "engineering

department and machinists are ready and waiting to assist with custom requirements and drive ongoing production of high performance valvetrain systems for 4-stroke engines."

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sales@kpmi.us
www.kpmi.us

LANE SPLITTER™



Vance & Hines 'Code: Read'

Vance & Hines new 'Code: Read' is a smart phone diagnostics tool that allows Diagnostic Trouble Codes (DTC) to be quickly read and cleared, and lets riders view live sensor data in real-time. The intuitive 'Code: READ' app is available for iOS

and Android with plug and play installation and Bluetooth communication "combining for a seamless, simple experience."

Users can learn about codes by viewing a complete DTC library, clear codes with the push of a button and view video clip guides for some of the most common DTCs.

The 'Code: READ' unit simply plugs in to the motorcycle's diagnostic port; the 'Code: READ' can be paired to the phone via Bluetooth and then it is simply a case of opening the app. In addition to access to video clips there are detailed descriptions of the DTCs and suggestions for what may be causing them. Vance & Hines customer support can be contacted directly through the app.

Based on the year and model, the live sensor data function monitors the ride with the live readings available in real-time through the app, providing readouts such as RPM, engine temperature, gear indicator, horsepower, torque and fuel economy.

The customizable readout panel allows multiple panels to be saved for future rides, with multiple panel layouts available to suit the kind of riding. Available in 4 and 6-pin configurations to provide coverage for '07-'18 Touring, '07-'18 Softails, '07-'17 Dyna and '07-'18 Sportsters.

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

Ethanol Fuel Conditioner



Spectro Performance Oils claims that its "new and improved" Ethanol Fuel Conditioner will "protect any fuel system components from damage by ethanol, inhibit the build-up of gums and prevent corrosion in the fuel delivery system." The company says it will "extend fuel life and allow for extended and no-maintenance off-season storage," and that it will "work with fuel systems in all 2 and 4 stroke vehicles, from yard equipment to classic cars." The bottle will treat up to 17 gallons. Spectro, USA, www.spectro-oils.com



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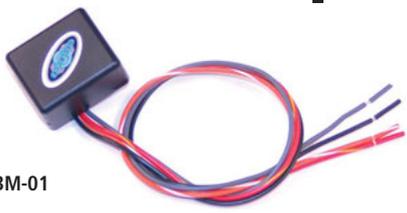


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AMD PRO GUIDE

Pulsing Brake Module; Heated Grip Extensions



PBM-01

Oreland, Pennsylvania based NAMZ Custom Products has again answered customer requests with this Badlands branded pulsing brake module. Founder Jeff Zelinsky says this is one of the most often asked about product ideas not yet offered and says "the PBM-01 will operate perfectly before any existing Badlands Module, or can be installed as a stand-alone unit on any motor vehicle."
"Tiny in size, when installed it will pulse five times before the brake light stays illuminated. Each time you release the brake and re-apply, the brake light will pulse five times then stay illuminated again." It is backed by a lifetime guarantee.
Also seen here are NAMZ 18" long plug-n-play heated grip extensions for 2008 and up H-D models. The extension kit comes complete with installed heat shrink tubing, male and female connectors and color matching wire. Simple to install, it will allow the use of up to 20" tall handlebars.



Plug-n-play heated grip extensions

Celebrating its 19th year in business, NAMZ sells fluid transfer lines, custom installation supplies and Badlands lighting modules. The full range of NAMZ/Badlands products is available through Drag Specialties, Parts Unlimited, Tucker Rocky, Mid-USA, V-Twin Manufacturing, Parts Canada, Motovan, Les Importations Thibault, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W Cycles, Zodiac, Rollies Speed Shop, Wildrider International Pty Ltd., or if out of stock at preferred distributor dealers can order direct from the NAMZ website.

NAMZ CUSTOM CYCLE PRODUCTS
Oreland, Pennsylvania, USA
Tel: 610 265 7100
info@namzccp.com
www.namzccp.com

Kuryakyn 'Finned' Collection

The new 'Finned' collection from Kuryakyn "echoes the classic era of custom culture where simplicity and minimalism held sway on the streets. The complete line of covers and accents delivers a clean Old School aesthetic to areas of the engine, outer primary and transmission, among others." Available for a wide variety of Twin Cam and M-8 models, line-up includes groups of components that give dealers the opportunity to offer their customers the



freedom of targeting one or more specific areas to customize. Focus areas include the outer primary where finned derby covers can be combined with assorted model-specific primary accents; other components include finned timing covers, spark plug covers, transmission and starter accents, as well as passenger floorboard covers. Cast from quality A380 aluminum with raised horizontal lines that mimic the traditional cylinder fins for a uniform look throughout, finish options include polished chrome or satin black with machined fins for a contrasting raw metal appearance.

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The 'Delusion' is no Illusion

Southgate, California based Metalsport Wheels has added to its 2018 wheel design options again, with



the 'Delusion', available from 16 to 32". Following on from the 'Wedge' and 'Twisted' 2D and 3D designs introduced earlier this year, the 'Delusion' is available in all chrome, all black, black with a second cut and chrome with custom paint accents on the face of each spoke.

Founded in 2007 by Ron Loynds, the family-owned and operated precision machining business offers over 30 forged and billet wheel designs in total over its 2D and 3D ranges, with front and rear fitments all the way from 16 x 3.5" up to 32 x 4", all CNC-machined from 6061-T6 aerospace grade aluminum. It is housed in a 30,000 sq ft facility, employing 25 people.

METALSPORT WHEELS
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www.metalsportwheels.com



Balancer Scissor Gear Alignment Screw



This scissor gear alignment tool from JIMS holds the two halves of a spring-loaded scissor balancer gear in alignment before removal - making installation a lot easier. Brightly colored to remind the technician to remove it before sealing the engine case, it has simplicity, ergonomics and workshop best practice stamped all over it! JIMS, USA, www.jimsusa.com

Swingarm Bearing Conversion Kit



Just released from Bare Knuckle Choppers is this swingarm bearing conversion kit for all '80-'01 FXR, FLT, and Touring motorcycles.

This complete kit upgrades the swingarm from its antiquated stock configuration, to four double-sealed ball bearings, and necessary spacers. The use of four double sealed ball bearings gives the rider a total of over 10,000 lbs dynamic load rating, and a static load rating of over 4,000 lbs.

Also, with the kit comes a new 4140 pivot shaft and lock nut. Bare Knuckles' Paul Wideman says "gone are the stock cleve block assemblies and associated seals - say goodbye to the 'stiction' and squishy performance, deteriorating rubber encased assemblies, and 'rear steer' that these bikes have been plagued with for years."

The entire package is made in Bare Knuckle's St. Louis, Missouri facility, and features "only the finest



US made bearings. This is the only way to get every last bit of performance out of the rear suspension of your FXR, FLT, or Touring model."

BARE KNUCKLE CHOPPERS LLC.
 Hawk Point, Missouri, USA
 Tel: 636 338 4661
nic@bareknucklechoppers.com
www.bareknucklechoppers.com

Barnett Extra Plate Clutch Kits

Celebrating 70 years in business this year, Californian clutch and cable specialist Barnett Tool and Engineering's 'extra plate' clutch kits feature its proven Carbon or Kevlar 'segmented' friction plates, tempered steel drive plates, and an increase in clutch surface area by 11%-28% (depending on kit/application).

Available for Evo Sportsters, Evo and Twin Cam Big Twins and V-Rod models, the V-Rod 'EP' kits also include heavy duty clutch springs. The 'segmented' friction material used in all application designs is said to be proven to increase oil flow through the clutch, providing a smoother, more consistent performance and extended clutch life.

The 'EP' kits are said to be ideal for modified motors and high-performance riding applications. All Barnett clutch kits are measured for proper stack height prior to packaging to ensure optimal performance.

BARNETT CLUTCHES & CABLES
 Ventura, California, USA
 Tel: 805 642 9435
info@barnettcables.com
www.barnettcables.com



Lowering Kits for 2018 H-D Models

German parts and accessory specialist Mueller Motorcycle says it has responded to the riding and handling opportunities and challenges posed by 2018 Softails with a patented, TÜV approved and ABE pending lowering kit for 2018 FXBR and FXBB models.

The company says that the down stroke is infinitely adjustable, with a lowering of up to 35 mm (40 mm for show purposes) on FXBB models and up to 40 mm for the FXBR. The company says the assembly is carried out without shortening the threaded rod, maintaining a sufficient travel and ride

comfort and that the needle bearing does not need to be relocated because it is already mounted in the kit.



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Rinehart Slip-Ons for M-8 Softails

Arden, North Carolina based exhaust manufacturer Rinehart Racing now has its slip-on systems available for 2018 Softails. "Designed to deliver boosts in performance while producing that classic Harley exhaust note," they are available as a 3.5 inch slip-on muffler to fit any 2018 Softail Slim, Low Rider, Street Bob, Breakout or Fat Boy, with 4.5 inch slip-ons also available specifically for the 2018 Fat Bob.

Offered in black or chrome with black or chrome end caps, the 4.5 inch Fat Bob slip-ons are given a matt black finish with black end caps to match the new bike's "brute force style". As with all Rinehart Racing exhaust systems, the Softail slip-ons are 100% designed and manufactured in the United States.

All slip-ons can be installed with the



included hardware, and no modifications are necessary. The 4.5" mufflers for the 2018 Fat Bob retain the stock catalyst and are 100% CARB and EPA emissions compliant.

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Bandit Sportman Clutch for Big Twins



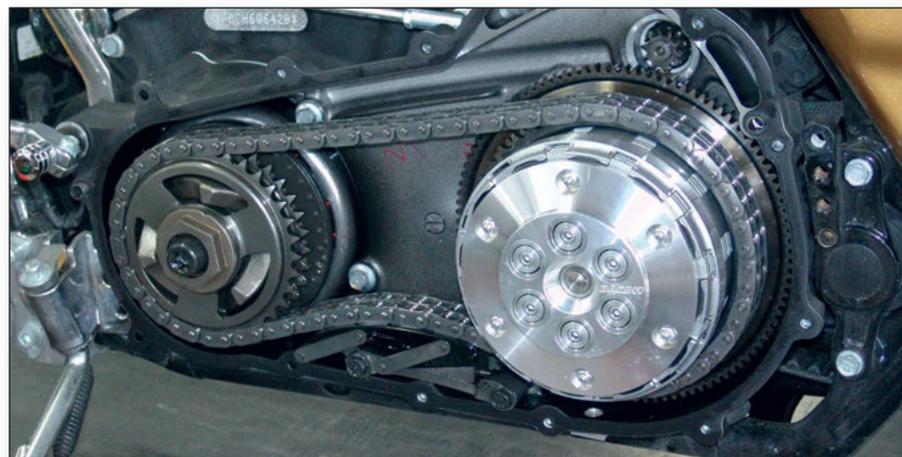
Handlebar Riser Adapter



Lancaster, Pennsylvania based driveline specialist Bandit Machine Works' Sportsman clutch for '07-'18 H-D Big Twin models is a bolt in replacement for all cable and hydraulic operated clutches of those years, including the 'Slip and Assist' models and the M-8s. Bandit says that its Sportsman upgrade gives a higher power holding capacity, longer life than any other clutch for Harleys, and lighter and more predictable operation than the OEM clutch. Built with the same "overkill" philosophy as the Bandit clutches used in ProStock and Outlaw Street race bikes, the Sportsman for '07-'18 uses 11 full size

friction plates "to eliminate the need for centrifugal assist add-ons for powerful street bikes" and to "provide the lightest lever pull possible." Bandit is celebrating its 31st year "building premium performance clutches and belt drives for American V-twins."

BANDIT MACHINE WORKS
Lancaster, Pennsylvania, USA
Tel: 717 464 2800
info@banditmachineworks.com
www.banditmachineworks.com



Specialist Huntington Beach, California based manufacturer Wild 1 Inc's 1 1/4" riser adapter is one of the most versatile accessories on the market, used for converting the stock factory handlebar 1 1/4" clamping diameter to 1" for Wild 1 Chubby handlebars. Designed as a two-piece clamp that is 5 1/16 inch in width, they are made in steel with a smooth large wire hole to eliminate wire shredding on install and are diamond knurled for security and confidence - "there's no slipping with these bad boys," says company President Nate Schultz.

Available in a show chrome or hot rod black finish, they will fit most aftermarket handlebars with a 1" diameter and 5 1/16" width clamping section.

WILD 1 INC.
Huntington Beach, California, USA
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info@wild1inc.com
www.wild1inc.com
www.chubbyhandlebars.com



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Voice-Command Operated Motorcycle Communications Systems



Cardo Systems, who claim global leadership in the fast growing, rapidly developing and highly competitive motorcyclist wireless communications systems market, appears to have made a big leap forward in terms of the user-friendly ergonomics of its PACKTALK line.

Its next generation PACKTALK Bold features voice-command activation, coupled with their Dynamic Mesh Communication technology, and is said to be the world's first natural voice-command operated motorcycle communications system.

Utilizing Cardo's proprietary Dynamic Mesh Communication technology, the company says it has created "the industry's most sophisticated and dynamic motorcycle communications system."

First seen at EICMA, Milan, last November, Cardo says PACKTALK Bold "represents a new standard in ease-of-use, seamlessly integrating with Apple's Siri and "OK Google" voice-command platforms.

With natural voice-command, riders can simply say "Hey Cardo," and the always-on system reacts instantaneously. It no longer requires a specific activation action such as push-to-talk. Instead, the system allows riders to keep their hands on the bars at all times. Cardo sees this as "a significant advancement over current systems that required sometimes tedious and ineffective activation commands."

"PACKTALK Bold is the world's most powerful, yet easy to use motorcycle communication system, and we're thrilled to bring it to North American riders," said Dr. Abraham Glezerman, Cardo's founder and CEO. "With PACKTALK Bold, we're taking rider safety to the next level: instead of fidgeting with buttons or wheels, riders can now voice-control their unit on the go in a natural way and without ever having to take their hands off the bars."

The system utilizes the new minimalistic and intuitive Cardo Connect mobile app for setting and controlling the company's entire Freecom and PACKTALK line of devices on the road, with the all-new Cardo Assistant App interfacing the rider's natural language commands.

Cardo Dynamic Mesh technology allows up to 15 riders to wirelessly communicate with each other with the same ease of connecting just two. Unlike Bluetooth communications, Dynamic Mesh Communication-powered devices are interconnected, thus allowing a group of riders to



Cardo's founder and CEO Abraham Glezerman: "PACKTALK Bold is the world's most powerful, yet easy to use motorcycle communications system, and it takes rider safety to the next level"

seamlessly join, leave or change positions at a distance of up to five miles without causing a breakdown in communications. The self-adjusting network automatically works to keep the riding group connected and features "class-leading" wind noise suppression.

"PACKTALK Bold merges our pioneering Dynamic Mesh technology with smoothly activated natural voice commands to deliver a superior riding experience that simply can't be understated," said Dr. Glezerman.

The system uses a single-unit design, which is simply clipped to a helmet and features a slick roller controller for easy volume adjustment. Its rider-to-rider range is up to one mile or up to five miles when used in a group mesh arrangement.

Cardo also announces the availability of PACKTALK Slim, an integral communicator, packing the same performance inside a 0.25" super sleek and thin shell. PACKTALK Slim is recommended by HJC - it also fits a host of other premium helmets from manufacturers such as Shoei, Arai, Bell and others. Both products use Bluetooth 4.1 to easily connect with mobile devices like phones and GPS units, as well as universal connectivity to any Bluetooth communicators. It also features automatic volume control, smart intercom/music mixing, rider-to-passenger audio sharing, FM radio, and up to 13 hours of talk time.

All Cardo units are IP67 certified as fully waterproof and have a two-year warranty and a U.S. based customer support system.



www.AMDchampionship.com

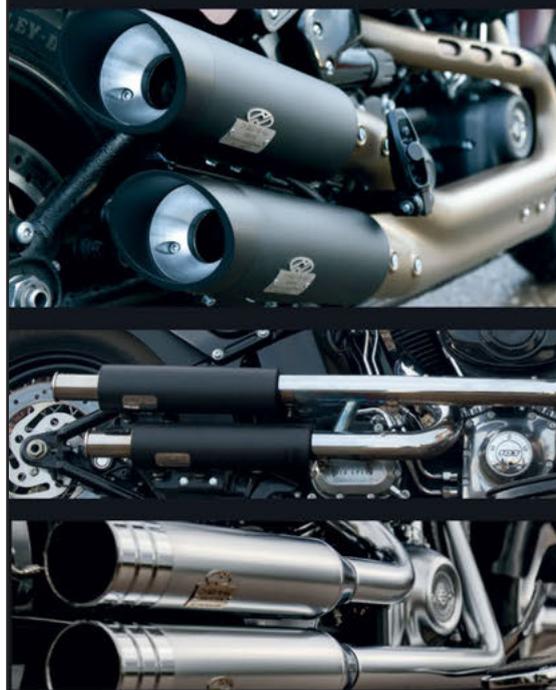
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Cycle-Rama M-8 Beehive Spring Kits Performance and Stock Compression Cam Profiles

We here at AMD Magazine were pleased to hear from Wes Brown of Cycle-Rama fame, at Pinellas Park, Florida, with news about his high performance valvetrain upgrades for M-8 engines.

Cycle-Rama valve spring kits feature super-clean, iron-based wire springs with a proprietary blend of chromium and silicon alloys. The beehive style valve spring will work up to .560 lift, has a coil bend of .900 and uses stock retainers and keepers.

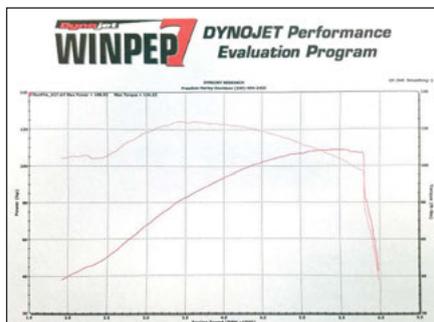
Wes says that "because of the unique oval design the valve train can handle more rpm and more aggressive cam profiles. We have



designed these springs to optimize frequencies, to create a spring with outstanding endurance and reliability." Also available are Cycle-Rama Viton valve stem seals for M-8s, with high temperature tolerant Viton sealing lips "for maximum control and durability through the entire RPM range."

Cycle-Rama also has a new generation of more aggressive cam profiles that are designed to have a slow initial opening, then ramp up fast with slow closing. "This will help to stop reversion and start the flow sooner," says Wes.

"Doing this allows the set up to build more port velocity and faster cylinder fill. This gives the rider increased throttle response and more low-end torque without any loss



Wes Brown told AMD that "this cam was installed and tuned by Freedom Harley-Davidson of Canton, Ohio. It clearly shows where our CF460 cam for the M-8 is producing power – it pulls hard from 1650 to 5800 rpm and has been shown to make 124.32 ft. lbs of torque with a slip-on exhaust and hi-flow air filter"

of top end power. More power is produced over a wide rpm range, which will make the motorcycle accelerate through the gears much quicker.

"Our Cycle-Rama cams have a quiet valve train and work great with stock or ported heads. For stock compression our CR460 cam for M-8s pulls hard from 1650 to 5800 rpm and has been shown to make 124.32 ft. lbs of torque in a stock 107 with a slip-on exhaust and hi-flow air filter."



CYCLE-RAMA INC.
Pinellas Park, Florida, USA
Tel: 727 546 0889
cyclorama@gmail.com
www.cycle-rama.com



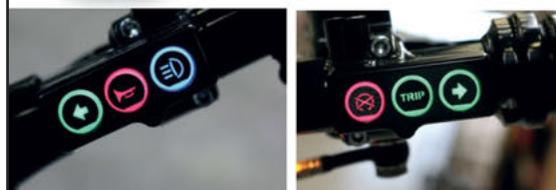
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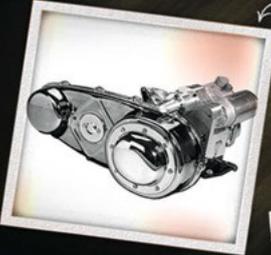


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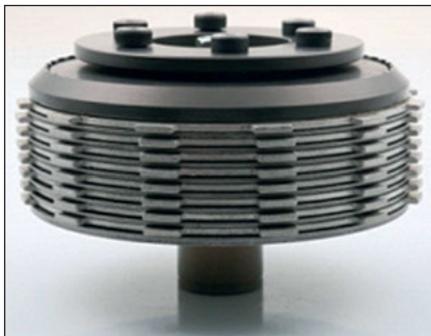
Upgraded Competitor Clutch for '98-'06 Big Twins



Belt Drives Ltd recently redesigned its popular CC-130-BB Competitor Clutch kit, to enable it to better handle the increasing horsepower and torque demands being placed on older stock and modified V-twin engines, as more of those models are upgraded.

Developed specifically for '98-'06 Big Twins, BDL owner Steve Yetzke says that "the new design incorporates alterations that provide an even smoother pull, positive feel and enhanced performance to handle increased HP and heavier loads with ease."

The clutch stack height is 1.760"-1.775" with .062" of disengagement clutch travel. The assembly includes clutch hub and retaining ring, a .125" thick



CC-130-BB Kit

steel backing plate, 8 x .150" thick friction plates and 7 x .059" thick steel drive plates. The last steel plate is .090" below hub deck with the last friction plate .064" above hub deck (all tolerances to within +/- .002").

The Competitor Clutch has a ball bearing pressure plate with 42 x 5/16" steel ball bearings, diaphragm spring and collar, 6 x shoulder bolts, adjusting spring and jam nut.

BELT DRIVES LTD
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 Tel: 714 693 1313
info@beltdrives.com
www.beltdrives.com

CC-130 installed in OEM basket



TBR 'Shorty' 2-1 System for Touring

Santa Ana, California based Two Brother Racing (TBR) has introduced slash-cut end caps for their line of H-D Touring slip-ons, and 'Shorty' 2-1 exhaust systems for '07-'16 and '17-'18 H-D Touring models. Available in three finishes - raw stainless, polished stainless or ceramic black coated - TBR says they deliver "a more aggressive, minimalist look. Utilizing our traditional Comp-S cone muffler, these systems provide increased horsepower and torque, while

substantially reducing overall weight - all without sacrificing durability." Raised ground clearance allows riders to maintain higher speeds through corners, and the fit has been optimized for both forward and mid controls.

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IPS "Breakthrough Performance Package" for the Thunder Stroke 111



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of Libertyville

Based some 50 miles north of downtown Chicago, Indian Motorcycle of Libertyville, Illinois, is an authorized Indian Motorcycle dealership with a story to tell.

It all started with trying to eke out that illusive extra few horsepower from the respected, reliable, but perhaps limited Indian Thunder Stroke 111" V-twin as used in stock Big Twins.

Managing Partner/Owner Don O'Shea explains: "Don't get me wrong, it is a great engine for what it is, but there is more performance hidden away in there, and we set about trying to find it.

"We tried all the conventional approaches, as have most other Indian dealers - we got into tuning and explored all the low hanging fruit such as slip-ons, intakes/air cleaners, and the new cams when Indian released them, but we still weren't seeing the kind of improvements we were sure we could get - the kind of improvements that would excite and motivate customers."

Don's business partner, Todd Gaines, has two and four-wheel experience and takes up the story. "It's interesting, it seems that with the Scout engine Indian had options it could exploit from the word get-go, and that is a good performance engine that can be massaged.

"The 111" Thunder Stroke isn't a bad engine, not at all, it just appears not to be performance-optimized. It is as if the primary concern was emissions compliance - that and wanting to be as faithful as possible to the iconic 1946/48 era engine's looks. The way the exhaust has to come out of the cylinder heads for example constrains the design of the head. "So, our next step was to start working on the heads, but we quickly found that it was going to take more than just porting and larger valves, and any of the other things you would normally look to do to a head. It required some reconstruction."

The result has been the establishment of a new company called IPS (Indian Performance Solutions) and the complete re-design of an entirely new, repeatable, newly cast cylinder head for the Thunder Stroke 111.

"We redesigned the combustion chamber as well as the intake port with some really good results, but



The newly cast cylinder head has a redesigned chamber and intake port for larger springs and valves

doing so is so labor-intensive and time-consuming that we decided to make the investment and get our design cast, so we would have a repeatable product that we could pull off the shelf and bolt on.

"In every way, shape and form it resembles Indian's stock 111 head, except for the two key factors of combustion chamber and intake port redesign. We've also upgraded the valve springs and are using

'we redesigned the combustion chamber and intake port'

a cam of our own design.

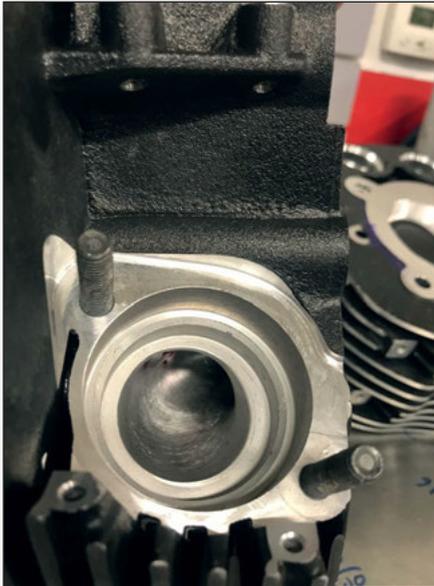
"Overall, we are reliably getting around a 40 hp increase, with a little bit of variation. The stock 111 is 73 hp/103 ft lbs of torque at the rear wheel, so we are getting around 112 hp and around 125 ft lbs torque, which rolls in at the bottom end with peak torque at around 3,800 rpm.

"People fixate on horsepower, but torque is where it's at; the cam selection puts us in the middle with good numbers on the top without giving up too much on the bottom."

The upgraded springs and valves come with the heads and are very similar to Chevrolet LS valve springs. The heads are cast on the west coast and machined in Reno. Through Indian Performance Solutions (IPS), which is headquartered near its dealership at Libertyville, Illinois, Don and Todd have relationships with the key suppliers needed for the production and tuning of its new cylinder heads and did the prototype, pilot testing and durability testing there, and worked closely with its suppliers to get the drawings and manufacturing specs drawn up on a supply side management basis, with IPS owning the intellectual property on the designs. Don continues: "When we redesigned the



'the exhaust positioning on the 111 dictates the head design'



The contour of the back side of the exhaust valve is different to the one the factory uses

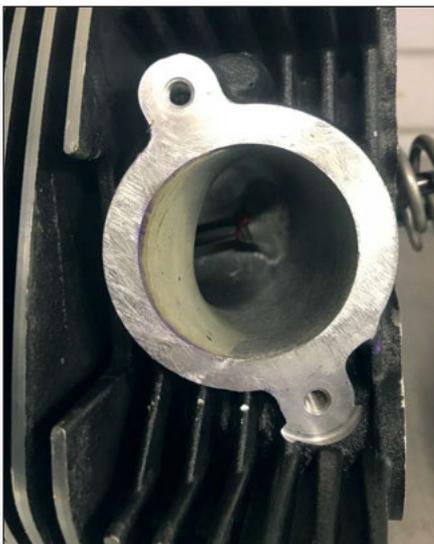
'we are reliably getting around a 40 hp increase'

combustion chamber, the objective was to raise the compression ratio - from 9.5-1 stock to 10.5-1 for our heads with the existing pistons and rings. We also upgraded the exhaust valve - the contour of the back side of the valve is different to the one the factory uses."

Don says that the plan is, ultimately, to make the package available as a retail kit, with a tuner and map for bolt-on and re-flash install. Initially Don says IPS will focus on sales to other authorized Indian Motorcycle dealerships.

"As a cylinder head package rather than complete

'the cam is our own design'



The compression ratio goes up from 9.5-1 to 10.5-1 with the stock pistons and rings



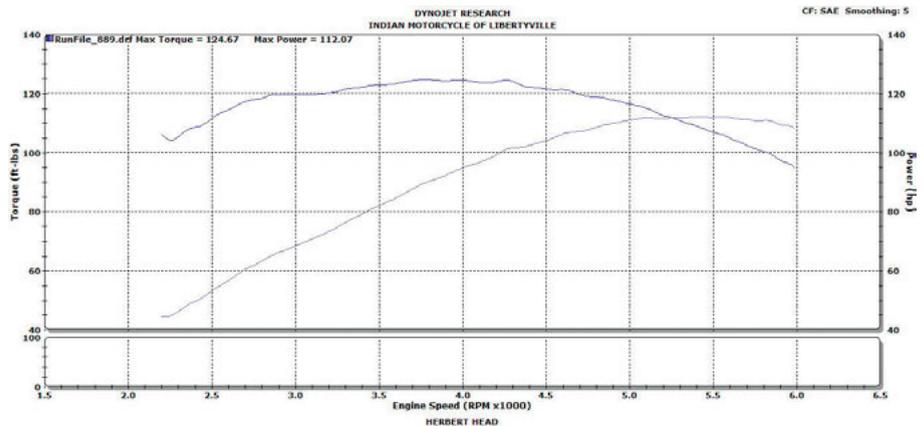
Indian Performance Solutions (IPS) is the brainchild of Indian Motorcycle of Libertyville, Illinois, business partners Todd Gaines, left, and Don O'Shea

top-end kit, it will have a price advantage over some of the other Thunder Stroke 111 performance solutions that are being talked about, but with largely similar horsepower and torque gain results."

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IPS is seeing gains of around 40 hp and claim around 112 hp and around 125 ft lbs torque - torque which rolls in at the bottom end with peak torque at around 3,800 rpm

The stock Indian Thunder Stroke 111 makes 73 hp/103 ft lbs of torque at the rear wheel



Zodiac additions

Bitubo WME22V2 Shocks



Designed and made in Italy, Bitubo WME series nitrogen filled hydraulic shocks are said to improve riding comfort and vehicle control, and are fully adjustable to riding style and load. Featuring adjustable spring preload and rebound. They are available for most Dyna and Sportster models and are TÜV/KBA approved. Chrome or black spring covers are available.



Brass Balls Moto Floor Boards



Inspired by Motocross and delivering the grip to prove it, the tapered perimeter edge of these light weight and strong floorboards is said to optimize lean angle. They are precision machined from aircraft grade 6061 T6 billet aluminum. Sold in sets for left and right including adjustable mounting hardware, they are available in natural, black or gold anodized.

TBR Slip-ons for XG500/750

These Two Brothers Racing Competition-S slip-on



mufflers are said to be a handcrafted system that "delivers unparalleled sound and performance for the ultimate race experience." They are available short or long, in black with carbon fiber end cap.

Paradox Turn Signals and TTB combo lights



These billet aluminum LED lights are only 2 cm in diameter and 3.7 cm wide and long. They are available as turn signals and turn/tail/brake (TTB) combination light. E approved, they are sold in sets of two with a choice of clear or smoke lens.

Texas Leather Softail Swingarm Bags

Zodiac says that "these stylish Softail swing arm bags have enough room for the essentials and eliminate the need to stuff your pockets or bungee a bag across the passenger pillion." Straps are included; they are available for most Softail models, except those with cross-over exhausts.



Zodiac LED Light Bulbs

These LED 4000 lumen light bulbs are said to reduce power consumption (25 watt) whilst giving more light than a classic halogen bulb. They feature built-in electronics that fit in any headlight shell that has a minimal 43 mm depth from the bulb base in the reflector.



PM Vintage Air Cleaners



PM says its vintage air cleaner housing was "stylistically designed for a timeless look" with "smooth, machine-cut shapes that promote a nostalgic feeling" with a drag-race inspired induction opening to boost air-flow. Features include built-in breathers for a clean installation. They are available in finishes including chrome, contrast cut and 'Black Ops' for selected Sportsters Evo and Twin Cam Big Twins (cable and throttle by wire), Tourers, Trikes, Softails, Dynas, M-8s, and Indians.

Ironhead Sportster Exhaust Headers



These down pipe sets for Ironhead Sportster models allow the installation of most universal mufflers or "make a great base to build your own drag pipes." Installation on '79-'85 Ironheads requires cutting and welding. They are available in black or chrome.



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KB661LCA	110 4.000	STD. .005 .010 .020 .030 .040	4.375	7.667	1.086	-4.2 DOME	11:1	10:1
KB661LCA	113 4.000	STD. .060 .065 .070	4.375	7.667	1.086	-4.2 DOME	11.3:1	10.3:1
KB917LCA	117 4.125	STD. .005 .010 .020 .030	4.375	7.667	1.086	11.5 DISH	10:1	9:1
KB662LCA	117 4.125	STD. .005 .010 .020 .030	4.375	7.667	1.086	-1.5 DOME	11:1	10:1
KB715LCA*	120 4.060	STD. .005 .010	4.625	7.667	.0960	9 DISH	10.5:1	9.5:1
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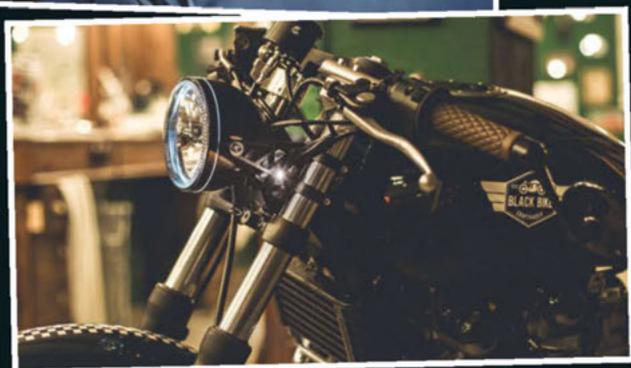
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Motorcycle Storehouse Additions

ECE compliant Kellermann Bullet 'Atto' Turn signal



With an overall length of 14 mm, a high-quality metal housing diameter of 10 mm (1 cm) and lens diameter of just 7.8 mm, the ultra-small Bullet 'Atto' turn signal redefines miniature. The high output power LED and special 'Extranz Extreme Optical Transparency' technology "gives it a colossal light output, especially given the tiny dimensions of the 'Atto' - it is a miracle of miniaturization and an instant classic where custom styling is concerned." Made with M5 x 6.5 mm threads, it is also available as position light for front use only.

Progressive Suspension 465 Series for 2018 Softail

The new M-8 Softail is of a different breed and one of the changes is the chassis and suspension. For the rear end Progressive Suspension has developed a series of new 465 absorbers tuned and specified for the chassis and suspension geometry and requirements of M-8 Softails. Motorcycle Storehouse says they are "perfect as a stock replacement or as a shorter shock in custom applications they are equipped with deflective disc valving and a high-pressure nitrogen filled aluminum body." Available with the regular threaded adjustable pre-load system or Progressive's RAP (Remote Adjustable Pre-load) located behind the left passenger peg for easy access. They come in stock,



longer and shorter lengths with standard or heavy-duty springs; available with a total length of 343 mm (+10 mm longer), 333 mm, 321 mm up to 309 mm (-2" lower).

Rebuffini CAN-bus Compatible RR90 Hand Controls



Popular Italian custom parts manufacturer Rebuffini has designed and manufactured CAN bus compatible RR90 radial hand control kits especially for custom applications on 2011 and up models with CAN bus (Controlled Area Network-bus) wiring. "The control kits are CNC machined black anodized aluminum and come with lighted soft-touch switches, super compact dimensions and a flawless finish, fit and quality. Four kits are available to cover all '11-'17 Softail and '12-'17 Dyna for key-type or keyless ignition and cable or hydraulic operated clutch."

S&S Mini Teardrop Stealth Air Cleaner Kits



Like the regular Stealth air cleaners, these miniature versions of the iconic S&S Super teardrop air cleaner cover are just 85% of the original teardrop size and will show more of the engine to give the bike a contemporary custom look. Large machined slots in the cover give it full functionality, guaranteeing that airflow is not obstructed despite its miniature size. They fit CV carb or stock Delphi fuel injection models; available with a chrome or gloss black cover.



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KR Style Bolt-On Hardtails for Ironhead Sportsters

Inspired by the early Harley-Davidson looped KR style race frames, this KR style bolt-on hardtail from Brunswick, Ohio based Lowbrow Customs fits stock front frame sections on Ironhead Sportsters from 1967 to 1978.

LowBrow's 'High Brow', Tyler Malinky, a man known for assiduous attention to detail and authenticity, says "Harley-Davidson produced the KR factory race

bike in 1952, and it dominated the track until production ended in 1968. Until now, KR style looped hardtail frames were unavailable."

Fortunately, Lowbrow Customs is known for producing original, high-quality custom motorcycle parts and this KR Style hardtail is no exception. It accepts the stock rear wheel, axle and brake, and includes axle adjusters. The unique style and simplicity of installation provide a perfect base for any Ironhead Sportster bobber, chopper or race bike build.

"Each frame is hand-made from 1" x .125" wall crew tubing with 5/16" thick axle plates and designed to bolt right up to your frame with ease. Lowbrow KR hardtails are approximately 4" stretch over stock wheelbase and 2" drop (2 inches lower than stock). Each hardtail frame section is proudly made in Cleveland, Ohio exclusively for us, to our own design."



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Driveline Upgrade for '80-'01 FXR and Tourers



Paughco has designed a unique 5-speed swingarm upgrade kit for use on popular FXR and touring models. The legendary Carson City, Nevada based manufacturer kit says it "significantly enhances both the feel and function of the driveline by replacing old style OEM parts with high tech spherical bearings and CNC precision machined spacers and collars." The conversion fits all FXR and Touring models from 1980 through 2001. Paughco, USA, www.paughco.com

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DEI Titanium Pipe Shield with LR Technology

Avon Lake, Ohio based thermal barrier and sound control specialist Design Engineering is now offering what it says is a "better form of protection from searing exhaust heat."

The company says its flexible titanium pipe shield with LR (Lava Rock) technology "joins two durable flexible materials together for dual heat protection. The outer layer is made from pulverized and stranded Basalt lava rock made into a tightly woven weave for durability and strength.

"The shield's inside material is made of a special high temperature resistant fabric (89% silica) that withstands 350 degrees more heat than glass fiber - up to 1350 °F. Finished off with stainless steel offsets and heavy-duty rivets, the shield features a standoff bracket design to add an air gap between the shield and pipe for maximum cooling and heat dissipation."

In addition to leg protection, DEI's shield can also be used as a barrier between the exhaust and plastic bodywork, or protection of critical systems such as suspension components or electrical harnesses. Designed to be flexible, the shield can be installed on almost any pipe shape or pipe diameter and is available in a 4" x 8" or 4" x 12".

DEI is best known for its titanium LR exhaust wrap. Available as a wrap or a sleeve in a choice of finishes it is extremely popular with customizers and performance tuners, it is engineered to be stronger than glass fibre wraps for improved thermal performance, durability and reliability. Installation is



easy because the material is more pliable with no pre-wetting needed. It is temperature resistant to 1,800 °F (nearly 1,000 °C) and is available in all of Design Engineering's popular roll lengths.

Founded in 1995, DEI is a major manufacturer and supplier of high performance automotive aftermarket products selling worldwide to all sectors of the international powersports market. DEI specializes in the development of thermal and acoustic performance products.

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Baker Hydraulic Side Covers

Baker Drivetrain says its hydraulic side cover can be used as an upgrade to convert from a mechanical cable style actuator to the smooth action of a hydraulic.

"It has a slim design that adds the toughness of billet with the innovation of a Baker product to Big Twins. We use a 1.5" diameter, double sealed, steel piston to work flawlessly with an 11/16" bore hydraulic master cylinder. It is designed to fit stock 5-speeds, stock 6-speeds, and the Baker DD5, DD6, OD6, DD7 and GrudgeBox Baker says it took as much mass as possible out of its original 'FF' design, reducing the width/depth as close to the bearing door as possible - by utilizing aerospace-derived hydraulic ball plugs that enabled the bleeder screw and feed line ports to be right next to the gasket surface, these covers tuck tighter to the transmission than the stock cable style side covers.

"We even put the conventional transmission dipstick on a diet," said 'Guru of Gears' Bert Baker. "Knowing what its like to be on the end of that wrench, hustling to get that bike done 'just right', we tooled up these covers to offer either front or rear banjo fitting ports. Smashed out of virgin 6061 aluminum stock, these side covers are forged on 1500-ton presses with a beautiful



one hit die. The result is the tidiest design possible, yielding the strength necessary to get the job done, and a smooth surface finish to match."

The system is designed to offer the same amount of adjustability at the hand control and engagement point as the stock mechanical clutch cable; they come standard with 12pt ARP, stainless steel fasteners and are backed by a two year limited warranty.

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Motorcycle Brake Lines

PART 1 - What is the Importance of DOT Compliance for Motorcycle Rider Safety to manufacturers and dealers?

This month AMD Magazine is restarting an industry informational and advisory content concept that we pioneered in the 1990s. The idea was simple enough – to leverage the knowledge and experience of leading vendors, industry experts and respected insiders in dealing with some of the market’s important technical issues. To get us started, we invited Scott Hurwitz, founder and CEO of Pittsford, New York based specialist Magnum Shielding, to discuss the complex matrix of issues that affect the design, manufacturing and engineering of brake lines – one of motorcycling’s critical components - and the importance of meeting DOT regulations ...

As a supplier to Harley-Davidson’s P&A program, Magnum Shielding Corporation also sells Magnum label brake hoses to the international aftermarket - to selected independent custom businesses and through our distribution partner Drag Specialties to its dealers. No surprise then that rider safety is taken very seriously. Through vigorous process controls and quality standards, Magnum ensures compliance (for all their brake line categories) with DOT specifications and requirements as set forth by the National Highway Traffic Safety Administration (NHTSA). But what does that actually mean? Why is it so important, and how do the answers to these questions affect your business and perhaps your reputation? Common questions often asked are: who determines the DOT criteria, how is it enforced, what are the requirements of DOT compliance (Part 2 of this series), and most importantly, how does this affect the dealer?

You may also wonder how to determine if the

“How does non-compliance affect the dealer or customizer?”

motorcycle brake lines being sold for highway use are compliant and legal, especially considering dealer liability if an accident occurs where brake line failure is claimed to be a cause or is argued to be a contributing factor. Unfortunately, the reality of our times is that the popularity of auto accident law firms and their “aggressive case capture advertising” make this an even bigger issue than ever. So, let’s start with the governing agencies that are running the show.

The NHTSA is an arm of the Department of

“Vigorous process controls and quality standards”

Transportation (DOT). NHTSA’s mission is to “Save lives, prevent injuries, and reduce vehicle-related crashes.” As part of its activities, they write and enforce the Federal Motor Vehicle Safety Standards (FMVSS) covering basic safety equipment (e.g. tires, headlamps/tail lamps, and brake hoses and brake hose assemblies.) For brake lines, the standard is FMVSS-106, and this standard specifies and defines labeling and performance requirements for motor vehicle brake hose and brake hose end fittings. The purpose of this standard is to reduce deaths and injuries occurring as a result of brake system failures from pressure loss due to leaks or ruptures. It is assumed that if a manufacturer’s brake hose assemblies meet this standard, by virtue of passing all the numerous testing criteria defined in the standard, then they will have done their due diligence and the brake lines will be safe to use.

Interestingly enough, the FMVSS-106 standard establishes performance requirements, without dictating design specifications. This is left entirely to the manufacturer of the brakes lines. However, it is illegal to market a product that does not conform to the safety standard or would take a vehicle out of compliance with it. If a product is covered by an industry FMVSS standard, NHTSA anticipates the



The name of the manufacturer must be clearly identified

product complies, otherwise, the company may risk product liability exposure, and NHTSA could deem the product to be unsafe.

Brake line manufacturers and importers selling assemblies intended for street driven motorcycles are required to register with NHTSA, given that such products are “covered by an FMVSS.” NHTSA then assumes “self-certification” and assigns manufacturers identification numbers associated with their chosen “Symbol” and places the company in their Manufacturer Database.

At this point, NHSTA or DOT does not “approve” the brake lines for use on licensed vehicles, neither does it require submission or proof of any documentation regarding the safety of these aftermarket parts, unless triggered by an incident or event.

Then, NHTSA has the authority to conduct an investigation and order a product removal from the marketplace should the product be found not to comply with the Safety Standard. This includes the removal of previously installed brake lines. Given this, it would be prudent to determine if the brake lines you are currently selling are indeed compliant.

Sometimes the words “For Off-Road Use Only” are seen on packaging. Is this a legal term? Surprisingly, “off-road” and “off-road vehicles” are not terms defined in NHTSA regulations and therefore have no legal meaning. All it really means is that the

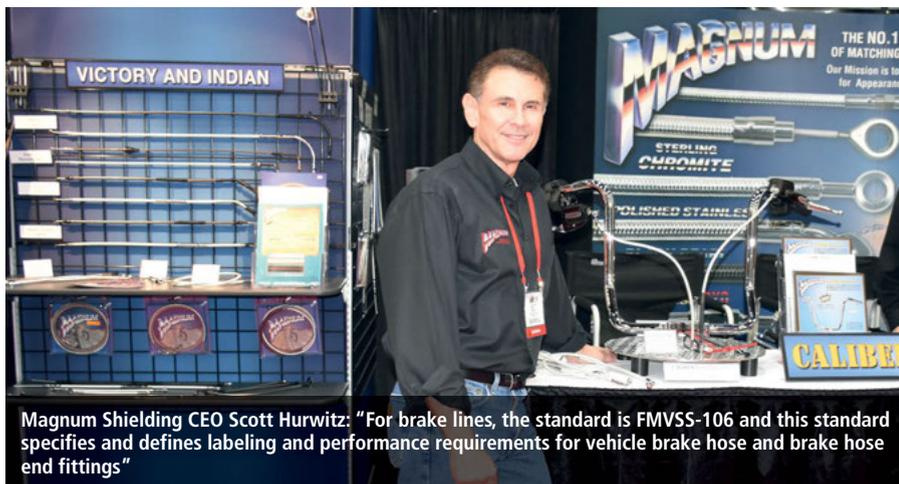
“Manufacturers and importers are required to register with NHSTA”

manufacturer cannot control or enforce how the product will be used.

Simply put, brake lines are subject to the FMVSS, and if they are manufactured to replace equipment covered by the FMVSS, especially if they have published fitments for specific year/model on-road motorcycle (motor vehicle) applications, then the brake lines are legally required to be compliant.

With so many choices available for motorcycle brake lines, it’s not surprising to find that many are not compliant with FMVSS-106 motor vehicle safety requirements. Dealers must be aware that in the event of a braking related accident, they may be deemed negligent for selling and/or installing an “off-road” product for a licensed motor vehicle.

So, how would one know if the brake lines, formally referred to as brake hose assemblies, are FMVSS-106 compliant? The easiest way is to look on the product



Magnum Shielding CEO Scott Hurwitz: “For brake lines, the standard is FMVSS-106 and this standard specifies and defines labeling and performance requirements for vehicle brake hose and brake hose end fittings”

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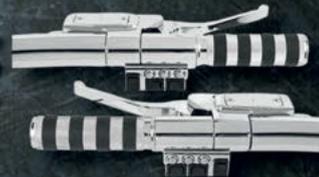


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“The purpose of the standard is to reduce deaths and injuries”

packaging for mention of DOT FMVSS-106 compliance. Another means of checking is to look in manufacturer and/or distributor catalogs for product descriptions. Because DOT compliance is such a huge deal, not to mention a well-earned accomplishment, for marketing purposes, one would think that any savvy manufacturer’s or marketer’s catalog ad copy will surely make mention of compliance. However, the best way to know for sure is to look for the proper identification, or “labeling”, on the brake hose assembly itself. There are three options manufacturers have to accomplish this:

Option 1

A band may be attached so as to move freely along the length of the assembly. It shall be etched, embossed, or stamped with both the symbol DOT and the manufacturer’s designation or symbol.

Option 2

The brake hose may be labeled directly in block capital letters and numerals with the symbol DOT, the manufacturer’s designation or registered symbol, the date of manufacture, the outside diameter (OD) of the hose, and HR to designate its volumetric expansion rating.

Option 3

At least one end fitting of the hydraulic brake hose assembly is etched, stamped or embossed with a designation that identifies the manufacturer and is filed with NHTSA.

Stripes

Stripes are also included in DOT labeling requirements and must be placed on the brake hose parallel to its longitudinal axis to prevent twisting during assembly and installation. If you do not see this printed stripe on an aftermarket assembly, the brake line is not FMVSS-106 compliant. **Per the Standard, aftermarket assemblies are NON-OEM hose assemblies, and torque stripes are required.**

Exception

The only exception to this labeling rule is if the brake hose is OEM and manufactured for use only in a brake line assembly whose end fittings prevent its installation in a twisted orientation.

Some manufacturers’ brake lines are TÜV approved. Basically, this means that a TÜV station or department (Technical Inspection Association) provides European accreditation by overseeing compliance with domestic and international guidelines, standards and directives. In this case, they oversee the process of testing and documentation associated with DOT FMVSS-106 criteria. The takeaway from this article is that DOT FMVSS-106 compliance matters and is the primary way to ensure the safety of the rider, given that brake lines are integral to the safe operation of the motorcycle.

“Dealers may be deemed negligent in the event of failure”

We at Magnum Shielding Corporation feel that it’s important for you to know the details of what to be aware of and what to look for when ensuring the protection of both your customers’ safety and your hard-earned business. Stay tuned for Part 2 - the tests and testing procedures that must be passed to make the finished line and achieve compliance.

The Three Reasons Why DOT Matters

1

In the United States brake hose assemblies are covered under an FMVSS. If intended for sale via cataloged on-road applications, then by law they must be compliant.

2

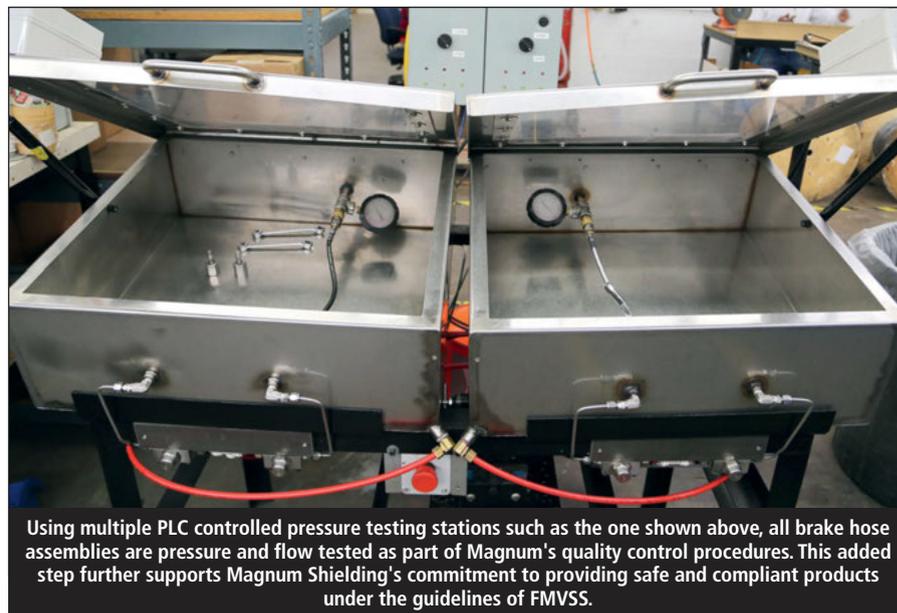
If an injury occurs where non-compliant brake line failure is argued to be a contributing factor, the dealer may face liability.

3

How can a dealer tell, via inspection, if the brake lines they are installing or selling for a licensed motorcycle are FMVSS-106 compliant? Not by testing them, but rather by the labeling found on the assemblies (the hose, fittings, or band).



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Using multiple PLC controlled pressure testing stations such as the one shown above, all brake hose assemblies are pressure and flow tested as part of Magnum’s quality control procedures. This added step further supports Magnum Shielding’s commitment to providing safe and compliant products under the guidelines of FMVSS.



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NEWS BRIEFS

Organized by Delicate Promotions, the FIM sanctioned AMA Land Speed Grand Championship returns to the Bonneville Speedway near Wendover, Utah, on Aug. 25-30. Also known as the Bonneville Motorcycle Speed Trials, the event features both American and international amateur land speed racing competitors vying for AMA and FIM records.

Hamburg based German retail multiple Detlev Louis is celebrating its 80th anniversary. Bought by U.S. investor Warren Buffett's Omaha, Nebraska headquartered Berkshire Hathway investment conglomerate in 2015, Louis started out as a motorcycle enthusiasts' shop in Hamburg in 1938 and today has more than 80 stores in Germany, Austria and Switzerland with online retail operations throughout Europe.

The German Institute for Service Quality examined 1,145 brands and companies from 53 industries for consumer satisfaction levels, and Harley-Davidson was the winner in the Mobility category – ahead of the likes of BMW and Yamaha.

Taiwan has announced that it is to phase out gasoline powered motorcycles by 2035 – five years earlier than gasoline powered cars. With a population of just 23 million people, Taiwan is reported to have some 14 million motorcycles.

British three-wheel sports tourer manufacturer Morgan Motor Company, which uses U.S. made S&S X-Wedge 60-degree V-twin engines in its core models, is thought to be close to production of an all-electric Roadster in partnership with Frazer-Nash Energy Systems, owner of the legendary British Bristol Cars marque.

Who Wants to Rumble at the S&S Ranch?



To celebrate its 60th anniversary, S&S Cycle is staging a 'Rumble At The Ranch' Hooligan Flat Track Race and Party on a new custom laid out track that is being prepared on property adjacent to its facility in Viola, Wisconsin, on September 23rd. At the site of a former horse racing track that hasn't been active since the 1930s, the single-day "celebration of internal combustion happiness" will take place on a track that is being prepared by seasoned professionals and featuring a class structure that only the Midwest can pull off (Hooligan Lawnmower Racing anyone?).

Pre-registration is required and in addition to the Hooligan Lawn Tractor class, there is a Hooligan Shootout for 1986 and newer stock framed Twins of at least 750 cc (no dirt bikes, no pros); Margie Smith Invitational/Women's Race - riders must be 12 years or older but must be 14 or older to ride 450 cc – the bikes must be full framed and have brakes; the Boonie Bike Brawl/Pull Start for 18 year old plus racers of rigid rears with 12-inch wheels and removable or foldable footpegs; and the Pit Bike Pillage/100 cc for riders 14

years or older, racing stock framed 4-strokes up to 125 cc.

All riders must wear boots that at least cover the ankles, gloves, full face helmets, eye protection and long sleeves. No knobbies are allowed and all bikes must have a kill switch - front brake calipers and levers must be removed.

Watch out for more 'Rumbles' from the Official Wisconsin Petrol Heads Club soon and more news about other ways that S&S has devised to mark its 60th anniversary.

www.sscycle.com/rumble-at-the-ranch
www.speedranch.club

CLASS	DESCRIPTION
Hooligan Shootout	Riders must be 18 years or older. Modern (1986 and newer) stock framed twins. 750cc minimum. No dirt bikes. No Pros.
Margie Smith Invitational / Women's	Riders must be 12 years and older. Must be 14 years old to ride 450cc. No brakeless bikes. Bikes must be full framed.
Boonie Bike Brawl / Pull Start	Riders must be 18 years or older. Pull start. Rigid rear. 12 inch wheels. Foldable or removable left peg.
Hooligan Lawn Tractor	Engine size is unlimited. Riders must be 18 years of age at the event. Rear brakes are mandatory.
Pit Bike Pillage / 100cc	100cc Four Stroke Riders must be 14 years or older. Up to 125cc 4 stroke engine. Stock frame.

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