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Indian Motorcycle Honors Scout's 100-Year Legacy

Indian Motorcycle has announced its 2020 Scout line-up, highlighted by two new models that "pay homage to the 100-year legacy of the iconic Indian Scout - the Scout Bobber Twenty and the limited edition Scout 100th Anniversary."

Also for 2020, Indian Motorcycle is introducing a selection of new Scout touring accessories, including a color-matched quick release fairing with a two-inch windshield and weather resistant, semi-rigid, quick release saddlebags. New Indian Motorcycle performance accessories include a Stage 1 Shorty slip-on muffler kit and an all-new 2-into-1 full exhaust system, both of which will modify the look of the bike, while providing a significant performance upgrade.

"The Indian Scout has stood the test of time as one of the most influential, iconic and recognizable motorcycles in the world," said Reid Wilson, Vice President for Indian Motorcycle. "100 years is an incredibly special milestone,

and it made perfect sense to honor the Scout's history and legacy with these two heritage-inspired 2020 models.

"In 1919, Indian Motorcycle announced the world's first Scout motorcycle with the 1920 model year Scout. In celebration of the Scout's 100th birthday, Indian Motorcycle has created a premium and collectible Scout 100th Anniversary model, limited to 750 produced globally."

The special anniversary edition takes styling cues from the original Scout,



highlighted by its striking paint scheme of Indian Motorcycle Red with Anniversary Gold trim, and color-matched Scout 100th Anniversary badge. The bike's finishing touches include a Desert Tan genuine leather solo saddle seat, black wire wheels, beach bars, luggage rack and chrome finishes to complete the heritage-

inspired throwback styling. As a limited edition commemorative model, pricing for the Scout 100th Anniversary starts at \$15,999.

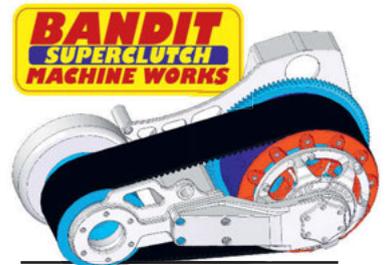
"The 'Twenty' in Scout Bobber Twenty also pays homage to the original 1920 Scout, as do several of the bike's unique features, including wire wheels and a floating saddle. The 2020 Scout Bobber Twenty delivers a meaner, 'old school' bobber style with improved ergonomics. Scout Bobber Twenty features an old school mix of chrome and blacked-out finishes, 10-inch ape hanger handlebars and comes in three colors, with pricing starting at \$11,999 for non-ABS and \$12,899 for ABS."

In addition to the two new heritage-inspired Scout models, the 2020 Scout line-up also includes the return of the Scout, Scout Sixty and Scout Bobber. All 2020 Scouts receive key feature upgrades, including floating rotors, new calipers and master cylinders for improved braking performance. All Scout Bobbers will receive new Pirelli MT60RS tires, while the 2020 Scout

Continues on page 8 >>>

COMMENT
BY EDITOR-IN-CHIEF
ROBIN BRADLEY
A GREEN RANT

A FRAME IS BORN



'SourKraut'

Jordan Dixon scooped 8th place in the Avon Freestyle class at the 2018 'AMD', and with it the honor of being top American placed builder with this 1947 EL - a vision of a concept bike of the time that never happened. Full story pages 32 & 33.

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Comment - A Green Rant 4

Robin Bradley questions whether the electric vehicle and urban mobility 'solutions' that the world is rushing to embrace really are 'solutions' at all ...



A Frame is Born 27-29

Onno Wieringa visits VG Motorcycle in the Netherlands to see precision frame manufacturing at work.



Bandit Machine Works 56-57

Did somebody say "robust"? When it comes to high performance capable clutch and belt drive set-ups, it doesn't get much more heavy duty than Bandit.

PROGUIDE: The new, the best and the must-haves 34-55



p.34



p.34



p.37



p.39



p.47



p.53



p.51



p.55

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My Green Rant

By 2050 it is estimated that more than 70 percent of the world's population will be urban dwellers, one way or another, including in the suburbs.

To prepare us for that density of living and in response to the calls for transport policy to abandon hydrocarbons, the message we are being force-fed is one of a future in which the majority of riding will be nice, clean and quiet urban and suburban commutes on simple, user-friendly machines that speak convenience and safety to mainstream, traditionally non-riding consumers.

I think not. Regardless of whether the traffic surrounding you is autonomous, electric and (theoretically) safe urban riding, it is never going to be "pleasant" as such. At the end of the day downtown riding will remain high stress, frustrating, expensive and challenging. All historic notions of a smooth, clean, efficient, on-time, low-cost downtown transit environment have proven to be a myth - from Fritz Lang to Coruscant, all have proven to be well wide of the mark. Riding, indeed any kind of travel downtown, will forever remain more Blade Runner than Utopia, and will forever remain overcrowded and underfunded, and the more people that are crammed into our ever larger metropolitan areas the worse it will become.

For sure the world is headed for a crossroads in environmental terms - that is assuming we haven't already run the red light. The intersection between sustainability, affordability and suitability will require us to embrace fit for purpose solutions that meet the needs of consumers who regard the implications of the increasingly compelling arguments in favor of addressing climate change as "self-evident".

However, those fit for purpose solutions will require real world practicality that replicate the expectations and habits of existing transport users that real world incomes can fund.

But are the solutions we are seeing being touted 'currently', including Harley's, really viable? Do they really have the answer? It seems to me that we are still at a juvenile stage in the evolution of this particular future and that, as was the case when planes, trains and automobiles first came into being, we are a long way from understanding how to really tackle the transport and environmental issues that electric vehicles are supposed to address.

I was at a conference three years or so ago, a motorcycle industry trade association conference in Europe, when I and the audience were told that present battery tech "is what it is" and there would be no major advance that would improve range, charge times and user convenience; specifically that there will be "no new battery chemistry" to come riding out of the sunset to our rescue.

Wrong. As reported elsewhere in this edition of AMD Magazine, there are new Lithium-ion battery chemistry solutions under development - ones that will radically improve charge times, durability and power cycles. We report on two such projects from different parts of the world- but there are many others in the wings too.

I mention this as just one example that demonstrates what early days these are for our electric future. Another would be the hotly debated issue of electricity generation

capacity (that is not actually as difficult an issue as some people would have you believe) and the requirement to produce that capacity cleanly, through renewables, if one isn't going to cancel out the perceived and supposed benefits of abandoning hydrocarbons.

We do not yet have the tech solutions that would be required to deliver on the promise. The existing "solutions" that we are embracing are short-term compromises - it seems to me that we are being dragged into a fix it culture without really yet having actually understood all the questions.

At present, consumers using their own transport rather than public transit systems are able to fill up and get back on their way conveniently and quickly, but with reasonably long periods of time between needing to do so. Acceptable, practical, fit for purpose alternatives will need to replicate (or improve on) that convenience if policy makers hope to take consumers with them, get them on side.

Indeed, the whole issue of multiple charging standards, connectors and battery architectures, to say nothing of the chemistry, is another feature of our nice, clean,

modern future that is absurd. It is the equivalent of early cars from the likes of Ford needing one gasoline formulation, GM brands another, Chevies a third etc. Regardless of the improved charge times that new battery chemistry will deliver, ultimately a modular, swappable, standardized common battery platform

will surely be the "settle down" - but we appear to be years away from that yet. Similarly, the penny doesn't appear to have yet dropped about the role that synthetic gasoline can play in a hybrid future.

Then there is the issue of 'Final Mile' as it has become known, and in the case of PTWs (PoweredTwo-Wheelers) it is much more likely that the solution lies in journey start and journey completion rentals, rather than whole journey solutions with most of the distance being undertaken by mass transit of one kind or another.

Urban mobility is said to be the key that will unlock a golden future for the broader PTW industry - the white knight that will charge to our rescue and persuade millions to embrace two-wheel culture. Well, if that is to be the case then, as with the convenience of existing fill practices, the motorcycle (and automotive) industry's urban mobility products are going to have to compete on a level playing field with existing urban riding and transport solutions.

Anyone who has ever been to cities such as Rome, Milan, Paris or pretty much any major Asian metropolis will have seen just how valuable and vital PTWs can be to downtown transit. However, if our industry thinks it is going to be able to cure the problems of the future and return a healthy balance sheet while it perpetuates with presently proposed price points, it is in for a rude awakening.

“ new battery chemistry ”

Robin Bradley
Co-owner/Editor-in-Chief
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SCOUT 100TH ANNIVERSARY

"Indian Motorcycle has created a premium and collectible Scout 100th Anniversary model, limited to 750 produced globally."

<<< **Continued from cover**
 features a sport seat and passenger pegs.
 2020 Scout models with ABS will be available in several new colors, with the Indian Scout Sixty starting at \$8,999 to offer riders "a premium motorcycle at a competitive cost". The Indian Scout Bobber starts at \$10,99, the Scout at \$11,499.
 The 2020 line-up of three new exhaust and muffler options, designed in partnership with Viola, Wisconsin based 'Masters of Proven Performance' S&S Cycle, "significantly modifies the overall look of the Scout, Scout Sixty or Scout Bobber, while improving throttle response, offering a deeper exhaust note and increasing horsepower by over 10%. The new options include the Stage 1 2-into-1 full exhaust system and the Stage 1 Shorty slip-on muffler kit - both available in chrome or matte black. The new exhaust options expand on Indian Motorcycle's existing array of Scout performance accessories and fit with

any 2019 and 2020 Scout model.
 "For riders looking to tour on their Scout, Indian Motorcycle is introducing a handful of new accessories that will help the trip last longer. A brand new, color-matched quick release fairing with a two-inch windshield is available for all model years of Scout and Scout Sixty and comes with the option to change to either a five-inch or seven-inch windshield. To complete the touring package, riders can add the solo luggage rack (available in chrome and now in gloss black) and a solo rack bag. In winter 2019, riders can add the brand new semi-rigid quick release saddlebags. With additional Indian Motorcycle accessories, a rider can customize their Scout Bobber with a Rider Comfort seat, or add some more aggressive style to the Scout and Scout Sixty with bar end mirrors, smoked turn signal lenses, tinted windshields and varying handlebars and foot controls to achieve the perfect fit for the rider and passenger."



SCOUT BOBBER TWENTY

Scout Bobber Twenty pays homage to the original 1920 Scout.



SCOUT



SCOUT SIXTY



SCOUT BOBBER



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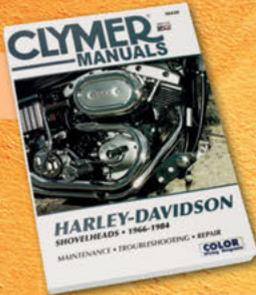
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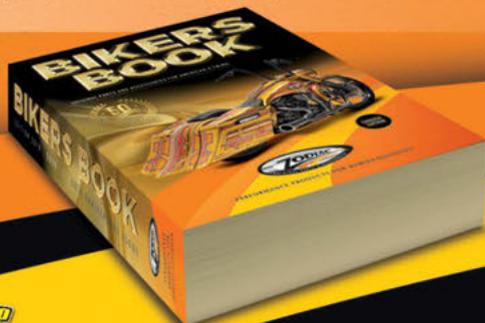


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PERFORMANCE PRODUCTS FOR HARLEY-DAVIDSON

Indian Says its 2020 Thunder Stroke Line-Up is "Bigger, Better and Badder"

The headline news from Indian Motorcycle for its 2020 Thunder Stroke Big Twin line-up is that the Thunder Stroke 116 engine is now standard in select models, that the Ride Command infotainment system is getting upgrades and that there is a new Roadmaster - the Roadmaster Dark Horse - a redesigned Springfield Dark Horse, and a return for the Chieftain Elite.

"These new features and upgrades are a result of our consistent communication with riders, listening to their feedback and incorporating it into our ongoing product development efforts," said Reid Wilson, Vice President for Indian Motorcycle. "Today's rider wants more power and expects cutting-edge technology. That's exactly what we're delivering in 2020."

Thunder Stroke 116

For the first time in the company's history Indian Motorcycle will offer a 116 cubic-inch Thunder Stroke engine as standard in select models. "Straight from the factory, the new 116 cubic-inch air-cooled V-twin engine features a new high-flow cylinder head that delivers class-leading performance with 126 ft-lbs of torque." The Thunder Stroke 116 is now standard on the Springfield Dark Horse, Chieftain, Chieftain Dark Horse, Chieftain Limited, Chieftain Elite, Roadmaster and Roadmaster Dark Horse.

Ride Command with Connected Services

For 2020, Indian Motorcycle has updated its Ride Command system with Connected Services – "a completely redesigned version of its industry-leading infotainment system. Still measuring seven inches, with glove-touch technology, Ride Command now features a new quad-core processor to provide the fastest infotainment experience available." New connected features include traffic and weather overlays. Additionally, Ride Command features "intuitive destination search capabilities and improved customizable ride screens. Indian Motorcycle's Ride Command is the industry's largest, fastest and most customizable infotainment system on two wheels."



ROADMASTER DARK HORSE

Roadmaster Dark Horse

Said to draw inspiration from the "overwhelmingly successful" Chieftain Dark Horse, the Roadmaster Dark Horse "brings a modern and aggressive attitude to Indian Motorcycle's premium touring motorcycle. With blacked-out finishes and just enough chrome to stand out from the 2020 line-up, the Roadmaster Dark Horse features a streamlined fairing, slammed saddlebags, 19-inch front wheel with an open fender, an extended reach rogue gunfighter seat, blacked-out engine and matte paint color schemes. Powering this mean touring machine is the Thunder Stroke 116, while premium touring amenities abound, including a touring trunk, lower fairings, heated grips and a mid-adjustable windscreen."

Springfield Dark Horse

"Following extremely positive rider feedback from the 2020 Jack Daniel's Limited Edition Indian Springfield Dark Horse that was launched at Daytona Bike Week, Indian Motorcycle is now offering a similar design package for the 2020 Springfield Dark Horse. While the Thunder Stroke 116 delivers unrivaled power, the bike gains an enormous level of attitude with slammed saddlebags, rogue seat, 12-inch mini apes and premium blacked-out finishes."



SPRINGFIELD DARK HORSE

Chieftain Elite

"As it has been with previous iterations, the Chieftain Elite is an ultra-premium bagger, combining style, technology and performance. The 2020 Chieftain Elite packs the Thunder Stroke 116 and Indian Motorcycle's booming PowerBand Audio Plus system with integrated fairing and saddlebag speakers. PowerBand

Audio produces crystal-clear sound that is 50% louder than Indian Motorcycle's standard audio system. The 2020 Chieftain Elite's premium styling includes a two-tone Thunder Black Vivid Crystal over Wildfire Candy paint with matching motor highlights and badging, precision-machined elite wheels, pinnacle mirrors, select rider floorboards and a flare windshield.



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NEWS BRIEFS

In the U.S total EV sales across all manufacturers were 176,174 thru the first seven months of the year, +14.5% on the year ago period. Global electric vehicle sales were 1,105,405 in the first six months of 2019, +46.9% from 752,690 in the year ago period.

AMA has announced a new member benefit partnership with motorcycle rentals and tours specialist EagleRider that provides members with easy access to the Club EagleRider program - "a motorcycle subscription service operated by EagleRider that offers a convenient and affordable way to ride a variety of motorcycle brands in major cities and travel destinations across the USA."



Tempe, Arizona headquartered RideNow Powersports now has 42 locations nationwide with the acquisition of War Horse H-D of Ocala, Florida, from Steven Lamb's Crystal Group, owners of Crystal H-D, Homosassa, FL. The dealership name will remain the same and will operate at its current location at 5331 North Highway 441 in Ocala, Florida 34475. RideNow dealerships today boast more than 17,000 new and pre-owned units for sale to customers.

Survival system specialist Uncharted Supply Co. has signed a licensing agreement with Harley to develop motorcycle rider-focused products. The first product to be announced is The Seventy2 Moto H-D, also known as the PRO SHELL H-D. Using the newly designed Seventy2 Pro backpack as a platform, Uncharted added motorcycle-specific features designed to "elevate any rider's experience."



German oil and additive specialist Liqui Moly has become an official Parts Unlimited and Drag Specialties supplier. The company offers a wide range of motor oils for four- and two-stroke engines for road machines, enduro, ATV and snowmobiles, and a specialty V-twin oil.



CHIEFTAIN DARK HORSE



CHIEFTAIN VINTAGE

Colour Options and Pricing (starting at) for 2020 Thunder Stroke models

Chief Dark Horse	\$18,499	Thunder Black Smoke
Chief Vintage	\$19,999	Thunder Black; Willow Green over Ivory Cream
Springfield	\$20,999	Thunder Black; Burgundy Metallic over Titanium Metallic
Springfield Dark Horse	\$22,499	Thunder Black Smoke; Sagebrush Smoke; White Smoke
Chieftain	\$21,999	Thunder Black; Titanium Smoke (with Thunder Stroke 116)
Chieftain Classic	\$25,499	Thunder Black; Deepwater Metallic over Dirt Track Tan
Chieftain Dark Horse	\$27,999	Thunder Black Smoke; Ruby Smoke; Titanium Smoke
Chieftain Limited	\$27,999	Thunder Black Pearl; Radar Blue; Thunder Black Pearl with graphics package
Chieftain Elite	\$34,999	Thunder Black Vivid Crystal over Wildfire Red Candy
Roadmaster Dark Horse	\$28,999	Thunder Black Smoke; White Smoke; Ruby Smoke
Roadmaster	\$29,999	Thunder Black; Burgundy Metallic; Pearl White over Titanium Metallic with black pinstripe; Titanium Smoke over Thunder Black Smoke with silver pinstripe



Across the Range

"Furthermore, the complete 2020 Thunder Stroke line-up features additional updates with the Chief Dark Horse and Chief Vintage now sharing the same chassis as the Springfield and Springfield Dark Horse. The result is improved handling and an adjustable rear suspension for both Chief models. Secondly, the Springfield and Chief Dark Horse will each come standard with a 17-inch front wheel for improved stability. Lastly, the 2020 Roadmaster receives a lighter weight and redesigned trunk rack for added style.

Accessories Include up to +20% Power Upgrade Options

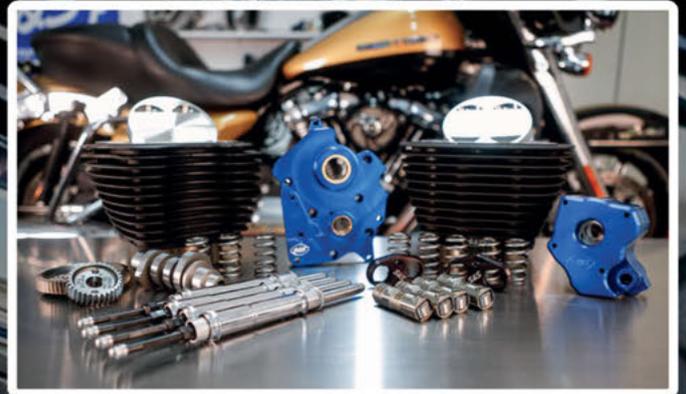
Indian Motorcycle's 2020 line-up of performance accessories for the Thunder Stroke 111 and Thunder Stroke 116 "significantly modify the overall look, sound and performance of each engine."

The stage-1 slip-on exhaust, available in black or chrome, improves sound for both the Thunder Stroke 111 and Thunder Stroke 116. Indian Motorcycle's new stage-1 oval slip-on muffler kit and stage-1 performance air intake together increase horsepower by +4% with the Thunder Stroke 111 and +8% with the Thunder Stroke 116.

By adding the stage-2 performance cams, riders will gain +13% more horsepower when compared to a stock Thunder Stroke 111. The Thunder Stroke 116 stage-2 performance kit, which includes cams, higher flowing fuel injectors and throttle body, produces a +17% horsepower boost when paired with both stage-1 accessories.

"Riders can also upgrade any Indian Motorcycle model packing the Thunder Stroke 111 with its Thunder Stroke 116 stage-3 big bore kit, which produces +20% more horsepower when compared to a stock Thunder Stroke 111.

"For riders looking to add additional passenger accommodations, Indian Motorcycle offers headress passenger floorboard pads for added cushion to combat road vibration and match the currently available headress rider floorboard pads, 12-inch quick release passenger sissy bar and a new, more modern styled passenger backrest pad. Additionally, Indian Motorcycle will offer 12-inch ape hanger handlebars for all Chief and Springfield models."



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NEWS BRIEFS

Honda's on-site activities at AIMExpo commemorated its 60th anniversary in America. Plans included a world model release with dedicated media activities, along with extensive product displays and demos. Honda of America Manufacturing and the Honda Heritage Center is located in Marysville, Ohio.



HONDA
IN AMERICA

Honda is also celebrating the 40th anniversary of manufacturing in America at Marysville, OH., where production of the Elsinore CR 250 motorcycle started in 1979 with a staff of 64. Honda was the first Japanese automaker to build products in the U.S., and automobile production followed in November 1982. Honda now has five U.S. auto plants, and in 2018 with 12 major plants in the U.S. in total employing some 25,000 people and representing an investment of over \$11 billion in Ohio and over \$21 billion in the U.S.A in total.

Anoop Prakash, a former rising star at H-D Milwaukee as Retail Development Director, Director of U.S. Marketing and Market Development, MD of H-D Canada and MD of the company's subsidiary in India, has joined another Milwaukee vehicle company - the REV Group - as its Ambulance Group President.

Worldwide voting for Harley's Battle of the Kings 2019 dealer based custom competition is now open. For the first time ever, the US will compete with bikes across Europe, Asia and Africa in a truly epic global showdown. Over 200 dealers from more than 30 countries are said to have competed this year, and the national winners will now be reduced to a short for an expert panel final at EICMA ('Milan' Show) in November. Standard Harley models are customized with a budget no bigger than half the cost of the original model.



H-D will partner with Green Day, Weezer and Fall Out Boy for the summer 2020 Hella Mega Tour. Each band has been teasing the tour and plan to release new music before the summer. The tour will also feature an opening set by The Interrupters and gets under way at Seattle, WA, in July 2020.

Tucker Powersports "Creates a Stronger, Focused Leadership Team"

Following the separation of the Motorsport Aftermarket Group (MAG) companies at the end of July, Tucker Powersports announced today that it had completed the formation of its new leadership team.

"We have named key team members and recently added expertise to create Tucker's new leadership team," said Sebastian Bretschneider, President and CEO of Tucker. "We now have a very lean and effective leadership structure in place that will enable the organization to focus on creating value for our customers and that will support and attract leading brands." Danny Anderson has been appointed Chief Operating Officer of Tucker Powersports. In this newly created role, Danny will oversee purchasing, warehousing and transportation operations, inventory planning and merchandising. Anderson brings over 25 years of supply chain management experience at several fortune 500 companies.

Alejandro "Hondo" Huerta is made Chief Financial Officer with responsibility for Accounting, Finance, Risk and Treasury. Huerta spent over a decade as a senior finance leader within the consumer packaged goods industry. He has led major global



Sebastian Bretschneider, President and CEO of Tucker: "We have now implemented changes that make us more efficient and more effective, such as a significantly strengthened balance sheet, a reduced cost base, great leaders in place and a portfolio of strong house brands."

bottom- and top-line initiatives including footprint rationalization and global business strategy

implementation.

In addition, Tucker named industry veteran Greg Blackwell Chief Commercial Officer, leading the company's Sales and Marketing functions. Blackwell had been serving as Tucker's Senior Vice President of Sales & Marketing for the last eight months and was recently recognized as one of the Top 100 Leaders in Powersports.

Tucker's leadership team is rounded out by their current VP of Sales Jason Potter, VP of Marketing Jim Barker, and Director of Talent Kristin Krotosky.

Tucker also changed its organizational structure, which led to the elimination of several positions through the process. "Change can be challenging," shared Bretschneider. "We are actively supporting those employees that are affected by our transformation in their swift and successful career transitions."

"We have now implemented changes that make us more efficient and more effective, such as a significantly strengthened balance sheet, a reduced cost base, great leaders in place and a portfolio of strong house brands. This makes Tucker much stronger and we are going to demonstrate that to the powersports industry," he concluded.

Andrew Dellenbach joins Darkhorse Crankworks

Andrew Dellenbach is the new Technical Sales Manager for Darkhorse Crankworks (Hoban Bros) in Wisconsin and will be in charge of supporting their dealer network and bringing their expanding Darkhorse Motor Products product line to market.

"Andrew's experience in our niche market is huge for our company, coming in with over 12 years of experience in the American V-Twin industry and being able to hit the ground running is key. Our dealers trust Darkhorse for building a rock solid foundation to their engine builds and he is one in maybe a handful people in the entire industry with the knowledge to set up the intricacies of H-D lower end & crankshafts to



work with every motor configuration in the V-Twin industry today." says Darkhorse Crankworks GM John Dahmer "I have always thought of this industry as a family and a passion, not just a job. To have this opportunity to work at Darkhorse Crankworks with this team means a lot to me. They



have all welcomed me with open arms and all share the same passion that I do when it comes to helping our customers. I am really looking forward to growing with Darkhorse Crankworks and the team" said Dellenbach.

"As soon as we found out Andrew was available, I called him and asked if would be open to joining our team. Guys like Andrew do not come along very often, and we are excited to bring him and his product knowledge into our family. We are committed to support our worldwide dealer network and Andrew is just the guy to do it" Dahmer added.

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NEWS BRIEFS

After 30 years of discovering the beauty of Africa and a decade of adventure exploring the spectacular landscape of South America, 2020 sees the Dakar Rally making its debut in the Middle East - in Saudi Arabia from January 5 to 17. PSB reports composite Lightspeed DMS data showing powersports dealer revenue from parts, service and new and pre-owned unit sales up by +6.8% in August, with parts sales revenue up by +0.2% on average compared to August 2018. Revenue from new and pre-owned unit sales is said to have been +15% among reporting dealers in the Western region of the United States.



bitubo
RACE SUSPENSION

Italian suspension specialist Bitubo has appointed well known Dayton, Ohio, performance parts specialist Brock's Performance as a distributor of its shock absorber, front end and 'Digi-Shox' electronic suspension system product lines for race, street, sports and cruiser applications in the United States.

Next year's AFT Series will see a return to Remington Park, Oklahoma City, OK, for the OKC Mile on June 20, 2020. Always a fan favorite event and reputed to be the world's fastest dirt track, the OKC Mile has consistently been one of the highest attended events of the season. "We were sad that a scheduling conflict deprived our fans of an OKC Mile in 2019," said Michael Lock, AFT CEO. "We have been working hard with the facility to ensure that we could return to Oklahoma City."

K&N Filters has signed a multi-year partnership extension agreement as the Official Filter and Air Intake of NHRA. Brad Gerber, NHRA Vice President and Chief Development Officer: "K&N has been a wonderful partner of NHRA Championship Drag Racing for decades and we are so pleased that they are continuing their sponsorship." Celebrating its 50th anniversary this year, K&N has a solid presence in NHRA drag racing - K&N Chief Engineering Officer Steve Williams is the current Lucas Oil Drag Racing Series Super Comp World Champion.

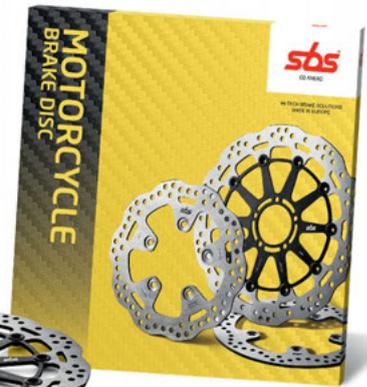


SBS Rotors Now Available to US Dealers Through Drag Specialties

As SBS, the internationally respected Danish brake components manufacturer, comes to the end of its second year as the 'Official AFT Brakes' brand, the company has now confirmed availability of a full line of European made stainless steel rotors for dealers in the USA through Drag Specialties.

The program comprises both a standard OEM replacement range with the application-specific shape, construction and dimensions to make them a true OEM standard replacement line, and an OEM upgrade line.

The new SBS rotor range is "dedicated to riders who appreciate quality components on their bikes," says CSO Christel Munk Pedersen. "These new rotors are made in Europe with designs that are based on our extensive race and street know-how and experience." The program contains both a standard range with an OEM replacement for durable and comfortable braking and the SBS upgrade rotors that are "specifically designed to increase brake feel, performance, comfort and looks. "We have been in braking for more than 50 years and offer the most comprehensive brake pad range in this market. Together with the brake rotors we are now able to offer Drag Specialties and Parts Unlimited dealers



a complete V-twin package." The SBS Standard line has the application-specific shape, construction and dimensions to make them a true OEM replacement rotor. "Typically, they have the round contour that is preferred by riders who want to stay with the original visual appearance of their bike," says Pedersen. For those who want to upgrade their braking set-up, the SBS Upgrade range features characteristics that improve on the OEM and replacement rotors. "They offer increased performance and design features which improve the

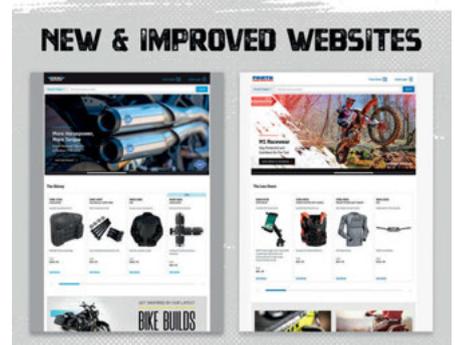
capability to get friction material constantly cleaned off the rotor surface. "When it comes to quality, it has been important for us to offer a product range that matches the high level expected of our brake pads. We are known for delivering a high-quality standard with focus on performance, comfort and durability, and we haven't compromised with these new rotors. The SBS name is thought of as a quality stamp and is our customers' and their riders' guarantee of quality." www.sbs.dk www.dragspecialties.com

LeMans Unveils New Dealer Websites

At its National Vendor Presentation (NVP) trade show at Madison, Wisconsin, in August, LeMans Corporation announced that the company's flagship dealer websites for Parts Unlimited and Drag Specialties "will see large-scale improvements through the introduction of an industry-first eCommerce-like shopping experience."

The company says that some features of the new sites include more detailed product information than ever before, multiple, zoomable images and product videos, and faster order creation and processing. The new websites also have an enhanced mobile and tablet-friendly experience that can be used anywhere in the shop - service departments will be able to find parts, pricing and

availability during the write-up process and sales departments can find accessories and all the information they need right on the sales floor. "These new and improved dealer websites are yet another of many steps for investing in our vendor products and delivering the best information possible," said Jeff Derge, Vice President of Sales for Parts Unlimited and Drag Specialties. "This represents our continued commitment to help dealers connect to and provide the best possible experience to their customers now and into the future."



Dealers attending the NVP were given exclusive early access to the new sites, which will be fully available to all PU and Drag Specialties dealers after their upcoming full launch. The next opportunity for dealers to begin using the new sites will have been at the AIMExpo in Columbus, OH, in September.

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

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Mees in Springfield Mile Win Double

Photos: Scott Hunter/
American Flat Track

Defending AFT Twins presented by Vance & Hines Champion Jared Mees (No. 1 Indian Motorcycle/Progressive Insurance FTR750) made it four for four in AFT Mile competition in 2019 when he scooped fiercely contested wins in both the season's Springfield Mile Labor Day weekend races at the Illinois State Fairgrounds on August 31st and September 2nd.

His last-corner 0.239 second victory in the Springfield Mile I saw him see off the 2018 Springfield Mile I winner Jeffrey Carver Jr. (No. 23 Roof Systems of Dallas/Indian of Metro Milwaukee FTR750), following a two-rider duel for the win from the start. The pair immediately broke free from the pack at the start and subsequently waged a 25-mile test of skill and tactics.

Championship leader Briar Bauman (No. 14 Indian Motorcycle/Progressive Insurance FTR750) finished in third 0.122 seconds ahead of brother/teammate Bronson Bauman (No. 37 Indian Motorcycle/Progressive Insurance FTR750) in fourth, and Bryan Smith (No. 4 Crosley Brands/Howerton Motorsports Kawasaki Ninja 650) finished fifth.

In the AFT Production Twins, fresh off his clutch victory in the previous night's Springfield Short Track Singles, Dalton Gauthier (No. 122 Black Hills Harley-Davidson XG750R Rev X) steamrolled the competition for a second successive class win, with Kolby Carlile (No. 136 Estenson Racing Yamaha MT-07) second and Lima Half-Mile winner Chad Cose (No. 49 Parkinson Bros Racing/Ritchie Reynolds Kawasaki Ninja 650) third. Second ranked Ryan Varnes (No. 68 Varnes Racing/RoyBuilt Kawasaki Ninja 650) took fourth by 0.002 seconds from fifth placed Kevin Stollings (No. 999 Roof Systems/Motion Pro/Hinson Clutches Kawasaki Ninja 650).

Two nights later (after a 24-hour weather delay) Mees won a final lap dash for the checkered flag in a Springfield Mile II thriller that saw ten riders in contention for victory at the final corner. The multi-time defending AFT Twins Champion had started in last position from Row 4 following bike issues in his Semi and in the end outlasted title rival Briar Bauman (No. 14 Indian Motorcycle/Progressive Insurance FTR750) by just 0.083 seconds for the 14th Mile win of Mees, tying him with Jay Springsteen for sixth all-time on the big tracks. It also brought him within a single race of Bauman in the evolving 2019 AFT Twins championship race, as he's now just 25 points back (280-255) heading into the season's final three



Mees Overcomes Carver in Springfield Mile I shootout



aces.

Bronson Bauman (No. 37 Indian Motorcycle/Progressive Insurance FTR750) came through in third to lock out the podium for the Indian Wrecking Crew for the first time in 2019. In a race that saw the entire top ten finishing within 0.653 seconds of the win, Rookie Brandon Price (No. 192 Roof Systems of Dallas TX/DPC Racing Indian FTR750) took fourth, with Brandon Robinson (No. 44 Kennedy Racing/Armbruster Racing Indian FTR750) fifth.

Sammy Halbert (No. 69 Harley-Davidson Factory Flat Track Team XG750R Rev X) was sixth, with factory Harley-Davidson teammate Jarod Vanderkooi (No. 20 Harley-Davidson Factory Flat Track Team XG750R Rev X) eighth, with Henry Wiles seventh (No. 17 Bandit Industries/DPC Racing/Wilco Racing Indian FTR750). Davis Fisher (No. 67 Bob Lanphere Beaverton Motorcycles/Dick Wall 60 Indian FTR750) and Jeffrey Carver Jr. (No. 23 Roof Systems of Dallas/Indian of Metro Milwaukee FTR750) rounded out the top ten.

With three rounds to go, Briar Bauman (4 wins) heads Jared Mees (6 wins) by 25 points, with Bronson Bauman (1 win) 40 points behind Mees, but 31 points ahead of fourth placed Jeffrey Carver Jr., with Brandon Robinson currently 5th in the championship standings to give the FTR750 a top five lock-out at this stage, with the Indian Wrecking Crew teammates populating a potential top

three sweep for Indian Motorcycle Racing.

Having already wrapped up a third consecutive Manufacturer's Championship this year, team operations for the Bauman brothers have been masterminded by S&S Cycle President Paul Langley, with Dave Zanotti as their crew chief, Kenny Tolbert as Mees' crew chief and Dean Young as Wrecking Crew team manager.

In the second 15-lap AFT Production Twins class race of the weekend, Kolby Carlile (No. 136 Estenson Racing Yamaha MT-07) materialized from the pack late to claim his first-career AFT Production Twins Main Event victory in dramatic fashion.

In a race that saw a restart for Dalton Gauthier (No. 122 Black Hills Harley-Davidson XG750R Rev X), who had to start on the back row when his bike expired in his Semi having mechanical problems again with three laps to go, teammate James Rispoli (No. 71 Black Hills Harley-Davidson XG750R Rev X)

took second just 0.111 seconds behind Carlile.

Cody Johncox (No. 196 Sunnyside Cycle/Luczak Racin' Yamaha MT-07) was next in line in a pack of riders that saw five men take the checkered flag within 0.554 seconds of the win. He finished 0.082 seconds behind Rispoli to complete the podium, with Cory Texter (No. 65 G&G Racing/Holeshot Powersports Yamaha MT-07) fourth and Morgen Mischler (DPC Racing, Racing Unlimited Kawasaki Ninja 650) fifth. Texter's advantage has now been reduced to 23 points (148-125) over Carlile with three races remaining.

After the Williams Grove Half-Mile presented by Appalachian Harley-Davidson in Mechanicsburg, Pa., on Saturday, September 7, the series heads for the Minnesota Half-Mile at Minneapolis on September 21st before the season's finale a week later at East Rutherford, NJ., with the Meadowlands Mile on September 28.

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Mees stuns in Springfield Mile II thriller



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Briar Bauman Earns Fifth Season Win - FTR750 Sweeps Top Five at Williams Grove

Round 16 of the 2019 AFT Twins presented by Vance & Hines (the Williams Grove Half-Mile at Mechanicsburg, PA, September 7) saw Indian Motorcycle consolidate its 2019 Manufacturers Championship win as Wrecking Crew rider Briar Bauman added a fifth win for the season so far with two races to go.

This was the 14th win of the year so far for the FTR750 as the current series points leader extended his championship lead, with Indian Motorcycle Racing privateers Brandon Price and Davis Fisher finishing second and third. Jared Mees finished fourth and is now 35 points behind Bauman, who leads the series with 305 total points, with fellow Wrecking Crew teammate Bronson Bauman third with 221 points. Robert Pearson (No. 27 R/J Performance/Hite Trucking Indian FTR750) rounded out the top five.

"Briar continues to showcase his talent and determination to win a Twins championship," said Gary Gray, Vice President - Racing, Technology & Service for Indian Motorcycle. "He's maintained his focus throughout the entire season and is running his best races we've ever seen." Dalton Gauthier (No. 122 D&D Cycles/Gobert Smash Husqvarna FC450) registered a second consecutive AFT Singles victory to expand his championship advantage in title fight crunch time.

Morgan Mischler (No. 69 Waters Autobody Racing/D&D Powersports KTM 450 SX-F) was second; Englishman Oliver Brindley (No. 24 Roof Systems of

Dallas/FX Solutions Yamaha YZ450F) was third; reigning champion Dan Bromley (No. 1 Red Bull KTM Factory Racing 450 SX-F) was fourth, with third-ranked Mikey Rush (No. 15 RMR Honda/Red Riders Rewards Honda CRF450R) keeping his title hopes alive with another top-five result in fifth.

As a result, Gauthier now leads Bromley by 15 points (266-251) with two races left to decide this year's champion.

In the 15-lap AFT Production Twins rock-steady Ryan Varnes (No. 68 Varnes Racing/RoyBuilt Kawasaki Ninja 650) registered a virtual wire-to-wire. Holedshot with polesitter Dalton Gauthier (No. 122 Black Hills Harley-Davidson XG750R Rev X) was second, with title leader Cory Texter (No. 65 G&G Racing/Holedshot Powersports Yamaha MT-07) third.

Varnes' second win of the season catapults him into second in the championship standings and pulls him to within 16 points of Texter (165-149) with two rounds remaining. Kolby Carlile (No. 136 Estenson Racing Yamaha MT-07) is now ranked third at 140 points after slashing past both James Rispoli (No. 71 Black Hills Harley-Davidson XG750R Rev X - fifth) and Kevin Stollings (No. 999 Roof Systems/Motion Pro Kawasaki Ninja 650 - sixth) to take fourth.

The season continues on September 21 with the Minnesota Mile at Canterbury Park in Minneapolis, MN, before the Meadowlands Mile finale at East Rutherford, NJ, on September 28.



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NEWS BRIEFS

Battery storage projects are taking off in the US - the country could triple its utility-scale battery storage power operating capacity by 2023. A US Energy Information Administration (EIA) update says 1,623 MW of new utility-scale battery storage capacity is set to come online by 2023, up from a current total of 899 MW. Total capacity is expected to be around 2.5 GW of utility-scale battery storage by that year. Utility-scale battery storage power capacity more than quadrupled from the end of 2014 (214 MW) through March 2019 (899 MW).

A UK based start-up spun out of the University of Cambridge claims a breakthrough in electric car battery chemistry that can charge in six minutes and that they can commercialize the new battery as soon as 2020. Echion Technologies says it has created a new powder that replaces graphite inside Li-ion battery cells and impressively improves recharge capacity. "The powders are the central component of a lithium battery. This is a new kind of powder." The start-up claims to have a validated prototype and that its new material can easily be incorporated into existing production.

In another possible battery chemistry advance, researchers at Stanford University and SLAC National Accelerator Laboratory have developed a coating that could make a long-held idea, the rechargeable lithium metal battery, a reality. It has long been believed that lithium metal batteries could be far more efficient than lithium ion batteries - unfortunately, they have a tendency to explode due to build-up of what are called "dendrites." The new coating is claimed to prevent short circuit causing dendrites from ever forming.

BRP has reported revenues of \$1,459.5m (+20.9%) for Q2 with gross profit of \$327.8m (22.5% of revenues) and up at net income of \$93.3m. The company also confirmed completion of the acquisition of 80% of the outstanding shares of Telwater Pty Ltd., a Coomera, Queensland (Australia) based manufacturer of aluminum boats under brands such as Quintrex, Stacer, Savage and Yellowfin Plate. President and CEO José Boisjoli: "We delivered another solid financial performance and record second-quarter results, driven by the success of Can-Am on- and off-road vehicles, with our side-by-side category driving robust growth in North America and Western Europe."



Bonneville 2019 - "Best in Recent Years"

The American Motorcyclist Association (AMA) congratulates the 41 riders who set 50 provisional AMA national land speed records and the nine riders who set 10 provisional Fédération Internationale de Motocyclisme (FIM) world records at the 2019 AMA Land Speed Grand Championship on Aug. 24-29.

At the time of publication all the records set during the event were still awaiting certification by the AMA and the FIM before becoming official.

Also known as the Bonneville Motorcycle Speed Trials, the six-day event drew hundreds of land speed racers to pilot their motorcycles on the famed Bonneville Salt Flats near Wendover, Utah - the premier motorcycle land speed racing championship in the United States.

"This year's AMA Land Speed Grand Championship was one of the best in recent years," AMA Track Racing

Photo: Scooter Grubb



Manager Ken Saillant said. "Track conditions were excellent, and we offer our congratulations to all of the riders who set records at the event. Promoter Delvene Reber and her team at Deliciate Promotions did an outstanding job operating the event." The AMA-sanctioned championship, which also includes recognition from the FIM, offers competitors the opportunity to collect AMA national

and FIM world records aboard machines ranging from 50 cc mini bikes to 3,000 cc streamliners.

AMA and FIM record-setting riders are recognized as AMA national champions and awarded AMA National No. 1 plates. They will be honored as part of the AMA Legends & Champions Weekend in Columbus, Ohio, Dec. 6-7. 2019 FIM World Records (pending ratification):

Corey Bertelsen, Suzuki, 168.197 mph in Group A1	Division A	Type I	Class 750	Multiple Cylinders
Travis Richter, BMW, 195.646 mph in Group A1	Division A	Type I	Class 1000	Multiple Cylinders
J. Cole, Suzuki, 206.041 mph (kM course) in Group A1	Division A	Type II	Class 1600	Multiple Cylinders
Jay Allen, Harley-Davidson, 192.386 mph in Group A1	Division A	Type II	Class 2000	Twin Cylinders
R. Tsuruta, Mobitec, 204.484 mph in Group A1	Division A	Type VII	Class +3000kg	Electric
E. Sills, BMW, 236.879 mph in Group A1	Division B	Type I	Class 1000	Multiple Cylinders
Hidecki Kusunoki, Harley-Davidson, 196.791 mph in Group A1	Division B	Type I	Class 2000	Twin Cylinders
Takushi Chikakane, Honda-Dacapo, 63.237 mph in Group A1	Division B	Type II	Class 50	Single Cylinder
Takushi Chikakane, Honda-Dacapo, 62.991 mph in Group A1	Division B	Type II	Class 125	Single Cylinder
Ralph Bohnhorst, SSC 1, 178.868 mph in Group B2	Division C	Type V	Class 1350	Multiple Cylinders

Tucker Powersports Builds 'House of Exclusive Brands'

House of Brands

Following the recent 'unwind' of the Motorsport Aftermarket Group (MAG) companies, "and with a new leadership team firmly in place," Tucker Powersports has announced its 'House of Exclusive Brands'.

"The list of premium brands comprises some of the most iconic names in powersports with a history of high quality, safety, innovation, riding experience and attractive margin opportunity," stated Sebastian Bretschneider, CEO of Tucker.

"Having these brands as part of the Tucker organization allows us to continue our focus on creating profitability opportunities for our customers. Some of these high-quality and innovative brands are generating very significant 'pull' for our dealer customers. Organizing them in a 'house' of brands creates positive synergies to further strengthen the brands in the market."

ProTaper is the inventor of the oversized diameter handlebar without a crossbar, FirstGear has been a pioneer in the adventure riding apparel segment, and for 15 years DragonFire has provided premium side-by-side accessories that are now exclusively sold through Tucker. Tucker says that its "list of premium exclusive brands complements the range of other brands the company distributes."

"Moving forward, Tucker will ramp up its consumer marketing and merchandising efforts for each of these exclusive brands and focus on inventory levels of the products and



Greg Blackwell, Chief Commercial Officer at Tucker

product fitment that customers demand at the dealership level," explained Greg Blackwell, Chief Commercial Officer at Tucker.

"These brands have strong positions in the market. Our dealer channels will appreciate having exclusive rights to them through our Tucker dealer channel."

www.tucker.com



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

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25 Years of OptiMate

It was 25 years ago that TecMate introduced its first OptiMate battery charger, diagnostics and maintenance tool as a response to the more powerful and compact AGM (absorbed glass mat - a sealed valve regulating lead-acid battery) that were being introduced into the powersport industry in the late 80s, early 90s.

AGM batteries are still lead-acid batteries, but with a difference, the acid is absorbed into mats (i.e. sponges)

which effectively made it a 'dry' battery that could be turned upside down - no more acid spillage, the bane of the biker at the time.

Unfortunately, AGM technology also proved to be more difficult to recharge, and especially to recover it from a low voltage/sulphated state. Motorcycle OEMs, of course, wanted a charger for their riders mainly to ensure that the battery outlasted its warranty - but TecMate took it a few steps further,



making those batteries last much longer than intended, some even up to 10 years!

The result? Millions of happy AGM batteries that "have lived longer and performed stronger thanks to OptiMate's unique charging algorithm - one designed for AGM, but that works equally well on any type of lead-acid battery," says CEO and CTO Martin Human.

A reliable high-performance battery charger and TecMate's stable multistep reselling strategy, along with the engineering group's design acumen, have become the basis of a successful co-branding and ODM program that continues to gain partners.

One of those partners is Drag Specialties, who chose to co-brand OptiMate battery chargers. Drag Specialties OptiMate 1 and 3 sell internationally, and the most recent addition is the OptiMate 5 Power-Charger.

"The Drag Specialties OptiMate 5 Power-Charger is specifically designed to help riders out of that 'classic' jam - ready to go ride, but the bike's battery is 'dead'. With 4 amps of constant current on tap, this Power-Charger will bring that battery to 40-50% in an hour



or two, enough to crank and start even the most stubborn V-twin engine.

"As a rider I need to know when I can start the engine and get on the road, so we added lights to say when." The first light is marked WAIT! (charging) and the second is marked GO RIDE! (and still charging), indicating that it is time to do just that if you are in a hurry to get on the road.

"If not, then the third light is the 24-7 OptiMate maintenance mode that lights up once the battery has reached full charge and then keeps it at 100%, so the next time there is no need to wait to be able to get riding."

The Drag Specialties OptiMate 5 ships with a swivelling hanging hook so that it does not have to live on the floor and be a tripping hazard, and it keeps those important indication lights in full view.

"That's the point of OptiMate battery chargers, they guarantee you can go ride at any time. OptiMate has been trusted by the powersports industry since 1994," says Martin.

www.tecmate.com
www.optimate1.com



Tucker Tariff Protection Policy

Fort Worth, Texas based Tucker Powersports has moved to "protect the profitability" of its dealers in the face of the impacts of tariffs on Chinese made product sold under its own brand names.

"Following several initiatives targeted to generate profitable growth opportunities for our dealer customer base and to strengthen our ability to offer superior services to them, Tucker is announcing that it will increase the retail sales prices on goods sourced from China as of October 1st to offset the cost of tariffs on these products recently imposed.

"To protect the relationships with dealers, Tucker 'Exclusive Brands' will adjust their MSRP to maintain dealer margin. This step is another example of Tucker's commitment to its dealer partners. Tucker is in discussions with other brand partners whose

products the company distributes to coordinate similar steps. "While dealers will see a cost increase on the specific products with tariffs, they will also see the MSRP increase to maintain the current dealer margin on these products.

"The ongoing and looming tariffs have dominated the headlines of our media and trade journals across many industries for weeks. While tariffs reach rates in excess of 30%, the price increases we implement will not exceed half that rate," according to Alejandro Huerta, Tucker's Chief Financial Officer.

"Our exclusive, high-quality premium Tucker brands have strong market positioning to avoid significant change in demand as a result of the price



adjustments," said Jim Barker, Tucker's Vice President of Marketing.

"Generating margin growth opportunities for Tucker dealers and strengthening Tucker's ability to serve our customers are our key priorities," stated Sebastian Bretschneider, CEO of Tucker Powersports. "We will continue to implement initiatives that protect and grow the profitability of our dealers and the powerful brands they provide their consumers." Bretschneider emphasized that "profitability is the key criteria for any business decision we

make for our dealer customers and Tucker. With that we combine a great passion for powersports and its enthusiasts with sound and logic business principles."

The company went on to say that it continues to focus on profitability with dealers and brand partners - "this is another way of following through with the commitment of protecting dealer margin for Tucker dealers."

Tucker says that it has posted a list of the affected products and part numbers for its dealers at: dealer.tucker.com

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A Frame Is Born

meticulously precise and convincingly authentic



VG Motorcycle in the Netherlands has been making frames for almost thirty years. Owned and operated by Guus Hoogland, the company's specialty is authentic, near as possible to exact replicas of Harley's old frames, including the castings and cast numbers - with VG said to be the only vendor in the world that supplies such traceability ...



Words and Pictures by Onno "Berserk" Wieringa
Madness Photography

Guus Hoogland had started out as a custom bike builder and started the business we now know as VG Motorcycle in 1989 when he had the opportunity to take over a complete inventory from a Swedish frame builder.

Guus seized the opportunity and soon started to focus more on making his own frames in volume. In principle, VG can make any style of frame and for all brands, but the specialty has always been frames for the older H-D models and for Trikes.

At that time the core business was Chopper frames, and that remains a core competency with VG as one of the principal 'go-to' Chopper frame engineers in Europe.

The custom scene in Europe has always been a major market for restoration, rebuild and new build older Harleys, especially for Knuckle and Panheads (and, more recently, Shovelheads too). Guus responded to the demand from builders looking to restore and (re)build to original condition, and as we find ourselves staring at the third decade of the twenty-first century, with the 'retro vibe' still in full swing and desire for authenticity stronger than ever, VG finds itself not just a survivor of the turmoil that the custom bike industry has endured since it peaked in volume terms around 15 years ago, but as one of the few bona fide frame engineers left with the kind of pedigree they have, VG is now thriving as the market turns full circle back in their direction.

As demand for the kind of experience, expertise and precision that VG puts into each frame grows, there appears to be a solid future for the company as more or less the only European manufacturer of replica vintage frames that are perfectly recreated to the original specifications.

VG is a team of three - Guus, his business partner



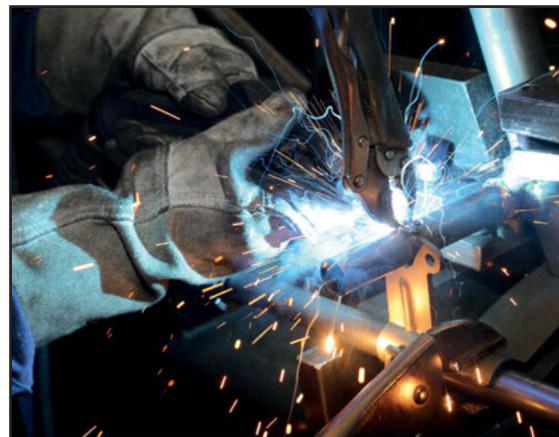
Guus Hoogland founded VG Motorcycle in 1989.

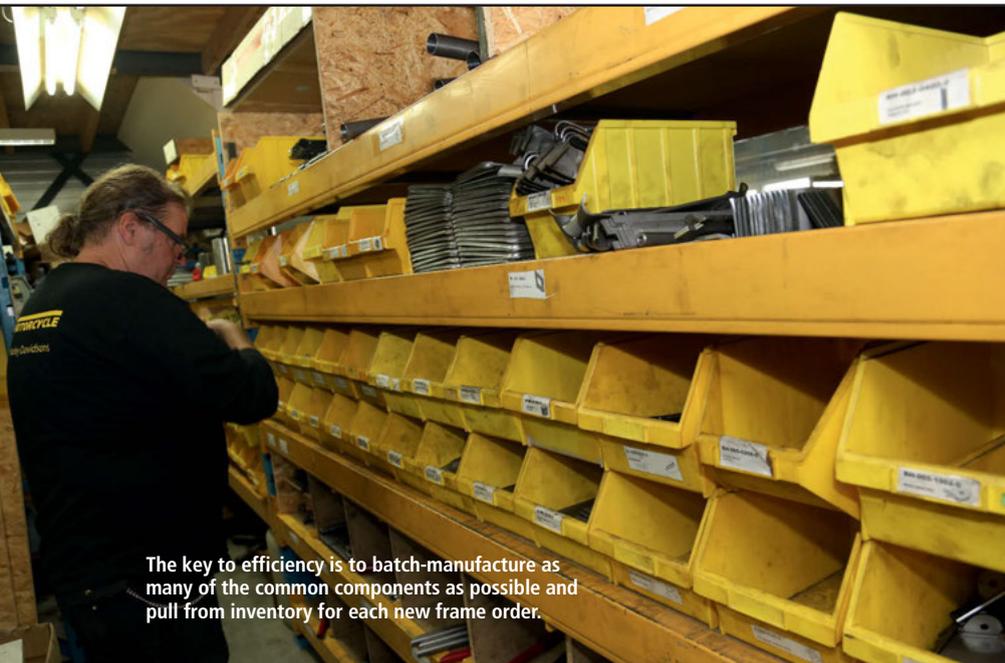
Herman and technician/welder Raymond - who produced around 250 frames last year, all built to meet the demanding TÜV requirements in Europe at its 500 sq m. (5,400 sq ft) workshop at Hengelo in the Netherlands. "We are prominent in the classic H-D frames market," says Guus, "but we are still constantly busy with details and finishing touches." One of the biggest challenges facing any frame maker in Europe are the homologation regulations - especially tricky where building new-old frames is concerned - but it is not all bad news as there has been a settle-down, leaving an albeit very closely defined space in which there is not much wiggle room.

"Today we are allowed to build a 1937 Knucklehead frame for a customer, for example, but it has to be an exact replica. Sometimes a customer wants some changes, a different steering head angle or a different modification to the frame, but we have to stick to exactly what was made back in the original year," says Guus.

While every frame is handbuilt to order, the VG team has been able to make big strides in speeding up the process, adding technology, often of their own devising, without compromising precision or quality. Their warehouse carries a comprehensive stock of pre-made parts so they can respond to every customer order from their own-made inventory.

"In the past, H-D used different heads, which was partly due to the fact that the forks in the thirties and forties gradually got more rake. The differences are sometimes imperceptible to the untrained eye, but we have spent years learning, and we still do sometimes. I've been working on motorcycles for forty years. The regulations and the authenticity requirements that customers have make this an





The key to efficiency is to batch-manufacture as many of the common components as possible and pull from inventory for each new frame order.

attention to detail business like never before." Once the tubes, parts and castings have been collected to meet a customer's order job sheet component list, Guus sets the mold. At VG this is a very advanced tool that massively improves precision and saves time.

Guus has developed what is more of a modular and very versatile mold system than a series of individual jigs and fixtures, though he has plenty of those too - especially for the more difficult and rarer frames. The mold itself has dozens of parts, allowing adjustment to meet all possible specifications and dimensions.

The seat post is the first component to be positioned. Next comes one of the most important castings, the head, which is precision-set at the correct angle. After that the two downtubes are placed in the mold, and then the two castings that form the 'bend' in the frame tubes (to which the attachments for a sidecar use are attached, in keeping with all Harley's older designs). Then two mandrel bent lower tubes that pass underneath the engine to the gearbox from the front block support (also a casting) are introduced,



VG uses its own modular, bespoke designed mold system rather than individual, frame-specific jigs and fixtures.



laser-checked for precise alignment and then spot TIG-welded.

The casting for the seat post is introduced and also laser-checked and, at the back, the mounts for the gearbox are welded to the tubes, which are more or less ready-made parts from inventory. From that point, both tubes go diagonally upwards to the rear to the rear axle. Castings are also used there, just like on the original frames.

Every operation, every addition of a casting or tube, requires that parts are put fixed in the mold and measured, and laser-checked several times before final welding. The heavy-duty mold is electrically driven, so easy to rotate and work with - especially speeding up the welding process and increasing the precision.

Then comes the upper frame tube, from saddle to the steering head, onto which the engine mounts,



The heavy-duty mold is a versatile, electrically driven tool - allowing the frame to be rotated and adjusted, considerably speeding up and increasing the precision of the welding process.

Alignment is measured constantly, manually and with repeated precision laser-checking.



cylinder head supports and fuel tank tabs are added. The plates that surround the lower frame tube and form the fixing points for the footboard are press-formed in another special mold, and in keeping with the original specifications, those parts of the frame that are not welded are brazed - "just something additional we do to try to make our frames as true to the originals as possible," says Guus.

All the frame tubes used for OEM spec frames are pre-made in small series and bent to the right radius - where necessary with so-called bungs (actually plugs), which slide into the casting to form a much stronger connection. "That saves a lot of time, all we have to do then is to grab all the necessary components and process them into a frame according to the customer's wishes. If we had to bend and fabricate everything separately each time, that would slow down the process and, time being money, increase the cost to the customer.

"In addition to all the tubes we also have the castings in stock. But in the meantime, we are always thinking ahead. In the future we want to see if it is possible to get the castings to look even more like the original factory specifications.

"Even though our products are kind of buried in the past, we are always looking forward, looking at new opportunities and new demand that emerges to see if it is something we can fulfill for the market.

"For example, we are also now focusing on the newest generation of H-D models, often in collaboration with other vendors who can leverage our expertise, and in partnerships where we in turn

can leverage their market penetration. We work with many companies and dealers - VG is a team player and we are not afraid to share knowledge. We work strictly business to business, not with individual consumers, unless it is on something very specific and specialist. So, anyone who wants to have something made or modified to a frame, or who wants to buy one of our products, can arrange that through his or her dealer without a problem!"

To finish up at the front end, the tube between the bottom of the head and the top frame tube is one of the last stages. This is a critical component, Guus says, as it provides extra strength. "The less 'flex', the sturdier and stiffer a frame is, the better it handles. Again, the same core principles we adhere to apply - first we measure everything, set the mold precisely and only then do we weld it."

The mold is then prepared for the frame's rear end components and the rear tubes - which are worked open at the front with the sides welded to the upper frame tube and run from the top along the saddle tube to the castings at the rear, inserted and welded. The cross connection between them is welded almost simultaneously.

Before pronouncing the birth of a new-old 1937 Knuckle come yet more checks, with the frame being scanned, and only once it has passed all the checks precisely is it ready for the dealer - a replica frame that is indistinguishable from an original. Among the most recent additions to the VG offer, and one of those demand-led opportunities that VG has embraced, are their complete kits to turn pre-rubber

mount Sportsters into a hardtail, as well as oil tanks, swingarms, trike kits and rear axles, sidecar frames, supports and mounts and much more.



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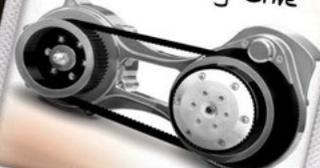
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rKraut'

The 1947 Concept that Never Happened

Words by Robin Bradley; pictures by Onno Wieringa/Madness Photography

Jordan Dixon is no stranger to the pages of AMD, but 2018 was his first time competing at the AMD World Championship. The Monticello, Minnesota based builder (Union Speed & Style) scooped 8th place in the Avon Freestyle class, and with it the honor of top placed American.

His 1947 74 ci 4-speed EL 'SourKraut' based on a handbuilt custom frame featured a narrowed Harley VL front end raked to 29 degrees on a Harley 19" wheel with Union Speed spool hub front and Harley 16" rear

with Harley mechanical drum brake.

Jordan told AMD that he "took inspiration from early factory race bikes - this is completely handcrafted to have the feel of a 1940s concept bike that never happened.

"The frame and all the components are handmade, including all of the frame 'forgings'. The fuel tank, dash piece, fender, fender struts and oil tank were hammered by hand from flat sheet stock. The front end was from a factory Harley VL that we narrowed 1" by machining new connecting braces.

"All foot controls were handmade and textured to look like forgings and then coated, along with the engine components, in electroless nickel. The exhaust is completely a one-off. Basically, we started with an engine and transmission and made everything else from raw materials."



Metalsport Adds Wide Wheel Sizes



South Gate, California based manufacturer Metalsport has added additional wide wheel size options with availability of 21 x 5.5 and 23 x 5.5 2D styles and says it can cut any of its 2D styles and, "only at Metalsport," its 23 x 5.5 in 3D. They are available as wheels or as wheel packages with tires (Vee Rubber black and whitewalls) and matching pulleys and rotors (in 2D and 3D), 18" rotor and caliper kits, and selected rear sprockets.

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JIMS M-8 'On Bike' Valve Spring Compressor



When changing valve springs for performance upgrades, or simply replacing a leaking valve seal, it is necessary for the technician to completely remove the cylinder head from the engine, which adds unnecessary time and expense. This "revolutionary and creative new tool" developed by Camarillo, California based JIMS



eliminates this step completely. "Our patent pending 'on bike' valve spring compressor kit for M-8 engines works with the cylinder head installed on the motor. Simply remove the rocker box covers and rocker arms and install this unique compressor on the rocker arm shaft. Once the cylinder is filled with compressed air, the technician can easily rotate the tool and compress the top collar of the valve spring, exposing the keepers to remove the top collar, valve spring and seal. "This tool dramatically saves time for any technician working on M-8 performance upgrades or service work."

JIMS
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Extra-Plate Clutch Kit for Indian Big Twins



The latest addition to Barnett's line of Indian clutch components is this Extra Plate Clutch Kit for 2014-19 Chief/Chieftain/Roadmaster/Springfield models. The kit includes eight Kevlar friction plates, seven tempered steel plates, a set of five heavy duty springs, and "provides increased clutch capacity and performance." The segmented Kevlar friction plates are designed for more oil flow, resulting in cooler operating temperatures and a smoother, more positive clutch engagement. All kits are measured for proper stack to ensure proper fit and performance right out of the box.

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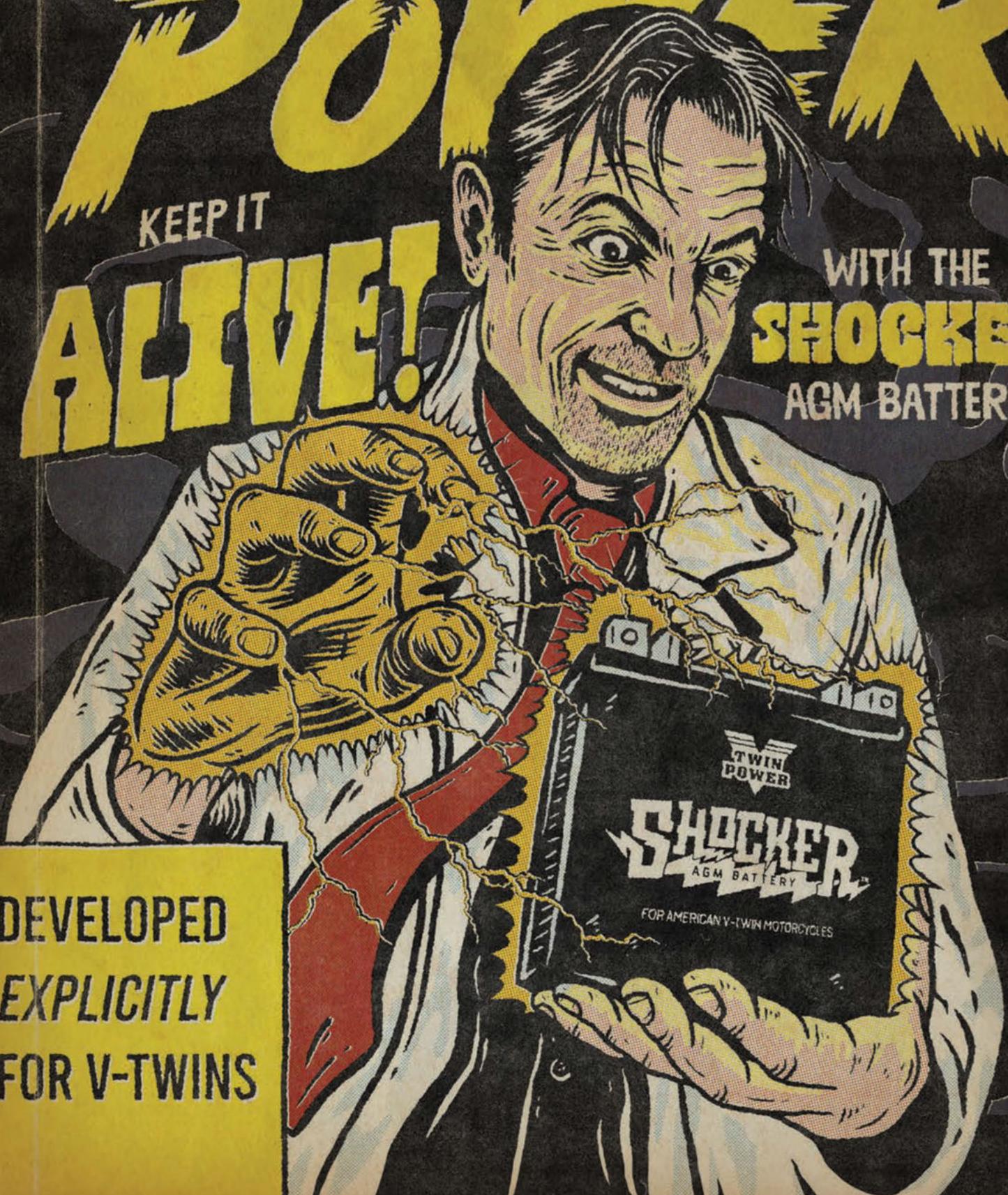


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Highway 21 Apparel New Fall Collection

Boise, Idaho based HardDrive has unveiled new products in its Highway 21 apparel program. "Meticulous research meets classic design for Highway 21's all-new fall collection, featuring some of the most feature-rich products ever released by the brand.

"Tested by riders throughout the country, Highway 21's new products are the perfect blend of highly functional rider apparel that looks as good on a bike to walking through the city."

The **Murtaugh jacket** is proof that "you can have classic styling with the modern features that are needed in today's world." This 100% cowhide leather police-style jacket features a large concealed carry d-pocket, reminiscent of map pockets used by

Murtaugh



Motordrome



early aviators that allows for ample storage and easy access. To increase maximum adjustment possibilities for the rider, the Murtaugh features a fully removable leather belt with a keyring-snapped belt loop to keep it secure.

The **Motordrome jacket** is "an homage to America's first motorcycle boardtrack race complex, constructed in Los Angeles in 1910. This leather jacket stands out against the crowd with diamond stitched accents and dual chest vent pockets for added storage." The Motordrome features a removable thermal liner and a generous concealed internal carry pocket.

"The popular **Marksman flannel** is back in an all-new colorway for the fall season. This soft, 8 oz cotton flannel is the perfect blend of style and

function, featuring removable CE shoulder and elbow armor with aramid fiber reinforced panels in addition to a removable, perforated back PE armor." The company says that "Highway 21 is more than just a name or pavement that twists and rolls through the Rocky Mountains. It's an insight into the eye of the craftsman; it's the hard work, the sweat and the blood that it takes to build true character. It's not just one thing, it's everything that it takes in the quest of perfection - no styling detail is too small, and no aspect of safety is overlooked."

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ODI Grips Extends V-Twin Range

Though best known for its MX products, the Riverside, California based ODI Grips reports such success with its VANS/Cult V-twin waffle sole design grips collaboration that they have stepped up to expand their range of colorway options for the custom market.



Designed by Cult, Vans/Cult V-twin grips feature the classic Vans waffle sole pattern built into a medium diameter grip that provides extra vibration dampening. Each pair of grips is constructed in-house at ODI using proprietary grip compounds "for a consistent feel that provides exceptional control in all conditions."

Newly updated colors for 2020 include white, gray, red, green and iridescent purple (still available in black, Limited Edition Gum Rubber, brown, orange and Ox Blood) – 125 mm long, both 1" and 7/8" handlebar fitments are available.

ODI Powersport Sales and Marketing Manager Johnny Jump told us: "We've had quite a bit of demand for a throttle tube to pair these with, making it easier to mount them as replacements for the OE throttle tube. Since we already make a billet throttle tube for Supercross and Motocross racers, it was a perfect fit to our V-twin collection.

"Therefore, we have just released two new ODI Fusion throttle tubes for H-D V-twin applications. The ODI Fusion alloy throttle tubes for '84 and up V-twins (H-D cable actuated) are made in durable 6061 aluminum, have a hard anodized black finish and feature integrated Teflon sleeves to deliver very smooth throttle pull and return with machined throttle barrels. Also available for '08 and up H-D TBW applications, geared for H-D Throttle-by-Wire housing.

"In addition, we have taken our popular Podium Motocross handlebars and made two different versions for H-D V-twins, a 1" OE replacement and a tapered 1-1/8" to 1" controls Moto style handlebars. Each is routed for internal run wiring and notched for H-D Throttle-by-Wire housings and have a knurled clutch slide for improved adhesion when used with ODI slip-on Moto grips. They have been shot-peened and hard anodized black for high durability, are are 31.5" wide by 4.75" high with a 2.12" sweep."

ODI V-twin MOTO 1 1/8" handlebars mount to 1"



controls and bring "ODI's taperwall motocross technology to the V-twin handlebar market." Made in high-strength, seamless double-buttetted 2014-T6 aluminum alloy, for "increased strength and flexibility with the tapered wall thicknesses." The oversized 1 1/8" clamp diameter is said to improve bar/clamp grip (requires 'oversized' 1 1/8" handlebar mounts or risers).

ODI's 1" V-Twin Moto handlebars mount to 1"



controls and are made in 7075-T6 alloy for strength. They are a 1" throughout and are a direct replacement for OEM bars.

ODI's V-twin accessories are available from Drag Specialties (Parts Unlimited, Parts Canada, Parts Europe) and Western Power Sports/Hard Drive.

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Starter Relay Socket Kit, Shrink Splices and Connectors



Oreland, Pennsylvania based NAMZ Custom Cycle Products is always looking to expand its ever-growing line-up of product offerings in order to "stay ahead of the technology curve." With most motorcycles becoming more and more "electronic", NAMZ says they are "always sitting in the driver's seat when it comes to being the industry source."

"We don't just go and find what's new and sell it, we do the research, learn the product and its application and, most importantly, we test it. NAMZ employees follow a strict standard when it comes to testing, and this is to ensure that our customers get the right part, the first time."

In this picture we see a number of recent NAMZ additions, from top left to right is its mini starter relay socket kit, which comes complete with crimp terminals. Next are heat shrink splices, ranging from 10 to 22 gauge, and at the bottom are new FX rear fender connectors, available as male and female kits.

Celebrating its 20th year in business,



providing "world class" electrical components, wiring harnesses, Badlands lighting modules and now LEDs from Letric Lighting Co., dealers can order NAMZ/Badlands products through Drag Specialties, Parts Unlimited, Tucker (Tucker is the exclusive distributor for Letric Lighting Co.), Mid USA, J&P Cycles, V-Twin, Parts Canada, Motovan, Les Importations Thibault, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W, Zodiac, Rollies Speed Shop, Wildrider International Pty Ltd, or directly from the website.

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2-1 Touring Comp-S Full System with 'Ghost Pipe'



Corona, California based Two Brothers Racing says that following the success of its M-8 Touring model 2-1 full length system in 2017, their new 2-1 'Ghost Full System' for 2017 and up Touring models features "the same easy to install three-piece stainless steel header, now fitted with our newly refined 4" mufflers. "Featuring our famous spiral perforated core, to give it a deeper, more aggressive tone, the 'ghost pipe' to the opposing side utilizes the OEM heat shield and gives baggers the look and balance of a true dual with the performance of a 2-1 system.

"As always, our systems come race-ready with O2

sensor ports that accommodate OEM and 18 mm wideband sensors; they are finished with color-matched heat shields and available in eight different finishes."

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Drag Specialties Additions

Cool Comfort Quick-Attachment Air Pads



New Cool Comfort air pads from Drag Specialties feature FoamAir cushion technology. Designed to be used on top of your existing seat for added comfort and extended riding time, this patented, self-inflating design with interconnected FoamAir cells has an adjustable pressure valve allowing you to fine-tune the comfort by distributing the weight across the entire seating area - improving blood flow and reducing the effects of painful pressure points. Channels between the cells allow for ventilation by dispersing heat and moisture. Complete with a 3D mesh cover, the pad can be used with or without the mounting straps; available in five sizes, including pillion.

Passenger Footpeg Mount Kits



Drag Specialties OEM replacement passenger footpeg mount kits include left and right side mounts with 3/8-16 x 2-3/4" mounting bolts, footpeg detent plate, ball and spring, pivot pin and clip. It accepts passenger footpegs designed to fit '18-'19 Softtail models. Available in chrome or gloss black finish.

Chopped Tour-Pak Backrest Pads

Available with a smooth vinyl or smooth solar-reflective leather cover with vinyl on the sides, these pads secure to the Tour Pak with three bolts (supplied) and measure 4 1/2" tall x 12 1/4" wide x 1 3/4" thick. Drag Seats' exclusive solar-reflective leather is made using a patented process that reduces surface temperature by as much as 25°F for a cooler seat, higher durability and longer life over



conventional leather or vinyl. Both styles feature high-density foam interior and include the lower pad (optional for installation).

Soft-Ride M-8 Softtail Passenger Footpegs



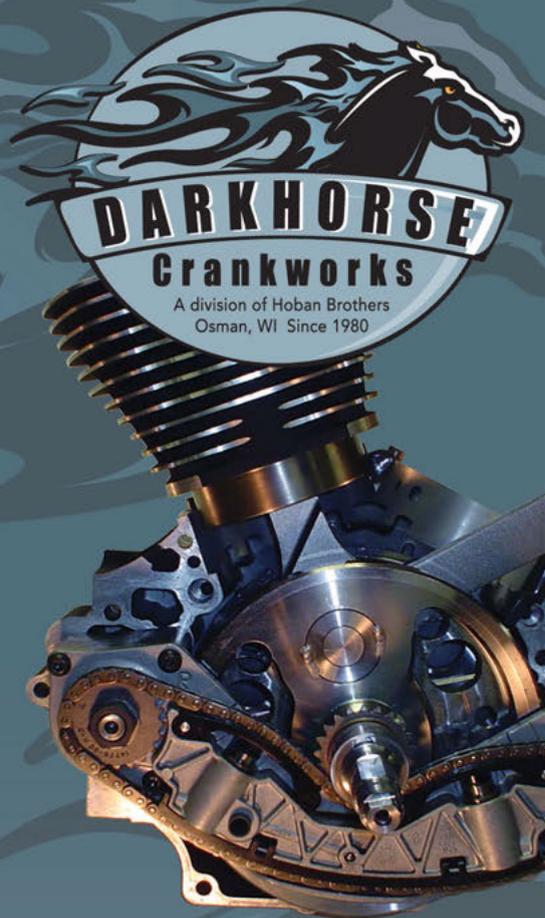
Drag Specialties has added M-8 Softtail passenger pegs to its popular Soft-Ride footpeg line. Specifically designed to absorb vibrations, their hollow core with long-lasting neoprene rubber insert cleats are isolastically mounted on a special chrome socket-head bolt. Available in chrome or black.

Replacement Floorboard Inserts



These new inserts are constructed from high-quality rubber and are direct replacements on 2018-2019 FLHC/FLSL models.

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AMD PRO GUIDE

Custom Straight Cut Classic Muffler



Duisburg, Germany based Dock66 has these "versatile and timeless" Custom Straight Cut chrome mufflers for 38 to 45 mm pipes for classic motorcycle models. They look similar to the classic stock Harley-Davidson tapered exhaust, but with a 6.3 cm diameter for a more compact solution than the original H-D designs. The company says that "the timeless design makes the chrome Straight Cut Custom muffler an interesting option for Harley vintage bike riders."

They fit every 1 3/4" (45 mm) pipe of the kind used on most classic Harley models, with an adapter for 38 mm pipes included. They are 41 cm long and 6.3 cm wide, are not ECE homologated (no TÜV approval certificate), so use is only allowed for competition or veteran and collector bikes. Also available from Dock66 is a reverse cone design Megaphone Roadster muffler which "makes the perfect silencer for all classic custom motorcycles. The sixties British bike style matches vintage bikes, cafe racers, scramblers and also choppers, bobbers and trackers." Available in chrome or black finish, the Megaphone Roadster muffler is made of heavy duty steel and can be mounted on



Custom Straight Cut muffler

either side of the bike. Spacers allow universal use for pipes from approximately 36 to 45 mm. Length of the silencer is approx. 480 mm, the maximum diameter is 92 mm and the length of the reverse cone is 100 mm. The Megaphone Roadster mufflers also have no ECE homologation or TÜV approval certificate.

DOCK66 MOTORCYCLE PARTS
Duisburg, GERMANY
Tel: +49 (0)203 3934 4740
info@dock66.de
www.dock66.de



Megaphone Roadster muffler

Badlands RB&T Module and Brake Light Load Equalizer

Oreland, Pennsylvania specialist NAMZ Custom Cycle Products has added to its Badlands branded range of modules with a new run, brake and turn signal (RB&T) specifically for FXDR/S applications and a new brake light load equalizer.

Company President Jeff Zielinski says that "when the factory released the wildly designed FXDR/S, many weren't sure what to make of the new ride. The aggressive style of the air cleaner and rear fender took many traditional riders by surprise, but newer riders seem to have gravitated to it.

"We have been receiving calls from customers who have begun to customize the FXDR/S, and one of the biggest issues they have is with the unattractive stock rear lighting. So, we have come up with a Badlands module that replaces the OEM rear fender harness to allow the use of any normal tail/brake light and provide running light, brake light and turn signal functions for any red rear turn signals."

Another new module from NAMZ "is a must when swapping out OEM tail/brake lights with custom LEDs or removing it all together," says Jeff. It is a taillight load equalizer that plugs in between the rear fender harness and allows users to remove



the center taillight without producing annoying codes. "This gives riders endless possibilities when customizing their ride."

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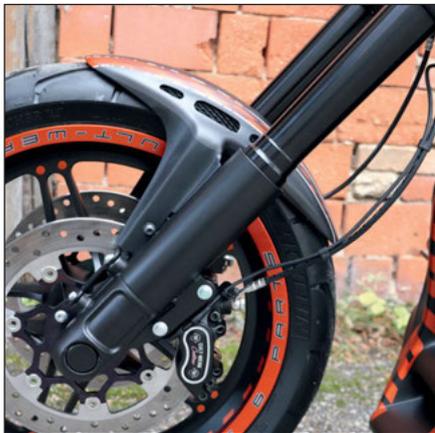


www.dp-brakes.com

DRAG
Specialties

Motorcycle Storehouse Additions

FXDR Custom Front Fender



Austrian manufacturer Cult-Werk's new unpainted ABS 5-axis precision CNC-machined front fender is designed for "an even sportier look than the stock FXDRS fender already has." ABE approved, it is shorter and narrower, with a precision fit and no hassle direct replacement.

Lucas Oil

A well-known US brand with a series of special formulated products, the Lucas range includes oils, oil stabilizers, lubes, greases, cooling fluids, chain lubricants, metal polish, wax, interior detail and even tire trim and shine products.



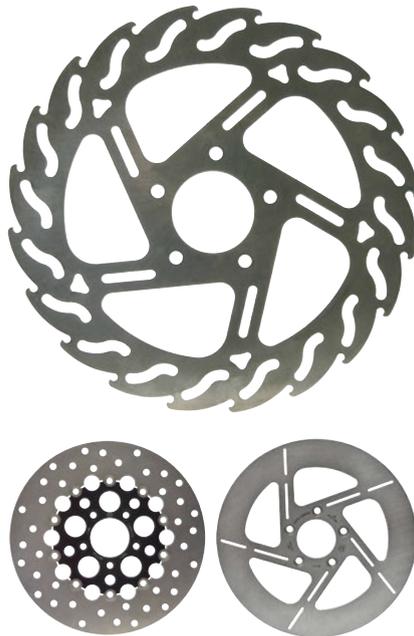
Clutch Plate Sets



High quality friction and steels developed for Motorcycle Storehouse "in a dynamic testing environment with a price/quality ratio that is clearly higher than average standards." The friction disc sets are made from organic friction material, bonded to a hardened aluminum base. Steel drive plates are manufactured from quality steel to help prevent warp and ensure excellent clutch action. "Perfect for any stock replacement and can, like OEM, be run

both wet or dry." Available as 5, 6, 7, 8 and 9 plate kits for selected models from 1968 up to M-8.

Moto-Master Brake Rotors



All Moto-Master brake rotors are manufactured from highly corrosion resistant premium stainless steel, offering "superb braking ability." CNC-machined, laser-cut and precision double ground to the tightest tolerances to eliminate any brake rotor vibration. All Moto-Master brake discs are made in Europe and TÜV/ABE approved.

Mustang 'Wide Tripper' Seats



The 'Wide Tripper' sits the rider in a "relaxed cruising position that's slightly lower, but at a similar reach to the handlebars compared to stock." Available with or without a built-in receiver that accepts a fully adjustable and easily removable driver backrest for ultimate lumbar support. Detailed stitching in highly durable synthetic glove-leather cover; matching passenger seat offers comfortable 2-up cruising with spacious 10" width.

Rokkertech Slim Stretch Denim

Unlike most motorcycle jeans on the market, Rokkertech line products have only one layer - this means that they feel like everyday clothes, so are suitable for casual and riding wear. With added Elastane for additional comfort; CE approved; highly abrasion



resistant; five-pocket style; slim fit with tapered leg; top quality 14 oz Denim with high abrasion resistant UHMWPE fibers; vintage wash; protector pockets on knees and hips; delivered in an exclusive canvas bag with T-shirt and knee protectors.

SP Connect Moto Bundle

The Moto Bundle is a "cleverly designed complete smartphone carrying system. It allows attachment and removal of the phone from the motorcycle in a second with a simple 90 degree 'Twist to Lock' action. Mounts in a vertical or horizontal orientation. The phone is installed in a thin but strong and protective 3-layer construction carrying case (phone case) for daily use that allows using all buttons, ports and retains wireless charging functionality. The CNC-machined aircraft grade aluminum mounting bracket (Moto Mount Pro) has an angled arm that allows positioning the screen directly in front of the rider, allowing 360° rotation. The sturdy connection between the up to -40% vibration-reducing bracket and phone will not come loose. The included special touch screen-friendly weather cover can be used for a watertight protection against moisture and sand. Fits handlebar diameters from 7/8" (22 mm) to 1.25" (31.8 mm). The Moto Bundle comes with stainless hardware.



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Hogtunes XL - "Next Level Speakers"

Canadian specialist Hogtunes has introduced Hogtunes XL – next level 2 ohm 5.25" speakers for 1998 - 2013 Harley-Davidson touring bikes.

"Hogtunes XL offers speakers with better bass response, higher power handling and an overall better sound. Upgrade from our Gen 3 Hogtunes speakers, comparable to our Wild Boar Audio speakers, but for '98-'13 bikes," says CEO 'Pez' Pesdirz.

"For the rider wanting even more from their audio system, Hogtunes XL allows you to rock out to your music at highway speeds. They include SGF Grill-AA metal mesh grills and come as a complete kit with a 225 watt amp and 2 XL series 5.25" front speakers; or buy just the pair of XL speakers on their own and use with an existing amp."

The speakers feature carbon fiber woofer cone, studio quality crossover parts and titanium impregnated 1" tweeter. The amplifier features Hogtunes' proprietary R.E.M.I.T. circuitry for excellent FM reception from a Class D amp.



Available through Drag Specialties, all required plug and play wiring and hardware to complete the installation is included and they are backed by a 3-year warranty on the amplifier and a 5-year warranty on the speakers.

HOGTUNES INC
Barrie, Ontario, CANADA
Tel: 705 719 6361
info@hogtunes.com
www.hogtunes.com



'Cherokee' for FXST



The 'Cherokee' from noted Californian seat manufacturer Le Pera has "a pure bobbed and chopped throwback style with King/Queen lines and awesome rider back support." According to design guru Bob Le Pera Jr.: "This seat offers your 2006 - 2017 FXST customer timeless style and comfort for the hard miles on full day trips."

It features 12" of rider seating area and 7.5" for the passenger. Standard options include smooth, diamond and pleated stitch patterns. The 'Cherokee' is also available for other models including '82-up XL, '06-up Dyna, '08-up Touring and '62-'84 FX/FLH.

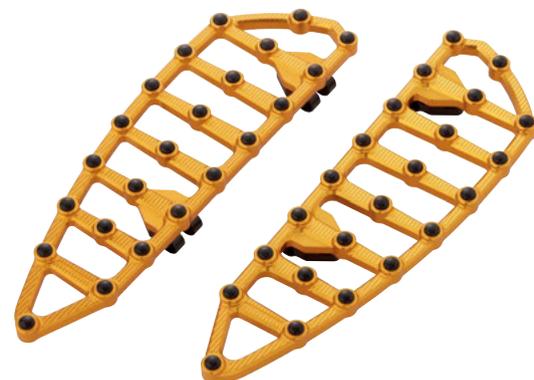
Still handcrafting all its seats at their North Hollywood, California headquarters after nearly 45 years as the market's design leader, all Le Pera seats feature a powder-coated steel base plate, a specially poured high density "Marathon" molded foam foundation and double-stitched, handcrafted cover with bonded polyester thread for durability.

Stitching choices and additional options such as Biker Gel, leather seating and full leather are all detailed in the 2019 Le Pera catalog, which is available online - quantities of printed copies are available to dealers by request.



LE PERA ENTERPRISES
North Hollywood, California, USA
Tel: 818 767 5110
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Ness MX Billet Floorboards



With many styling cues migrating from the world of Motocross and Enduro into the custom mainstream, Arlen Ness Enterprises has given a debut to some exceptionally well thought out and stunning driver and passenger floorboards.

Featuring a lightweight cut-through design with integrated and replaceable rubber inserts for excellent foot traction and finish protection, they are CNC-machined from billet aluminum "with machined cuts on the top, side and bottom of the floorboard for viewable added style at every angle in the up and down position."

Available in a range of stunning anodized colors, the driver floorboards measure a generous extended length 18" long x 5.75" wide for added foot room and comfort; the passenger floorboards are 8" long x 4.25" wide.



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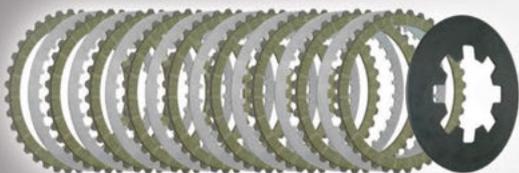
BTX-5



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!

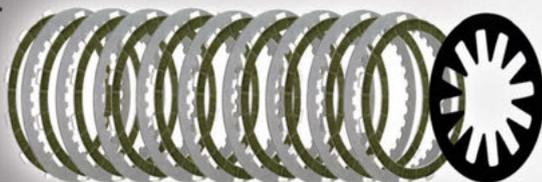
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BTX-11



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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V-Factor Oil Pumps

More V-Factor engine components news from Hazelwood, Missouri based Mid-USA Motorcycle Parts with details about its V-Factor oil pump parts and kits.

V-Factor has a comprehensive range of oil pump rebuild components for 1969 - 1984 Shovelheads and 1984 - 1999 Evo Big Twins, but seen here are the company's options for Twin Cam engines.

High volume TC oil pumps 1999-2017



For performance applications, the billet aluminum **V-Factor oil pump** for Twin Cams from 1999 - 2017 (except for 2006 Dyna models) delivers +40% increased feed volume and 60% increased scavenge volume.

V-Factor Twin Cam billet **cam support plates** (for gear drive cams only unless used on 1999 - 2006 applications with the optional chain drive adapter

TC cam support plate



kit) are said to eliminate flex and decrease engine temperature while increasing oil flow; the kit

OE style cast aluminium replacement oil pump assembly for all TC years - '07-'17 shown



includes bearing retainer plate and hardware. Also seen here for 1999 - 2017 Twin Cams are V-Factor OE style **cast aluminium oil pump assemblies** and a complete **OE style oil pump kit** with options for polished or black, plus chrome option for 1973 and up, the oil pump assemblies come complete with check ball and relief springs, drive



1936-1999 OE style oil pump kits - 1992-1999 Evo shown

gears, gaskets, keys and all necessary fittings including chrome plated mounting hardware. On pre-1981 models, crankcase oil passage drilling is required.

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SW-Motech Adds to Legend Gear Line

German luggage, ADV and touring accessory specialist SW Motech continues to add to its popular Legend Gear range of accessories for Harley models.

Available to North American dealers through Twisted Throttle (Exeter, RI) this "eye-catching Legend Gear LH bag, developed exclusively for Harley-Davidson models, combines the low weight of a saddlebag with the high form stability of a side case.

"This new take on Legend Gear styling is combined with high-tech materials and a modern mounting system. This allows the bag to be mounted onto the fender strut with a turn of



the hand via an integrated lock mechanism on the right side bike specific SLH side carrier (sold separately).

"Matching the Harley design, the spacious side bag is completely black and made in a combination of durable textile fabric and grained artificial leather, with intricate diamond top stitching.

SW-MOTECH
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DP Updates Clutch Kits and Brake Pad Upgrade Options

Earlier this year DP Brakes and Clutches expanded its clutch line with Complete Friction and Steel Plate Kit for Harley-Davidsons - this is in addition to established best-selling individual friction and steel kits, which have been very successful for them in recent years. DP Brakes says that its clutch components are designed to provide extended service life along with smooth, fade-free power delivery. The components are packaged in the same high quality, cushioned heavy duty product presentation case used to protect all DP Brakes clutch components from shipping damage. The friction plates are ready to go with no need to pre-soak in oil and "perform well in a wet or dry clutch - unlike aluminum plates, the steel drive plates will not swell, nor fade." The increased weight, versus stock plates, adds flywheel effect, improving starting and traction. "We are pleased to be adding a complete friction and steel kit to complement our existing individual kits for Harley-Davidsons," said Larry Mills, President of DP Brakes North America. "This will continue to round out our highly successful range of long lasting, high performance clutches - dealers and their customers now have the convenience of single part number ordering." Also seen here, DP Brakes have updated its "quiet and dust free" brake pad upgrade options, offering applications to include 2020 Harleys. The originators of sintered metal braking technology, DP Brakes brake pads are an OE upgrade. Larry Mills says: "Sportsters, Dynas, Softails, FLHs can all be equipped with DP brake pads. Our fitment list covers Harleys dating back to the early 1970s. We also have added fitments for all the new Street Glide trikes, Street, Sportster and Softail models with new calipers. "In addition, DP brake pads are fitted as original equipment on all Performance Machine (PM), HHI (Hawg Halters Inc) and Arlen Ness calipers. Plus, they are very popular with dealers servicing police bikes and H-D rental companies worldwide, where performance and durability is a key requirement." Mills says that "extensive dyno and highway testing have proved many times over that DP Brakes pads have shorter stopping distances and improved overall



performance. Customers will experience fade-free performance under all conditions. In addition, they are quiet, dust free and non-abusive to the rotors."

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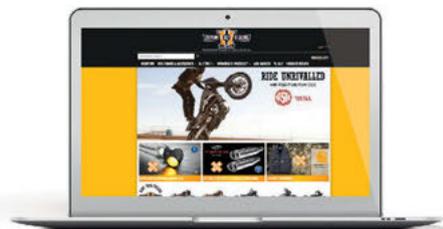
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KB M8 Series Feature:

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 - 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.



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KB542LCA.040	M8 120"	4.165" Bore
KB542LCA.060	M8 120"	4.185" Bore



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M-8 Rocker Arm Tower Stud and Beehive Racing Valve Spring Kits

Pacifica, California based Kibblewhite Precision Machining is offering what it describes as a "premium" rocker tower solution for '17-'19 M-8 engines.

The kits include nuts machined from heat treated high tensile billet steel and heat treated 180,000 PSI aircraft alloy steel studs - both have rolled threads for the greatest possible strength and are black oxide treated for enhanced corrosion resistance.

Company President Will Kibblewhite explains that "because the stock M-8 rocker shaft bolts can stretch, the shaft can move in the saddle, leading to deformed saddles, cracked rocker towers and broken rocker shafts.

"KPMI M-8 rocker tower studs are made from 180,000 PSI yield strength, fine grain, heat treated aircraft grade steel; the lower portion of the stud is 0.810" long, which maximizes the length of the thread engagement.

"The threads are rolled, not cut. Rolling gives the threads a superior surface finish and compresses the material, making the threads denser, for the toughest and strongest possible thread, and the studs are black oxide treated to increase corrosion resistance.

"The combination of the material, thread type and the length of the thread engagement maximizes clamping force, makes the assembly more stable than stock, and reduces the chance of failure due to the stretching and flexing that the factory bolts are subject to."

The nuts are single point machined from high tensile strength aircraft alloy steel. During the machining process, close tolerances and smooth surface finishes are maintained - two critical factors for achieving correct fit and torque. After machining, the nuts are heat treated to a specific depth. This creates hard, wear-resistant working surfaces, while retaining a



ductile core to prevent cracking under load. The premium black oxide treatment provides excellent corrosion resistance and appearance.

Also seen here is Kibblewhite's 0.625" lift beehive racing valve spring kit for '17-'19 M-8 engines. The company says that its R&D team conferred with some of the best known builders in the world to arrive at a consensus for the characteristics of this new kit.

"Combining feedback from these builders with our engineering team's stringent design criteria for wire stresses, fatigue life and manufacturing processes has allowed us to create a unique spring, designed specifically for the M-8.

"The progressively wound, ovate wire, beehive springs undergo proprietary heat treatment and shot peening processes. These complete kits provide the spring forces required for high lift camshafts and sustained high rpm."

The kits are supplied with either tool steel or titanium retainers to minimize reciprocating mass, special M-8 high lift beehive valve springs, heat treated steel bases and steel clad top hat seals with a Viton sealing element.

KIBBLEWHITE PRECISION MACHINING
 Pacifica, California, USA
 Tel: 650 557 2046
sales@kpmi.us
www.kpmi.us



High Speed - Low Drag

Bitwell's new 100% leather Borrego gloves have "rugged reinforcements in friction zones coupled with perforated panels for increased air flow. A positive wrist closure and high-impact knuckle guards contribute to the coveted CE rating - but we've made them aesthetically low-key so you don't look like a transformer while riding." Bitwell, USA, www.bitwellinc.com



www.AMDchampionship.com

AMERICAN MOTORCYCLE DEALER - OCTOBER 2019 **53**



BILLET WHEELS FOR M8 MODELS



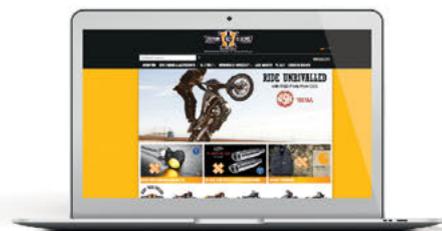
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Dyna pictured with "Pleated" style.
FXR pictured with "Gripp Tape" style.
Bagger pictured with "Diamond" style.
Sportster pictured with "Basket Weave" style.
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WORLD'S BEST MOTORCYCLE WINDSHIELDS AND ACCESSORIES

Weld Wing No-Slip Super Riser Clamps

New from Paul Yaffe's Bagger Nation, Weld Wing no-slip Super Riser Clamps are a practical front end tidy-up that protect as well as adding detailing for a custom look.

The patented Weld Wing no-slip Super Clamp covers the unsightly welds and steps on 1.25" handlebars - their sports styling "looks great on Dynas, FXRs and Sportsters." Available in black accent cut or chrome finishes, the easy bolt-on Super Riser Clamp design eliminates bar slippage.

Also seen here, the Bagger Nation Super Riser Clamp

Super Riser clamp for 1.25" handlebar center sections



for 1.25" handlebar center sections "is a must when installing internally wired custom handlebars. Our incredibly strong design is CNC-machined from a solid block of 6061-T6 aircraft aluminum - the innovative design incorporates a series of three locking screws that virtually lock our ever-popular tall Monkey Bars in place."

Super Riser clamps for 1" handlebar center sections are said to "all but eliminate the potential for the kind of handlebar slippage that is common with tall bars and big riders.

"Simply put, a 10" or higher bar and a 200+ lb rider creates an increased leverage that was never considered by factory engineers - especially when you're suddenly pulling yourself up off your seat in an emergency, such as an unseen pothole."

PAUL YAFFE'S BAGGER NATION
Phoenix, Arizona, USA
Tel: 602 840 4205
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www.baggernation.com



Weld Wing no-slip Super Riser clamps

U.S Patent D830,237



U.S Patent D830,238

Baker Drivetrain DD7 Main Drive Gear Bearing Kit



Designed for the Baker Drivetrain Direct Drive 7-speed, this kit is said to provide everything needed to eliminate the all too

common stock main drive gear bearing failures.

Included in the kit are an exclusive Baker double tapered roller bearing assembly, a replacement DD7 main drive gear and the company's new main drive gear/countershaft bearing installation and removal tool.

A transmission rebuild kit to go along with this double tapered roller bearing kit is also available.

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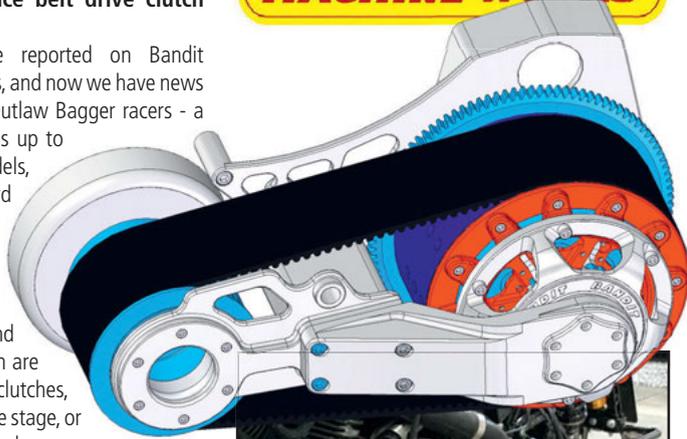
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Lightweight Drive for Outlaw Bagger Racers

Legendary Lancaster, Pennsylvania based street and race clutch and belt drive specialist John Magee continues to add to his Bandit Machine Works severe duty performance belt drive clutch product lines.

A few months ago we reported on Bandit applications for M-8 models, and now we have news of a drive specifically for Outlaw Bagger racers - a lightweight drive that saves up to 10 lbs over previous models, equipped with outboard bearing supports front and rear, and with access for a remote starter if desired. Two models are offered - one for 2000 to 2006, and one for 2007 to 2017. Both are available with spring only clutches, or with single stage, multiple stage, or MTC Gen II engine driven lock-ups.



New lightweight 3.35" (85 mm) drive for 2007 to current Touring (Bagger) models, using the high strength, reduced weight motor plate and Gen II MTC engine driven lock-up.

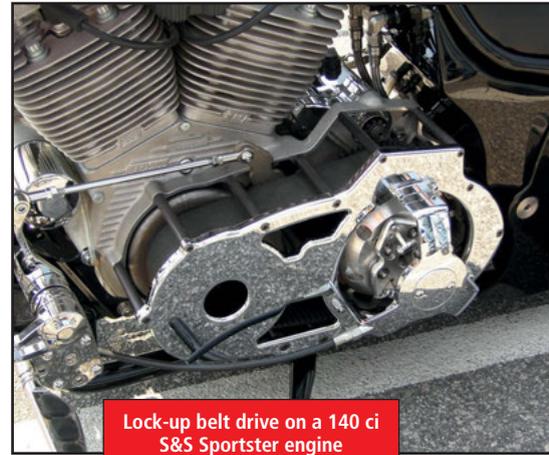
The same lightweight version is also available for Dyna and Softail chassis. Developed with a "whatever it takes" philosophy to make it the finest and best performing product of its type and originally developed in 1987 for racing to suit the needs of the fastest H-D gas class racers and used to set records and win races in all major sanctioning bodies since then, Bandit has been updating its designs, engineering and manufacturing capabilities and features ever since. Street versions for more conservative motorcycles are available - still made with the same attention to detail and use of premium materials. 9, 10 and 11 plate friction plate packs are offered to suit the application and to hold major power with a light lever pull. Drives are built with or without outboard bearing supports in 2", 2.5", 3", 3.35" and 4" belt widths,

and for transmission offsets without the need for spacers - several standard transmission offsets are available off the shelf and special order offsets are available in any dimension up to 2". They are offered in left side or right side rear wheel drive models to suit the transmission used, in custom configurations for custom bikes and specials for race bike builders, with motorplate models for all 1990 to current Big Twins - indeed drives and clutches are available for all Big Twins from 1941 to present. Best known for the Drag Race bred Superclutch, the 'Sportsman' street application is now available in three Big Twin application models for '90 -'97, '98 - '06 and for 2007-up, which now includes M-8 Softail

and Touring applications. Pictured here on a 2017 Road King without a lock-up unit, it is available with or without lock-up, and "the Sportsman clutch will handle a great deal of power without a centrifugal lock-up," says John Magee. "The new Sportsman Superclutch is an economical, easy to install, high performance clutch upgrade with all of the quality, design, performance and service racers, performance engineers and dealers have come to expect from Bandit Machine Works."



Top Gas race belt drive at the Maryland International Raceway, Budd's Creek, Maryland.



Lock-up belt drive on a 140 ci S&S Sportster engine



Kendall Johnson's 'Build Off' bike features Bandit custom drive to fit a Jesse Jurrens Low Life frame.



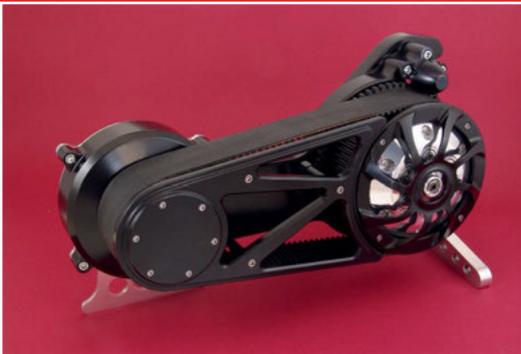
2" Softtail drive (1990-2006)



3.35" wide drive with outboard support and lock-up for '90-'06 Softtail



3" drive with lock-up and integral shifter mount for '90-'06 Softtail



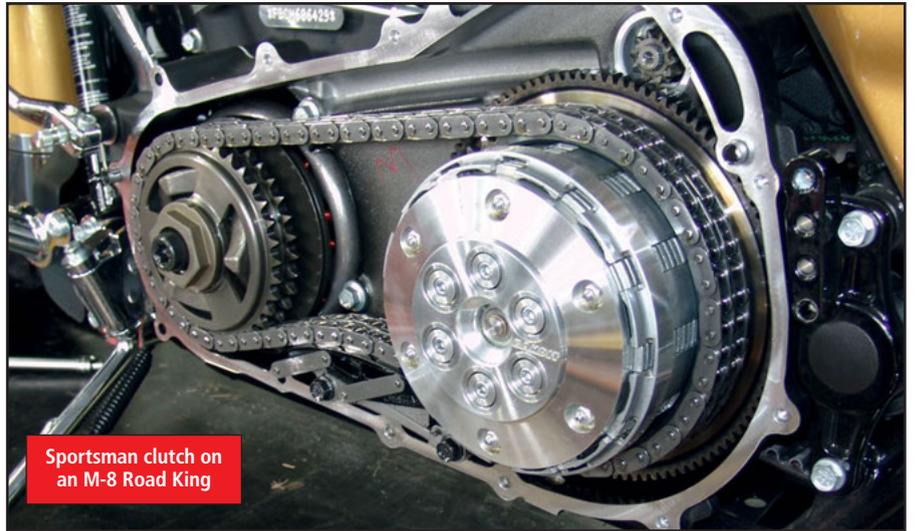
2.5" drive for 1990-2006 Softtail



3" drive with hidden oil filter mount and polished, streamline style covers for '90-'06 Softtail



Sportsman clutches for 2007 Softtail, Touring and Dyna with lock-up assist (right)



Sportsman clutch on an M-8 Road King



FXR drive with mid mount stock location shifter ('90-'95)



Belt Drive Super Clutch on an Indian Larry Pan/Shovel

Features include increased friction surface area of +217% of stock for 1990 to 1997 Evo models; +229% of stock for 1998 - 2006 Big Twins and 11 friction plates to produce a thumping +280% increase over stock for 2007 and up models. "That's more than any other high-performance H-D clutch," says John, "and delivers greatly increased torque and horsepower capacity - right through to the rear wheel.

"Our Sportsman Superclutch design means lighter lever pull for greatly improved 'feel' and ease of operation, with coil springs allowing infinite pressure adjustment to tailor the clutch to your bike - there's

no more choosing between 'too much' or 'not enough' - with the Sportsman Superclutch you can get it just right." Bandit Machine Works uses Energy One friction materials exclusively.

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2.5" Bagger drive for '90-'06 EVO and Twin Cam with stock shifter and footboard location



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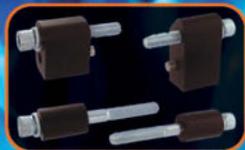
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THIS MONTH'S ADVERTISERS

AIM Corp (US) Clutches & gear kits	4
AirFX USA (US) Air suspension kits	52
Aquatic AV (US) Waterproof entertainment systems for H-D	55
Arlen Ness Enterprises (US) Parts & accessories.....	15,63
Arnott Air Suspension (US) TruAIR air suspension system	41
Avon Grips (US) Memory foam grips	42
Avon Tyres (GB) Cobra Chrome tyres	2
Badlands Motorcycle Products (US) Illuminator modules.....	30
Bandit Machine Works (US) Drives and clutches	8
Barnett Clutches & Cables (US) Performance products for Indians.....	45
Biltwell (US) EXFIL-48 moto backpack	19
Custom Chrome Europe (DE) Parts & accessories	49,51,53
Darkhorse Crankworks (US) Crank assembly balancing & rebuilds	40
Dock66 Motorcycle Parts (DE) Front & rear fenders	39
DP Brakes and Clutches North America (US) Brakes & clutches	43
Drag Specialties (US) Starter motors, drives, ring gears, solenoids and relays	23
Editrice Custom (IT) 34th Biker Fest International	59
Energy One Clutches (US) Performance clutches.....	48
Fehling (DE) Parts & accessories.....	61
Fueling Parts (US) Bulletproof camchest kits.....	58
Hawg Halters Inc (US) Road Hawg wide tire kits	21
HHI / Renegade Custom Motorcycle Wheels (US) Wheels	30
JIMS (US) Milwaukee-Eight tools	50
Kellermann (DE) DF series combination indicator and rear break light.....	48
Kustom Tech (IT) Parts & accessories	64
Le Pera Enterprises (US) Seats	54
Letric Lighting (US) Motorcycle lighting	50
MAG Connection (FR) Distributor, TBR exhausts	11,31
Magnum Shielding (US) Complete cable kits	41
Memphis Shades (US) Road Warrior fairing	45
Metalsport Wheels (US) '3D Blade' wheels on Harley-Davidson 'Blue Edition'	5
Mid-USA Motorcycle Parts (US) Parts & accessories	38
Midwest Motorcycle Supply (US) Ultima products.....	20
Motorcycle Storehouse (NL) Distributor, International Sales Offices.....	36-37,60
NAMZ Custom Cycle Products (US) Wiring harnesses & fluid lines	58
National Cycle (US) Windshields & accessories	54
Parts Europe (DE) Brake rotors.....	46
Pingel Enterprise (US) Parts and accessories.....	58
Rick's Motorsport Electrics (US) Starters, chargers & ignitions.....	61
S&S Cycle (US) 124" & 128" Power Packs made for 107" or 114/117" M8	13
SBS Friction (DK) SBS brake pads	25
Tech Cycle Performance Products (US) Belt drives & starters	30
TecMate International (BE) OptiMate 3 chargers	43
Tucker Powersports (US) House of Brands	17
Tucker Powersports (US) Twin Power Shocker AGM battery	35
United Engine & Machine (US) KB Super Duty M8 piston series	52
Vance & Hines (US) Dyna stainless upsweep 2-1	6-7
VG Motorcycle (NL) Sportster hardtails 1980-2003	46
Western Power Sports (US) HardDrive products	26
Zodiac International (Europe) (NL) Parts & accessories, European offices	9,61

THIS MONTH'S EDITORIAL ITEMS

AMA (US) NewsBrief: EagleRider membership benefit	12
American Flat Track (US) NewsBrief: 2020 OKC Mile return	16

American Flat Track (US) Springfield Mile and Williams Grove results.....	18-20
American Motorcyclist Association (AMA) (US) Bonneville 2019 records.....	22
Arlen Ness Enterprises (US) MX billet floorboards	47
Badlands Motorcycle Products (US) RB&T module, brake light load equalizer	42
Bagger Nation (US) No-slip super riser clamps	55
Baker Drivetrain (US) Main drive gear bearing kit	55
Bandit Machine Works (US) Lightweight drive for Outlaw Bagger racers	56-57
Barnett Clutches & Cables (US) Extra plate clutch kit for Indian Big Twins	34
Biltwell (US) Borrego gloves	53
Bitubo (IT) NewsBrief: Distributed by Brock's Performance in USA	16
Bombardier Recreational Products (CA) NewsBrief: Q2 revenues	22
Cult-Werk (AT) Front fender available through Motorcycle Storehouse	44
Darkhorse Crankworks (US) New Technical Sales Manager	14
Dock66 Motorcycle Parts (DE) Custom straight cut muffler	42
DP Brakes (US) Updates clutch kits and brake pad options	51
Drag Specialties (US) New dealer websites	16
Drag Specialties (US) SBS rotors now available	16
Drag Specialties (US) Product additions	40
Drag Specialties (US) Madison NVP "exceeded all expectations"	64
HardDrive (US) Highway 21 fall apparel collection	36
HardDrive (US) NewsBrief: Opens second Pennsylvania warehouse.....	64
Harley-Davidson (US) NewsBrief: Licensing agreement with Uncharted Supply Co.	12
Harley-Davidson (US) NewsBrief: Battle of the Kings voting opens	14
Harley-Davidson (US) NewsBriefs: Q3 dividend, Touring model recall	64
Hogtunes/Metrix Audio (CA) Hogtunes XL - next level speakers	47
Honda Motor (JP) NewsBriefs: AIMExpo, Marysville plant 40th anniversary.....	14
Indian Motorcycle Company (US) MY 2020 models	1,8-12
JIMS (US) M-8 'on bike' valve spring compressor	34
K&N Engineering (US) NewsBrief: Multi-year partnership with NHRA	16
Kibblewhite (US) M-8 rocker arm tower stud, Beehive racing valve spring kits	53
Klock Werks (US) NewsBrief: Headquarters flooded	64
Le Pera Enterprises (US) 'Cherokee' for FXST.....	47
Liqui Moly (DE) NewsBrief: Now supplying Drag Specialties	12
Lucas Oil Products (US) Oils available through Motorcycle Storehouse	44
Metalsport Wheels (US) Adds wide wheel sizes.....	34
Mid-USA Motorcycle Parts (US) V-Factor oil pumps	49
Moto-Master Europe (NL) Brake rotors available through Motorcycle Storehouse	44
Motorcycle Storehouse (NL) Product additions	44
Mustang (US) 'Wide Tripper' seats available through Motorcycle Storehouse	44
NAMZ Custom Cycle Products (US) Starter relay socket kit, shrink splices and connectors.....	39
NewsBriefs: Battery Technology Advances.....	22
ODI Grips (US) Expands V-twin range	37
Parts Unlimited (US) Racer rewards program.....	64
RideNow Powersports (US) NewsBrief: Acquires War Horse H-D	12
SBS Friction (DK) Rotors available through Drag Specialties	16
SP United Holding (AT) Moto Bundle available through Motorcycle Storehouse	44
SW-MOTECH (DE) Adds to Legend Gear line.....	49
TecMate International (BE) OptiMate 25th anniversary; Drag Specialties co-brand	24
The Rokker Company (CH) Slim stretch denim available through Motorcycle Storehouse	44
Tucker Powersports (US) Creates new leadership team	14
Tucker Powersports (US) 'House of Exclusive Brands'	22
Tucker Powersports (US) Tariff protection policy.....	24
Two Brothers Racing (US) 2-1 Touring Comp-S full system with 'Ghost Pipe'	39
Union Speed and Style (US) Bike Feature: 'SourKraut'	32-33
VG Motorcycle (NL) Company Feature: A frame is born	27-29



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NEWS BRIEFS

Harley-Davidson has recalled certain touring and CVO touring motorcycle models equipped with a Harley-Davidson detachable Tour-Pak luggage conversion kit (2016 and up) as replacement rear red reflectors for the ones that are eliminated by installing the kit were missing.



Harley-Davidson has approved a cash dividend of \$0.375 per share for the third quarter of 2019. The dividend was payable September 27, 2019 to the shareholders of record of the Company's common stock.

The headquarters of Klock Werks in Mitchell, South Dakota, was flooded by torrential rain in September. Owner Brian Klock said: "Truly devastating - we are so heartbroken for our team and the families in Mitchell as many have been affected by the flash flooding. Over five inches per hour is too much for anyone. We will rebuild, improve and survive - we love this industry and our team, in 22 years we have never seen this before."



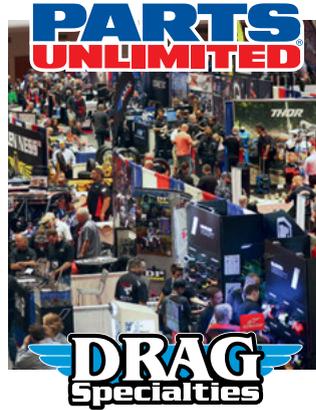
WPS/HardDrive has opened a second warehouse in Pennsylvania (Jessup) to add a further 110,000 sq ft to the existing capacity of over 140,000 sq ft it already has at Elizabethtown to service its dealers in the North Eastern USA market. The company distributes over 130,000 products and has additional regional distribution centers in California, Tennessee, Pennsylvania, Indiana, and Texas in addition to its headquarters warehouse at Boise, Idaho.

2019 North American NVP Expo "Exceeded All Expectations"

Parts Unlimited, Drag Specialties and Parts Canada teamed together to present the first North American NVP Expo in Madison, WI and the collaboration "exceeded all expectations."

The event, which took place August 22nd – 25th at the Monona Terrace, Madison was the first Expo that united the three companies to introduce the fall buying season. Parts Unlimited and Drag Specialties say they saw "their largest Madison Expo ever with a 25% increase in dealer attendance while the addition of Canadian dealers resulted in an overall dealer attendance increase of 38%."

James Danyluk, President of Parts Canada, said: "When the three companies decided to combine for the first ever North American NVP, we knew it would be successful as Parts Unlimited wrote the book on how to do a vendor Expo. As the Expo unfolded, the massive scale of the success came clearly into view. Every dealer, supplier and staff member had nothing but positive comments on the expo and the common theme was that they all would be back for the next one. Thank you to the staff of all three companies and to the exhibitors for a job well done!"



Highlights of the weekend included a dealer-packed Expo floor both days and a number of new vendors in attendance including Kicker Audio, MB Quart and Liqui Moly. Parts Canada kicked off their booking program while Parts Unlimited and Drag Specialties introduced a new drop ship program. Another big announcement from Parts Unlimited and Drag Specialties was the launch of new dealer websites which provide "an industry-first, eCommerce-like shopping experience. Attending dealers got to experience it first-hand and the sites will continue to roll out to more dealers in the coming weeks." Saturday evening's Meet & Greet

brought the industry together with a Bike Show where attendees could vote for their favorite Metric and V-twin creations. People's Choice award winners for Metric included a 1975 custom KZ900 hardtail digger and a 1975 Honda CB750 Top Gas Drag Bike, while the V-Twin People's Choice awards went to a 2019 Custom Pan and a 2017 H-D Road King. Saturday evening closed out with a Minibike Roundup in downtown Madison presented by Icon.

Jeff Derge, VP of Sales and Marketing, wrapped the weekend up by stating: "The first ever North American NVP exceeded everyone's expectations, thank you to all the dealers, vendors, the Parts Unlimited/Drag Specialties Sales Team and Parts Canada for all their efforts!"

The final word is from Mike Collins, CEO of LeMans Corporation: "The excitement and momentum from this successful Expo will be buzzing for a long time. It shows what we can do when our companies work together. The release of the new products and incentives/programs by the vendors for the sales force and dealers are sure to bring a great fall season. Look for more of this in the future."

Parts Unlimited Racer Rewards

Always robust supporters of the sport at all levels of the industry, Parts Unlimited has just introduced a \$250,000 'We Support the Sport' Racer Rewards Program, launching in January 2020. "We are teaming up with numerous regional race series and promoters across the country, covering all forms of powersports racing," said Jeff



Derge, VP of Sales for Parts Unlimited's parent company LeMans Corporation. "This Racer Rewards Program will support and strengthen the relationship between the amateur racing community and their local dealers. It's a win-win

for everyone in the industry!" Parts Unlimited will offer \$250,000 worth of parts, accessories and apparel through its dedicated dealer network to support amateur riders nationwide. www.parts-unlimited.com

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