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Harley Q2 U.S. Sales -8.5%, International Sales -8.9%; Thailand EU Softail/XL Production Delayed to October 2019

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Harley-Davidson worldwide retail sales decreased -8.4% in the second quarter, while U.S. retail sales were down -8.0% in the quarter driven largely by continued weak industry sales with international retail sales down -8.9%.

The U.S. 601+ cc industry was down -4.9% in the second quarter compared to the same period in 2018. Harley-Davidson's second quarter U.S. market share was 46.6%. Harley-Davidson's year-to-date European market share was 8.8% through June.

"In the second quarter we achieved significant advancements under our 'More Roads' plan, and we continued to lay a solid foundation for future growth," said Matt Levatich, President and Chief Executive Officer, Harley-Davidson, Inc. "The decisions and investments we're making, within a highly dynamic and competitive global marketplace, demonstrate our intense focus to build the next generation of riders and maximize shareholder value."

Harley-Davidson says it continues to inspire diverse new riders around the

globe. Harley-Davidson ridership in the U.S. has been up each year since 2001 and was at an all-time high of over three million riders in 2018. The company increased its reach and impact in the second quarter and delivered more younger riders - U.S. rider training participation was up, with the greatest increase among 18-34 year-olds.

Of total U.S. new retail sales in Q2, the

“**43-48,000 Q3 shipments**”

mix of 18-34 year-olds was up +2.7%. Emerging market year-over-year retail sales growth of +7.6% was aided by more accessible pricing from local manufacturing in Thailand.

In which connection, European Union regulatory approval for Thai production to qualify for tariff relief was delayed, with production of European destined Softails and Sportsters now slated to start in October this year. Tariff relief approval has now been received by

Harley, meaning that the units shipped to Europe from Harley's Thailand plant will be at the standard WTO 6% rate rather than the punitive increase to 31% on domestic U.S. produced models imposed by the European Union a year ago.

Non-Trike Touring model tariff relief is expected to be approved later in 2019. Without the agreed exemptions and ramp-up of production in Thailand, U.S. built Harley inventory could have otherwise been facing even higher tariffs in the future - a ramp-up to around 56% is slated for 2021 under current plans.

As a result of the timing of these approvals and softer than expected European retail sales as key drivers, the company has adjusted its 2019 outlook and now expects motorcycle shipments to be approximately 212,000 to 217,000 for the full year. In the third quarter, the company expects to ship approximately 43,000 to 48,000 motorcycles.

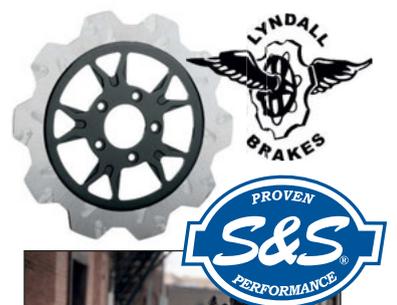
During the second quarter, Harley announced a collaboration with



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PRO-GUIDE EXTRAS



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PAN-O-MANNAIA



'Flying Marla' from Italy, 6th place in the Avon Freestyle Class at the 2018 AMD World Championship of Custom Bike Building - see pages 32 & 33



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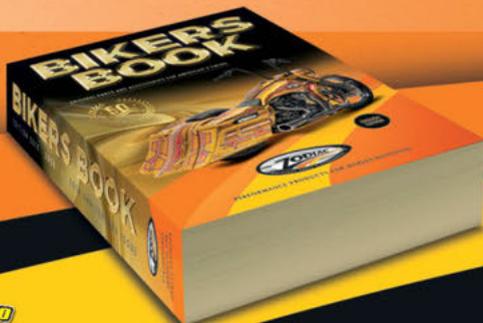
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Comment - Lost Market Share 4

With second quarter domestic U.S. sales down and international sales losing their luster for now, Harley is banking the farm on the Livewire, with models due in American dealerships in September.



Lyndall Racing Brakes 40-41

Paul Kittrell's is a classic story - from making brakes for race buds to an international business in 20 years.



FEMA 18

Despite what you may have read elsewhere in the U.S. and European motorcycle media online - no, Europe is NOT about to require new motorcycles to have a speed limiter!

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Of Lost Market Share, Livewires and Thai Built Bikes

As anticipated, Harley's second quarter fiscal make for depressing reading, with sales down by north of 8 percent during the primary selling period - that said, to be fair to Harley, the results are as anticipated when posting its Q1 results, and only a tad worse than expectations and guidance given in January.

As Matt Levatich pointed out in a results conference call with investors on July 23rd, the fact that the domestic U.S. 601+ cc market was down only 4.9% may mean that there is some hope that the steep decline seen in successive quarters for several years may be flattening out.

That still represents a further decline in market share though, from 48.4% in Q2 2018 to 46.6% in Q2 2019. Given that the hope that the month-on-month trend seen in Q1, which saw an improving picture for Harley sales as the quarter headed towards the end of March, does not appear to have sustained, with the best will in the world, it is still too early for straw clutching.

In which connection, the impossibly high hopes that September Livewire dealer shipments are burdened with still also look unrealistic despite enthusiastic press reaction and claimed (though not specified) pre-orders that are apparently "within expectations." I stand to be proven wrong of course, indeed I hope I am WAY wrong, but given the size of the existing market for electric motorcycles in the USA, and the extraordinarily high price-point for the first Livewire iteration, I fear that it could be more straw clutching.

Matt Levatich admits that it is a deliberately high-spec performance model (actually, by international standards, the spec is quite dated) and that lower price-point "middleweight" equivalent electric motorcycles will come along on the basis that Livewire can trailblaze and establish a market where none exists.

I don't know ... at a \$30k MRSP? In my experience, brands or product lines earn the right to be spendy by getting into a market and building out from an accessible start point. In the case of the motorcycle industry, the history of the development of market share ownership by the big four Japanese manufacturers kind of gives some context. Harley has claimed that all its new 'More Roads' initiatives, of which Livewire will be the first to come to market, will be profitable. Am I cynical or realistic to be imagining investor conference calls a year to 18 months from now where Levatich and CFO John Olin are having to point to the launch and ramp-up costs of Livewire as being a drag on profits, rather than the much needed boost they are hoping it will be?

Levatich has pointed to the 'Electrify America' investment program as meaning that riders will soon have easy and convenient access to fast charge points in addition to the ones being installed at some (eventually most) Harley dealerships.

The 'Electrify America' program calls for 2,000 fast chargers at nearly 500 locations across 42 states by the end of 2019. DC Fast EV charging stations will be located along high-traffic corridors in 39 states, including two cross-country routes. Locations will accommodate between four and ten chargers, with charging power levels up to 350 kW available at every station, capable of adding 20 miles of range per minute to a vehicle. Nationally, each planned station site will be located no more than 120 miles

apart and on key East and West Coast highways, planned locations average only 70 miles apart.

Well, the real-world range of the Livewire is likely to be in the region of 70 to 100 miles at best. It is going to be at least a decade until those riders looking for the convenience of 'Twist & Go' are able to ride in an equally convenient charging environment.

Harley is to be applauded for being prepared to try something new, something different, something daring - if only that same spirit had informed its decision-making for the past 30 years, then perhaps we wouldn't be looking at a balance sheet that puts the cart of electric motorcycles in front of the horse of ADV, Streetfighter and true, convincing, price-point middleweights.

Harley has now confirmed that the first of either its pre-production ADV or Streetfighter prototypes (or both) are already being test-ridden, doing some hard miles, and that they will be in showrooms in late 2020 as MY2021 models. This is good. But shouldn't

they have taken the calculated risk of expanding the brand's meaning where there is already a market to compete in before indulging in the outright gamble of spending as yet unfilled capital coffers on a market that is as yet unproven?

Had Harley already been a decade or more into its internal combustion engine new models, then maybe it

would by now have bought itself the wiggle room needed for such risk.

The other big news to come out of the Q2 investor call concerned the progress with its plans for tariff-busting Thailand production. It looks like Harley underestimated just how long it takes the EU to do anything, having expected to have had approval for the lower tariff rates on Thai production in time to have been able to be shipping Sportsters and Sportsters from Thailand to its EU DC six or more months ago.

Sadly, the EU is a three-toed sloth where its bureaucracy is concerned and the approvals for tariff relief have only recently come through, leaving Harley with a fully tooled factory and workforce sat idle for six or more months.

However, production is now expected to commence in October. Allowing for two months 'on-the-water' and three or so months for the 'units' to filter down through Harley's domestic European logistics, the company says it expects to see Thai made Sportsters and Sportsters on sale in Europe early in the second quarter of 2020.

Harley is 'eating' the EU tariff hit currently, but once it is able to get back down from the current 31% being applied to York, Pa. produced models, they will be back on the standard WTO 6% and saving around \$100m a year. Even more importantly, they will be doing so well in advance of the 50% plus tier-two retaliatory tariff level presently slated for some stage in 2021.

“ tariff-busting Thailand production ”

Robin Bradley
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<<< Continued from cover

China's Qianjiang Motorcycle Company Limited [manufacturer of Benelli branded motorcycles and a subsidiary of Volvo owner Geely] to launch a smaller, more accessible Harley-Davidson motorcycle planned for China in 2020, with additional Asian markets to follow. This move is intended to expand access to the Harley-Davidson brand to more riders in Asia. During the second quarter, the company's efforts to increase access in emerging Asian markets, including through its Thailand manufacturing strategy, drove sales increases of +77% in its ASEAN (Association of Southeast Asian Nations) markets.

Harley-Davidson retail sales in China grew +27 percent in 2018 compared to 2017. The new motorcycle will be designed by Harley, but production, including the engine, will be at a Qianjiang facility in China. Despite the trend to larger engines in China, the 125 cc up to 400 cc displacement market sector that Harley's 338 cc model will sell into in China is said to be worth some 2m plus units a year.

"There are more riders on Harleys in the U.S. than at any point in our history, and the number of young riders continues to grow. The strength of the Harley-Davidson brand, and the bare knuckle grit of this company and our global dealers, will continue to be leveraged and sharpened to make riding matter to more people," said Levatich.

Starting in the first quarter of 2018, the company began work to close its wheel manufacturing facility in Australia and consolidate its motorcycle assembly plant in Kansas City, Mo. into its plant in York, Pa.

Full year savings of \$25m to \$30m for 2019 and ongoing annual cash savings of \$65m to \$75m after 2020 are still



expected. In the second quarter 2019, costs related to the manufacturing optimization were \$14.4m. For the full year, the company now expects to incur \$40m to \$50m of operating expense for this initiative, \$10m less than previously expected.

Revenue from the Motorcycles segment was down in the second quarter behind lower shipments. Operating income decreased primarily due to lower revenues and increased tariff costs, partially offset by lower SG&A costs. Financial Services segment second quarter operating income of \$75.5m was down -6.2%.

Harley-Davidson sales revenue and production data... 2nd quarter 2019

Income statements in \$1,000s (except share)	THREE MONTHS ENDED		SIX MONTHS ENDED	
	2019 Q2	2018 Q2	2019 Q2	2018 Q2
Net sales revenue	\$1,434,004	\$1,525,121	\$2,629,641	\$2,889,068
Gross profit	\$454,738	\$532,085	\$802,177	\$1,005,858
Total operating income	\$256,257	\$323,947	\$423,369	\$560,364
Net income	\$195,631	\$242,338	\$323,576	\$417,101
Diluted earnings per common share	\$1.23	\$1.45	\$2.03	\$2.48
NET SALES REVENUE				
H-D Motorcycles	\$1,128,063	\$1,201,453	\$2,092,638	\$2,323,126
Parts & Accessories	\$221,258	\$231,014	\$380,961	\$400,089
General Merchandise	\$64,644	\$68,653	\$120,045	\$125,254
Other	\$10,128	\$13,594	\$17,509	\$21,834
MOTORCYCLE SHIPMENT DATA NOTE: H-D MOTORCYCLE SHIPMENT DATA IS NOT THE SAME AS RETAIL REGISTRATIONS				
United States	41,404	43,047	75,909	81,844
Exports	27,353	29,546	51,739	54,693
Total	68,757	72,593	127,648	136,537
PRODUCT MIX				
Touring	30,923	31,064	55,966	61,921
Cruiser	22,691	24,348	43,142	45,902
Sportster/Street	15,143	17,181	28,540	28,714
RETAIL SALES OF H-D MOTORCYCLES:				
United States	42,762	46,490	70,853	75,799
Canada	3,279	3,807	5,227	5,887
EMEA Region	15,619	17,844	26,416	28,706
Asia Pacific Region	7,670	7,718	13,744	14,047
Latin America Region	2,516	2,569	4,757	5,075
Total	71,846	78,428	120,997	129,514

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NEWS BRIEFS

Indian Motorcycle was in 14th place in market share terms in Germany for the first six months of 2019, having sold 658 machines for a 0.87% share.

H-D sold 500 motorcycles in the UK in May and 464 units in June. However, the star of the UK registration statistics was the new Royal Enfield 650 Interceptor, topping the all-important largest 'Naked' style bike sector in its first real month of availability in May, then leading the 236-650 cc sector in June.



KTM Industries AG announced unit sales in the 1st half 2019 up +7% compared to the previous year. In the first half of 2019, KTM sold approximately 136,000 vehicles worldwide under the KTM and Husqvarna Motorcycles brands. The increase is said to be due to the ongoing growth of the European motorcycle market (total industry sales are more than +10% for the first six months of 2019 in Europe) and strong sales growth in India (+30%).



MPN reports MIC data that puts the number of dual-sport motorcycles sold in Q2 2019 in USA (ADV/Adventure Touring models) at about 11% of the market for two-wheelers. Overall in 2018, the MIC said that of the 12.2 million motorcycles in use, 5% were dual-sport bikes and that of the nearly 30 million people reported as riding a motorcycle in 2018, nearly 10m of them ride both on-road and off-road.



Royal Enfield was in 12th place with a 1.17% share of the German market (880 units sold in total) for the first six months of 2019.

'Shop Builders Invitational' Custom Bike Contest

In partnership with S&S Cycle, AIMExpo Presented by Nationwide has announced the 2019 'Shop Builders' Invitational' - "a custom bike contest open to all bike builders, from the weekend warrior to the seasoned pro." Slated for the 'Shop Neighborhood Hangout' at AIMExpo, one of three sector focussed specialty exhibition zones (September 26-29, 2019 at the Greater Columbus Convention Center in Columbus, Ohio), "builders of all levels and styles are welcome to apply for the contest, highlighting the world of custom motorcycles at North America's most important industry gathering.

"Custom builders are a big part of the current motorcycle market and truly represent a community built on passion. As we work to bring the industry together, it's important that we recognize the custom community and the artistry and craftsmanship they



contribute to the Powersports Industry. We're proud to be able to work with some of the best builders in the country and provide a platform that allows them to showcase their work and



connect them to the industry," said Andre Albert, Marketing Director, MIC Events.

S&S Cycle is putting up a T111 Black Edition Long Block motorcycle engine as the grand prize.

"The Shop, a new neighborhood hangout and feature on the show floor at AIMExpo presented by Nationwide, celebrates the lifestyle of the V-twin/Cruiser/custom community and the passion that fuels this culture. In addition to The Shop Builders Invitational, will also feature 'Shop Talks' - an area for engaging discussions, new product showcases, great music and specialty concessions including local craft beers and artisan coffee."

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H-D in 2019 AFT Production Twins Contingency Program



Harley-Davidson has announced a 2019 American Flat Track Contingency Program for the AFT Production Twins class - starting at the 2019 Black Hills Half-Mile. New for 2019, the Production Twins class is an 11-race series is a full-fledged championship class, staged at this year's AFT Half Mile and Mile events events, complete with a #1 plate going to the rider amassing the most points at the end of the season. The series builds on the two trial races held in 2019 and is intended to serve as a transition between AFT Singles and the premier AFT Twins presented by Vance & Hines class, giving up-and-coming athletes the opportunity to gain valuable seat time and experience on faster, more powerful AFT Twins motorcycles.

It features production-based, twin-cylinder motorcycle engines from BMW, Ducati, Harley-Davidson, Honda, Kawasaki, Suzuki and Yamaha street bikes with displacements between 649-800 cc. Race-only engines from machines such as the Harley-Davidson XR750, Honda RS750 and Indian Scout FTR750

are not eligible. Riders licensed for AFT Singles may compete in both AFT Production Twins and AFT Singles on the same day. Riders licensed for AFT Twins, however, may only compete in either AFT Twins or AFT Production Twins at any given event.

"We are very excited to see the growth and emerging talent within the AFT Production Twins class," said Eric Jensen, Global Brand Marketing Lead for Harley-Davidson. "Harley-Davidson motorcycles go back to the very foundation of professional flat track and we see the AFT Production Twins

class as an opportunity to expand the legacy of Harley-Davidson within the sport." The \$30,000 per race contingency payouts are available to non-factory riders in the AFT Production Twins class. To be eligible for contingency payouts, riders must run an eligible XG750R in the AFT Production Twins class. To remain eligible, all machines must maintain stock bodywork and riders must wear a Harley-Davidson logo on the upper-chest portion of their leathers.

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Photo: Scott Hunter, AFT

James Rispoli Piloting the Black Hills Harley-Davidson ProBEAM XG750R at the Lima Half-Mile



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NEWS BRIEFS



Triumph Motorcycles has announced a new collaboration with UK industry experts such as Williams F1 Advanced Engineering and Integral Powertrain Ltd's e-Drive Division, and Innovate UK, to develop specialist electric motorcycle technology, which will provide significant input into potential future electric motorcycle offers from Triumph. This two-year project (TRIUMPH TE-1) also includes partnership work with Warwick University's world famous WMG (Warwick Manufacturing Group).

BMW Group has officially opened its new automotive plant in San Luis Potosi in Mexico. BMW has already been making cars in the USA for 25 years at Greer, South Carolina - the speculation has been that this is where they may start manufacturing motorcycles for the North American market if they finally do decide to go down that route. The company has invested more than one billion US dollars in the new production location, with a capacity there of up to 175,000 units per year.



PSB reports that 2018 saw annual SxS retail sales in the US higher than motorcycles for the first time. Cited MIC data puts US SxS sales at 458,000 new units in 2018, against 457,000 new motorcycles.

KTM "radically race-refined" its EXC range with a "new generation" of MY20 2 and 4-stroke Enduro machines, including its premium KTM Six Days line-up and a special edition KTM 300 EXC TPI Erzbergrodeo. Developed on the "toughest climbs, gnarliest terrain and in deepest mud", the MY20 line-up includes a new model - the Euro 4 homologated KTM 150 EXC TPI. Features throughout the range include "new and more efficient engines, a redeveloped chassis with improved WP XPLOR suspension, improved handling and new bodywork, air filter box, cooling system and exhausts. Accessories include Neken handlebars and clamps (France), Brembo brakes, No-Dirt footpegs and CNC-milled hubs with Giant rims as standard.

Mees and Bauman Trade AFT Wins

Photos: Scott Hunter/American Flat Track

Reigning AFT Twins Presented by Vance & Hines Champion Jared Mees saw this season's fortunes hit a high with a win in the Lima, Ohio Half-Mile at the end of June.

Arguably the most thrilling race of the 2019 AFT season so far, and one with massive championship implications, the opening laps featured an intense head-to-head showdown that put Mees up against championship leader Briar Bauman (No. 14 Indian Motorcycle/Progressive Insurance FTR750). That duel was cut short by a red flag on lap 7, which altered the complexion of the race dramatically.

Mees got a stellar jump at the restart, while Bauman was sucked into a battle for second with Jeffrey Carver Jr. (No. 23 Roof Systems of Dallas/Indian of Metro Milwaukee FTR750), Henry Wiles (No. 17 Bandit Industries/DPC Racing/Wilco Racing Indian FTR750), and rookie Brandon Price (No. 192 Roof Systems of Dallas TX/DPC Racing Indian FTR750).

Bauman's luck only got worse from there, as his rear tire came clean off the rim on lap 10. That unusual mishap put an end to his perfect season's podium streak while instantly eliminating the bulk of his hard earned championship padding.

Following Bauman's exit, Carver ate up the gap to Mees, and the two then engaged in their own wild shootout for the lead. Mees took the checkered flag 0.199 seconds ahead of Carver, with Wiles third, Price fourth and Bronson Bauman (No. 37 Indian Motorcycle/Progressive Insurance FTR750) fifth.

In the Singles, Shayna Texter (No. 52 Red Bull KTM Factory Racing SX-F 450) took the win, ahead of Dan Bromley (No. 1 Red Bull KTM Factory Racing 450 SX-F) for a Red Bull KTM 1-2. Chad Cose (No. 49 Parkinson Bros Racing/Ritchie Reynolds Racing Honda CRF450R) was third.

In the AFT Production Twins, Chad Cose earned his first-career American Flat Track victory following a race-long scrap with runaway AFT Production Twins title leader Cory Texter (No. 65 G&G Racing/Holeshot Powersports Yamaha MT-07). Cose's maiden win comes after more than a decade on the scene and after finishing the 2018 season ranked sixth overall in the premier AFT Twins class with a podium to his name. Highly decorated road racer James Rispoli (No. 71 Black Hills Harley-Davidson ProBEAM XG750R Rev X) also scored his best finish of the season in third.

Two weeks later Briar Bauman (No. 14 Indian Motorcycle/Progressive Insurance FTR750) rebounded from



Lima

Lima with a dominant victory in Round 9, the New York Short Track at Weedsport Speedway.

Having won at the Daytona season opener, the result gave Bauman his second win of the series so far, a seventh top two and an eighth podium in the first nine championship rounds. Jeffrey Carver Jr backed up his first podium of the year with a second consecutive runner-up result. He was followed to third by Short Track standout Henry Wiles (No. 17 Bandit Industries/DPC Racing/Wilco Racing Indian FTR750), Bronson Bauman was fourth, with Robert Pearson (No. 27 R/I

title leader Mikey Rush (No. 15 RMR Honda/Red Riders Rewards Honda CRF450R) was forced to watch from the fences after he failed to make the Main event. Morgen Mischler (No. 69 Waters Autobody Racing/D&D Powersports KTM 450 SX-F) took second, with reigning class champion Dan Bromley (No. 1 Red Bull KTM Factory Racing 450 SX-F) third, Kevin Stollings (No. 99 Roof Systems/Motion Pro Honda CRF450R) fourth and Shayna Texter (No. 52 Red Bull KTM Factory Racing SX-F 450) fifth. The series takes a short break until the Buffalo Chip TT on August 4th and



New York

Performance/Hite Trucking Indian FTR750) securing his best result of the season in fifth.

Meanwhile, multi-time defending AFT Twins Champ Jared Mees (No. 1 Indian Motorcycle/Progressive Insurance FTR750) could manage just seventh on the night. As a result, Bauman stretched his championship advantage over Mees back out to 26 points (170 - 144) as the title fight reached its halfway point.

In the AFT Singles, Dalton Gauthier (No. 122 D&D Cycles/Govert Smash Husqvarna FC450) took his second victory of the season to reclaim the AFT Singles championship lead. Pre-race

Black Hills Half-Mile (Rapid City, SD) on August 6th, before the rearranged Cycle Gear Sacramento Mile, August 10.

The series then descends on Illinois for three races - the Peoria TT, August 17, the rearranged Springfield Mile I on August 31 and the as originally scheduled Springfield Mile II the next day, September 1.

The 2019 series wraps up in September with the Williams Grove Half-Mile (Mechanicsburg, PA., September 9), the Minnesota Mile (Minneapolis, September 21) and the final round, the Meadowlands Mile, East Rutherford, NJ, September 28.

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MNNW

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NEWS BRIEFS

Boston based IDTechEx Research is forecasting that Electric Vehicles will be a \$2.6 trillion market, with several new sectors prominent by 2030. Said to be based on analysis of some 100 different sectors, IDTechEx says it has studied and forecasted EVs for over 20 years. Although the primary focus to date has been on personal mobility, IDTechEx points to the growing importance of EV in sectors such as construction, agriculture and mining (CAM), logistics and road freight, final mile delivery, Micro EVs and commuting, shuttle and school buses, trains, military, aircraft and marine.

Data from CDK Global Recreation (Lightspeed) shows that Same Store Sales dollars at more than 1,600 U.S. dealerships were "flattish" in June 2019 compared to the year-ago period. The composite data comes from dealerships that use the Lightspeed DMS. New and pre-owned major unit sales dollars increased +0.2%. The South was the biggest winner with +3.5 % growth. Add in parts and service dollars for the month at the average Lightspeed dealership, and the USA overall dollars were down - 0.5%. Parts sales dollars were down -5% for the month.

Brembo has concluded a €100m investment in a new 67 production line, 40,000 sq m aluminum brake caliper production hub in Nanjing, near Shanghai, China. The facility will supply parts to European, Asian and American customers operating in China. The hub integrates a foundry with production lines in a facility that stands next to the plant that was inaugurated in 2012 for the production of brake discs. The combined facilities offer a production capacity of more than two million pieces per year.

Ducati has opened a second flagship store in Rome - a 460 sqm homage to all things "Red" with a showroom, workshop and 'Land of Joy' Ducati Scrambler themed enclave. The flagship stores are mostly directly managed by Ducati. Ducati Roma Gregory VII is adjacent to the Vatican City. Ducati has 780 dealers in 90 countries worldwide, with new openings in recent weeks as far afield as China, India, Brazil, Austria and USA.



Indian Motorcycle Launches First Ever Rental Program

Initially available through 10 selected dealers around the United States only, Indian Motorcycle has announced its first motorcycle rental program - Indian Motorcycle Rentals.

The company says it plans to expand the network throughout the year, each participating dealer having a rental fleet with various models available. The rental fleet will be updated every 12-18 months "to ensure riders have the opportunity to ride Indian Motorcycle's current model year lineup."

Riders with a valid motorcycle license can go online to book their Indian Motorcycle experience in advance to ensure bike availability at the Indian Motorcycle Rentals' web page.

"Whether local or from out of town, Indian Motorcycle Rentals provides a premium experience for riders in need of a bike," said Reid Wilson, Sr. Director Marketing and Product Development for Indian Motorcycle.

"Each motorcycle rental will include insurance as part of the rental fee.



Riders will also have access to helmets, if they do not have their own. In addition to helmets and as a minimum,

riders are required to have additional safety gear including long pants and close toed shoes."

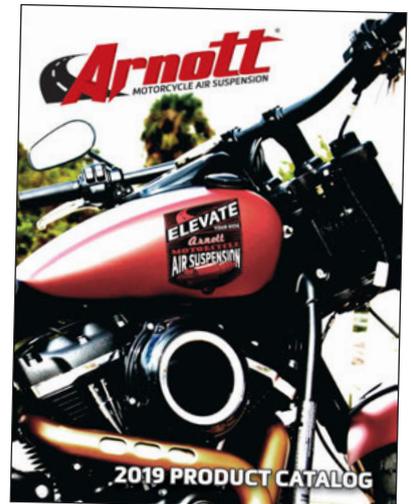
Arnott Air Suspension

Merritt Island, Florida based Arnott Air Suspension has released its new motorcycle-specific applications catalog featuring its "Ultimate Ride True Onboard" adjustable air suspension kits for the mono shock frame 2018 M-8 engine Softails and other H-D and Indian Motorcycle applications. Said to "provide exceptional ride quality" and "confident control and enhanced safety," Arnott's mono shock air spring replaces the horizontally mounted rear suspension of the Softail (and the exposed dual shocks of the Dyna they have replaced) with a single mono shock featuring a fully adjustable Ultimate Ride Series FOX mono shock and air spring that can be controlled with an on-board compressor and handlebar-mounted inflation switch.

Arnott says that at the core of this patent-pending system is a custom nitrogen-charged FOX shock absorber paired with a Goodyear air spring to ensure superior durability. The kit includes a "powerful compressor, air distribution valve, handlebar-mounted

switch and everything needed for a fast and flawless installation."

The minimum length is 10.93 inches, with a 13.16 inch maximum length. Available in black or chrome, "each kit is custom-crafted and rigorously tested in Arnott's Florida manufacturing facility and backed by Arnott's limited lifetime warranty. Arnott uses FOX Street Performance IFP gas-charged monotube shocks with an internal floating piston, tuned and optimized for a model-specific ride using FOX's proprietary high-flow, deflective disc, velocity-sensitive damping. A 1.5 inch 6061-T6 aluminum hard body with a 1/2 inch low friction, super-finished hard chrome shaft and multi-ply Goodyear air bladder for height adjustability and air spring firmness is operated by a powerful compressor with application-specific mounting hardware, handlebar-mounted inflation control switch, featuring optional rebound control to enable the rider to adjust the shocks' internal damping.



Arnott's 11th anniversary edition 2019 motorcycle catalog features more than 50 model-specific FOX shock and Goodyear bladder equipped "TruAir" air suspension kits for Harley and Indian models

Founded in 1989, Arnott holds multiple manufacturing credentials, including ISO 9001:2008 Management System Certification and the TÜV Rheinland Product Safety and Quality Certification. Arnott's products meet GOST ISO 9001-2011 Certification and the EurAsian Conformity (EAC) Mark for Arnott's Quality Management System.

www.arnottcycles.com

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MNN



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Bike Shed Show

London, May 24 – 26, 2019

Billed again as "Europe's best independent annual motorcycle show", London's Bike Shed Show (a "new wave motorcycle emporium") is staged at the iconic Tobacco Dock, which dates from 1811 and is alongside the River Thames in London's infamous but now achingly chic East End...

Some 17,000 "New Core" visitors with "Hard Core" aspirations drooled over in excess of 260 high-class custom bikes at the recent Bike Shed Show in London - a cathedral of 'Alt Moto' and all things 'New Gen' (from bikes to artisan catering and beard maintenance).

As custom bike shows go, it is a world in which top-end contemporary custom styling meets entry level price-point brands and "curated" exhibitor opportunities. Though while the organizers work hard, and mostly successfully, to eschew conventional "Trade Expo" values and vibe, the differences between shows such as Bike Shed and the conventional and mainstream don't drill down to the fundamental issues that are affecting the future popularity of motorcycling. For an event that would theoretically

'a cathedral of New Gen Alt Moto'

'speak to' younger, newer riders - 'Millennials' as the vernacular would have it - the age profile of the majority of visitors was distinctly middle-aged and older, with a demographic that was mostly male, white and discernibly middle class.

Masterminded by Anthony 'Dutch' van Someren who, with a select investor cartel, owns and operates the show and the Bike Shed store and spin-off members social club in the City of London, the presentation values were as upscale as ever, the standard of the bikes invited was as high as ever, and with a growing number of bikes by established names and manufacturers populating the chic designer display spaces, the formula remains robust for all that.



A stand out bike for Bike Shed Show organizer Anthony 'Dutch' van Someren was Jim Alonze's stunning bevelhead Ducati

"Hospitality is at the heart of the Bike Shed experience, with comfy places to hang out all day, great food, bars, entertainment – and shopping – we also bring art, photography, film, live music and vinyl DJs, tattoos and a barbershop. There's even a cigar lounge and several watch brands on display.

"This year's show did feel bigger, and that's because it was. The space itself covered over 16,000 sq m (170,000 sq ft). Around 62 of the bikes were genuine 'Shed Builders', and there were nearly 100 exhibitors and brands [mostly

custom bike builder displays], nine live bands on stage, plus a separate DJ serving-up vinyl tunes, a cigar lounge, 10 tattoo artists, 10 barbers, 17 food and drink vendors, a cinema showing five films a day, including Oil in the Blood, TT-Closer to the Edge and On Any Sunday, and a shuttle bus shipping running visitors to and from our Old Street shop venue.

"Our first show in May 2013, set in two nearby London railway arches, showcased 55 bikes and attracted 3,000 visitors. By our third show we realized we didn't ever want it to end, so the event transformed into a full-time club in November 2015, which is now almost four years old, open seven days a week, fifteen hours a day, and welcomes well over 2,000 people through our doors every week, and often many more.

"The spirit of the Bike Shed London show in 2019 was exactly as it was back in 2013, a show by and for bike people. It's entirely curated by us, and while the invitational bikes are the heroes of the show, the part that makes it a

community event which keeps people coming back all weekend, is friendly, quality hospitality in a stunning space." Over 50 sponsors and principal exhibitors included Dainese Settantadue, Bremont watches, Ducati Scrambler, Triumph, Yamaha, Indian Motorcycle, Royal Enfield, Fantic and Mutt Motorcycles. Helmet, apparel, accessory and lifestyle brands and manufacturers included Bell, RSD, Davida, Biltwell, Malle Luggage of London, Hedon and Roeg.

"There are no 'winners' or competitions at the event - every bike has its place. Besides, how do you compare a £500

'hospitality is at the heart of the experience'

shed-build to a sponsored pro-custom bike with limitless budget? To us, every bike is a winner. If they are at the show, we have judged them to be relevant and interesting to our visitors, for any number of reasons.

"Having said that, a few did stand out for me personally," said Dutch, "like Jim Alonze's stunning bevelhead Ducati, the Triumph Hurricane/drag bike-inspired Bobber build-off bike by Laguna in Ashford, UK., and the Made In Metal Triton using a 50s featherbed frame with a modern Thruxton 1200R engine and chassis parts in the Makers Room. I also loved the shed-built Yamaha two-stroke scrambler in speed-block yellow and the Kaffeemaschine Guzzis were a treat we've wanted at the show for years now."

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Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, M/CN, AP, Bloomberg, M/W

NEWS BRIEFS

No Plan for New Motorcycles in Europe to have Compulsory Speed Limiters

In July, Black Girls Ride Founder Porsche Taylor led a group of 225 all-female riders through the streets of downtown New Orleans on a bright pink Polaris Slingshot - "the ultimate show of girl power" culminated with an outdoor party and included a Polaris Slingshot giveaway to one lucky female rider from Illinois. The women had covered more than 200,000 miles collectively, and Taylor said: "The trip to New Orleans put the spotlight on the growing family of African-American and female motorcyclists in the U.S."

Ducati owner Volkswagen (VAG) has signed an as yet unspecified cooperation agreement with Chinese made electric scooter maker Niu. Founded in 2015 with what quickly became China's most successful crowdfunding campaign, and one of the 10 most successful at the time, Niu is NASDAQ listed and with importer KSR Group has more than 400 dealers (with workshops) in Germany, Austria and Switzerland alone.



In what truly does mark the end of an era, industry legend Joe Teresi is finally out of the motorcycle publishing business and in retirement. Easyrider magazine and the rest of Teresi's Paisano Publishing

operations have been acquired by ER71 USA, Inc. who immediately announced that they would be "transitioning to a total rebranding of Easyrider. As such, the last issue of Easyrider in its current format and package will be the September issue (#554), on sale August 6th."

The Federation of European Motorcyclists' Associations (FEMA) has moved to counter rumors about the introduction of speed limiters on new motorcycles sold in Europe by getting the European Commission to issue a clarification to correct the widespread and erroneous reporting that has been seen online and in print on both sides of the Atlantic.

"After the news broke in April 2019 that 'Europe' wants overridable Intelligent Speed Assistance (ISA) for cars, we quickly noticed that a large part of the automotive and motorcycle press described the overridable Intelligent Speed Assistance as "speed limiters for cars and motorcycles". This is not correct," says Dolf Willigers, General Secretary of FEMA.

Ms Ró a Thun, the member of the European Parliament who steered this legislation through the European Parliament, clearly stated: "We are not introducing a speed limiter, but an intelligent system that will make drivers fully aware when they are speeding", but some journalists have kept insisting that Europe was about to make speed limiters on bikes mandatory.

"To clarify this matter once and for all, FEMA wrote an official



letter to Matthew Baldwin, the Deputy Director-General for Mobility and Transport and European coordinator for road safety and sustainable mobility. In our letter we voiced our concerns about possible ISA on motorcycles and we made the point that no technological developments regarding a possible improvement of road safety should be implemented without proper consultation of motorcyclists.

"We stressed the fact that certainly a measure like ISA should not be implemented without first clearly establishing the need for introduction on motorcycles. In our letter we also invited the European Commission to confirm that the new regulations do not concern motorcycles and that a possible future regulation will not affect speed either by braking or by reducing engine power and will be tested to guarantee the

safety of the motorcyclists." In response, Baldwin stated: "You mention some information circulating in the media to the effect that Intelligent Speed Assistance will be required for motorcycles. This is certainly not true. As you are aware, motorcycles are not within the scope of the General Safety Regulation and the Pedestrian Safety Regulation. "Even if the Commission were eventually to make a proposal making ISA systems mandatory for motorcycles, this would require an impact assessment and a cost-benefit analysis. This evaluation would take into account the specificities and needs of these vehicles and the paramount need for the safety of riders."



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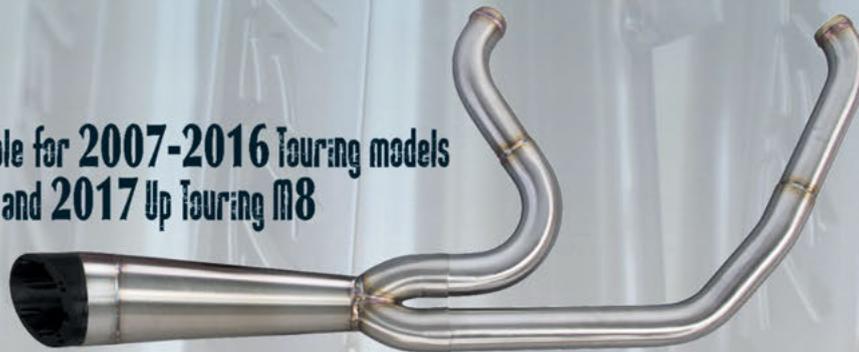
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Shifter Kit, Radial Mount Mono Block Brake Calipers and Adapters

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RUSS WERNIMONT: RS-1 Piggy Back Shocks, Round Mirrors

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Carbon Fiber Tear Drop Air Cleaner Cover,
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IMS and J&P 'Ultimate Builder' Dates for 2019/2020 Series

The J&P Cycles sponsored Ultimate Builder Custom Bike Show (UBCBS) series will again headline the Progressive International Motorcycle Shows for 2019/2021 as the multi-city expo tour adds Denver to take it back to being an eight city tour. Sponsored by J&P Cycles since 2012, UBCBS is the largest custom motorcycle series in North America, regularly attracting up to 350 entries to its four classes - Freestyle, Custom Retro, Custom H-D and Custom Street. Now headed in to its 39th season, the Progressive IMS series "provides motorcycle enthusiasts and consumers



with an opportunity to interact with the latest models coming to market and brand-new accessories, merchandise, and more in the industry today. Actively supporting IMS' dedication to the growth of the industry and sport, Progressive, the leading motorcycle insurance company and IMS title sponsor since 2010, will continue to work alongside IMS through 2025." Committed to getting new riders on

two wheels, on the 2018/2019 tour IMS debuted 'Discover the Ride', a "forward-thinking initiative designed to introduce riding motorcycles to consumers of all ages in a safe and controlled environment."

"Survey feedback provided by participants of the initiative found that 81 percent of currently non-motorcycle-licensed consumers who experienced the program's New Rider Course plan to get their motorcycle license, indicating a high level of interest of new riders to the industry." Also returning this year is the Marketplace presented by Cycle Gear, an interactive retail space allowing consumers to touch, test, and buy the latest gear, parts, and accessories from key aftermarket brands with specialists on hand to educate, introduce products, and answer questions to any gear needs. The Marketplace has been sponsored by Cycle Gear since 2015.

www.motorcycleshows.com



NEWS BRIEFS



Turin, Italy based Tacita Motorcycles is the latest E-bike manufacturer to cast covetous eyes on the domestic US market, having established Tacita USA Corp. in Miami, Florida - headed up by CEO Axel Heilenkotter. Tacita says it has been building electric motorcycles since 2011 and plans to offer two model ranges - the T-Race off-road and Enduro E-bikes, and three power/price point cruiser style models (T-Cruise) that are clearly aimed at Harley's LiveWire. Whereas most electric motorcycles have a 'Twist & Go' throttle, the T-Cruise will apparently have a more conventional gear shift transmission.



H-D have entered into a strategic agreement with PSXDigital to certify integration of what is described as the market's "first and only fully integrated Customer Experience Management platform powered by Artificial Intelligence (CXMAI)" into its Dealer Digital Certified Program - the benefits are said to include the freedom of full platform asset ownership, smarter data-based sales and marketing decisions, more leads, faster lead response times and 97% two-way connection rate with consumers and SEO-incorporated mobile-first custom adaptive website design.

EagleRider and REVER have announced a mutual discounts and privileges partnership that integrates the world's "foremost ride discovery, planning, tracking and sharing app with the world's leader in motorcycle rentals, tours and motorcycle membership services."

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MNV

November 22-24, 2019	Long Beach, CA
December 6-8, 2019	New York, NY
January 3-5, 2020	Dallas, TX
January 10-12, 2020	Washington D.C.
January 17-19, 2020	Denver, CO
January 24-26, 2020	Cleveland, OH
January 31-February 2, 2020	Minneapolis, MN
February 7-9, 2020	Chicago, IL

Tucker's new President

Tucker Powersports continues to populate senior management roles with the appointment of Sebastian Bretschneider as the company's new President. "Bretschneider is a noted leader of businesses going through transformation," said a spokesperson for parent company MAG. "He has worked as CEO and Chief Transformation Officer for several Private Equity owned companies in several industries in the US. "Sebastian has a strong track record of

refocusing a company's efforts and resources to meet customer and market expectations. His passion for people, and helping businesses succeed through their people, makes him a great addition to the experienced executive leadership team at Tucker." Bretschneider said that "I'm honored to be selected for this position. As a businessperson, I can see the challenges facing Tucker and I'm ready to dive in to support our employees, our customers and our brands. "My philosophy is simple. It starts with



setting the organization's priorities, determining what not to do right now, and then making sure we implement swiftly and thoroughly. I know that our customers will appreciate Tucker even more when we become the best in the industry at meeting their needs."

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XKGlow Light and Turn Signal License Plate



Tucker Powersports' new XKGlow motorcycle license plate with turn signal is a triumph of "function meeting form" according to the company, with the exterior line of LEDs functioning as both running and brake lights.

"Hit that turn signal and the entire left or right side of the frame flashes with your turn signal as well. The unique design makes the uninterrupted LED glow possible while at the same time, maximizing visibility. The white LEDs are fully integrated into the frame keeping the aesthetics simple and sleek."

Available in a dark semi-gloss black or chrome finish, it features 18 white 1.5W max output white LEDs and 200 6W max output reds, using 12vDC input. It can be used in addition to the factory lights or exclusively "to clean up that back end."

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Custom Chrome Europe Additions

These Daytona 'D-Light' SOL turn signals from Custom Chrome Europe feature a vibration-damped housing in black satin finish. They come with a



choice of 30.5 mm orange or smoke colored lens and are sold in pairs for front or rear applications. Also seen here, these 30 minute, easy to install with basic tools, Progressive Suspension 'Drop-In' front lowering kits for M-8 models drop the front end by as much as 2" on '18-'19 FXFB, FXFBS, FLSB and '18-'19 FLDE, FLFB, FLFBS, FLHC, FLHCS, FLSL, FXBB, FXBR, FXBRS, FXLR.



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SuperTrapp's stainless megaphone slip-on, for all 2014 and up XG models, is a race track tested and developed 4" disc based tunable performance upgrade that works with stock and modified 500 and 750 XG engines. Featuring TIG welded construction, it has a rebuildable core and includes heat shield, 15-tuning discs, end cap and all necessary hardware. SuperTrapp, USA, www.superttrapp.com

Mustang Standard Touring Solo for Indian Scout Bobber

Mustang Motorcycle Products' new Standard Touring Solo is said to "keep the Indian Scout Bobber's characteristic old school styling intact while delivering a significant upgrade in rider comfort and positioning."



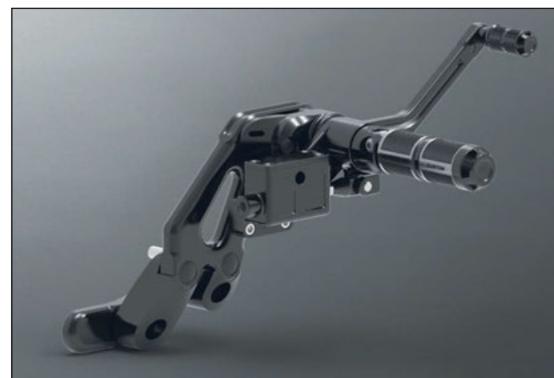
It positions riders at a similar reach to the controls compared to stock, with a deeply contoured bucket that offers excellent lower back support and keeps the rider from sliding back in the saddle. A generous 13" width offers riders an additional 2" over the stock solo seat for improved support in the hip areas. Riders are also said to benefit from a narrower nose that relieves pressure on the inner thighs and provides easier ground reach.

The hand-stitched cover is made from high-quality expanded vinyl and offered in choice of smooth and textured black, or contrasting distressed brown and textured black. Both feature large diamond-stitched center panels with reinforced double stitching on the side and rear panels for increased durability.

Mustang says all its seats are handcrafted and shaped with a proprietary controlled-density polyurethane-based foam compound that requires no break-in period and retains its shape after years of use. The patented foam compound is said to provide even weight distribution and support to eliminate pressure points or "hot spots". A lightweight and durable marine-grade fiberglass seat pan delivers long-term stability, is finished with high-gloss gel coat and features strategically placed polyurethane bumpers to minimize vibration and prevent resting directly on the frame and rear fender. Next year will see the Three Rivers, Massachusetts based specialist celebrating its 40th anniversary.

MUSTANG MOTORCYCLE PRODUCTS
 Three Rivers, Massachusetts, USA
 Tel: 413 668 1100
sales@mustangseats.com
www.mustangseats.com

M-8 Softail Forward Controls



WUNDERKIND, the custom parts brand from German parts manufacturer ABM, has extended its successful second-generation Triumph Bobber and Indian motorcycle forward controls program with designs for M-8 Softails.

Machined from high-tensile aluminum and coated with in-house BLACKPearl Eloxal, the system can be mounted in three positions, and depending on personal choice can be positioned 6, 8.5, or 11 cm further forward. The angle of the brake pedal and gear lever can also be adjusted.

The controls are in a 'Crown' design featuring vibration-reducing rubber. A CNC-



machined foot brake cylinder with matching Steelflex brake hoses and a high-quality shift linkage are included.

Also seen here, WUNDERKIND hydraulic brake and clutch fluid reservoirs can be handlebar or foot control mounting. A 90-degree angled hose connection can be turned through 360 degrees, and the universal holder allows individual adjustment. Fully machined and shiny BLACKPearl anodized, it has a capacity of 26 ml and a glass window. Supplied with universal holder, brake fluid hose and two hose clamps.

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

Red Line PowerPack

Red Line Synthetic Oil has a V-twin PowerPack that includes five quarts of either 20W50 or 20W60 motorcycle oil, one quart of V-twin transmission oil with ShockProof, one quart of primary chain case oil, one bottle of fuel injection leaner and a specially designed funnel.

Red Line's 20W50 and 20W60 motorcycle oils are said to "offer advanced wear protection and

extended drain intervals compared to other leading brands in the motorcycle segment. The 20W50 Motorcycle Oil is formulated for the majority of V-twin engines and blended with specific friction modifiers that are suitable for wet clutches and JASO MA applications. Red Line's 20W60 Motorcycle Oil is appropriate for V-twins with wider clearances and those operating in extreme heat conditions.

"The included V-twin Transmission Oil with ShockProof works to dampen transmission noise and dramatically reduces operating temperatures. ShockProof is specifically engineered for transmissions that experience high loads and intense heat, reducing metal-to-metal contact of gear teeth and extending the life of the transmission.

Red Line 20W50 is said to be suitable for Evo, Twin Cam and M-8 applications; they have a 20W60 formulation available for Flathead and Knucklehead applications.

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Touring Header 2-1 Conversion

Distributed by HardDrive in the United States, Firebrand has announced a new 2-1 conversion kit for M-8 equipped Harley-Davidson Touring models.

Designed to fit with either the stock Harley header, or Firebrand's own 'Smoothbore' header, the 2-1 conversion kits block the crossover at the collector to create a full 2-1 headpipe. "This not only allows for the elimination of the left hand muffler, but gives the bike the added performance and awesome sound of a complete 2 into 1 system."

"By not requiring the purchase of a full header, the 2-1 conversion kits retail for hundreds of dollars less than any full 2-1 system." Firebrand's conversion kits are available as either a stand-alone plug kit, or in combination with a 'Loose Cannon' or 'Grand Prix' slip-on.



Shown here with the 'Loose Cannon' chrome kit, it is also available in black ceramic and with 'Grand Prix' mufflers.

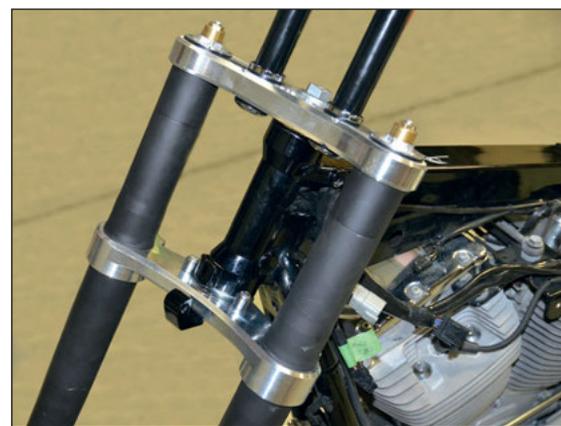
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orders@hdtwin.com
www.hdtwin.com
www.firebrandmotorcycle.com

Upside-Down Fork Triple Trees for Dyna, FXR, XL



With triple trees from Brock's Performance, "installing sport-bike fork assemblies in a Harley-Davidson becomes a straightforward bolt-on project." Cut from 6061 T6 billet aluminum, the triple trees are designed to mate a set of Hayabusa fork tubes with Harley-Davidson Dynas, FXRs and Sportsters. A reversible lower triple tree and available fork extensions make it easy to adjust the ride height. "If you're looking for quicker turn-in, faster stopping, improved handling in the twisties and overall improved riding performance, a set of upside-down forks with the matching rotors and calipers should be at the top of your list. By sourcing the fork assembly carefully, the whole project can be done on a budget."

They include a stainless stem and zinc-coated steel jam nut and use 1 inch standard H-D tapered bearings and seals. The lower tree is threaded for fork



stops and headlight bracket and the upper tree is taped for headlight eyebrow. They accept handlebars with 3.5" spacing, have a cutout for routing wires and brake lines and are spaced for Hayabusa wheels, calipers and rotors.

BROCK'S PERFORMANCE PRODUCTS
Dayton, Ohio, USA
Tel: 937 912 0054
dealersupport@brockperformance.com
www.brockperformance.com

Baker Factory 5-Speed Kicker

Never short of a stimulating point of view, Bert Baker of Haslett, MI., based Baker Drivetrain fame says that "we all know bolt on kicker kits are nothing new, but over the years many have come and gone for one common reason: they all relied on a ratchet hub or shaft extension that screwed on to the end of the mainshaft in place of the 3/4-16 nyloc jam nut. They all eventually broke for the same reason - the end of the mainshaft snapped off.

"Our BAKER F5K kicker kits use a ratchet hub that presses onto the shank of the mainshaft, then the outer diameter of the ratchet hub presses into the over-sized trap door bearing. The ratchet hub is effectively located and secured from moving by the over-sized door bearing. The F5K is designed to fit on bikes fitted with our Direct Drive 5-Speed or Factory 5-Speed bikes."

They are manufactured with a heavy duty 6061-T6 all billet aluminum construction bearing door and kicker cover, 8620 steel heat treated press-in-mainshaft hub and retainer, heavy duty stainless steel straight kick arm and bronze kick pedal with

5/8" spindle. Transmission case removal from the bike is not required for installation.

The hydraulic type kits come with 1.5" piston; a 11/16" bore master cylinder is required for matched compatibility. Cable type kits come with ball ramp actuator. They are compatible with the factory electric starter, for kick and electric start; the bearing trap door and kicker cover come pre-assembled for quick installation. There are three different trap door finish options.

Backed by Baker's 2 year unlimited warranty, 1989-1999 factory 5-speeds and direct drive 5-speeds, and 1999-2006 factory 5-speeds will not clear the factory exhaust; fuel injection models will need to be converted to carburettor; Twin Cam models will need an ignition retrofit to either a cam type sensor or a magneto.

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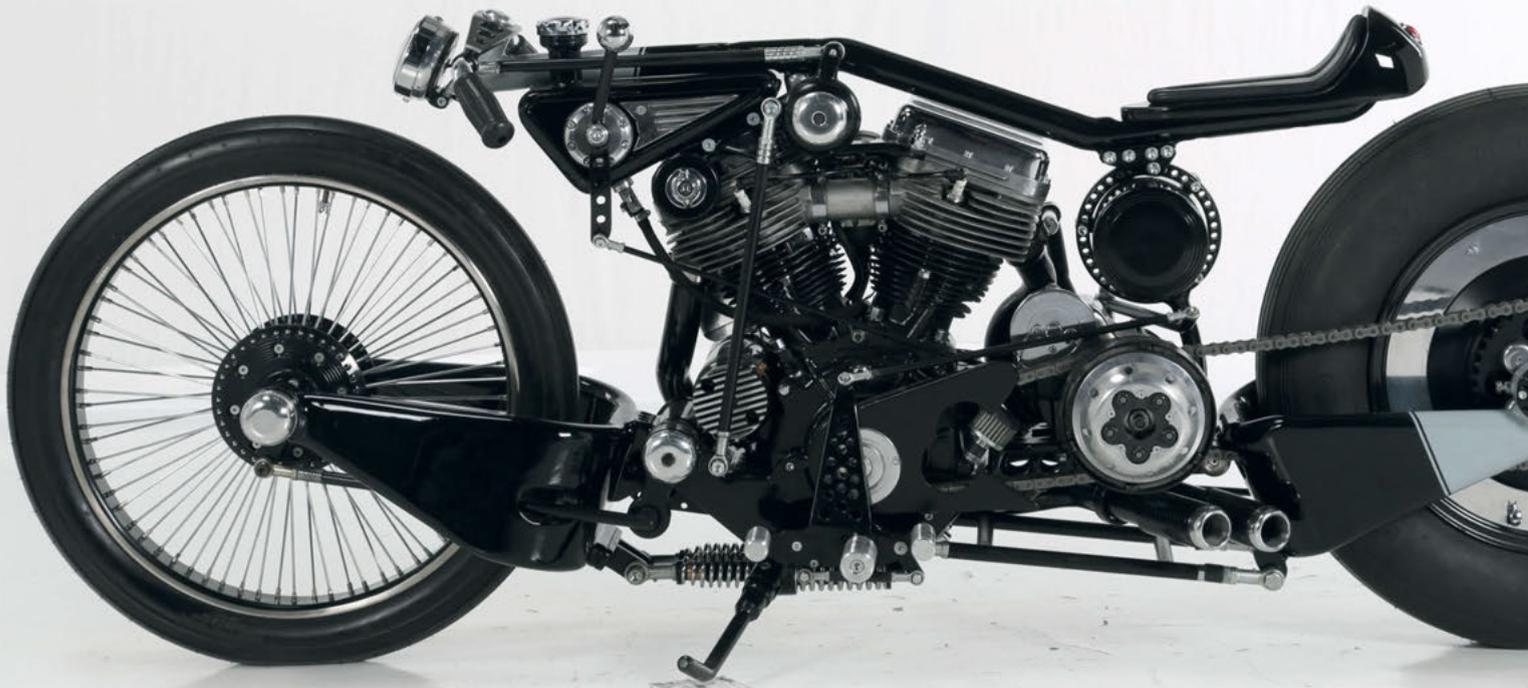


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PAN - O - MA



Based between Milan and Varese in northern Italy, say hello to 'Flying Marla' - the 1948 Panhead that was the top Italian build at the 2018 AMD World Championship of Custom Bike Building. It competed to 6th place in the Avon Freestyle Class.



MANNAIA

Entirely devoid of 'catalog' parts and dripping with handcrafted excellence, it's hard to know where to begin to talk about this incredibly contemporary veteran.

Having absorbed what has been done with the frame and the front, and the rear swingarm, and the front swingarm style ersatz hub steer 'fork', and the front suspension (twin shocks underneath the frame), and the rear horizontally mounted fork tubes under the frame, and the dual chain primary and secondary set up, and, and, and ... Personally speaking a big red overload/reboot light flashes as one tries to simply absorb the creativity, innovation, ingenuity, craftsmanship - the thinking and thought processes to arrive at 'Flying Marla' simply take the breath away.

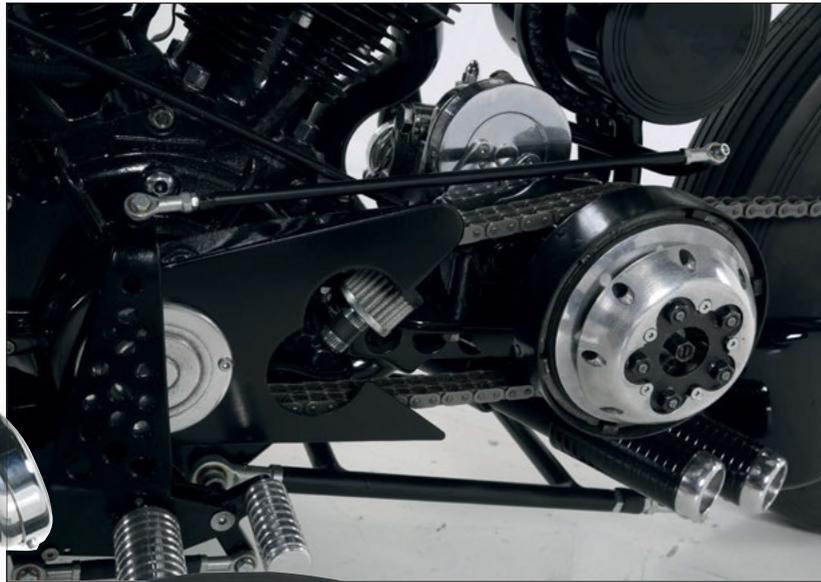
Exceptional. Stunning. A testament to the engineering genius of the Italian custom motorcycle market.

And, yes, before you ask, of course it is a 'runner' - all the bikes that make it into the awards process at the 'AMD' have to be supported in advance by a run test video.

In AMD World Championship terms, what a year 2018 was!

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GG-072019+ +33 024 73 94 84 02 - Bike - "Muhcheva" courtesy of Cronani - Devil's Bike Italia - Pcs: Marco Ferro

S&S Cycle Has Been Busy Again!

I mentioned late last year that 2018 had been a busy year for the 'Proven Performance' Meisters and hinted that 2019 would likely be just as strong where new products would be concerned. Regular readers will know that they haven't disappointed, with most editions of AMD Magazine featuring a slew of new items. However, the blitz continues - in addition to the highly significant Royal Enfield parts news featured elsewhere in this edition, check out these further V-twin additions, presented here in the words of VP Marketing, David Zemla ...



Grand National Slip-On and High Pipe for FTR1200





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Replacement Flange Nuts and Gaskets

Removable dB Reducer

High Flow Catalyst

Stainless Clamps

304 Stainless Tubing

Aluminum End Cap

Stepped Header 1.75" to 1.875"

Super Street 2:1 - Exhaust System



"Inspired by the race-winning Indian Flat Track machines, the new FTR1200 takes many design cues from its competition based brethren, except for one critical part. You guessed it right, this bike wants a legit S&S Grand National exhaust.

"Raw brushed stainless and tucked tight against the bike, the Grand National is a work of art in both the slip-on and high pipes. Each is hand built in the same facility and by the same team that creates exhaust systems for the American Flat Track machines themselves.

"Nestled within the multi-layered shields of the high pipe, the Grand National sports a set of S&S Cycle's high flow cats that not only allow it to be emissions legal, but are an integral part of the baffle and help create the signature exhaust note a bike of this caliber deserves.

"Adding to the sound options are removable dB reducers for the slip-on that allow a rider to tune the sound and performance of the exhaust to suit their style on the track or the street."

Grand National and Slash-Cut Slip-Ons for M-8 Softails

"Now CARB approved and warranty friendly, our popular Grand National muffler line recently grew to include the latest generation of Softail models, and we are now adding a lower dollar slash-cut version as well.

"We like that almost as much as we like the

legitimate V-twin exhaust note and healthy bump in hp and torque (91 hp and 113 lb/ft)."

Available in show chrome or ceramic coated black for '18-'19 Street Bob, Low Rider, Softail Slim.



SuperStreet Two-into-One Exhaust System - Now 50 State Legal

"Until recently, performance exhausts and 50 state legal have been mutually exclusive concepts, forcing a rider to choose between making power and

making sure factory warranties were not impacted. "Welcome to the new world order - one of high performance that marries a real deal V-twin exhaust note with legit horsepower gains, all wrapped up in a CARB legal package.

"S&S doesn't build anything unless it makes power, and the SuperStreet does exactly that with 86 hp (+15%) and 110 lb./ft. torque (+10%) out of the new generation of M-8 Softail engines. Add to that, the perfect length and angle, clearing bags, passenger pegs and forwards."

Available with S&S designed high flow cat (50 state legal) or as a race-only version in ceramic black or chrome.

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



Rockford Fosgate OE Replacement Radio



Tempe, Arizona based Rockford Fosgate has a new OE replacement radio that delivers "updated features, a high visibility display, and integration with the factory handlebar controls" for 2006-2013 Street Glide, 1998-2013 Road Glide and 1998-2013 Electra Glide models.

"We set out to deliver a replacement radio with class leading features and factory fit and finish," said Jake Braaten, Rockford Vice President of New Product Development and Engineering.

"One that is weatherproof, easy to install and allowed the rider to keep all the functionality of their factory handlebar controls. With this new radio I believe we did all of that, and gave Harley owners the

added benefits of an ultra-bright display that they can see even in direct sunlight as well as controls that are adjustable even when wearing gloves."

In addition to streaming audio from a smartphone, the PMX-HD9813 also features an AM/FM Tuner with programmable pre-sets, a 7-band graphic equalizer and delivers 50 watts x 4 of power to the speakers. It installs using the factory mounting points and factory connectors.

TUCKER V-TWIN
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www.tucker.com/v-twin
www.rockfordfosgate.com

Barnett Clutch Shaft Arm for Indian Baggers



The latest addition to the line of Indian products from Barnett is the new clutch shaft arm to fit 2014 and later Indian Baggers. Barnett says this patent pending shaft arm has been redesigned for "better clutch separation, smoother shifting and ease in finding neutral." Made by Barnett at its Ventura, California global headquarters manufacturing facility.
Barnett Clutches & Cables, USA,
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Corbin Breakout and Fat Boy Options

Dual Touring saddle for Softail Breakout



Corbin Saddles has a number of new, model specific seat options available for several of the new generation of M-8 Softails, and other applications. Designed especially for the Softail Breakout, with its massive rear tire, the Corbin Dual Touring Saddle will "improve the comfort, feel and looks of Harley's popular new Softail - just what is needed to maximize the long range capabilities of the Breakout, with enhanced comfort for two.

"Our ergonomically shaped seat can be used with a

Classic solo and pillion for Softail Breakout



Corbin backrest in the rider and/or passenger seating positions. Supported by internal hardware for a very clean look, Corbin backrests are a simple, one-bolt installation. You can order a single backrest and transfer it front to back as needed or get two for full time use. The backrest angle adjusts to provide a personalized fit to rider posture in both positions. In the front position, our special hardware allows positioning of the backrest fore and aft for riders of different stature. This special hardware also features a fold down action to ease mounting the bike. With backrest installed, the rider bucket offers 16 inches of vertical support."

Corbin also offer a heated rider seating option with a heater unit under the leather seating and switches on the left side of the saddle (so you can turn it on without removing your hand from the throttle). Just flip the switch and the seat will warm up and maintain temperature automatically. Corbin's heater comes completely pre-installed in the saddle and you need only integrate the included pigtail to the battery. Separate controls for rider and passenger provide for independent operation.

Also seen here for the Breakout, a nostalgically styled Classic Solo and Pillion conforms to the shape of the body for maximum support and more square inches of body contact. For added back support, the Classic Solo saddle accepts an optional rider's backrest that provides an additional 9" of vertical support.

The Pillion area is built with Corbin's exclusive high-density Comfort Cell foam - allowing an extremely low profile seat to be built while still providing reasonable

Gambler saddle for Fat Boy



mid-range comfort value; also with heating option.

A Classic Solo and Touring Pillion is also available for the Softail Fat Boy, along with a Corbin Gambler Saddle. Designed with a clean, sporty profile with enhanced rider back support, Corbin say this is a great setup for hot rodded bikes where a less reclined posture is desired. Options include a removable rider's backrest that offers up 15 inches of vertical support.

"We've taken the concept of the solo designed Gunfighter saddle and converted the fastback into a capable passenger seat. Featuring six inches of vertical back support in the rider's area while keeping a clean profile. The Gambler offers a sleek, flowing appearance that makes this design extremely popular for 'round town cruising.

CORBIN SADDLES
Hollister, CA, USA
Tel: 831 634 1100
corbin01@corbin.com
www.corbin.com



Custom Dynamics Additions

Youngsville, North Carolina based Custom Dynamics, manufacturer of the ProBeam LED lights product line, has these 'BAGZ' add on saddlebag lights. They use automotive-grade LEDs and modern light pipe design to adhere under the lip of the saddlebag lid on OEM hard saddlebags.

With plug and play installation, each unit has 3 light pipes that illuminate across the bag with 24 separate LEDs to provide a full contrast brake light or brake/turn signal (depending on model). They are available with choice of chrome or gloss black housing with a smoked or red lens, and come with IP67 rated weatherproof quick disconnect to make future removal of saddlebags quick and easy.

They are compatible with the company's Magic Strobes brake light flasher to maximize visibility with 10 user selectable brake flash or strobe patterns (sold separately).

Also seen here, Custom Dynamics' load balancing SMART Triple Play module acts as a no-load, no-heat load equalizer and converts rear 1156 turn signals (models with a center taillight) to function as run, brake, and turn with choice of 10 user selectable built-in brake light strobe/flash patterns.

'BAGZ' saddlebag lights



Additional functions include selectable running light intensities to match the running light brightness of turn signals to center taillight, the ability to apply brake strobe/flash patterns to center taillight only, rear turns only, or rear turns and center taillight, and a built in SMART function which allows normal turn signal flash to override the brake strobe/flash when simultaneously braking and turning.

The module fits '99-'03 XL, selected Dynas up to '11, Softails to '10, Touring models to '13 (including CVO), '06-'09 Street Glide (FLHX) and '97-'09 Road Glide Standard (FLTR).

The plug and play module works with Custom Dynamics ProBEAM red LED motorcycle turn signals or stock incandescent bulbs (rear turns must be converted to red color for DOT compliance), and is backed by a 5 year manufacture warranty.

ProBEAM aluminum accessory mounting clamps wrap around engine guards to provide hassle free mounting of Custom Dynamics driving lights with a 5/16" mounting hole. They are available with 1.25" inside diameter for mounting around 1.25" OEM

ProBEAM aluminum accessory mounting clamps



engine guards in choice of chrome or gloss black finish.

Custom Dynamics has extended its luggage rack and saddlebag rail LED light bar range with applications for '09-'19 Electra Glide, Ultra, Road King/Road King Special, Road Glide/Road Glide Ultra and Street Glide models (including CVO) equipped with air wing saddlebag rails, '09-'13 Tri Glide models equipped with air wing trike fender rails and '05-'17 Softails with air wing luggage rack.

These easy-install upgrades add an additional running and brake light with super bright 5 mm LEDs sealed behind a red or smoked lens for a seamless and sleek look. The plug and play units are installed with provided mounting hardware to the underside of the OE air wing luggage racks/saddlebag rails.

CUSTOM DYNAMICS LLC

Youngsville, North Carolina, USA

Tel: 919 554 0949

info@customdynamics.com

www.customdynamics.com



'SMART Triple Play' XG module

V-Factor Rocker Arms and Covers

V-Factor rocker arm cover assemblies are a two-piece design, CNC machined from die cast aluminum for high strength and lower cost.

Developed to provide a high tech look while reducing the high cost of a similar product machined from billet aluminum, they can be used on all years and models of the

Chrome plated rocker cover set for all Evo models



Rocker arm covers for Panhead



Rocker arm covers for Shovelhead (all years)



Evolution engine regardless of whether the engine vents through the crankcase or the cylinder heads.

The one way breather valve has been upgraded from the OE umbrella type to a much more efficient flapper type and is also located higher in the cover. Installation of covers on OE height and most comparably sized engines can be performed without removing the engine from the frame.

Sold as an assembly for front and rear heads they have a six bolt top cover design "for an improved sealing quality," and one piece rocker arm supports for easy installation. Extended height vent towers help eliminate the oil mist carry over problem normally



V-Factor OE replacement rear exhaust/front intake and front exhaust/rear intake rocker arm assemblies for Panheads from '48-'65 include brass block, lower cast iron block, and matching rocker arm for rear exhaust/front intake and front exhaust/rear intake.



associated with the head type venting system; larger than OE vent valves are incorporated into the rocker cover seal. Silicon beaded lower gaskets and all necessary mounting hardware are included. They are available in chrome or polished for Evo Big Twins '84-'99 and '86 and later Sportsters.

Also seen here are stamped steel V-Factor covers for '48-'65 Panheads (a choice of screw kits, reinforcement kit and felt pad sound deadener are also available) and CNC machined replacement OE style rocker arm covers for all Shovelhead years.- Spacers included to adapt for '80 and later style heads.

These V-Factor complete rocker arm assemblies for Panheads include upper brass block, lower cast iron block, and matching rocker arm for rear exhaust/front intake and front exhaust/rear intake. They fit Panheads from '48-'65 to replace OE parts.

OE replacement V-Factor rocker arms are also available for Shovelheads, Evo engines (including XL) and Twin Cams - they come with pre-installed bushings, sized and ready to run.

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Rinehart Indian Slimline Duals; 4.5" M-8 Touring Slip-Ons

Arden, North Carolina based Rinehart Racing has released its popular Slimline Duals for Indian Touring, Bagger and Cruiser models.

"Rinehart Racing slip-on exhausts have been a popular choice among Indian owners, and now riders will be able to complete their setup and give their bike the ultimate in performance, style, and sound. In combination with Rinehart slip-on mufflers, the Slimline Duals deliver a blast of torque and horsepower, outgunning all other full system exhausts currently on the market."



Precision designed bends in the header routing are said to "significantly improve exhaust flow out of the motor, creating a superior scavenging effect and improving performance. An innovative power chamber provides for equalization of exhaust pressure to the front and rear cylinders, which maintains optimum head temperatures and greatly improves torque and horsepower.

"By fitting the headers closer to the bike the system keeps heat away from rider and passenger legs and provides a more comfortable riding experience. The placement of the headers also allows for more ground clearance compared to the stock crossover header."

Features include easy install two-piece construction and 12 mm and 18 mm O2 ports for narrow or wide band tuning. They are designed to mate up to Rinehart Racing slip-on mufflers and are available in chrome or black finish for 2014 and up Indian Roadmaster, Dark Horse, Classic, Vintage, and Chieftain models.

Also seen here, Rinehart's new 4.5" DBX45 slip-on exhaust is said to "open up the M-8 engine to produce more of the trademark Rinehart rumble than

ever before" on 2017 and up Touring models.

"Every rider has their own preferences, and when it comes to customizing their motorcycle, the sound of their exhaust is no exception," remarked Judd Hollifield, President & CEO of Rinehart Racing.

"There is nothing tame about the DBX45. While other aftermarket exhaust companies market a 'loud' muffler, the DBX45 goes beyond 'loud' - it produces a powerful, crisp, and throaty exhaust note that is never muffled or hollow sounding."

Built with a newly a designed baffle and core combination, "this specially designed muffler is engineered to increase and enhance the sound of the M-8 engine, while providing a free-flowing exhaust and the perfect amount of backpressure - unlocking both torque and horsepower. Fitted with our popular Tradition End Caps they are available as chrome mufflers with black or chrome end caps, or black-on-black."

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20 YEARS OF ENGINEERING HIGH PERFORMANCE FRICTION MATERIAL



Lyndall Racing Brakes has a familiar story - one repeated dozens if not hundreds of times in the motorcycle parts and accessory aftermarket.

Man starts by making parts for racing buddies; then man turns amateur enthusiasm into business. In this case that man is Paul Kittrell Jr and the products were custom motorcycle brake pads that he started hand cutting for AMA road racing buddies.

This he did while working for Porterfield Enterprise, Inc. an automotive brake company. After learning about compounding high performance friction materials for automotive race applications, and then exposing them to the motorcycle industry, with the help of his parents Paul launched Lyndall Racing Brakes, LLC. in 1998.

"Our passion to develop premium quality components inspired us to seek out the most extreme environment known to powersports, the racetrack" says Paul. "Our designs are exposed to the rigorous environments of racing as the ultimate theater of validation for developing and proving our high performance street offerings."

But as Paul explains, road racing may have been where the project was born but "for over twenty years, people have come to us with the desire for better brakes for their V-twin motorcycles. Blown away with the braking performance we deliver, not only do those same customers continue to come back, but we attract new customers. We believe we have the hottest looking performance products on



Z plus is lighter and with +10% more stopping power than a stock pad, producing zero dust and zero noise, and run 30% cooler.

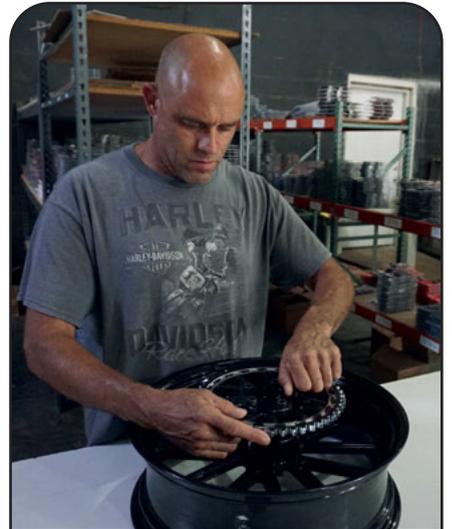


the market - aesthetics paired with extreme performance, not a commonplace concept in the motorcycle market, then or now!

"The real magic is in our brake pads - all of our pads are fully organic and come in three different compounds to match the riding style.

"If you were to list our braking compounds in order of hard, harder, and hardest, 'Z Plus' would be the first on the list. We offer this compound to customers who want to keep their white walls clean with zero dust, but still get +10% more stopping power than OE Harley brakes. This compound will also allow you to maintain the black or gold finish on a Lyndall rotor.

"Our 'Gold Plus' series pads are for those who want the best of both worlds - a compound that is a perfect balance between our other two - with +20% more stopping power than OE Harley brakes and a long service life. All of our brakes are guaranteed to last at least 18,000 miles and come with a money back guarantee.



The Xtreme pad's advanced friction material allows +30% more stopping power while running -20% cooler - a true HH friction rating in an organic material providing "the highest stopping torque and the least amount of lever effort." Made in America with the latest friction material from Dupont, it runs cool with moderate dust and zero noise and "delivers 18,000 miles of Xtreme performance."



"At the top-end our 'Xtreme' pads are a more powerful braking system for high speeds or stunting - this is the hardest compound we deliver, made with carbon kevlar. With +30% more stopping power than OE Harley brakes, these brakes are a true HH friction level and will provide the most response.

"We also manufacture American-made wheels, sprockets and pulleys. Our wheels are rotary forged from 6061 T6 aluminum. This is a super lightweight metal that is stronger than most steels. Lyndall sprockets and pulleys are laser cut from 7075 T6 aluminum, which is also commonly used in aerospace technology.

"Our rotors are designed and manufactured in Los Angeles, CA, utilizing the finest materials and CNC processes to ensure the highest quality form, function, fit and finish. These 100% American-made, fully floating, two-piece rotors are designed with an aggressive look and the ability to outperform any other rotor on the market. Our rotors are designed to operate at a cooler temperature while maintaining predictability and repeatability in even the most challenging riding environments.

"We are the only brake company in the industry that offers a 100% customer satisfaction guarantee and the only one that offers a lifetime guarantee on our rotors, when used exclusively with Lyndall brake pads."

You may have seen Lyndall products in action without necessarily realizing it. If you're into Hooligan/Flat Track racing, "you'll see many leading riders (Jordan Baber, Chris Wiggins, Jeffrey Carver and others) race with our wheels, rotors, sprockets, and brakes. You may have also seen Harley internet icons like Rusty Butcher or Unknown Industries rock our equipment in many of their videos."

Gold Plus is a harder pad than the Z Plus, running 30% cooler than stock and with +20% more stopping power, with long-lasting durability, low dust, zero noise, and offers 18,000 miles of service life.

LYNDALL RACING BRAKES
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www.lyndallbrakes.com



Lyndall says of its wheels: "manufactured from the highest quality aluminum rotary forgings and crafted in Orange, California, our wheels are built for performance and longevity. We design lightweight wheels with a focus on functionality and breath-taking looks."



Made in highly ductile high carbon steel that is very stable under high thermal loads, Lyndall rotors are 100% CNC machined in the USA - not stamped or laser cut. This is said to mean that the materials are not stressed and maintain full strength. Lyndall says its lug drive system "is the most stable design in a floating rotor and ensures a lifetime of quiet and safe operation. During hard braking events, our generous gas slots are most effective at clearing the gases that all brake pads produce under friction. Quicker and better outgassing means the pads get a better bite on the rotor. The Crown Cut style may turn heads, but it's built for performance, not just looks. The increase in surface area allows for much faster cooling." There are five styles available, Smooth Gemini, Crown Cut Agitator, Crown Cut Millennium, Smooth 13-Spoke and Crown Cut Gemini.



The Indian Scout FTR750 and FTR1200 Custom feature Lyndall's black crown cut rotors



Drag Specialties Additions

Engine Oil Spout Kits



This engine oil spout kit features a custom oil spout design for selected Touring models that allows the use of any starter (provided it will clear the frame) as well as any style bearing door and side cover on the market - a must-have when using aftermarket hydraulic clutch actuators. Constructed of 6061-T6 billet aluminum, the kit features a one-piece dipstick that threads in, eliminating dipstick blowout on acceleration. The kits are available for '99-'01 H-D FLHT/FLHR/FLHX/FLTR in show chrome or black.



performance problems, even leading to engine damage. These high-quality Drag Specialties crank position sensors are now available for '04-'05 and '10-'12 XL, replacing OEM #32804-04B and for '95-'98 FLHT/FLHR/FLTR, replacing OEM #32447-95.

Solid Primary Sprocket Kit



This solid primary sprocket kit has a springless design that is much quieter and smoother than stock compensators or diaphragm spring-style compensators; it eliminates the need for a complete compensator assembly. The 34-tooth sprocket features a sturdy, solid steel one-piece design and includes washer, spacer and instructions; it retains and uses the stock installation bolt. Available for '17-'19 FLHT/FLHR/FLHX/FLTR/FLTRU and '18-'19 FLHC/FLDE/FLSB/FLSL/FXBB/FXFB/FXLR models.

Low-Profile Solo Seats



Drag Specialties Seats now offers a double diamond pattern for its popular low-profile seats. Featuring solar-reflective leather in the seating area and automotive-grade vinyl on the sides, this patented process is said to reduce surface temperature by as much as 25°F for a cooler seat, higher durability and longer life over conventional leather or vinyl. Underneath is a flexible urethane foam interior to provide maximum comfort. The 3/16" ABS thermoformed seat base has a carpeted bottom and rubber bumpers; a handy EZ-Mount system requires no tools for taking seat on and off. Seat geometry places the rider 2" further back and up to 1" lower (depending on model) than the stock seat for a better rider position and improved styling. The seat also covers the two seat fender studs for a low, clean look. Can be used with Drag Specialties solo rear seats (sold separately) and includes mounting hardware. Available with choice of black or silver double-diamond stitching for '97-'07 FLHR and '06-'07 FLHX H-D models.

4" OEM Electronic Tachometers

This high-quality plug-and-play OE replacement tachometer features a 0-80 RPM x 100 scale and redline indicator. It is design-matched to Drag Specialties' line of 4" speedometers to keep the same great look across all gauges. Available with choice of black or white dial face for '04-'13 FLHT/FLHR, '04-'11 FXD/FXDL and '04-'13 XL models.



Crank Position Sensors

A crank sensor is critical to a bike's performance because it monitors the rotational speed and position of the crankshaft, passing that information to the EFI management control, and Drag has added two new crank position sensors to its line. A failing or non-functional sensor could create engine



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Flare Indian Scout "Air Management" Kit

"Air Management Experts" Klock Werks has what the company describes as a "Flare Air Management Kit" for 2015 and up Indian Scout and 2016 and up Scout Sixty models.

The OE replacement kit features a Flare windshield and a set of Klock Werks new Flare Wings designed to manage the air coming directly at the rider as well as that coming up from underneath the windshield. "Our love of the Indian Motorcycle brand made it an easy choice for us to focus our design efforts on creating a better riding experience for Scout owners," said owner Brian Klock. "We continue to use information we learned from setting more than



fifteen Land Speed Records at the Bonneville Salt Flats to inform our design decisions.

In setting more than fifteen land speed records, Klock Werks uses racing time as an opportunity to test its designs and products, Klock is proud to say that "what we use to race is exactly what you get when you buy a Flare windshield". The patented Flare windshield design uses the "flip" - found at the top of the shield - to create an improved pocket of air for the rider and passenger. The "hips" - located on either side of the shield - add stability by creating downforce.

The OE replacement Flare windshield measures 21.5" tall (from the top of the headlight cutout to the top of the shield) and 21" wide.

The kit includes Flare Wings, which divert air out from underneath the windshield "to help eliminate the side buffeting and swirl experienced when riding a stock setup. The design allows for up to 30 degrees of adjustment so the rider can tailor the air to their needs." Made from Polycarbonate and hard-coated for additional abrasion resistance.



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Four-Bank Chargers - "Keeping batteries fresh and ready"

Co-branded by Drag Specialties, Moose, Honda and Triumph, the OptiMate 3 is described as TecMate's most trusted charger in powersport.

"This charger has saved many thousands, if not millions, of batteries over the years with its unique save mode that brings a sulphated battery back from as low as 2 volts and its unique 24-7 long-term maintenance program that keeps that saved battery ready to fire up the engine of the powersport vehicle it is in."

This same charger is available as a dual bank (OptiMate 3 x 2) and four-bank (OptiMate 3 x 4), ideal for dealers and workshops, and a fact that American Honda has recognized by approving the OptiMate 3 x 4 for new battery preparation. Ideal for 12V AGM, GEL and STD lead-acid batteries, the seven-step program on the 3 x 4 can save dead flat 12V batteries from as low as 2 volts or automatically bring a new battery to full charge "within hours."

For high performance 12.8V/13.2V 4-series Lithium Ferrous Phosphate (LFP/LiFe) batteries, the OptiMate Lithium 4s 0.8A x 4, derived from the highly regarded OptiMate Lithium 4s 0.8A, is globally recommended by Yamaha and Kawasaki. "Each station's nine-step program can save a flat battery from as low as 0.5 volts or automatically bring a new battery to full charge - including batteries with a built-in sleep mode that needs waking before receiving

charge. "Preparing or servicing batteries could not be easier with any of the OptiMate four-bank fully automatic battery chargers," says TecMate CEO Martin Human. "The integrated wall mounts allow for perfect positioning above the battery service area. The rest is easy.

"Simply connect the batteries and each charge bank's smart program does the rest automatically, from activating a new battery for service or saving a flat battery a customer may have returned. "Keeping new batteries fresh and ready for sale is a snap. The OptiMate 24-7 maintenance program guarantees that each new battery leaves the dealership fully charged and healthy. With OptiMate four-

OptiMate 3 four-bank



OptiMate Lithium 4s 0.8A four-bank



station chargers, it is truly as simple as connect and forget, no more battery problems.

"OptiMate also keeps cost in check for the dealer. A lesser known fact is that all OptiMate battery chargers, including the four-bank models, can accept universal/global power rated between 100Vac to 240Vac. This universal input power conversion system is more efficient and reduces power usage, i.e. OptiMate uses less power than most to charge batteries right.

"Lower cost to charge batteries, almost no batteries coming back, and those dead flat batteries that do are usually due to customer error, and even those can be fixed by OptiMate - now that's a win-win-win formula for any dealer if there ever was one," says Martin.

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Dyna pictured with "Pleated" style.
FXR pictured with "Gripp Tape" style.
Bagger pictured with "Diamond" style.
Sportster pictured with "Basket Weave" style.
All 4 production styles available for all 4 models.

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Zodiac Additions

Ciro Mini Floorboards



These 6 1/2" (16.5 cm) long and 4 1/4" (10.8 cm) wide mini floorboards feature a versatile rotating mounting that allows installation on stock 1/2" female clevis mounts in stock, 1" (2.5cm) forward and 1" (2.5cm) backward position. The thick rubber padding reduces vibration and increases grip. They are sold in sets of left and right, and are available two-rail or ASR design in chrome or black.

Finned Head Bolt Bridges



These head bolt bridges hide the cylinder head bolts and spark plugs and also fill out the cooling fins on the cylinder heads. The colors match perfectly with OEM engines and the are available in silver or black for carbureted or fuel injected Twin Cams, and Granite or black for M-8 applications.

Programmable Graphical Speedo

The 'My Speedo' is fully programmable and displayed on a graphical LCD screen. It contains an easy to connect to interface module that takes the input from the speedo and tacho signals, as well as the turn signals, high beam, neutral and oil pressure wires. All information is displayed on a 400 x 240 pixel touch screen display. All elements like speedo, revs and odo



values, as well as the warning 'lights' and background can be fully customized with any font and graphic, and can be placed at any location on the screen with the free downloadable Nextion editor.

SpeedFreak Stainless Steel Risers



These Speedfreak risers are 1 3/4" (45 mm) high and machined from solid stainless steel with a polished or black finish. They come complete with stainless socket head screws to hold the upper to the lower clamp. Sold in pairs they are drilled and tapped for 1/2" UNC riser bolts and available in polished or black.

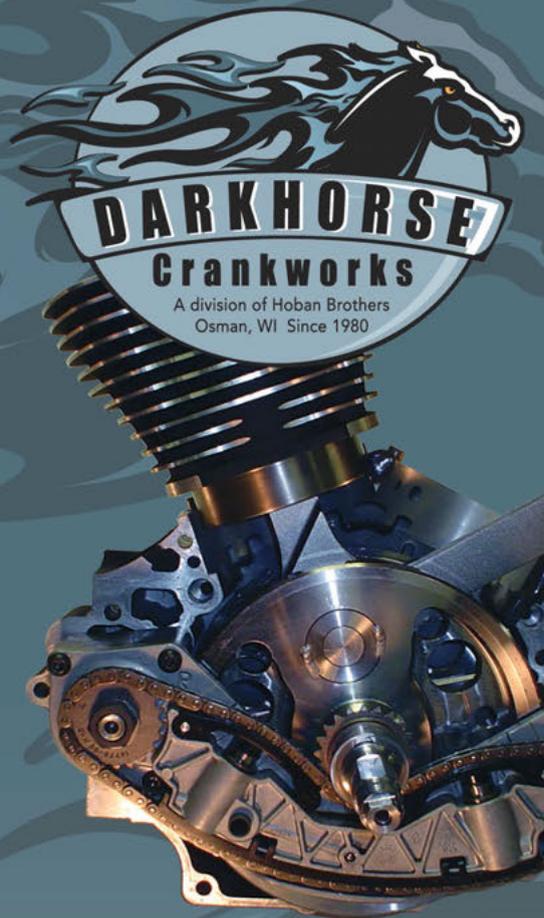
Mustang 'DayTripper' for Softails



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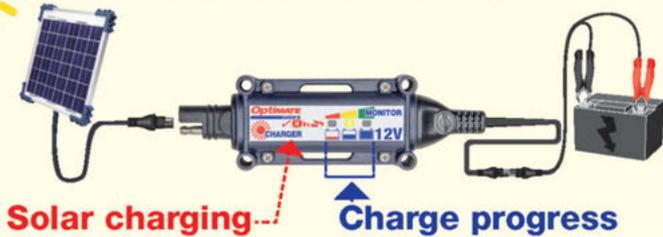
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Sound Adjustable Exhaust Options



Netherlands headquartered exhaust sound control specialist Dr. Jekill & Mr. Hyde has added two new exhaust systems for the FXDR - "one traditional, the other with an eye on the future."

The V-Strike header set (seen here) combined with Shorty or Jekill Bomb mufflers "sets the rear wheel free and gives the bike a compact and clean look. The V-Strike and accompanying mufflers can be configured at Dr. Jekill & Mr. Hyde's website" - they are also available at various Harley-Davidson dealerships.

The company also has systems available in black or chrome with choice of endcaps for the Harley Tri Glide and Freewheeler - optional extenders are also available.

Also seen here are electronically adjustable exhaust systems for the new Indian models. With a simple push of a button the rider can choose whether to ride in the Dr. Jekill, Mr. Hyde or Dynamic mode. Respectively with closed, opened or half-opened

valve. The system has a European type approval and is therefore road legal regardless of the riding mode.

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Tel: +31 (0)77 308 1070
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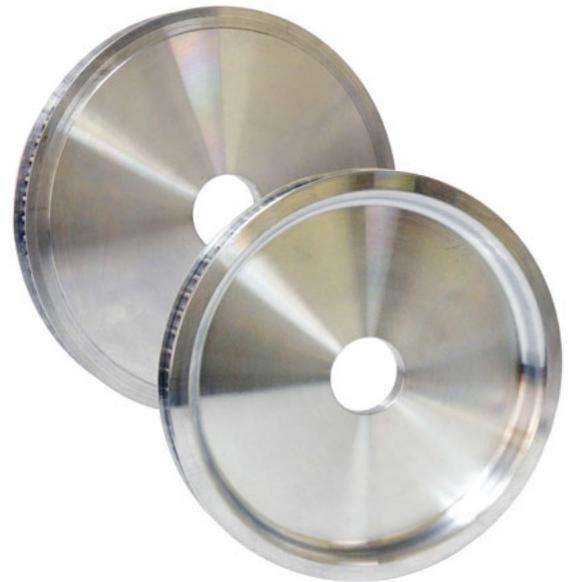
Pulley Blanks

South Gate, California based wheel blank specialist MSI has stepped up to ensure it always has pulley blanks on the shelf - "we are now the proud owners of our own pulley molds," says MSI's Lizette Hotinger.

"This allows us to order forgings anytime and maintain inventory on just the forgings. Our pulley forgings are made from 6061-T6 aluminum and forged in the U.S.A. They are forged into two different sized blanks to accommodate the small and large pulleys that are used today. They are then sent to our CNC manufacturer who shapes them into the final pulley.

"The teeth have the true gear-cut that exceed the RMA standards for a perfect fit. Unlike other pulley manufacturers, we only have one single ring on our pulleys, and they match the smooth lip design of our wheel blanks.

"We offer a variety pulley sizes - as small as the 61 tooth up the 72 tooth with widths as skinny as 3/4" to the wide 1 1/2". We also offer a few pulley blank sizes for Victory, Indian and Yamaha models along with custom sizes." MSI also says that pulley blanks for cush drive applications will be



available soon.

MSI offers 28 wheel blank sizes in 2D, Hybrid and 3D formats, hubs, rotors, pulleys and sprockets, plus Vee Rubber and Shinko tires.

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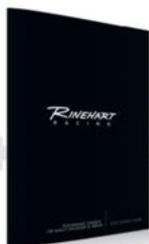
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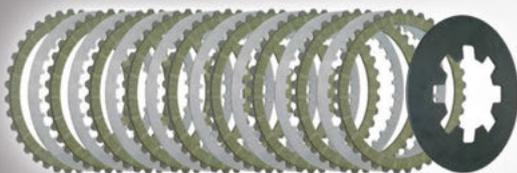
BTX-5



Fits 1941 - 1984 Big Twin. Includes 6 friction plates with 6061 T6 aluminum cores and 5 tempered steel drive plates. Also includes 10 zero crush coil type clutch springs. Stack height is pre-set for easy, accurate installation. Can run wet or dry. 20% more surface area than stock!

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BTX-11



Fits 1990 - 1997 Big Twin and 1991 to present Sportster and Buell through 2002. Includes 9 friction plates on tempered steel cores, starburst groove pattern for maximum heat dissipation and oil circulation, and 8 tempered steel drive plates. Pre-set stack height for easy installation. 15% more clutch area for high performance strokers. Also included is a 15% stronger than stock diaphragm clutch spring. This kit eliminates the double riveted steel plate.

BTX-14



Fits 1998 Big Twin and Twin Cam models through present. Kit includes 10 friction plates on 6061 T6 aluminum cores, 9 tempered steel drive plates and a 10% stronger than stock diaphragm spring. Pre-measured stack height for easy, accurate installation. 11% more surface area than stock.

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7" Series 2 Adaptive Round LED Headlights

Germantown, Wisconsin based lights specialist J.W. Speaker has updated its popular 'Adaptive' headlights - the Series 2 have been improved to feature adaptive technology when using the high beam, in addition to the low beam for "ditch-to-ditch lighting to eliminate dark corners on sharp turns and a punch of light 1,500 feet down the road for a safer and more confident ride to master the corners."



On-board intelligence senses leaning angles when cornering to control light, dynamically filling in dark

areas while turning for a "breakthrough improvement in visibility and safety."

The company offers plug & play solutions for 7" round (also known as PAR56) motorcycle headlight buckets that are DOT and ECE dual-compliant with 'Dual Burn' high and low beam optics for "an extra punch of light" with 'ComfortLite' high beams.

The Model 8790 Adaptive 2 motorcycle LED headlight calculates bank angles on a real-time basis using proprietary technology and on-board sensors, automatically directing the light array up or down as the motorcycle leans. This additional illumination fills in the gaps that traditional headlights can't.

This new adaptive headlight combines innovative low beam optics and 'ComfortLite' high beam optics to provide best-in-class foreground illumination and light above the horizon (respectively), which dramatically improve rider comfort and safety. "The heavy-duty, die-cast aluminum housing and state-of-the-art LEDs not only deliver premium performance, but also give a bike a truly unique look!"



J. W. SPEAKER
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SW-MOTECH Side Bags for Softails

German luggage and accessory specialist SW-MOTECH has developed two side bags exclusively for current 2018 and up Harley-Davidson Softail models - they are said to "combine the low weight of a saddlebag with the high form stability of a case and are the German answer to the need for a functional and high-quality luggage solution for Harley-Davidson Softails."

Both bags offer a total of 45 liters of ample storage - 25.5 liters (3.1 kg) on the left and 19.5 liters (2.4 kg) to the right of the driver. Made in robust and stable ABS plastic with PE reinforced side panels they have an easy clean, weather and UV resistant textile laminate surface in 600D diamond quilted polyester and grained artificial leather. They mount using discreet SW-MOTECH black powder coated steel SLH side carriers (included) with Quick-Lock system that also provides anti-theft protection. Two 5 mm-thick black steel plates bolt to the original



attachment points on the fender strut. If required, a sissy bar or Harley-Davidson rack can be combined with the SLH side There are M.O.L.L.E. system buckles on both sides for attaching accessory bags; the optimized design of the back panel gives an extra dose of stability and follows the tail shape of the Softail. They ship with a waterproof inner bag.

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Dual Monotube Fork Cartridge Kits for H-D Touring Models

Clearwater, Florida based Suspension Technologies has introduced these new performance-oriented front fork cartridge suspension kits for late model '14-'19 H-D touring models.

The front fork cartridges are "built to exacting tolerances and work in tandem, providing consistent damping over jarring pock-marked urban environments to smooth-as-glass long sweepers and treacherous off-camber switchbacks. Whether blasting down to a local watering hole or riding across a country, Suspension Technologies' Fork Cartridges transform any bagger into a more enjoyable riding experience."

"We utilized the technology and our knowledge base from building successful NASCAR and NHRA suspension programs and applied it to creating one of the most responsive and fun-to-ride suspension kits available today," explained Mike Alex, Owner/Manager.

Alex says that his firm's "mission-driven engineering operation prides itself on uniting the front and rear of the bike with the front fork cartridge system and the Black Hills shocks. The technically advanced combination has eliminated the dive, chatter and wobbles experienced by Harley touring motorcycles when they accelerate, hit a square-edge bump or lean into a curve. The suspension combination not only allows



riders to move through a corner with greater speed and confidence, but also gives them greater control."

"Some competitive manufacturers will split the cartridge in one leg and the spring in the other to reduce production costs," clarified Alex. "We won't create an asymmetrical layout, which can create handling challenges downstream through unbalanced damping." The front fork cartridge comes with a two-year warranty. Dealers can select from a stock replacement size or a 1" lowered cartridge kit. If the bike is loaded down 80% of the time in excess of 500 lbs with rider and gear weight, then a preload spacer is used to stiffen up the front end.

SUSPENSION TECHNOLOGIES USA
 Riverview, Florida, USA
 Tel: 813 919 9608
www.suspensiontechnologies.com

Letric G2 Royal Flush LEDs



Oreland, Pennsylvania based Letric Lighting Co caused quite a stir in the powersports LED lighting aftermarket since making its debut at the Tucker dealer expo in Texas in January this year.

Owner Jeff Zielinski (of NAMZ Custom Cycle Products fame) says that "we have certainly hit the ground running and it's not all about new products, we're already finding ways to make our existing designs even better and brighter. This is a sector that doesn't stand still - our technology and production techniques continue to develop at a rapid pace."

Letric is now introducing G2 Royal Flush LEDs that are said to "pack serious ultra-bright COB [Chip on Board] LEDs into a tiny 9/16" or 1" all aluminum housing - we are making them available in OE match and custom upgrade install friendly silver or black anodized finishes.

"Our commitment to our dealers and their customers is to always be at the cutting edge, and these second

generation 'Royal Flush' LEDs are way brighter than our originals. The G2s are completely sealed from the elements, come pre-wired with OEM color wire - blue for the running light, violet for the turn signal and black for the ground. They offer high and low intensity for run/brake or run/turn functionality and white to amber/off SWITCHBACK technology for front lighting applications."

Rear 'Royal Flush' signals are sold in 6 packs and can be used with Badlands sequential flashing run/brake/turn signal modules with built-in load equalizer; they are backed by a limited 2-year warranty.



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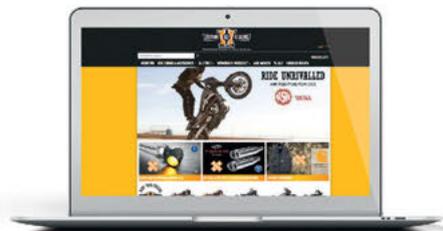
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- Top ring groove Hard Anodizing eliminates micro-welding of the ring to the groove and maintains a flat and smooth surface for best ring seal
- Round wire locks
- Premium Hastings 1.2mm 1.2mm 3.0mm rings
- Steel Nitrile top ring with a Ductile Napier Second

M8 Series Features Line2Line Abradable Coating standard. Line2Line is applied the thickness of the piston-to-wall clearance for a ZERO install clearance. The coating abrades in on start-up to hone for the perfect fit per cylinder, and eliminates piston rock for the best possible ring seal with no piston slap noise.



Complete Kits Include 2 pistons, rings, pins and locks.

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Biltwell "Problem Solvers"

New in what Californian parts-to-G&A specialist Biltwell describes as its "Problem Solver" series, this new billet dash panel provides a home for the digital module on 2018 and up M-8 Softail models such as the Street Bob and Super Glide.

CNC machined from T-6 aluminum, the included reducer shims allow use on 1" or 1.25" upright handlebars or risers. Hand polished before being black electroplated or show chromed, it ships with 5/16-18 stainless steel socket cap hardware for mounting the gauges - "the 1 or 1.25" clamp size makes them a universal mounting point and problem solver for any number of custom cockpit challenges on M8 Softails" - especially when changing to taller handlebars. The stock wiring, digital display and indicator lights can be reused.

Also seen here, Biltwell's hinged design straight or angled speed clamps also use removable shims to fit



oversize 'Tyson' riserless handlebar and 'Murdock' risers to provide a rock-solid mount for most stock H-D and select aftermarket speedometer brackets. "The threaded hole on the leading edge of each clamp accepts a 5/16-18 t.p.i. allen cap bolt (included), which passes through the holes on the speedo bracket to create a strong, clean mounting point across the front of the handlebar."

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around the uprights on 1 and 1.25" outer diameter uprights. "Our speed clamp's super-clean hinged design fits around the uprights on our standard or

Wild 1 'Savage' Bars, Risers and Clamps

Huntington Beach, California based handlebar specialist Wild 1 has these new 31.5" wide 'Savage' bars (in chrome or black) with 2.5" rise height. They are 1.25" at the clamping section and 1" at the grip, with a 6" pullback and flatter 20 degree wrist angle for improved control, comfort and "aggressive riding", they are said to "work great with our 3" 'Savage' risers and clamp."

The risers have a massive 1.5" diameter and a 1.25" clamping section and come in 3" and 10" heights. Machined from T6061 billet aircraft grade aluminum, they are Diamond knurled with the bars and the risers drilled for internal wiring. Like all Chubbys 1.25" bars they have double wall tube construction and are available in show chrome, hot rod black



powder coat or raw finish. They fit most H-D models (except FLHT/C/U/K and FLHX.)

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Intelligent Ride Control and M-8 Cooling Fan



First seen in AMD in September last year, iRide Air Assist shocks with "intelligent ride control" from White House, Tennessee based ThunderMax was described by the company at the time of its launch as being "the future of touring model suspension" and as being "the most advanced air-assisted suspension on the market for 2014 and up Tourers." The award winning manufacturer of the ThunderMax ECM describes the iRide as "the only active suspension on the market," and says its ride control system features "patented technology with automatic ride height - the bike automatically raises and lowers based on rider presets.

"The system also has automatic load leveling, which means no more removing the saddle bag for manual adjustments to the suspension and spring preload when switching between riding one-up, two-up, or with luggage.

"The iRIDE system features a touchscreen display and gauge interface allowing full control of the motorcycle's ride height based on vehicle speed including stopped, city, and highway modes - combined with superior suspension cushion and



dampening control." The iRIDE system is said to feature "high quality coil-over shock and air spring cylinder for improved ride quality."

Also seen here, the ThunderMax oil cooler fan for 2017 and up M-8 Touring models is speed and temperature activated. The fan comes on automatically at 210 degrees when the motorcycle is travelling at under 20 mph. This operation is said to increase cooling efficiency by 27%.

Mounting directly behind the stock oil cooler, it does not require the oil lines and oil cooler to be removed, is said to only take 15 minutes to install, and is described as "completely plug and play with a ThunderMax ECM. For the stock ECM a 'flash' will have to be done.

THUNDERMAX
 White House, Tennessee, USA
 Tel: 615 672 8811
support@thunder-max.com
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45" Parkerized Seat Post Assembly



Newburgh, New York based V-Twin Manufacturing/Tedd Cycle says: "Put some spring back in your 45" with our 45" Parkerized Seat Post Assembly." A new addition to its "No One Has The V-Twin Selection" product line, it features a 15 7/8" long inner rod that will sit the rider taller in the saddle. It comes with spring retaining rings and nuts and fits 1937-1952 W models. V-Twin Mfg/ Tedd Cycle, Inc., USA, www.vtwinmfg.com

Dyna Stainless Upsweep 2-into-1

Santa Fe Springs, California based manufacturer Vance & Hines says that since the Dyna is the definitive factory hot rod - the mission being the biggest motor in the lightest chassis for the best performance - "it only makes sense to stick to that formula for your Dyna performance exhaust with the Vance & Hines stainless 2-into-1 upsweep. Constructed of lightweight, high grade stainless steel with a no-nonsense brushed "works" finish, we engineered it to maximize torque and horsepower out of the Twin Cam powerplant."

Manufactured from high grade 304 stainless steel (ASTM A269) with an oversized 2-into-1 merge collector and megaphone muffler, it features a race-inspired heat shield and fits forward and mid control models - 1991 to 2017 Dynas (except Switchbacks).

Also seen here, Vance & Hines Hi-Output slip-ons are familiar to V-twin dealers and customizers, but they are also available for a wide range of other customizable platforms, including BMW's hugely popular R nineT series, as seen here.

"A symbol of Teutonic design - pure, uncluttered and well-engineered - the R nineT is proving to be a great canvas for customization, and the best place to start is with the Vance & Hines Hi-Output slip-on. "Constructed of high grade stainless steel



with a brushed works finish, the Hi-Output slip-on has a no-nonsense look that's perfect for the R nineT and gives the burly boxer motor the grunt it deserves." Features include a stepped muffler design, brushed stainless finish, CNC-machined billet end cap and laser engraved riveted logo badge. The Hi-Output slip-on fits most R nineT models, including '14-'19 R NineT, '17-'19 Urban G/S, Pure and Racer (but not the Scrambler).

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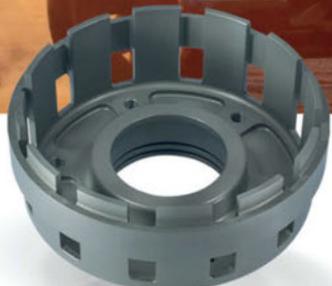


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As always HHI Triple Trees are available in Show Chrome or Black – Complete & ready to install.



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Brake It!
New 4 & 6 Piston Calipers



HHI's leading family of Differential Bore 4 & 6 Piston calipers just expanded again. We now have calipers for the exciting New Softail range of bikes, the 2006-17 Dyna, 2012-17 Victory Touring Bikes, 2012 & up Indian motorcycles and a new series of Dual Caliper Kits for Touring Bikes optimized for precision braking and balance in dual caliper applications.

As always, the HHI Direct Bolt on Calipers are exquisitely finished in Show Chrome, Black or Blaze Red and come complete with hardware and a pad set ready to go. HHI calipers are inherently strong, rigid and fit popular 11.5, 11.8, 13, & 18" applications.



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NEWS BRIEFS



Indian Motorcycle has recalled certain 2019 Indian Scout/Sixty motorcycles equipped with anti-lock brake systems for a brake system air bleed problem due to possible trapped air.

The Malaysia Bike Building Championship, which in 2017 produced the bike and builder that would go on to take 2nd place at the 2018 AMD World Championship at INTERMOT Customized, Cologne, Germany, will again be an AMD Affiliate when it is staged in Kuala Lumpur on October 25 - 27. Produced by MotoNation, buoyed by its success so far, after this year the event will be annual.

Motorcycle sales in Germany are +8.25% for the first six months of the year in Germany, with 105,080 total PTW vehicles registered, of which 75,237 units were motorcycles (+5.17%). The best seller in Germany has been the BMW R1250 GS.



Harley took 8.68% of the German motorcycle market in the first six months of 2019 (6,533 units - slightly down on the first half of 2018). They placed sixth in market share terms behind BMW, Kawasaki, Honda, KTM and Yamaha, but ahead of Suzuki, Triumph and Husqvarna. Their top seller was the Street Bob (the 21st most popular motorcycle in Germany so far in 2019 - 716 units sold), followed by the Sport Glide (607 units sold), the Breakout 114 (478) and the XL 1200 X (472).

Tim Buche To Step Down as MIC CEO - Accepts Consultancy Role

Tim Buche, the near 25-year veteran CEO of the Motorcycle Industry Council (MIC), is to step down from his position to take up an institutional memory-preserving consultancy role effective November 1st.

In a succession plan that has been 18 months in the making, he will be replaced by Erik Pritchard, currently President of two of the resource-share associations that are co-located with the MIC at Irvine, California - the Specialty Vehicle Institute of America (SVIA), the Motorcycle Safety Foundation (MSF), and the Recreational Off-Highway Vehicle Association of America (ROHVA).

Buche is currently CEO for all the associations and President of MSF and the MIC; Pritchard, currently President of SVIA and ROHVA and general counsel for all four associations, has been selected by the respective boards to be Chief Executive Officer and President of all four associations effective Nov. 1, 2019. A formal announcement about Pritchard's new role is slated for release in the fall.

"Even though I have the same passion for the success of all our respective association members as I did when I assumed this role nearly 25 years ago, this succession has been planned for several years to ensure an orderly transition. I'm excited to continue serving the associations in a new way as a consultant," Buche said. "Erik has proven to be an effective leader since he joined us in 2014 and assumed the presidency of SVIA and ROHVA two years ago. With exciting new initiatives under way at the associations, Erik is the right leader to work with staff to continually improve to achieve strategic plans and priorities." Since joining the MIC, MSF and SVIA

as President in September 1996 and for the newly formed ROHVA in 2008, Buche has worked with the respective boards to set a course of improved services to their respective members to help them grow and manage their businesses, including enhanced market research and government relations and market development initiatives.

Some of these efforts include the acquisition by the MIC of AIMExpo, "the premier and only trade and consumer powersports trade show in



the United States"; the annual 'Capitol Fly-In', the premier legislative advocacy event of the year for members; and the annual Communications Symposium, now entering its 21st year and always filled to capacity with members who hear and learn from elite financial, brand and research experts.

Buche spearheaded the renowned MSF 100 Motorcyclists Naturalistic Research study with Virginia Tech Transportation Institute, and he has been a frequent advocate and speaker

on behalf of on- and off-highway enthusiasts.

"Tim has worked tirelessly since his very first day to make each of the associations the pillar of their respective industries, and on behalf of the MIC board we will be forever grateful for his commitment to excellence," said Paul Vitrano, MIC board chair and senior assistant general counsel at Indian Motorcycle and Polaris Industries.

"He has been sharply focused on advancing the needs of our members and fellow riders to the highest levels of government and with blue ribbon research institutions, and all our members have greatly benefited from his leadership and dedication."

AMD would like to congratulate Tim Buche on his years of dedicated service to the motorcycle industry and acknowledge the excellent contribution he has made to defending and promoting the interests of our industry. We here at AMD have had the pleasure of seeing Tim representing the interests of the United States motorcycle industry domestically and on the wider international stage where he has garnered considerable prestige and effective influence for the MIC and the other associations. He has been a model of professionalism, and always shown an instinctive understanding and grasp of the issues with an integrity that has allowed him to produce results. He has always listened carefully to perspectives and shown great patience and courtesy with many irascible individuals at times of pressure - not least with this author!

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B88, BDN, MCN, AP, Bloomberg, MNNW

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