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Indian set for AFT Championship Repeat Despite New FTR750 Flywheel Mass Limit Rule?

Indian Motorcycle Racing will field the same three rider 'Wrecking Crew' line-up for the 2020 American Flat Track (AFT) season in the series' newly developed Super Twins class.

"Powered by the momentum of Briar Bauman winning his first Grand National Championship, the emergence of Bronson Bauman as a legitimate series contender, and Jared Mees' unparalleled intensity and drive to reclaim the number one plate, we couldn't be more excited by our prospects for the 2020 series," said Gary Gray, Vice President Racing, Technology and Service for Indian Motorcycle.

"For the fourth straight season, we will have a massive target on our backs with the entire paddock looking to take us down. But we know our three riders and their crews are more than up to the challenge and determined to continue our championship streak for a fourth consecutive season." For 2020, AFT is introducing new

regulations to continue its ongoing effort to create more competitive balance, and once again, these regulations challenge Indian and the FTR750 specifically. The case in point is AFT's mandate that the Indian FTR750 will have a limit on flywheel mass which can affect power delivery



and stability. "We had a lot of constructive conversations with AFT and certainly understand the motivations behind their decision to regulate our bike in this manner, people want to see more than one brand on the podium, but it

can be frustrating to be punished for winning," said Gray. "Regardless of this, or any other potential obstacle, we come to win, and we have full confidence that in 2020 we will once again do just that."

The Bauman brothers will again be backed by the operational and technical expertise of Paul Langley and S&S. The ongoing support from S&S since Indian's return to the series in 2017 has been instrumental to the capabilities of the Indian FTR750, now a fixture throughout the AFT paddock, and the performance of Indian Motorcycle Racing and its riders.

AFT legend and fan favorite Brad "the Bullet" Baker returns as Technical Advisor and Rider Coach for the Bauman brothers. Dave Zanotti will continue as Crew Chief, with Dustin Say and Clayton Gatewood handling mechanic duties for Briar and Bronson Bauman respectively.

Jared Mees' operation will be supported by long-time Crew Chief

Continues on page 8 >>>

**FEB 2020
ISSUE #247**



J&P ULTIMATE BUILDER SERIES - DALLAS



DAMON MOTORCYCLES ELECTRIC HYPERSPORT PRO WITH 'COPILOT'



THE AMB 001 BY ASTON MARTIN AND BROUGH SUPERIOR



Indian Super Scout

'Indian Super Scout' by Lasse Sundberg/Roth Engineering, Sweden - 1,200 cc of turbo charged 'new' Old School! See pages 32/33...



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Comment - Harley Share Price Nearly Halved In Five Years... 4

Ahead of the 2019 full year fiscals, Robin Bradley wonders whether Harley will be able to keep investors on-side for very much longer without some dramatic unit growth news.



HONDA - Showa, Keihin, Nissin Deal with Hitachi 16

It has largely slipped by under the industry's radar but the Hitachi/Honda deal for three famous name parts makers could have profound long-term significance for Harley and other OEMs.



BMW - R 18 'Big, Bad Boxer' 26-28

The second prototype iteration of BMW's new 'Big Bad Boxer' is 1,800 cc of Cruiser Concept that is aimed directly at Harley-Davidson.



Product Extra - Magnum Shielding 46

The New England brake lines and handlebars specialist has handlebar installs down to a fine art.

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www.ammdir.com

Harley's Share Price Has Nearly Halved in Five Years

This edition of AMD Magazine went to press the week before Harley's (and Polaris/Indian's) 2019 full year results were published, so whatever I say here on the subject of Harley's financial performance will likely have been superseded (good or bad) by its Q4 and Full Year 2019 numbers.

Although it had appeared that Harley's sales numbers (in particular) were starting to show somewhat of a rebound during March 2019, the subsequent performance through the second and third quarters didn't show that anything had sustained. Apart, that is, from the fact that third quarter sales numbers were not, in fact, as bad as many had been expecting. Whether or not a 3.7% decline in domestic U.S. quarterly sales (compared to Q3 2018) will turn out to have been anything to hang the proverbial hat on will be seen soon enough.

That decline has to be set against a domestic U.S. industry decline of -1.7% for the period. However, statistically speaking, Harley's rate of decline has been slowing and at -1.7%, the overall motorcycle market in USA was as close to flat as it had been in years.

Reasons to be cheerful? Maybe not quite that, but the first stage in any kind of return to growth is for market decline to stop. Whatever Q3 presaged, it is unlikely to have been anything like dramatically good. Nothing can change the fact that Harley's Q3 profits saw a drop of over 24% compared to Q3 2018, with revenue falling by around -5 percent. However, Harley's -3.6% Q3 domestic sales decline can be set against growth of +2.7% internationally - hence my remarks last month about Harley's mid-decade objective of seeing at least half of sales happening in international markets appearing to be at least one 'More Roads' strategic objective that Harley can achieve.

Despite the fact that Harley's international sales have actually declined for eight out of the past twelve quarters, international sales are already at around 40% of production - so it looks like the decline of the domestic motorcycle market means that Harley is pushing against an open door with that objective.

Though it should be noted that the objective has morphed since the original 'More Roads' iteration. Harley appears to be pointing to wanting to see 50 percent of revenue derive from international markets by 2027, rather than the originally stated 50 percent of volume. A small but nuanced change in strategic objectives given the likely price points for Harley's 338 cc Qianjiang/Geely produced lightweights for Asian markets.

Harley's Q3 shipments guidance maintained a 212,000 to 217,000 unit forecast for 2019 as a whole (which is greater than -5% down on 2018) while remaining pretty much non-committal over what the final quarter would look like.

The third quarter marked an 11th consecutive quarterly decline in U.S. sales, and the 19th in the last five years that have seen its domestic sales decline. Five years. As David Bowie once sang - "Five years, my brain hurts a lot." One thing we can

all be certain about is that Harley doesn't have five more years in which to get it right, get it turned around.

So far Harley's shareholders have been remarkably patient. Harley has been 'Shark Bait' for a long time already, and as has been famously observed - "money never sleeps." As Rich Duprey (Motley Fool) said of its Q3 results: "Net profits tumbled to \$86.6 million, or \$0.55 per share versus the \$0.68 it reported a year ago. Even adjusting for one-off events like the impact of tariffs and costs of its restructuring plan, earnings still fell from \$0.82 per share to \$0.70" - a -15% decline. The Wall Street algorithms won't be liking that!

At the time of writing (January 13), the Harley share price was trading at \$35.37, having opened at around \$37.00 in January 2019 and hit a 12-month high of just \$41.00 in April, and low of just over \$30.00 in September, and that in one of the Bullish of Bull markets on record. On a brain-hurting five-year view, Harley's share value has nearly halved from \$65.00 in January 2015.

“ 11th consecutive quarterly decline ”

Having badly stubbed its toe with its doomed efforts to appoint a 'Brand Supremo', having achieved considerably less traction for the \$30k 'LiveWire' than had been hoped for, and a lot of work still to be done before the new 60-degree V-twin 'Revolution Max' engine Pan America ADV (1,250 cc) and Bronx streetfighter (975 cc) are anywhere near 'in shape' to

go eyeball-to-eyeball with its rivals (and limited time left to finesse the launch iterations before final product design lock-down will be needed), it looks like Harley will be getting a roasting from a so far surprisingly supine investor and analyst community when CEO Matt Levatich and CFO John Olin have to face the music on January 28th.

For me, personally, it is the 'LiveWire' miscalculation that has been the most egregious - but then again this is a subject on which my European perspective makes the project look like a triumph of marketing vanity over Powered Two-Wheeler (PTW) industry best practice.

Had Harley's new-look downtown metro-chic dealer network been in play, then sure, it would have been exactly the kind of zeitgeist play that would have had the doors swinging. However, since, realistically speaking, price-point and range speak to neither Harley's traditional core base or much sought after new Millennial base, it is no surprise that there are just as many dealers starting to come over all negative about the machine's prospects as there are those whose Kool Aid drip stands have not yet been unplugged.

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NEWS BRIEFS

HardDrive AMERICAN V-TWIN PRODUCTS

HardDrive dealers will now be able to buy Dunlop tires from the Boise, Idaho based distributor after WPS inked a distribution agreement with the largest motorcycle tire maker in the United States. "We are genuinely excited to begin this new relationship with WPS," explained Dunlop's Sr. VP of Sales and Marketing Mike Buckley. WPS/HardDrive distribute through warehouses in Idaho, California, Pennsylvania, Indiana, Texas and its newly opened purpose-built 240,000 sq ft facility near Savannah, Georgia.

Harley's Chinese collaborator of choice, Geely Automobile Holding, is in talks to take a stake in troubled 107-year old British luxury car maker Aston Martin. Geely already owns the formerly British Lotus brand, Volvo (Sweden), Benelli (Italy), and has a 9.69% stake in Germany's Daimler - parent of Mercedes Benz. Famously the maker of fine automobiles for British Secret agent James '007' Bond, Aston Martin isn't the only iconic British marque Geely has rescued - being the owner and manufacturer of the equally iconic black London Taxi.



Ducati has scooped up another Good Design Award ('Red Dot Award' - assigned by Chicago Athenaeum, Museum of Architecture and Design, the European Centre for Architecture Art Design and Urban Studies German 'Red Dot' Award) for the Diavel 1260 S. "A true style icon, the Diavel 1260 continues its winning streak in international design competitions," says Ducati. "Powerful and beefy, this motorcycle combines maxi-naked performance with muscle cruiser ergonomics." Powered by the internationally respected 59 hp Testastretta DVT 1262 engine, this is the kind of air that Harley will hope its 975 cc 60-degree V-twin 'Bronx' streetfighter will breathe.

Polaris has issued a recall of certain 2019 Slingshot motorcycles. Some 1,903 units are affected - a 10A circuit breaker may be defective, tripping unexpectedly and causing a sudden loss of power and an engine stall.

<<< Continued from cover

Kenny Tolbert and mechanics Bubba Bentley and Jimmy Wood. S&S's Dean Young continues his ongoing role as the Wrecking Crew Team Manager. In addition to S&S, Indian will benefit significantly from the support of its valued sponsors, including presenting sponsor Progressive Motorcycle Insurance, Parts Unlimited, Drag Specialties, Indian Motorcycle Oil, Alpinestars, J&P Cycles and Bell Helmets.

"Every team in the paddock understands how invaluable the support of sponsors is to the success of a team, and for us, it's no exception," said Gray. "You can't underestimate the advantage it brings to have the resources and support of companies like these that are so heavily invested in our success, and the success and growth of our sport overall."

After capturing the top three spots in the 2019 standings, Indian Motorcycle Racing enters the 2020 series with its sights set on capturing its fourth



consecutive Grand National Championship and Manufacturer's Championship.

In 2019 Briar Bauman won the Daytona TT season opener and never looked back for the rest of the season on the way to his first Grand National Championship. His older brother

Bronson captured five victories and earned podium finishes in 17 of 20 events. Meanwhile, 2019 was a season of extremes for Mees - capturing a series-best eight victories, only to come up a mere seven points short of his seventh Grand National Championship.

25 Years into the Future

It has been 25 years since leading battery charger, maintenance and diagnostics manufacturer TecMate brought the first OptiMate brand charger to market as a result of technology developed when working on a problem-solving project for Honda.

Since those early days TecMate has stayed at the forefront of technology and riders' needs, responding to the ever-changing demands being made on motorcycle batteries - including introducing one of the first ever Lithium-specific chargers (2010).

For founding partner, CEO and Chief Technology Officer Martin Human it has always been "all about the ride," and as he told AMD at EICMA, "ours is a fast-evolving landscape. The proliferation of consumer devices has brought new demands and opportunities, and the proliferation of battery platforms has brought challenges and ever more complex problems to be solved.

"Riders depend on OptiMate to be there for them, to be solving those problems before they even realize what problems may lie ahead - and that is just exactly what we are going to keep on doing for the next 25 years. "We have saved millions of batteries since 1994 and have always recognized that energy is precious.

"In 2014 we decided that we needed to design products that use less energy. The result was the OptiMate 7 - the first fully efficient battery charger

OptiMate 4 Dual Program
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IDEAL FOR: AGM, GEL & STD 12V batteries from 3 - 30Ah CHARGING AMPS: 1A (constant current) CHARGING VOLTS: nominal 12V range 0.5V - 14.4V OPERATION: Fully automatic STEPS: 9				
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6	7	8	9	10
FEATURES: OptiMate 4 Dual Program tests before & after charging and can recover a 'dead-flat' battery from as low as 0.5 VDC. USE: Indoor / Outdoor (lowest temperature: -40°F / -40°C). INPUT: Global (100-240V 50-60Hz), high efficiency (CEC listed). STYLE: Weatherproof case with wall mounts, with 6R / 1800m AC supply lead and 6R / 1800m charge lead ending in SAE connector. SAVE: Low Volt Start of 0.5V + 2-step' desulphation recovery (*1-step low volt pulse save during CAN-bus mode). SAFE: No risk of overcharging. Totally safe for vehicle electronics. Sparks suppressed. Safe for long-term battery maintenance. Automatic shut-down if short-circuited or battery disconnected. INCLUDED: 2x weatherproof battery lead & 2x battery clip set. WARRANTY: 3-year limited replacement warranty.				



with modern, efficient dual converter technology that uses 50% less energy compared to other chargers.

"But we aren't stopping there. The next 25 years in our story will be a 'Green Story' - energy efficient, ECO friendly products that can enhance the ownership and riding experience."

To mark its anniversary, TecMate has launched a new user-friendly, feature-rich website to help its dealers help their customers to choose the right

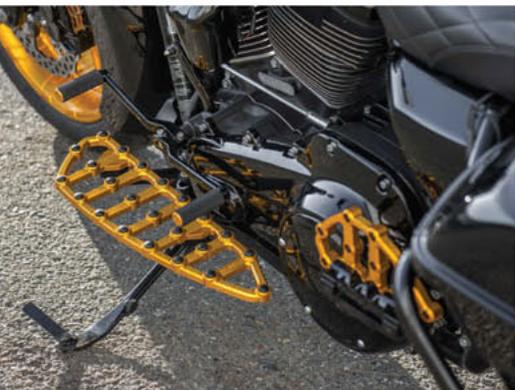
charger for them. Loaded with videos, instruction guides and advice, "dealers and riders will come to know our new online tool as the industry's premier 'Go To' problem-solving resource - if there is a solution, that is where they will find it."

"OptiMate's energy-saving, plug-in-anywhere (100-240V) electronics deliver more charge for less," says Martin. "If AC power is a problem, we also have SOLAR and DC charging options, and our OptiMate accessories range includes battery testers and monitors, USB chargers and premium cables and connectors - all of the kind of premium quality and reliability that has gained the trust of over fifteen major vehicle and performance battery OEMs and millions of happy owners worldwide."

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

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NEWS BRIEFS



Since the introduction of the Dream D-Type in 1949, Honda's 70th anniversary of motorcycle mass-production has also marked the company's 400 million-unit milestone for global motorcycle production. Honda was founded in 1948 and began mass-production of motorcycles at its first overseas production facility in Belgium in 1963. Since then, Honda has expanded its production globally in accordance with its fundamental principle of producing locally where there is demand, currently producing motorcycles from 50 cc commuters to 1,800 cc models at 35 facilities in 21 countries. Honda began motorcycle production in North America in 1979.

An analysis by Bloomberg suggests that even after the U.S. administration's latest China trade deal, in 2019 dollar terms losses from China tariffs translated to \$134 billion in lost GDP. Bloomberg is projecting that China tariffs will cost the American economy \$316 billion by the end of 2020.

Indian Motorcycle has issued a recall for certain 2019 Chieftain, Vintage, Roadmaster, Dark Horse, Springfield and FTR1200 motorcycles. Up to 5,474 units may be affected - a 10A circuit breaker can trip, causing the engine to stall.



KTM (Pierer Mobility AG) has announced record KTM Group sales in 2019 - increasing to 280,099 motorcycles (+7%) (KTM and Husqvarna). 2019 also saw integration of production of the Girona, Spain based Trials bike specialist GasGas into the Group as a third motorcycle brand, alongside WP Suspension and German E-Bike manufacturer Pexco GmbH. This was a 9th consecutive year of growth for the part Bajaj Auto owned Austrian manufacturer. Bajaj is India's second largest PTW manufacturer and engaged in a non-equity collaborative partnership with British manufacturer Triumph to bring Triumph badged middleweights to the Asian market.

ARCH Updates S&S Powered KRGT-1

Los Angeles-based ARCH Motorcycle has announced an evolution of its well-received KRGT-1 for 2020, an update to the first iteration of the bespoke production motorcycle that first saw the light of day in 2014 and was then formally launched in EPA/CARB compliant in early 2016.

The 2012 brainchild of Gard Hollinger, the owner of LA County ChopRods, and actor and avid rider Keanu Reeves, ARCH first put the KRGT-1 into production in 2014. That model was heavily revised from the 2012 prototype and featured over 200 parts created at the ARCH production facility at Hawthorne, California. Production was said to have required 300-plus machine-hours using state-of-the-art CNC and waterjet machinery - the headline news of that prototype was the proprietary design downdraft intake system which eliminates the conventional American V-twin breather assembly layout.

Continuing the ARCH Motorcycle philosophy of setting the highest possible bar in the performance cruiser category, the 2020 KRGT-1 maintains the philosophy of "simple, elegant design and performance" and features over 20 major changes involving more than 150 newly designed and manufactured components - including redesigned bodywork, upgraded suspension, ergonomic enhancements, updated braking components and safety features.

"The KRGT-1 was originally designed to realize the potential and push the boundaries of what an American V-twin motorcycle could offer," said ARCH Motorcycle co-founder Gard Hollinger. "Our new KRGT-1 stays true to the original objective while further developing and refining the motorcycle's design and performance elements to enhance the overall riding experience."

Power is from the EPA/CARB-certified 124 ci S&S/ARCH engine with proprietary design K&N air filter; exhaust flow is managed by an ARCH 2-into-1 stainless steel header system and Yoshimura carbon fiber muffler. "This powertrain delivers impressive low-end torque from the first twist of the throttle.

"The new KRGT-1 delivers on ARCH Motorcycle's ambition: a beautiful and extraordinary machine that handles like no other motorcycle. Through the curves, down the straights, planted, confident, comfortable, it's an unsurpassed riding experience," said



co-founder Keanu Reeves. "The focus on fit and finish, the detail, the execution, the exceptional quality and how the bike is made defines ARCH." Features include bespoke Ohlins/ARCH suspension front and rear (the rear shock features compression, rebound and pre-load adjustability and the new, larger diameter 48 mm Ohlins front forks feature the popular race-derived NIX technology for individually adjustable compression, rebound and pre-load settings, BST carbon wheels (19 x 3 inch front and 18 x 8 inch rear), which reduce unsprung mass. "These elements work as part of a chassis architecture developed to deliver incredible feedback and control." An all-new ARCH/Bosch ABS system is fitted as standard, working with dual six-piston ISR monobloc calipers and 320 mm floating rotors (front), four-piston caliper and 240 mm rotor (rear) ISR radial calipers.

"The 124 ci S&S V-twin engine is tuned to deliver high torque on demand with enhanced performance through the unique ARCH downdraft breathing system incorporated between the billet aluminum tank halves. ARCH says it CNC-machines over 200 aerospace-grade pieces of billet aluminum from over 1,200 lbs of metal to yield around 150 lbs of KRGT-1 components. The fuel tank alone requires in excess of 33 hours machining.

The high-torque 124 ci American V-twin engine incorporates ARCH Motorcycle's proprietary downdraft induction system, with ARCH/K&N Engineering filtration significantly reducing drivetrain width. Fifty-state

emissions compliant, the dual cam-driven S&S engine utilizes a proprietary fuel management system, fully tested at the S&S emissions facility, all delivered by a six-speed transmission and dry clutch set-up. Blending a tubular steel frame with a billet aluminum subframe and swingarm, machined in-house, "the KRGT-1 provides just the right amount of rigidity with strategically placed isolation dampeners to maximize comfort and control."

KRGT-1 SPECIFICATIONS

- 124 ci (2,032 cc) S&S Cycle T124 45-degree downdraft fuel-injected V-twin engine
- Proprietary six-speed drivetrain with compact high-torque main shaft and compact dry clutch
- Tubular steel frame with CNC-machined aluminum subframe
- New ergonomically improved CNC-machined billet aluminum fuel cells
- New ARCH/Ohlins proprietary FGRT series fork, fully adjustable
- ARCH/Ohlins proprietary rear shock with reservoir, hydraulic pre-load adjustment, fully adjustable
- Front brakes: dual ISR six-piston monobloc radial mount calipers with ISR floating dampened discs
- Rear brakes: single ISR four-piston monobloc radial mount caliper with ISR semi-floating disc
- 19" front/18" rear BST carbon fiber five-spoke wheels
- Michelin Commander II tires
- Forward control foot positioning
- Custom tailored fit and finishes
- CARB/EPA compliant

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

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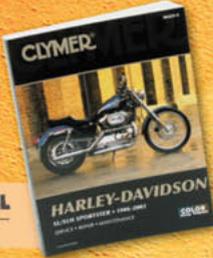
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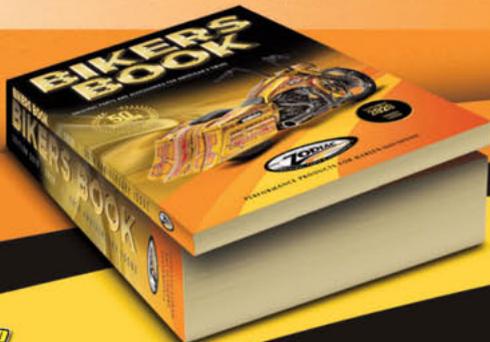
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AFT SuperTwins Roster

The line-up of teams and riders for the 2020 inaugural AFT SuperTwins competition has been announced.

The most recent evolution in its revitalization of the sport of professional flat track, the AFT SuperTwins class "represents a unity of the elite teams and most skilled athletes who compete at every round of AFT competition." At every event eighteen of the top riders in the sport will grid up for the AFT SuperTwins Main Event.

www.amapracing.com



Dunlop and AFT Expand Partnership, Reveal New Spec Tire



AFT and Dunlop have announced another multi-year renewal to the long-term partnership between "America's original extreme sport and the premier manufacturer of motorcycle tires in North America."

Continuing on as the Official AFT Tire, Dunlop also announced the development of the first new flat track tire in 40 years - the DT4 - as the new spec tire for the series; all riders in all three AFT classes will be competing on the DT4 in 2020.

"We are delighted to continue our association with Dunlop," said Michael Lock, CEO of American Flat Track. "Their R&D and manufacturing here in the USA is an important advantage for us and has resulted in a brand new tire for our sport. Better durability, more rider confidence and a superior performance envelope give the promise of even better racing in AFT in 2020."

The DT3 has long been the benchmark for professional and amateur flat track racing alike, but the DT4 will feature all-new tread patterns for front and rear tires and is engineered to be used without tubes. The DT4 will be made available in all current DT3 tire compounds, allowing racers to match tire setup to specific track conditions on race day.

"I did some testing early on with the new compounds," said multi-time champion and member of the Indian Motorcycle Wrecking Crew Jared Mees. "I liked what I felt - they felt good, really consistent."

The 2020 AFT series will get under way at Daytona, March 14, at the legendary Daytona International Speedway with its first-ever doubleheader - the Daytona 200 and Daytona TT.

THE LIST OF TEAMS SELECTED FOR COMPETITION IN THE 2020 AFT SUPERTWINS CLASS IS AS FOLLOWS:

- BriggsAuto.com Racing - Davis Fisher - #67 Indian FTR750
- Coolbeth-Nila Racing - Sammy Halbert - #69 Indian FTR750
- Estenson Racing - JD Beach - #95 Yamaha MT-07 DT
- Estenson Racing - Kolby Carlile - #36 Yamaha MT-07 DT
- Harley-Davidson/Vance & Hines - Dalton Gauthier - #79 Harley-Davidson XG750R
- Harley-Davidson/Vance & Hines - Jarod Vanderkooi - #20 Harley-Davidson XG750R
- HCR Racing/Ben Evans Racing - Jay Maloney - #12 Indian FTR750
- HCR Racing/Ben Evans Racing - Brandon Robinson - #44 Indian FTR750
- Indian Motorcycle - Briar Bauman - #1 Indian FTR750
- Indian Motorcycle - Bronson Bauman - #37 Indian FTR750
- Indian Motorcycle/Rogers Racing - Jared Mees - #9 Indian FTR750
- RJ Performance Racing - Robert Pearson - #27 Indian FTR750
- Roof Systems of Dallas, Texas - Dan Bromley - #62 Indian FTR750
- Roof Systems of Dallas, Texas - Brandon Price - #92 Indian FTR750
- Vance & Hines/Howerton Motorsports - Bryan Smith - #4 Harley-Davidson XG750R

THE FOLLOWING TEAMS HAVE BEEN APPROVED AS WILDCARD TEAMS FOR 2020 COMPETITION; A LIMITED NUMBER OF ENTRIES REMAIN ...

- 16. Happy Trail Racing - Jeffrey Carver, Jr. - #23 Indian FTR750
- 17. Larry Pegram Racing - Larry Pegram - #72 Indian FTR750
- 18. Rackley Keeran Racing - Andrew Luker - #11 Indian FTR750

Coolbeth-Nila Racing Signs Sammy Halbert for AFT SuperTwins

2020 will mark Sammy Halbert's debut on the Indian Motorcycle FTR750 after Kenny Coolbeth, Jr. signed Halbert for his eponymous Coolbeth-Nila Racing team.

"We are really excited to get the season started," said Coolbeth. "We have made a lot of major improvements to the bikes, and combine that with Sammy's drive to win, and I feel like we will be up front and contending for wins. Our team owner John Wise has put a lot into the program within the last couple of months to make sure that Sammy will be set up to be a major contender in the SuperTwins class."

Arguably one of the most versatile riders on the circuit, Halbert has scored a victory on each of the four types of AFT tracks, with thirteen career premier class victories to his name.



Photo: Zach Prescott/American Flat Track

"I'm honored to have Kenny Coolbeth choose me to ride for him, especially after having raced with him in the AFT series since 2005," said Halbert. "We've had a lot of great battles on the track over the years, which makes

it that much more special to combine our efforts and talents to take on the competition. I'm excited to see what I can do on a bike that's already a proven winner."

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NEWS BRIEFS



H-D is recalling some 12,624 2019-2020 FLHTCUTG and FLRT Trike motorcycles related to a potential traction control system fault.

"Approximately 100 percent" of tariff costs have fallen onto Americans, new research shows. The U.S. administration has claimed that China and other nations have paid the tariffs levied on thousands of products over the past two years, but according to a new National Bureau of Economic Research paper "approximately 100 percent" of those costs have fallen onto American buyers. The paper, which uses customs data through October 2019, reflects a series of similar independent findings that have been published over the past year.



The MIC Government Relations Office continues its work "to protect all kinds of motorcycles, including electric motorcycles. Last year we were successful in striking or reducing proposed fees for electric motorcycles in Iowa and North Dakota," said Scott Schloegel, MIC Senior VP of Gov't Relations. "We will continue to work with other states to reduce fees, benefiting customers and dealers as interest in electric motorcycles continues to rise." The MIC has long advocated for the inclusion of electric motorcycles in state EV incentive legislation, and for the reduction or elimination of additional fees imposed on electric motorcycles.

The global sales of driving protection gear roughly equates to revenues worth US\$ 7 billion, and will remain concentrated in helmets (a third of revenues), according to a new study of Future Market Insights (FMI). The World Health Organization (WHO) suggests that the correct helmet usage can lead to -42% reduction in fatal injuries and -69% reduction in head injuries. Gloves and armor are expected to be significant growth areas in the next decade.

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MSN, Electrek, electricmotorcycles.news

J&P Cycles UBCBS - Dallas

The Dallas round (January 3 - 5) of the Progressive International Motorcycle Show series (IMS) saw Timothy Scates and painter 'Paint by Pygmy' take home first place in the Freestyle Class with a 2006 ASVE Bobber featuring a wishbone Springer front end, custom-built twisted down the tube frame, gas tank, handlebars and exhaust, internal wiring, custom engraving, Danny Gray seat, 21-inch Invader front wheel, 16-inch Invader rear wheel, 1936 Ford spare tire ring rear fender, and a Hurst floor shifter valued at \$50,000.

Runner-up was Danny Ratliff with 'Brass Balls' and painter Ryan Townsend with a 2012 Darwin Digger Bobber featuring an incredible airbrush by Townsend coupled with a sleek custom build valued at \$30,000. All the winners will move on to compete in the championship round in Chicago, Illinois, (February 7 - 9) and the chance to scoop deep into the series' \$70,000 cash and contingency prize pool.

Celebrating its tenth consecutive year "shining a spotlight on the most beautiful, one-of-a-kind custom motorcycles across the nation, UBCBS is the largest and one of the most sought-after touring custom bike competition in the nation. This elite-level custom motorcycle builder competition features more than 300 motorcycles across the eight-city IMS tour.

This year's categories include Custom Classic, Custom Street, Freestyle and People's Choice, with judging by a panel of industry experts.

www.motorcycleshows.com

Freestyle

Winner: Timothy Scates and painter Paint by Pygmy took home first place with a 2006 ASVE Bobber featuring a wishbone Springer front end, custom-built twisted down the tube frame, gas tank, handlebars and exhaust, internal wiring, custom engraving, Danny Gray seat, 21-inch Invader front wheel, 16-inch Invader rear wheel, 1936 Ford spare tire ring rear fender, and a Hurst floor shifter.

Runner-up: Danny Ratliff with 'Brass Balls' and painter Ryan Townsend were selected as runner-up with a 2012 Darwin Digger Bobber featuring an incredible airbrush by Townsend coupled with a sleek custom build.

Custom Classic

Winner: Shelby Combs with OKC Chop Shop and painter Manny's Fine Line won first place with a 1975 Harley-Davidson KLCH featuring a Led Sled



Freestyle winner: Timothy Scates and painter Paint by Pygmy

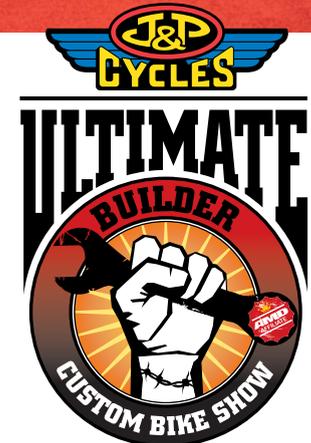
frame, Lightning Rod Fabrications front fork, hand tooled leather seat, foot clutch and jockey shift, and Beringer brakes.

Runner-up: Dell Battle with Dangerous Designs and painter Brad H. Design were selected as runner-up with a 1991 Harley-Davidson Sportster featuring a sporty 72 style.

Custom Street

Winner: Kevin Anderle won first place with a 2006 Harley-Davidson Sportster. The café racer custom was built from a 2006 Sportster 1200 (200 original miles found in a garage), and features a Dyna polished rear wheel, Progressive shocks, custom rear license bracket, rearset foot controls, relocated rear master cylinder, coils, horn, ignition switch, Harley-Davidson clip-on bars, speedo bracket, aluminum seat pan, and more.

Runner-up: Krystal Hess with Motorcycle Missions and painter End Fabrication were selected as runner-up with a 2012 Harley-Davidson Road King with Liberty Sidecar valued at \$50,000. The motorcycle was donated to Haas Motorcycle Museum to be used by Motorcycle Missions as a



therapy bike for its Veterans and First Responders. The custom build was revealed on October 5, 2019 at Adam Sandoval's Bring it Home Ride, which brought home the Guinness Book of World Records for the world's largest parade of Harley-Davidsons.

People's Choice

As voted by IMS attendees, Brian Emig and painter World's Finest Custom Paint took home the People's Choice award with a 2019 Harley-Davidson BMF. The custom motorcycle features a stroker shovelhead, and all mounts, amps and fixtures are handmade.



People's Choice winner Brian Emig and painter World's Finest Custom Paint

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Mitas 'Custom Force' Cruiser Range

Mitas, part of the Trelleborg Group, is on a mission - to continue its journey to offer a complete range of tires for all the highest volume sectors of the motorcycle industry.

Founded in 1947, and in powersports industry terms originally best known as an off-road tire manufacturer, Mitas is building on its successful expansion into the street, adventure and scooter sectors by entering a completely new sector with the launch of its new 'Custom Force' range of custom cruiser tires.

'Custom Force' tires feature "all the important characteristics of a high-performance custom cruiser tire: durability, stability, comfort and an attractive design. Entry into the



Front	Rear
130/90-16 67H TL	170/80B15 77H TL
100/90-19 57H TL	130/90B16 73H TL
80/90-21 54H TL	150/80B16 77H TL

custom cruiser tire segment represents a new chapter in the Mitas journey to becoming a full range motorcycle tire manufacturer.

"The new range has been extensively tested under the most strenuous conditions possible in the U.S. as well as in different countries across Europe, to ensure the best performance."

Ksenija Bitenc, Director of the Mitas Motorcycle Tires division, says: "Premium materials, along with a robust carcass, ensure great riding performance at different speeds, under all weather conditions and on different road surfaces. Particular attention was taken during the development stage to ensure best-in-class braking and handling under wet conditions. No detail was left to chance to ensure the full satisfaction of riders even on longer journeys with a pillion rider and luggage.

"The attractive tread pattern design, with its elegant grooves, is in the shape of a moving snake, a fantastic complement to the tire for real custom cruiser riders."

www.mitas-moto.com

Honda-Hitachi to Acquire Showa, Keihin and Nissin

Having reduced its once controlling interest to a 33.5% stake some years ago, Honda has announced that it is to buy up all outstanding shares in Showa and two other well-known Japanese motorcycle component industry majors in which it also has significant stakes - Keihin and Nissin - in a massive deal with automotive supply giant Hitachi Automotive Systems (HAS) to create a new combined business that will swallow up all three of the component makers.

The new business will be jointly owned by Hitachi, who will own 66.6% of the shares in the combined business, with Honda owning the remaining one third. Honda currently owns 33.5% of Showa, having once held a controlling interest, 34.86% of Nissin and 41.35% of Keihin. It is reported that the combined business will have around 1.8 trillion yen in sales (\$16.5 billion).

The deal will bring together, into one integrated business, three areas of component manufacturing - suspensions, fuel management and brakes - that are increasingly interdependent; a trend that can only increase in the future as automotive and motorcycle systems themselves become ever more integrated and economies of scale become ever more important.

The merged company will focus on developing components for EV and self-driving systems, along with new on-demand mobility services, combining their scale in a bid to come up with products more quickly and efficiently.

Hitachi said that the increasing complexity of vehicle technologies



required bigger R&D capabilities and a bigger global footprint and access to a bigger pool of talent. "The merged company will be a mega supplier and will deliver competitive advanced technologies and solutions," Hitachi Executive Vice President Keiji Kojima told reporters. "We will leverage our strengths and our scale to expand globally."

The new business will be known as Hitachi Automotive Systems in what is being termed an "absorption-type merger," with the Showa, Keihin and Nissin names likely to disappear altogether in time. Showa's OEM client roster currently includes Harley-Davidson, Kawasaki and Suzuki, with Nissin supplying those and Yamaha. It's not known how this merger will affect current OEM customers of the trio.

Honda has said that "this merger will enable combination of the respective advanced technologies of Keihin's powertrain business, Showa's suspension and steering business, and Nissin's brake system business with the strength of HAS."

Keihin needs little introduction as a

once dominant and still legendary name in carburetors, and though best known in 'metric' markets, Nissin is believed to have equipped more motorcycles with brake calipers than any other manufacturer.

Showa has a storied history in the motorcycle industry, not least with its historic connections to Harley-Davidson. These days Showa is known as a purveyor of suspension products to Harley, but its links with Milwaukee go back to the 1950s, and using 'Honda' front ends (i.e. Showa front ends) was a significant pawn in Harley's 1985 near death experience. Founded in 1938 as a manufacturer of aircraft suspensions for the pre-war Japanese military, in 1950 Showa acquired Rikuo Motorcycle, which made licensed versions of Harley-Davidsons in the 1930s and 1940s. The Rikuo brand lasted until 1962.

When Harley was in deep trouble in 1985, Showa front ends became a bargaining chip in Vaughn Beals' and the United States Trade Representative's financial and tariff dealings with Honda (and Yamaha).

Electric World Speed Records Smashed

MADMAX team rider Zef Eisenberg raced into the record books in the UK in September 2019, setting four new motorcycle records at the Straightliners ACU/FIM (Fédération Internationale de Motocyclisme) World Speed Records event at Elvington, North Yorkshire, on board the Nottingham University Isle of Man TT zero bike.

Subject to FIM ratification, international multiple ACU Motorbike speed record holder and self-proclaimed 'Speed Freak' Zef Eisenberg achieved

four FIM world records for an electric motorbike (unfaired), with an 'average kilometer' speed of 185 mph, and peak GPS speeds of 197 mph - securing the title for the fastest electric motorbike in the world (naked - no fairing). The four new ACU national category records include: the FIM Flying Kilometre speed of 185.103 mph, with best one-way speed of 194.086 mph, with GPS peak speeds of 197 mph; the FIM Flying Quarter Mile; the FIM Standing Quarter and the FIM Standing Mile and ACU Flying Quarter Mile.



Photo courtesy of MADMAX Race Team

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SHOW ZONE

FEBRUARY

IMS - J&P Ultimate Builder
Chicago, IL, USA • Feb 7-9

The One Show
Portland, OR, USA • Feb 7-9

Garage Brewed
Cincinnati, OH, USA • Feb 8

Salon Du 2 Roues
Lyon, France • Feb 13-14

MOTORbeurs
Utrecht, Netherlands • Feb 20-23

Swiss Custom
Zurich, Switzerland • Feb 20-23

Hamburger Motorrad Tage
Hamburg, Germany • February 21-23

MARCH

Roma Moto Days
Rome, Italy • March 5-8

Motorraeder Dortmund
Dortmund, Germany • March 5-8

Moto Salon
Prague, Czech Republic • March 5-8

Motorama Madrid
Madrid, Spain • March 6-8

Motorraeder & Roller
Magdeburg, Germany • March 7-8

Mama Tried
Milwaukee, WI, USA • March 13-15

Tokyo Motorcycle Show
Tokyo, Japan • March 27-29

Donnie Smith Bike & Car Show
Saint Paul, MN, USA • March 28-29

Salon de la Moto Pecquencourt
Pecquencourt, France • March 28-29

APRIL

Custom Show Emirates
Abu Dhabi, UAE • April 2-5

Moscow Custom & Tuning Show
Moscow, Russia • April 3-5

Handbuilt
Austin, TX, USA • April 3-5

Toronto International Spring MC Show
Toronto, Canada • April 4-5

Billsport Performance & Custom Show
Jonkoping, Sweden • April 10-13

Motorcycle Taiwan
Taipei, Taiwan • April 15-18

Vive La Moto
Madrid, Spain • April 16-19

***Laughlin River Run**
Laughlin, NV, USA • April 23-26

MAY

H-D Euro Festival
Port Grimaud, France • May 7-10

Myrtle Beach Bike Week
Myrtle Beach, SC, USA • May 8-17

Biker Fest
Lignano Sabbiadoro, Italy • May 21-25

The AMB 001 by Aston Martin and Brough Superior

One of the big talking points at EICMA (for positive and, sometimes, negative reasons), the AMB 001 is a track-only, strictly limited edition motorcycle by Aston Martin in collaboration with Brough Superior.

Described as the first chapter of an "exciting new partnership between Aston Martin and Brough Superior," the AMB 001 is limited to just 100 units. Aston Martin Executive Vice



- DOHC 997cc 8-valve 88-degree V-twin
- Water and oil cooled
- Short stroke measuring 94 mm x 71.8 mm
- Semi-dry crankcase lubrication
- Extractible 6-speed gearbox, APTC clutch, chain final drive
- Timing by Short Morse chain and gear train
- Variable geometry turbo supercharging with intercooler
- Inconel exhaust manifold
- Chassis: CNC-machined from solid backbone bolted to the V-twin engine as a load-bearing chassis component
- Structural carbon fibre rear sub-frame and titanium interfaces
- Wheels machined from aluminium
- Double wishbone Fior fork machined from billet aluminium isolates steering and braking functions
- CNC-machined rear swingarm includes progressive damping system with rocker
- Body parts fully made from carbon fibre

President and Chief Creative Officer, Marek Reichman, said: "This is what we believe a cutting-edge motorcycle should be, and we are very proud to see the Aston Martin wings on a motorcycle for the first time.

"In addition to applying the skills we have developed for cars such as the ground-breaking Aston Martin Valkyrie, we have also been able to bring our special expertise in the traditional craft techniques to this project. The finished product is a truly beautiful motorcycle - a design and engineering work of art.

"A unique, modern, lightweight and powerful sports bike concept, boasting exclusive technical features, including a chassis configuration with a double wishbone front fork and structural carbon fiber body, the AMB 001 takes its inspiration from a new series of mid-engined Aston Martin cars. The Aston Martin design team worked on clear principles of form and function, where design and engineering had to work

together, resulting in a motorcycle that is a high-performance work of art."

Presented in the traditional Aston Martin Racing colors of Stirling Green and Lime Essence with matte black wheels, forks and brake assemblies, the AMB 001 features "a sublime combination of paint and bare carbon fiber that accentuates the lines of this collectors' item. All of the components have been specially designed using the best processes and materials, including carbon fiber, titanium and billet aluminum."

It is said to have a turbo-charged output of 134 kW (180 hp) at just 180 kilos dry weight. "This turbo configuration brings an incredible engine response with huge torque in a wide range of engine rpm." This is also the first time that a Brough Superior model is presented with a V-twin turbo-charged engine.

It has a MRSP of 108,000.00 euro, including 20% VAT. First deliveries are set to begin from Q4 2020.

Kawasaki to Fund Manufacturing of Bimota in Italy

Those visiting the Kawasaki stand at last year's EICMA in Italy may have noticed something a bit different from 'Big Green' - Bimota design concepts! Kawasaki Motors Europe NV (a wholly owned subsidiary of Kawasaki Heavy Industries, Ltd.) set up a new subsidiary (April 2019, Italian Motorcycle Investment S.P.A./IMI) to manufacture and sell motorcycles under the Bimota brand in Rimini, Emilia-Romagna, Italy. Ever since it released its first model in 1972, Bimota has been admired and 'storied' in equal measure. Its unique, premium and carefully crafted performance motorcycles have earned it fans from all over the world. However,



as a brand, it has had its share of corporate "near death experiences."

With Pierluigi Marconi guiding events, IMI will revive the Bimota brand and expand its operations, developing, producing and selling Bimota motorcycles. Kawasaki will supply engines and other key components in support of a Bimota revival. The two design concepts on

show at EICMA were Marconi/Kawasaki collaborations, which will combine TESI technology from Bimota and innovative technology from Kawasaki's ultra-high-performance Ninja H2 motorcycle. IMI plans to offer 200 Bimota brand motorcycles for sale in 2020.

Dates/venues subject to change or cancellation. (*) Some dates provisional. (**) Check before you buy

Continued on page 22 | Affiliated shows with the World Championship are shown in blue

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SHOW ZONE

MAY

Concorso d'Eleganza Villa d'Este
Lake Como, Italy • May 22-24

Bike Shed
London, GB • May 23-24

FH-DCE Super Rally
Oland, Sweden • May 27-31

Bike & Art Moto Brasil
Rio de Janeiro, Brazil • May 28-31

Euro Bike Fest
Pasehlavky, Czech Republic • May 28-31

Gerardmer Motordays
Gerardmer, France • May 29-31

JUNE

Isle of Man TT
Isle of Man, GB • May 31-Jun 14

Street Vibrations Spring Rally
Sparks, NV, USA • Jun 5-7

Custom Bike Show
Norrtälje, Sweden • Jun 6

Wheels & Waves
Biarritz, France • June 10-14

Magic-Bike-Rally
Rüdesheim am Rhein, Germany • June 11-14

Republic of Texas
Austin, TX, USA • June 11-14

Laconia Motorcycle Week
Laconia, NH, USA • June 13-21

European H.O.G. Rally
Portoroz, Slovenia • June 18-21

Hamburg Harley Days
Hamburg, Germany • June 26-28

Punta Bagna Valloire
Valloire, France • June 26-28

Born Free
Silverado, CA, USA • June 27-28

Pikes Peak International Hill Climb
Colorado, USA • June 28

JULY

Prague Harley Days
Prague, Czech Republic • July 3-4

American Tours Festival
Tours, France • July 3-5

Custombike Summer Days
Mannheim, Germany • July 17-19

World Ducati Week
Misano, Italy • July 17-19

Fuel Cleveland
Cleveland, OH, USA • July 25

Bike and Music Weekend
Geiselwind, Germany • July 30-Aug 2

Polish Bike Week
Karpacz, Poland • July 30-Aug 2

AUGUST

Sturgis Motorcycle Rally
Sturgis, SD, USA • Aug 7-16

Bonneville Motorcycle Speed Trials
Bonneville, UT, USA • Aug 29-Sep 3

Continued on page 24

The 'Shape Shifting' Electric Hypersport Pro with 'CoPilot'

Among other motorcycle industry related initiatives at The Consumer Electronics Show at Las Vegas in January, Vancouver, British Columbia based Damon Motorcycles will unveil what it describes as "an entirely new kind of electric superbike - one that addresses age old problems in motorcycling that have long been ignored, namely rider safety and comfort."

Dom Kwong, Chief Technical Officer of Damon Motorcycles, says that their flagship motorcycle, the 4G connected Hypersport Pro with 'CoPilot', "expands the reach of your senses in 360 degrees, giving you that one extra second you need to react to keep you safe on the road."

'CoPilot' is said to employ "radical innovations in sensor fusion and AI, including radar, cameras and non-visual sensors to track the speed, direction and velocity of up to 64 moving objects around the motorcycle. To keep the rider's attention forward where it is needed most, 'CoPilot's' forward collision warnings are delivered with patent-pending haptic vibration in the grips. "Blind spot alerts are delivered with amber LED lights at the left and right edge of the windscreen. Rear collision threats, which make up 11% of motorcycle accidents, are delivered to the rider with a bright white LED on the windscreen's edge and are reinforced with high definition visuals on its 6 LCD display - which doubles as the Hypersport's instrument cluster."

Unlike collision warning systems found on modern cars, Damon's CoPilot "intuitively monitors traffic in 360 degrees, forming a bird's eye view of itself to anticipate the behavior of cars,



bicycles and other objects to alert the rider before it's too late."

To address the issue of comfort, Damon's next generation motorcycle features 'Shift' - electronically adjustable ergonomics that lets riders adapt to road and traffic conditions while in motion. At the push of a button, Hypersport's windscreen, seat, footpegs and handlebars move in unison to adjust the rider from a high-speed supersport position to a comfortable sport-touring position, to full upright commuter position for dense city traffic." The company says it's akin to having two bikes in one. To reinforce its position in the burgeoning high-performance electric motorcycle market, Damon has announced electric powertrain veteran Derek Dorresteyn to its team to head up operations and powertrain development as its new COO. "Derek had the technical vision and led the engineering and manufacturing teams at Alta Motors from 2008 – 2018. His vision was key to Alta's podium finishes against ICE [Internal Combustion Engine] motorcycles."

Dorresteyn says that "for electric motorcycles to go mainstream, they have to outperform their ICE counterparts. By marrying all-electric high performance with rider aids like CoPilot and Shift, Damon will redefine the motorcycling experience. He is said to "bring the project extensive knowledge and experience in lithium ion battery design, high voltage systems and inverters, power dense motors and high performance chassis systems."

Alta Motors, Dorresteyn's 10-year electric motorcycle 'alma mater', was the business that Harley-Davidson invested in to finish development of the LiveWire - a project initially developed for Harley by Mission Motorcycles, another failed Bay Area electric motorcycle manufacturer. The denouement of Alta and Harley's relationship is not thought to have been a happy one with a promising business going to the wall and the (coincidental?) establishment of Harley's Bay Area R&D Center not long after at the end of 2018.

www.damonmotorcycles.com

EU Motorcycle Tariffs still on USTR Agenda

The MIC in California says that the U.S. Trade Representative finally published a formal notice effectively advising that the beef tariff threat is over. However, the dispute over airplane manufacturing tariffs is not yet resolved, and the MIC says that the USTR has also proposed adding motorcycles, parts and accessories back into that airplane tariff dispute. The beef tariff cancellation notice follows a deal signed by the U.S. and the European Union

on August 2, which allows for more U.S. beef exports. The MIC government relations team worked closely with potentially affected motorcycle companies to achieve this successful resolution, and the USTR's action on this issue became official on January 1. But a large civil aircraft dispute again threatens tariffs on



MOTORCYCLE INDUSTRY COUNCIL

certain motorcycles, parts and accessories from the EU. The MIC's government relations team has renewed its opposition and submitted comments to the USTR. The MIC is also reaching out to members of Congress to urge them to oppose these tariffs.

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- Wharf Rat Rally**
Digby, Canada • Sep 2-6
- Glemseck 101**
Leonberg, Germany • September 4-6
- European Bike Week**
Faaker See, Austria • Sep 8-13
- Cherokee Blue Ridge Run**
NC, USA • Sep 11-13
- New Order Chopper Show**
Kobe, Japan • Sep 20

OCTOBER

- Monial de la Moto**
Paris, France • Oct 1-11
- AIMExpo**
Columbus, OH, USA • Oct 1-4
- Artistry in Iron**
Las Vegas, NV, USA • Oct 1-4



INTERMOT
Cologne, Germany • October 8-11



AMD World Championship of Custom Bike Building
Cologne, Germany • October 8-11

Biketoberfest
Daytona Beach, FL, USA • Oct 15-18

Motorcycle Trade Expo
Stoneleigh Park, UK • Oct 18-20

Oslo Motor Show
Oslo, Norway • Oct 23-25

NOVEMBER

SEMA
Las Vegas, NV, USA • Nov 3-6

EICMA
Milan, Italy • Nov 3-8

***Bigtwin Bikeshow & Expo**
Houten, Netherlands • Nov 5-8

Salao Duas Rodas
Sao Paulo, Brazil • Nov 17-22

DECEMBER

Custombike
Bad Salzuflen, Germany • Dec 4-6

Yokohama Hot Rod Custom Show
Yokohama, Japan • Dec 6

Affiliated shows with the World Championship are shown in blue

Motorrad Burchard Buys the 'Highway Hawk' and 'Ledrie' Brands

HIGHWAY HAWK



German custom parts and accessory specialist Motorrad Burchard (based near Bielefeld) has purchased the intellectual property and brand rights to the Dutch 'Highway Hawk' custom parts and 'Ledrie' luggage and accessory brands.

A specialist in custom parts and accessories for Japanese custom style bikes and cruisers, Harleys and Triumphs, founded in 1980, Motorrad Burchard was founded by Giselher Burchard and, since 2016, is owned and operated by his son Sebastian.

"The opportunity to buy these great brands was one we are very proud to have been able to accomplish," said Sebastian. "We have been working with Highway Hawk for around 20

years and now, as an addition to our existing business in the custom market, we see a great future for this great brand.

"There is an irresistible synergy between what we already do and taking the Highway Hawk brand forward. We will be concentrating on highlighting the products and simplifying the process around the product portfolio. We see this acquisition as significantly strengthening the positions of both Motorrad Burchard and Highway Hawk in the Japanese custom and cruiser parts and accessory sector.

"Product availability will be significantly increased, and delivery times significantly reduced. The terms

of business for Highway Hawk dealers will remain unchanged and continue as agreed."

Giselher Burchard, who is returning as Managing Director for Development and Production, sees himself as "back to my roots." He knows the Highway Hawk product line and brand values "like no other." "My job will be to develop technical products for the Highway Hawk line and implement new product ideas. As a first innovation, our existing procedures and quality control mean we can provide products such as the footboards with an ABE certificate.

"At Motorrad Burchard, products are developed on highly specialized CAD/CAM systems and then manufactured on state-of-the-art laser, turning and milling machines. This gives the company the ability to react quickly and adequately to the requirements of its customers and not only to follow the development of the market, but also to lead it."

In the United States, the Highway Hawk range remains exclusively available from Aeromach of Charlotte, NC.

www.aeromachmfg.com
www.highwayhawk.com



From left: Sebastian Burchard, Managing Partner, Motorrad Burchard; Kin Chim, Managing Partner, Motolux; Henk Robbertsen, Managing Partner, Motolux; Giselher Burchard, Managing Director, Motorrad Burchard

Roadrider MKII Sport Touring Motorcycle Tire

Melksham, UK based Avon Tyres has launched its eagerly anticipated



Dominic Clifford, Global Avon Motorcycle Manager, said at the launch event that "the Roadrider MKII will enable us to build on the success of the original Roadrider - our design team has done a brilliant job."

Roadrider MKII sport touring motorcycle tire - "which brings several design and performance improvements over its predecessor." Key benefits are said to include better grip in wet and dry conditions, reduced wear and shorter braking distances and "wet testing indicates a sizeable improvement in stopping distance compared to the Avon Roadrider." By introducing an updated sport touring tire, Avon Tyres is aiming to cement its position as a leading player in the market - its Roadrider tire is factory-fitted to Royal Enfield's 350 cc bikes.

Overall, the Roadrider MKII is available in 31 sizes and 37 specifications, covering H and V speed ratings and universal options - "in addition to the expanded size offering, a classic tread



and sidewall appearance makes the tire suitable for bikes of all ages." Dominic Clifford, Global Avon Motorcycle Manager, said: "The Roadrider MKII will enable us to build on the success of the Roadrider. Our design team has done a brilliant job to take the many successful elements of the Roadrider and improve them further. Given the strong benchmark, this was no mean feat."

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KICKER: PS Coaxial Speakers, PX Amplified Controller, Batwing Speaker Grilles

LEGEND SUSPENSIONS: AXE021 Front End Suspension, 13" Remote Reservoir Rear Shocks and Mounts

MJK PERFORMANCE: Radial Mount Mono Block Brake Calipers, Adjustable Shifter Kit, Brake Arm Pedal Kit

PERFORMANCE MACHINE: Pro-Am Front & Rear Wheels and Brake Rotors, Extended Kickstand, Contour Black Grips

PIRELLI: Night Dragon Front & Rear Tires

S&S: Super Stock Stealth Air Cleaner Kit*, Teardrop Air Cleaner Cover

THRASHIN SUPPLY: Mid Bend 1" Handlebars

Check out more details on this bike at various rallies and events throughout the year; or log onto dragspecialties.com/bike-builds to view the complete parts list.

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BMW R 18/2 Cruiser Concept - "The Biggest, Baddest Boxer"

Following the debut of the R 18 Mk I Concept at last year's Concorso d'Eleganza Villa d'Este in Italy in May 2019, and the custom design concepts built for them by Custom Works Zon and Revival Cycles, BMW has now moved another stage closer to production of its planned heavyweight cruiser with the unveiling of a Mk II factory prototype (alongside the original) at EICMA recently.

Heritage

The R 18/2 is based around the highest-capacity 2-cylinder boxer engine of all time - the 'Big Boxer' - a completely newly developed 2-cylinder boxer engine.

BMW claims that "from a technical point of view, the new 'Big Boxer' ties in with the traditional boxer engines that were synonymous with motorcycles from Munich and Berlin-Spandau for around 70 years, from the beginning of BMW Motorrad production in 1923 through to the appearance of the air/oil cooled successor - these were engines with a clear design, created for optimum reliability and ease of maintenance, featuring logically arranged yet powerful technology.

"With its OHV valve drive, along with a separate engine and transmission housing, the new 'Big Boxer' has the same structural features that distinguished the very first BMW Motorrad boxer engine, which at that time had laterally controlled valves. The highest-capacity twin-cylinder boxer engine ever used in motorcycle series production is a 1,802 cc engine, resulting from a 107.1 mm bore and 100 mm stroke.

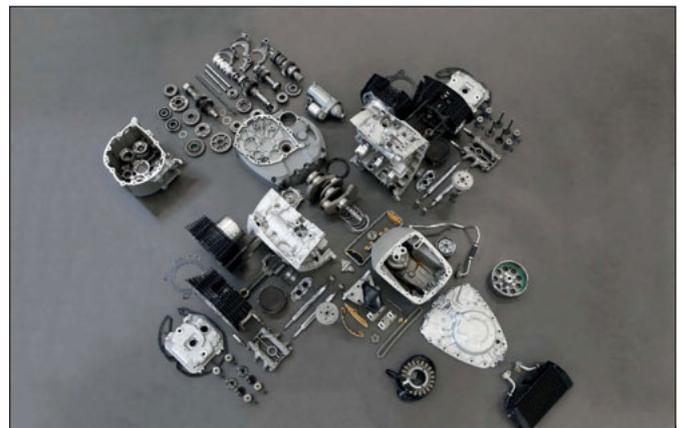
The engine output is 67 kW (91 hp) at 4,750 rpm. The peak torque of 158 Nm is available at 3,000 rpm, with over 150 Nm available from 2,000 right through to 4,000 rpm - a generously sized flywheel mass is said to produce "exemplary running smoothness" with the maximum engine speed at 5,750 rpm and idle at 950 rpm.



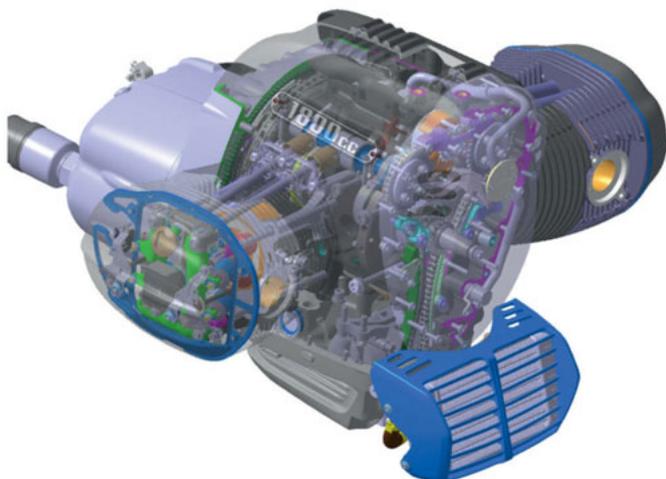
Air/Oil Cooling

The new 'Big Boxer' is air/oil cooled, has large ribbed cylinders and cylinder heads and weighs 110.8 kg (244 lbs) including gearbox and intake system and a vertically split aluminum engine housing. Unlike the classic air cooled 2-valve boxer engines made by BMW, the 'Big Boxer' crankshaft is forged from quenched and tempered steel and has an additional main bearing at the center - necessary due to the enormous cylinder volume in order to prevent undesirable bending vibrations of the crankshaft.

Like the crankshaft, the two connecting rods with I-shaft are mounted on plain bearings and also forged from quenched and tempered steel. They accommodate cast

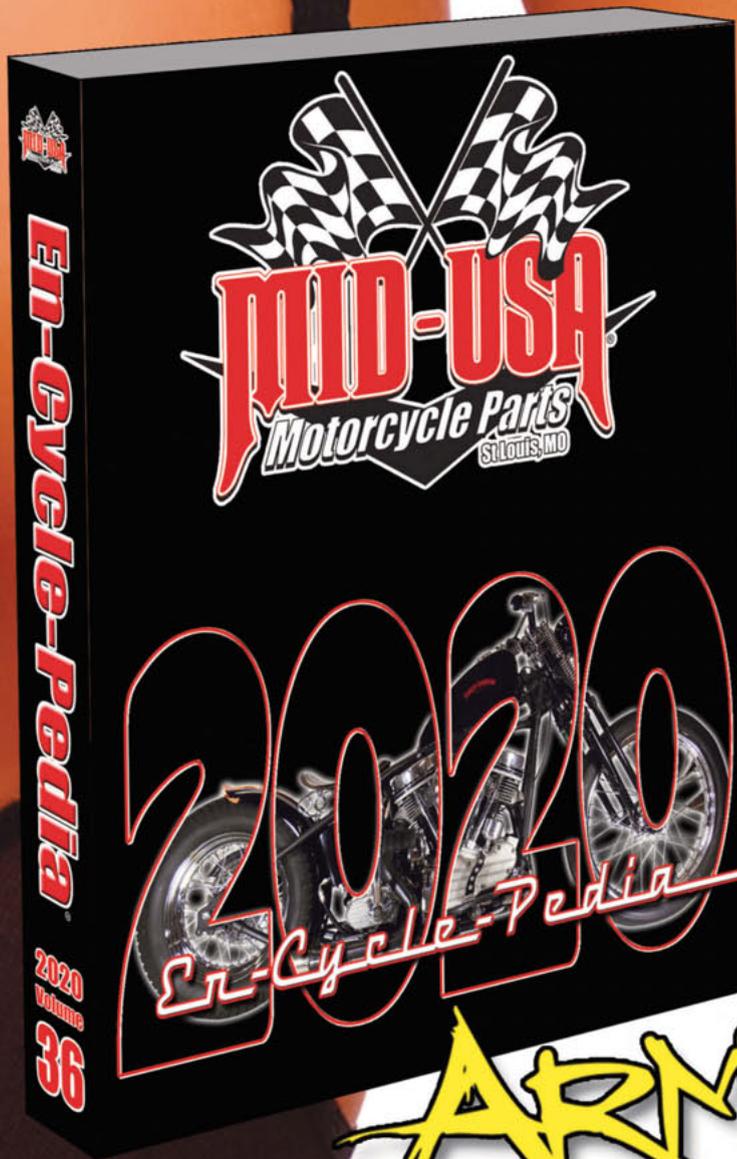


Clearly targeting Harley-Davidson's cruiser sales, BMW's second R 18 Cruiser concept - 1,802 cc of big, bad Boxer - made its public debut at Custom Bike Show, Bad Salzuflen, Germany in December 2019.



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NEWS BRIEFS



The 95th edition of the FIM International Six Days Enduro will be staged at Rivanazzano Terme, Italy, on Aug. 31 - Sept. 5, 2020. The longest running world championship in motorsport, the 2019/94th edition in Portugal saw a win for the U.S. Women's World Trophy team with the American XC Gear team taking the Club division and the U.S. Junior World Trophy team finishing runners up. The USA last won the World Trophy title in 2016 - its first ISDE world title.

Motorcycle racing legend and AMA Hall of Famer Dick Klamfoth has passed away, aged 91. Born in Columbus, Ohio, Klamfoth began riding motorcycles at the age of 14. He won the DAYTONA 200 on a Norton in his first outing in 1949 and following that up with additional victories on the beach course in 1951 and 1952. From 1954 to 1961, Klamfoth made his mark on the GNC, finishing in the top 10 each year and scoring five national Half-Mile wins on his BSA. Klamfoth's record of three DAYTONA 200 victories held for nearly 50 years, but the "King of the Beach" will be synonymous with America's most historic motorcycle race forever.



The AMA has named Brit Hayley Bell as its 2019 Motorcyclist of the Year. Founder of the Women Riders World Relay, the AMA says it is recognizing her activism in calling attention to the needs of women riders and for creating a worldwide connection among them. The WRWR has members in 84 countries and seeks to demonstrate to motorcycle manufacturers and makers of riding gear that "female riders are a formidable and growing market that deserves their attention."

Polaris has appointed Victor M. Koelsch to its newly created role of Chief Digital Officer. The new role is a response to "technology and customers' digital expectations evolving faster than ever," with Koelsch owning the digital strategy for the company.



'Revival Birdcage' by Revival Cycles, Austin, TX

aluminum pistons with two compression rings and an oil wiper ring. The running surface of the light metal cylinders is coated with NiCaSil. Lubricating and cooling oil is supplied by a wet sump lubrication system with a two-stage oil pump via sleeve-type chain driven by the crankshaft. Classic OHV valve drive with two camshafts, as in the legendary R 5 to R 51/2, are combined with modern 4-valve technology and dual ignition.

Classic OHV Valve Train with Two Camshafts

Although the new 'Big Boxer' has four valves, dual ignition, a modern combustion chamber architecture, intake manifold injection and the BMS-O engine management system for best possible torque and optimum consumption and emissions, it uses the classic OHV configuration for its valve drive.

When developing the valve drive for the 'Big Boxer', BMW says its engineers "were inspired by a very special engine design in the history of BMW Motorrad – in keeping with the heritage concept: the 2-cylinder boxer engine of the R 5/R 51 (1936 – 1941) and R 51/2 (1950 – 1951), the latter having been the first BMW motorcycle with a boxer engine after the Second World War. In contrast to other OHV designs by BMW Motorrad, this engine – highly valued by connoisseurs – has two camshafts driven by the crankshaft via a sleeve-type chain. "As in the historical role model, the two camshafts are also positioned to the left and right above the crankshaft in the 'Big Boxer'. The advantage of

this "twin camshaft boxer" is the shorter pushrods. This also makes for reduced moving masses, minimized deflections, lower linear expansions, and a generally stiffer valve drive with improved control precision and higher speed stability.

Fork Rocker Arm, Anti-Hopping Dry Clutch

In the traditional BMW boxer design, the two pushrods actuate one pushrod per cylinder side for the intake and one for the exhaust side, guided in a sealed pushrod tube on the top of the cylinders. The two intake and exhaust valves in the cylinder head are actuated in pairs via fork toggle levers. In contrast to today's widespread engine technology, valve clearance compensation is not effected by means of hydraulic elements, but – as was the case in most classic air cooled BMW two-valve boxers for decades – via one adjusting screw with one lock nut for each valve. As was formerly the case in the classic 2-valve boxers, valve clearance adjustment (0.2 – 0.3 mm) in the R 18 'Big Boxer' is also achieved very quickly. The valves are made of steel, with a disc diameter of 41.2 mm on the inlet side and 35 mm on the outlet side. The valve angle is 21 degrees on the inlet side and 24 degrees on the outlet side. As in most BMW Motorrad boxer engines for decades (with the exception of vertical flow, air/water cooled boxers since 2012), a single-disc dry clutch transmits the torque generated by the engine to the transmission. For the first time it is designed as a self-reinforcing anti-

hopping clutch, thereby eliminating unwanted stamping of the rear wheel caused by engine drag torque in the event of hard downshifting. The constant mesh 6-speed transmission is located in a dual-section aluminum housing and is designed as a 4-shaft transmission with helical gear pairs. The gearbox input shaft with lug dampers drives the two gearbox shafts with the gear wheel pairs. An output shaft is provided to bridge the distance and reverse the direction of rotation. A reverse gear is available as an optional extra. This is driven by an intermediate gear and an electric motor and can be shifted manually.

Open Shaft Secondary

As in all BMW motorcycles with boxer engines, torque is transmitted from the gearbox to the rear wheel in the R 18 via a propeller-shaft or universal-shaft drive with universal joint, shaft and rear-axle drive with bevel and ring gear. The propeller shaft and universal joint are examples of fascinating classic motorcycle technology since they are nickel-plated and open, as was commonly the case in BMW Motorrad models up to and including model year 1955. A so-called 'tripoid' joint is applied on the gearbox side for the purpose of length compensation.

Loop Frame

The Concept R 18/2 has a loop frame, teardrop fuel tank and a "classic and elegantly showed universal shaft," cast iron 19" front and 16" rear wheels, high-performance Brembo brake calipers and Hattech stainless steel tailpipe system.

Multitude of Possibilities

BMW claims that the Concept R 18/2 puts forward a new interpretation of a dynamic performance cruiser that not only taps into an area previously unexplored by BMW, but also demonstrates the true versatility of the 'Big Boxer' platform. "After the BMW Motorrad Concept R 18, our aim with the Concept R 18/2 is to demonstrate how flexible the basic engine and suspension are as a starting point for customization, and how easy it is to authentically realize different styles. And I have to admit - we were very impressed at how it was possible to bring this boxer concept forward from the 30s via the 80s into the 2020s," says Bart Janssen Groesbeek, BMW Motorrad Vehicle Designer for the Big Boxer Concepts.



'Departed' by Custom Works Zon, Shiga, Japan

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

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'Indian Super Scout

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

The place of Swedish custom bike builders in the history of the evolution of the custom market is the stuff of legends. And in the land of legends, few stand as tall as legendary 'keeper of the flame' Lasse Sundberg of Roth Engineering fame. The 2018 'AMD' saw him turn his attention to the 2018 Indian Scout, scooping 10th place in the Avon Tyres Freestyle Class with his 'Indian Super Scout' - an old school homage to the return of the legendary Indian Scout name. Based on the late model 1,200 cc Scout engine, a Roth Engineering 25 degree rake, single loop style rigid frame and W&W Cycles leaf spring front end deliver authenticity and style in equal measure.

The wheels are 23 x 3.75 H-D items (front and rear), wearing the (then) brand spanking new 130/60 VR23 Avon Cobra Chrome custom tire. The brakes are a Beringer (France) inboard front brake and Harrison Billet (UK) sprocket brake at the rear; the fuel tank, oil tank, frame and handlebars are all Roth Engineering custom items. Noting the complete absence of chroming and plating, the stainless exhaust just looks "as it should be," and with a one-off Garret 25 water-cooled turbo, external wastegate, 1,200 cc injectors, Maxx tuning ECU and Audi ignition coils, the 1,200 cc Scout engine looks like it means business. "How much power are you getting?" AMD asked Lasse. "More than enough," he said, "yes, more than enough!"



out'



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Twin Power 'Bag in a Box' Dealer Oil Program



Twin Power, known for its high-quality parts and accessories for American V-twins, has introduced a new Six Gallon Bag in a Box oil program for dealers. The new program is described as "ideal for service-oriented shops by offering a unique solution for stocking multiple lubricants (up to six products) on one convenient dispenser rack that takes up no more space than a single 55-gallon drum." With the Twin Power Bag in a Box oil program, "there are no disposal or containment hassles. The unique packaging dispenses all of the product without any mess or loss. A heavy-duty welded steel rack, plus six convenient dispensing jugs are supplied at no charge with a \$600.00 product purchase." The company says that "unlike some other bulk oil on the market, Twin Power's bulk system uses only the same high-quality product it offers in its branded bottles." James Simonelli, Twin Power Brand Manager, said: "Twin Power is focused on bringing to market

unique and innovative products to support our dealers. With multiple lubricants available that require no more shop space than a single 55-gallon drum, in addition to saving the dealer \$1.00 per quart, this new program is sure to be a hit." Products available through the Bag in a Box oil program include Twin Power's 20W-50 Conventional Engine Oil, 20W-50 Synthetic Oil, Primary Lube and 85W-140 Gear Oil.

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Classic 4" Round Mirrors

As an antidote to the myriad of funky shapes that custom mirrors are offered in these days, Duisburg, Germany based custom parts specialist Dock66 is going "back to basics" with these E- marked classic, clean looking and traditional 4" round mirrors.

The mirror can be individually adjusted - including for the height - to suit individual rider heights, handlebar



configurations and riding styles. It features a 12.5 cm short stem and can be used on left or right side. The robust and durable construction, including the arm, is in black painted steel and they come with the right gauge of thread and nut for H-D applications. The mirror face measures 9.6 cm; the stem is 12.5 cm without the thread.

DOCK66 MOTORCYCLE PARTS
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HardBody Copper and Black Antique Style Springers

Ideal for custom applications, these HardBody copper and black antique style Springer front ends from Hazelwood, Missouri based Mid-USA Motorcycle Parts come fully assembled with in-line top bracket without built-in rake (0 degree rake) and are available in 18" and 20".

The standard length Springer (20" measured from the bottom of lower tree to the axle center) is comparable to the vintage FL model fork length. The 1" O.D. steering stem is designed for Timken type bearings; neck cup conversion kit available to install Springer on K model and Sportster 1952/1981.

They measure 8 3/4" between the axle rockers, have cast rockers, includes 3/4" O.D. axle, and have riser mounts on 4 3/4" centers (threaded 1/2-20). A universal brake rod mount with 5/8" hole is on the right rear leg for disc brakes. They are available in 18" and 20" lengths - the 20" is the same as the Vintage FL.

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Corbin Saddle Options for Indian Applications

Corbin Saddles (Hollister, California) has created a new seat design that "fits perfectly with the factory-built Bobber Twenty." The vintage 'saddle' shape is designed to be mounted directly to the Twenty's metal base adapter, just like the OEM unit, or to a regular Scout Bobber with use of the adapter available from Indian dealerships.

Solo saddle for Scout Bobber Twenty



Built on a Fibertech base to provide a rigid foundation for the carefully designed foam shape, Corbin says its exclusive Comfort Cell foam provides a "firm, supportive ride for miles of comfort - the seat shape has been ergonomically designed to provide more square inches of body contact. This gives proper weight distribution and eliminates hot spots. Although this seat model appears vintage, the design takes full advantage of our five decades of seat building experience."

Genuine leather seating is included in choice of colors and styles - shown here in all Scout brown

The Wall saddle for 2020 Challenger



leather with natural stitch and silver logo. "Leather makes a great seating material due to its durability and its ability to breathe with your body. Leather will also break in with the foam shape for a personalized fit. Coordinated vinyl side panels complete the look and keep the saddle shape tight."

Also seen here, Corbin's popular Wall saddle is now available for the 2020 Indian Challenger. "We call this newest incarnation of the classic Corbin fastback "The Wall" because of the impressive vertical back support brought about by the raised tail section. The taller and more vertical back area holds the rider in position more aggressively and provides excellent support. It works extremely well for hot rodded bikes and café racers where a less reclined posture is desired."

It is available with the option of electric seat heater for an added bit of luxury - wiring easily to the

Challenger and controlled via a conveniently located switch along the rider seating position on the left side. The Wall saddle installs like the stock saddle, using the fender bracket at the rear and two mounting tabs at the front (under the side covers). For the 2019 FTR 1200 the Corbin rear fender/undertail tidies up the stock license plate fender/undertail ties up the stock license plate mounting arrangement and converts the stock rear end to more of a Flat Track inspired small fender look.

Rear fender undertail for 2019 FTR 1200



Constructed of durable ABS, it comes in a carbon fiber look to keep the race bike theme. It works with the stock turn signals and license plate light and mounts up without any chassis or bodywork modifications. IT includes a black license plate frame to complete the look.

Finally, the Corbin 'Gunfighter' saddle for the 2019 FTR 1200/S has an ergonomically designed front to

Gunfighter saddle for 2019 FTR 1200 & FTR 1200 S



distribute body weight over a greater area. This is said to provide longer-range support and eliminate hot spots - "a neutralized seating platform helps to hold your body in place and curbs sliding in the saddle. This also helps to relieve rider fatigue by taking pressure off the wrists and knees.

"Bucket shaping of the front seating area gives an unprecedented amount of body support, curving up at the back to provide support to the lower back. Towards the front of the bucket we design the saddle narrower to allow for ground reach. Shorter riders may prefer to slide forward and out of the bucket at stop signs for best ground reach. Mounts like stock and includes pre-installed brackets."



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'Assault' by Trask - Risers and High-Flow Air Cleaners

Trask's 'Assault' high-flow air cleaner features a billet aluminum backing plate



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Dyno-developed and tested, the high-flow air filter is reusable - just clean and re-oil; a rain sock repels water from the air filter element. Available for '17-'20 FLHT/FLHR/FLHX/FLTRU/FLTRK and '18-'20 Softails.



Also seen here, these 'Assault' risers with clamp are made from 6061 aluminum with black Cerakote coating and carbon fiber cover plates that keep the wires hidden.

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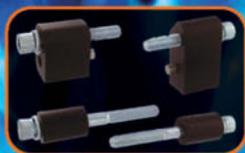
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AirFX Air Suspensions - M-8 FXDR Softail Upgrade

Available through the collaboration between AirFX and Hawg Halters, Jeff Schwindt, founder of Indiana based AirFX, has developed a new performance AirFX air suspension mono shock for the 2019 M-8 FXDR Softail platform.

This new, patented mono shock features the proven "AirFX, No Air Bag Design" in a specifically engineered mono shock "that will deliver outstanding cornering control, while reducing troublesome road feedback," according to Jeff.

The AirFX mono shock features a dual piston design that increases the piston surface area, while reducing the air pressure and volume required to lift the bike. Each shock has two air chambers for lift and one for rebound in axial alignment.

Robust spherical bearings are used in the upper and lower pivot points to minimize pivot friction. As always, this AirFX mono shock also allows for adjustable rebound control by adding air to the shock through its installed Schrader valve.

The AirFX mono shock is black hard coat anodized, has adjustable rebound control, is rebuildable if ever needed, offering a range of ride heights from stock to low. "The efficient low operating pressure system requires a smaller compressor than most and delivers great reliability with a very fast lift time."

"The AirFX mono shock delivers a smoother ride, with full suspension travel, increased handling performance, greater durability, while maintaining a shock body size equal to stock - no high pressure, just old fashioned high suspension performance and handling," says Jeff.



AirFX USA
Brazil, Indiana, USA
Tel: 812 814 9978
sales@airfxusa.com
www.airfxusa.com



Kevlar Clutch Kit 2019-20 Indian FTR1200

Californian specialist Barnett has just added another new clutch kit to its line-up for Indian models - a complete Kevlar kit for the 2019-20 FTR1200.

This complete clutch kit features Barnett's exclusive proprietary Kevlar segmented friction plates which "provide better oil flow for cooler clutch temperatures, smoother, more consistent performance and longer life."

Completing the kit is a set of tempered steel plates and a set of heat-treated, heavy duty coil springs. This kit is a direct-fit upgrade to the stock clutch providing a stronger, more positive, slip-free clutch



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Bagger Nation 'Fairing Drop' Block Kit



aluminum and is a direct bolt-on part that allows you to lower the stock fairing 1.75" - delivering that drop front look without any frame or permanent modifications for an entirely reversible install.



Paul Yaffe's Phoenix, Arizona based Bagger Nation has developed a simple and patented kit that helps to achieve the 'Fairing Drop' muscle Bagger look and dramatically increases the field of vision on 2015 to present Road Glides. The CNC-machined 'Drop Block' is created from a solid block of 6061-T6 aircraft

Along with the 'Drop Block' the kit includes the Bagger Nation stealth fairing support bar. "This precision fixture is TIG-welded by Arizona craftsmen and assembled from US cold rolled steel and supports your fairing from the inside." Both are flawlessly gloss black powder-coated to disappear from sight when mounted - "allowing you to toss that ugly stock fairing support bar if you want. This is the most secure way to lower the fairing and it is a patented design."

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Maxima V-Twin Synthetic Oil Change Choices



Santee, California based Maxima Racing Oils offers its V-Twin Oil Change Kits in two options - full change or quick change - with a choice of chrome or black ProFilter wrench-removable oil filter. There is also a choice of enough oil to meet the needs of Twin Cam and earlier Big Twin engines, or for the larger capacity requirements of the Touring and Softail M-8 engines. The full change kit for M-8 engines ships with five quarts of Maxima's high grade, proprietary formulated 20W-50 synthetic V-twin engine oil plus two quarts of V-twin specific Primary fluid, one quart

of Maxima V-Twin 80W-90 transmission oil, drain plug O-rings and choice of ProFilter. The quick change kit option will have the five quarts of Maxima V-Twin Full Synthetic 20W-50 and the same choice of black or chrome ProFilter.

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T-3



T-1



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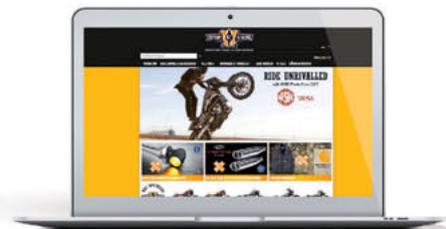
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Dyna pictured with "Pleated" style.
FXR pictured with "Gripp Tape" style.
Bagger pictured with "Diamond" style.
Sportster pictured with "Basket Weave" style.
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4 Bikes TO CHOOSE FROM. **4 Styles** TO CHOOSE FROM.

New 21 x 5.5 HHI Indian Chieftain Wide Tire Kit

Now available from Georgia based Hawg Halters, the latest addition to its wide tire program is this new Indian Chieftain 21 x 5.5 wide tire kit for 2020. Featuring a purpose-built, custom 5-degree triple tree made of 6061 billet aluminum for the Chieftain series of Indian Motorcycles, the wide tire kit "delivers outstanding performance and rideability."



HHI Hawg Halters Inc.

Available in black or machine finishes, this new HHI wide tire kit is designed to utilize the stock 46 mm Indian legs and provide a seamless installation with all the stock factory mounting points included. The Indian Chieftain X-23 triple tree kit allows the custom builder the option of creating a 21 x 5.5 wide tire bike or a 23 x 3.75 big tire bike build. To finish a custom project off, HHI has a full range of custom parts including HHI/Renegade Custom wheels in 18 x 5.5 and 21 x 5.5 front wide tire sizes, stock replacement wheel sizes and big wheel applications up to 26 inches, custom fenders, with matching 11.8 and 13 inch single or dual true floating brake rotors, direct bolt-on 6 piston brake calipers and complete AirFX air suspension systems.

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Progressive Suspension Front End Options

These high-quality, high-performance replacement progressive rate fork springs by Californian specialist Progressive Suspension have the advantage of a rising rate resistance to compression - the benefit is the spring can be soft enough at the start of the travel to offer a "plush" ride, yet firm enough at the end of the cycle to soak up the big bumps. Spring rates have been chosen to reduce front end dive during braking, yet still provide excellent ride comfort; available for '16-'17 FXDLS models. Also seen here, this monotube cartridge fork kit has an asymmetrical design, placing a preload adjuster over a progressive rate spring in one leg and an aluminum-bodied,



sealed cartridge damper on the other. This set-up is said to provide superior damping and ride control combined with tunable preload and to be "a new benchmark for high-performance suspension, improving resistance to front brake dive, front end stability, cornering and bottoming control; adjustable to standard length or to lower the front end up to 1". This is a complete fork internal replacement kit - no modifications to the forks are required, meaning the install is fully reversible. Available for FXDS.



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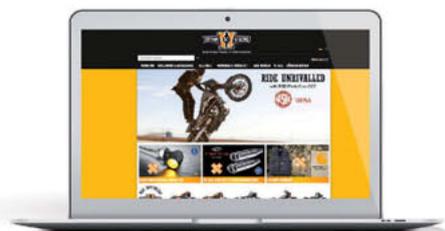
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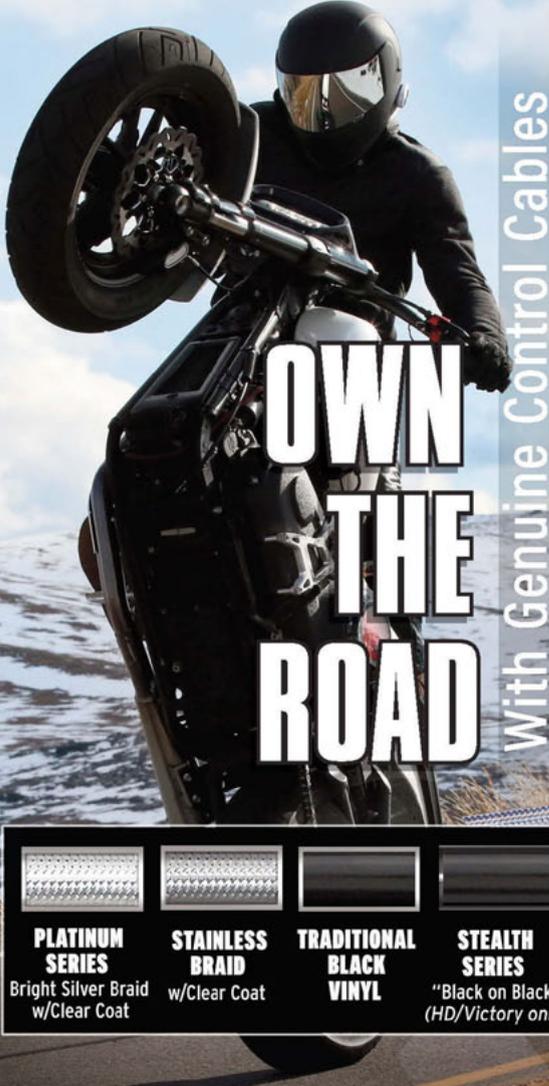
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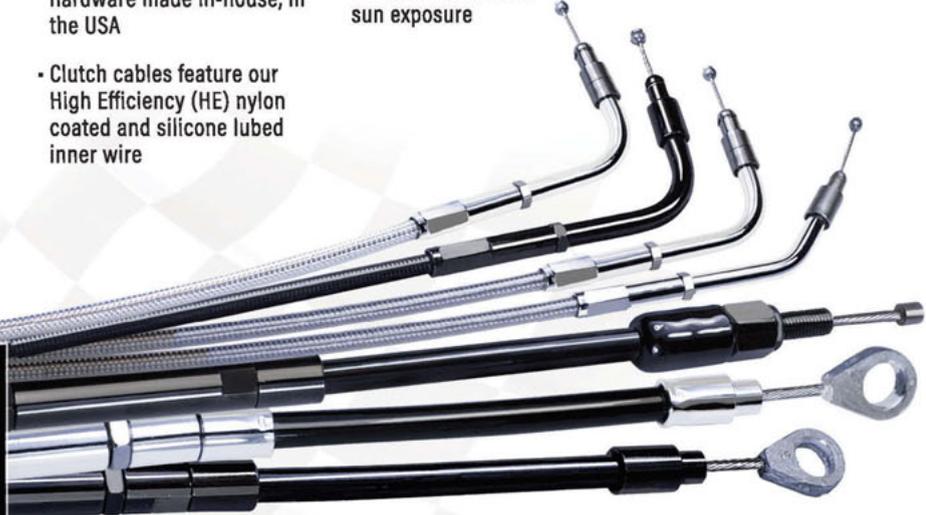
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XL/Dyna Mid Control Kits

Available for '04-'13 Sportsters (seen here) and 1991-2017 Dyna models, these bolt-on mid control kits from Wauseon, Ohio based TC Bros are said to "not only look great but are much higher performing than factory mid controls.

"The footpeg position is slightly higher and much closer to the engine, providing for increased lean angle before the pegs will contact the pavement. Detailed mounting instructions and quality hardware are included to ensure trouble-free installation."

Features include CNC-machined 6061 aluminum folding footpegs with non-slip knurled finish; precision-fit bronze bushing pivots for smooth operation; investment cast steel mounting brackets for rigidity; durable black powdercoat finish; CNC-machined, stainless steel brake linkage rod.

The Sportster kit includes everything required to



install on 2004-2013 models. The Dyna kit includes everything required to install on a 1991-2017 Dyna that came with factory Harley mid controls. For models that came with factory forward controls, additional hardware is required for install - cost and difficulty varies greatly depending on year and model. For example, 2006-2017 forward control models are most costly to convert because they require removal/installation of inner and outer primary.

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ProBEAM for Indian Models

New for Indian models from Youngsville, North Carolina based Custom Dynamics, these new rear ProBEAM Bullet Ringz LED turn signals are a simple two-wire OEM turn signal replacement with seven red LEDs embedded into an outer aluminum bezel and an inner cluster of red LEDs.

Operating as turn signal only (unless Custom Dynamics' SMART Triple Play for Indian module is installed), the Smart Triple Play module will convert the turn signal to function as run/brake/turn with your choice of ten easy to select flash/strobe patterns. VCM compliant (Vendor Compliance Management); lifetime warranty against LED failure, sold as a pair.

The unit installs with simple two-wire hook-up. Posi Lock connectors provided for in-line connections to replace OEM turn signal lens and bulb on selected 2014-2020 Indian Chief, Springfield, Roadmaster, Chieftain Classic, Chieftain Elite, Chieftain, Chieftain Dark Horse and Chieftain Limited models. Also seen here, these plug & play curved



Indian license plate frames include six white LEDs built in for license plate illumination and 40 dual intensity red LEDs for running and brake function. Available with a chrome or black finish (mounting hardware included). Custom Dynamics Magic Strobes or SMART Triple Play can be purchased separately to add attention-grabbing flash and strobe patterns.

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BILLET WHEELS FOR M8 MODELS

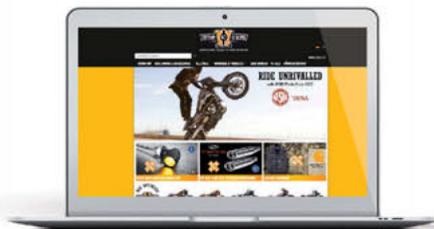


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Magnum STAINLESS XR Handlebar Installation Kits

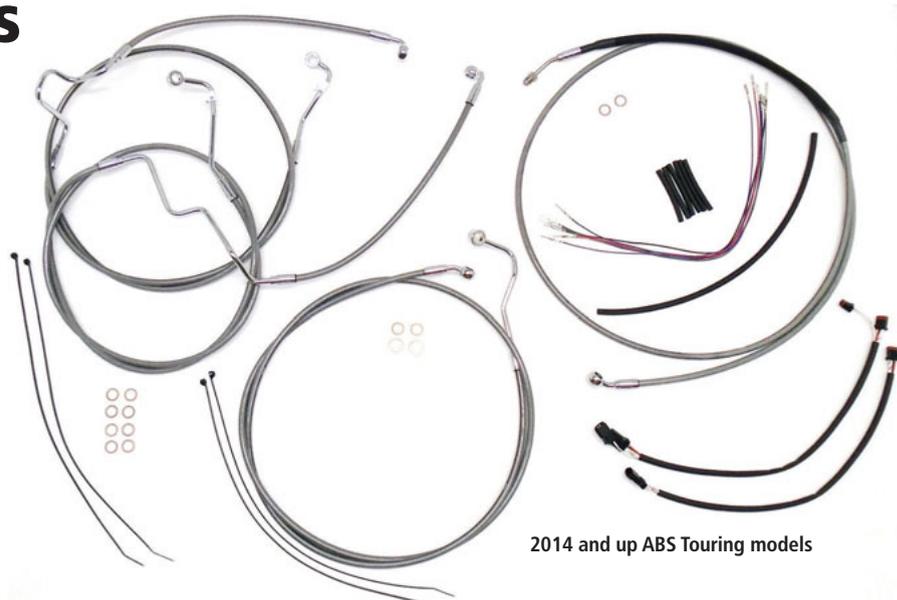
Upgrading handlebars is a change many motorcycle riders want to have done for a variety of reasons, including looks or comfort. Along with the handlebars, cables, brake lines and wiring also need to be replaced and that can create a whole host of problems for the dealer, installer, and the customer. Upstate New York based brake line and control cable specialist Magnum Shielding has an excellent low-cost, budget-minded solution for that problem with its STAINLESS XR Handlebar Installation kits. In addition to the current XR Handlebar Installation Kit selection, Magnum has introduced additional kits to round out the application mix for even more coverage.

Magnum's XR Handlebar Installation Kits offer great fit, finish and outstanding quality at an economical price point for the budget-minded consumer. There are DOT compliant kits available for popular ABS and non-ABS Harley-Davidson models using 12 inch to 17 inch ape hanger-style handlebars.

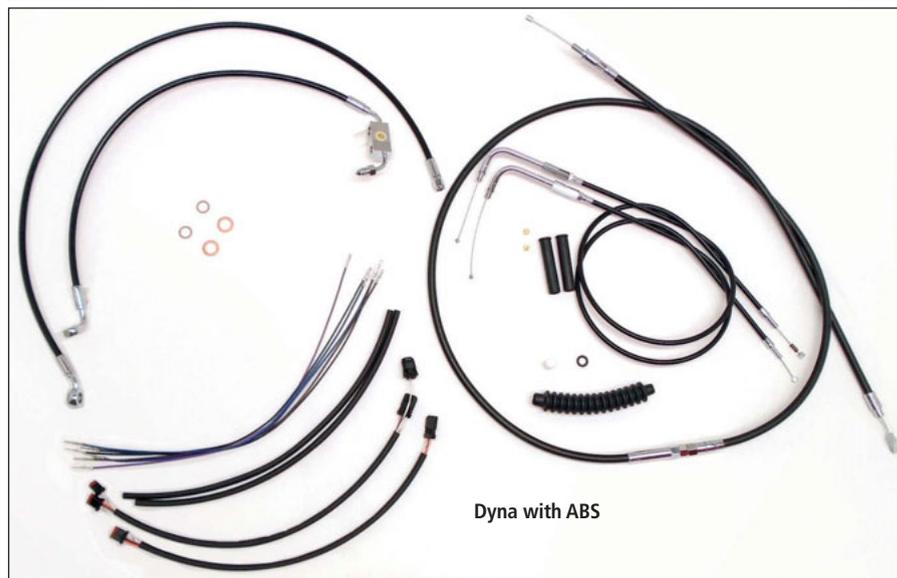
Always diligent, Magnum Shielding ensures that the lengths of all the cables and brake lines in the kits provide a precise, OE class fitment. "You can also be confident that the quality OE style construction uses all the fittings, tube assemblies and manifolds essential for trouble-free installations while delivering professional looking results. Everything is included for a handlebar replacement - STAINLESS XR DOT brake lines, throttle and idle cables or terminated throttle-by-wire extensions, XR hydraulic clutch line or clutch cable, fully terminated signal and switch wiring extensions and hardware."

Three color combinations allow the most discriminating riders to find something that will complement their bikes. The choices include clear coated stainless steel braid with chrome plated fittings and black coated braid with either chrome or black chrome plated fittings. All fittings used in XR kits are highly polished before plating.

Produced in-house at Magnum's manufacturing facility, the kits' STAINLESS XR DOT brake line assemblies use an enhanced construction of heavy gauge stainless steel embedded in a tough, abrasion-resistant nylon outer jacket for superior



2014 and up ABS Touring models



Dyna with ABS



2018 and up Softail with ABS

durability to give an extreme braking response for safe riding. All brake lines are pressure tested and fully DOT FMVSS-106 compliant for safe on-road use.

If applicable, the XR cables included in the kits feature low-effort, high-efficiency designs that meet or exceed all OE specifications for fitment, construction and endurance. Cable and brake line coatings "offer exceptional protection for paint and chrome."

To make handlebar installations even easier, the kits feature fully terminated wiring extensions. No crimping of terminals onto the wires is required before installation. In many applications the extensions are plug and play, which further reduces the installation time needed to complete the job.

Offering impressive quality at a price point low enough for any budget, Magnum Shielding's STAINLESS XR Handlebar Installation Kits "are a great solution to alleviate the difficulties associated with handlebar changes, saving everyone time and money."



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Cerakote Paint Technology

Just because you are one of the oldest established motorcycle parts manufacturers in the world (established in 1897) doesn't mean that you can't also be on the cutting edge of manufacturing technology and materials science.

At EICMA, internationally respected British manufacturer Central Wheel Components unveiled their latest wheel color schemes, using the revolutionary Cerakote paint technology.

Cerakote (Oregon, USA) have chosen CWC as a partner to develop paint creations on their spoked wheels, with 27 colors available to choose from. Central Wheel Components had two complete wheels on display, along with 16 Cerakote color options on wheel rim swatches.

Cerakote is an ultra-thin, hard wearing ceramic-based paint system derived from the firearms industry. It provides a much thinner layer of paint compared to traditional powder-coat and is a much quicker and easy way of coating over anodized finishes without the risk of mismatches due to differing metal grading. Managing Director Warren Harding says: "We are delighted to be partnering with Cerakote on this new wheel finishing venture. It gives us another advantage when offering customers a unique color scheme creation. We can do solid colors and two-tone paint on the same wheel to really open up the options for riders. We will add



more colors to the range as they come online, and the possibilities for mixing colors are endless."

"Cerakote can also be used on engine parts, frames and even on plastics, so the options of custom colored bikes for customers' own creations become a possibility."

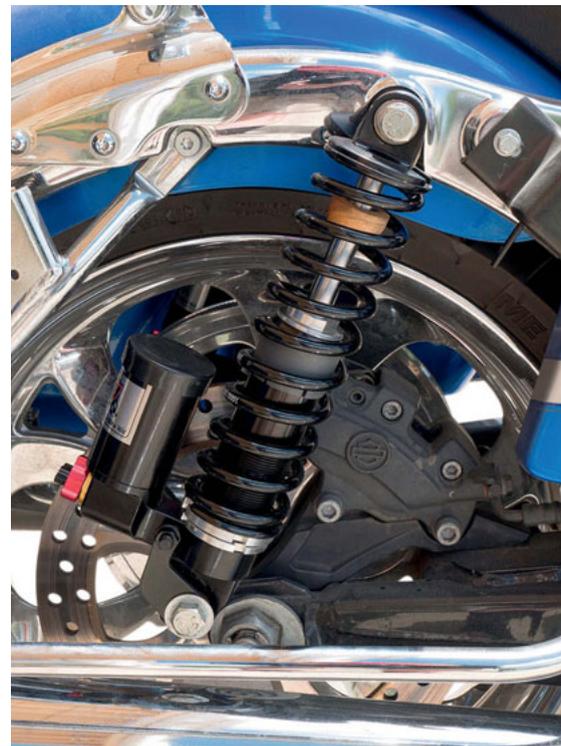
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RWD RS-1 Piggy Back Coil Over Shocks

These black anodized aluminum shock bodies by RWD (Russ Wernimont Designs, California) have nitrogen-filled piggy back reservoirs, 5/8" stainless steel shafts and high-quality black Eibach springs. Additional features include needle valve technology with position-sensitive valving that provides additional bottoming resistance for a superior ride and digressive valving on the rebound side for more control when the shocks are deep into their travel. Manufactured for RWD by performance suspension specialist Walker Evans Racing at Riverside, California, they have adjustable compression dampening and adjustable spring pre-load to set sag. They are designed for use with short exhaust systems that do not extend past the axle head/nut.



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HP+ Camchest Kits for Twin Cams



Californian performance specialist Feuling Parts offers dealers access to a flexible program of engine conversion options. The company's Good, Better and Best is an OE+ line, which is essentially OE replacement, but with improvements; the HP+ (High Performance Plus), which is aimed at upgrading street bikes to the max, and at the top of the range of options is the 'Race Series' - seriously enhanced performance for those who want to arrive before they've left!

Seen here, Feuling's HP+ complete camchest kit for 1999 and up Twin Cams includes all necessary components from top to bottom of the camchest conveniently packaged under one part number.

These combination kits not only ensure individual parts are designed to work and function together, but to do so in total harmony - taking the guesswork out of the ordering process and guaranteeing the engine builder "maximum reliability, peak performance and the coolest engine/oil temperatures obtainable."

The kits include the legendary Feuling high-volume oil pump, a high-flow camplate, a choice of Reaper series camshafts (from the workhorse 525 for increased torque band width and fuel economy to the 574 - ideal for modified heads), hydraulic roller lifters, adjustable pushrods, Timken bearings, gaskets, O-rings, exhaust gaskets, ARP fasteners, washers, moly paste, Loctite and hardware.

The chain drive conversion kits include conversion camshafts for '99-'06 Twin Cam engines that update the old mechanical style cams and tensioners to the



new hydraulic tensioner system and include sprockets, hydraulic tensioners, chains and spacers needed for installation. These camshafts utilize the '99-'06 inner cam journals, with the '07-'16 outer cam journals allowing the use of the '07-'16 camplates, oil pump, hydraulic chain tensioners and chain drive system.

Feuling says the results are 25-35 degree cooler engine temperatures, 15-30 degree cooler oil temperatures, 15-30 lbs increased oil pressure, quieter and smoother engine operation and an end

to wet sumping, blow-by and oily air cleaners. Application options cover the full range of Twin Cams from 1999 right up to the 2017 models.



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NAMZ Plug-N-Play Tour Pack Wiring Harnesses

Oreland, Pennsylvania based NAMZ Custom Cycle Products has two new plug-n-play wiring harness solutions for OEM or aftermarket Tour Packs.



Made in-house by NAMZ, the new harness designs eliminate the need to take the seat off the bike just to disconnect the harness from the Tour Pack. NAMZ uses OEM color matching wiring and factory connectors for a perfect fit, every time.

The complete Tour Pack wiring installation kit for retrofitting a 2014-up Tour Pack to all FL 1999-2013 models (except '09-'13 CVO/SE and '10-'13 Street and Road Glides) comes with everything needed to connect the wiring on the OEM or aftermarket Tour Pack light - converting the stock install into a genuine plug-n-play solution with quick-disconnect feature for easy removal. A kit is also available for retrofitting a 2014-up Tour Pack to '10-'13 Street and Road Glide models.

Celebrating its 20th anniversary this year, check out the new 2020 NAMZ catalog - "a veritable cornucopia

of all things electrical - all the must-haves and all the items you didn't know you needed!"

Dealers can order NAMZ/Badlands products through Drag Specialties, Parts Unlimited, Tucker (Tucker is the exclusive distributor for the NAMZ made Letric Lighting Co. product line), Mid-USA, J&P Cycles, V-Twin, Parts Canada, Motovan, Les Importations Thibault, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W, Zodiac, Rolli's Speed Shop, Wildrider International Pty Ltd, or directly from the company's website.

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info@namzccp.com
www.namzccp.com



M-8 Softail Rear Lowering Kits MÜLLER MOTORCYCLE AG

These lowering kits made in Germany by Müller Motorcycle are an established top-seller for the German specialist and a simple and easy way of lowering the rear of the bike, fitting the stock remote adjustable rear shock. Made from stainless steel and billet aluminum, they lower the M-8 Softail by up

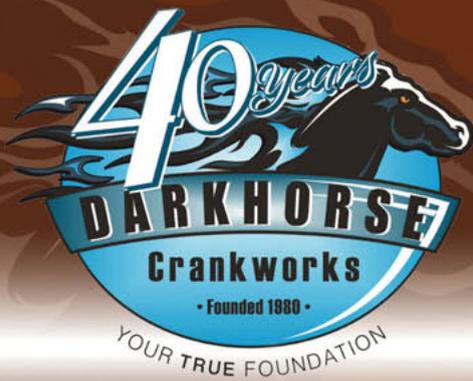


to 13/8" and are a bolt-on, patent-pending TÜV approved application. Said to be "infinitely adjustable" for up to 35 mm of lowered riding height, they come with

needle bearing installed and do not require the shock absorber damper rod to be shortened nor the shock to be replaced.

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AMD PRO GUIDE

Zodiac International Additions

ODI V-Twin Moto Handlebars



Motocross technology in a V-twin handlebar - these black, hard anodized aluminum handlebars are slotted for internal wiring and notched for throttle-by-wire, available in black in 1" and tapered from 1 1/8" in the middle to 1" at the controls. The clutch side is knurled for improved grip adhesion and the 1 1/8" diameter will work with stock Harley or aftermarket 1" handlebar controls.

ThunderMax M-8 Oil Cooler Fan



Zodiac says that the ThunderMax oil cooler fan is the answer to overheating of oil-cooled M-8 engines in Touring models. The fan works by using the engine temperature and vehicle speed sensor to reduce heat and keep the engine running cool. It fits 2017 to present Touring models, except models with a twin-cooled M-8 engine.



Universal Stainless Mufflers

Universal stainless steel mufflers for 1 3/4" (44.5 mm) or 2" (50.8 mm) diameter headers. Mufflers are 10" (25 cm) long, have a 65 mm baffle diameter and include a body mounting clamp. Both sizes are available with oval or triangle style muffler.

Vity's Design Road Glide Signals



Sleek little EU approved, high brightness LED diamond front turn signals that bolt straight onto the fairing. They are available in black or chrome for 2015 to present FLTRX and FLTRXS Road Glides.



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www.zodiac.nl

Steering Race Tool

From California based specialist Motion Pro (the official cables, controls and tools vendor to the AFT race series), this 2-in-1 design steering race tool quickly and precisely removes and installs the outer bearing race from the steering head on most Harley-Davidson models without the use of a hammer and punch.

The puller design ensures the bearing is pulled perfectly straight to eliminate possible damage to the frame - it has a precision-machined anodized aluminum cup that eliminates the frame damage risk. The hardened steel puller jaws engage securely on the inner bearing lip for race removal; the hardened steel driver precisely fits the tapered bearing race during installation, and it has a brass thrust washer for easy use and long life.



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'CUBIQ' brake disc by Galfer

The new CUBIQ disc from Spanish brakes specialist Galfer features an original brake track design with hexagonal shapes that is said to offer better braking than a conventional round disc design with up to 40% weight reduction.

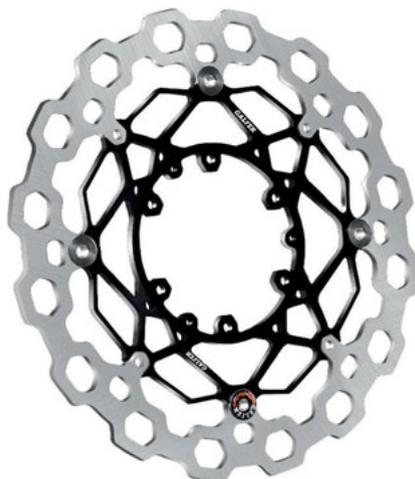
"While searching for innovation and development, our engineers created a new concept in brake discs for high displacement motorcycles," says owner Umberto Milesi.

"The CUBIQ disc design features a unique brake track configuration with hexagonals that resemble the molecular and crystal structure of the steel itself. With this shape we achieve better cooling and improved weight loss, which also results in better maneuverability of the motorcycle.

"The new CUBIQ was tested and validated in competition during last June's 3-hour endurance race organized by Monlau Competición at the Calafat circuit - no less than ten Honda CBR 600 RR motorbikes equipped with the new CUBIQ discs and Galfer Sinter Sport R G1375R brake pads rode the circuit simultaneously."

The improved cooling is achieved because the design increases the convection perimeter, so there is more cooling surface around the brake track and better temperature dissipation. "The increased cooling surface optimizes the friction surface and enables a lighter brake track design."

Galfer also says that because there is the same contact surface between brake pad and disc in each



turn, the brake pads wear evenly and there's homogeneous pressure, and that the reduced unsprung mass reduces the dynamic unbalance (gyroscopic effect) and improves the maneuverability of the motorcycle.

The design of the CUBIQ brake track is inspired by the latest modern designs and contemporary elements and is named after the steel molecules of the crystal structure of the metal.

The CUBIQ range will include fixed and floating discs and the floating discs will have variants with a steel or aluminum core.

The CUBIQ was officially released at EICMA for several road and sport motorbikes from 600 cc and up and will arrive on the custom market for Harley's and other custom style V-twins in April 2020.

"Just as the Disc Wave became a new standard in the brake components industry when we released it 20 years ago, so too the CUBIQ will set a new benchmark."



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Avon Grips Options for Indian Big Twins

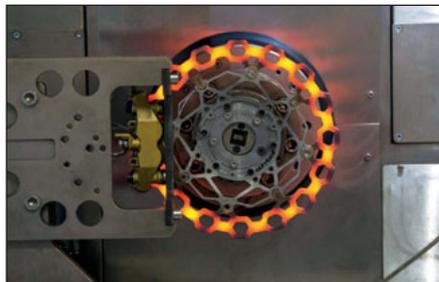


Ergonomic grip specialist Avon Grips has a choice of technologies available for '18-'19 Indian Vintage, Springfield, Chieftain and Roadmaster applications.

Avon's air cushioned grips feature ergonomic seamless rubber grip technology. A special core bar creates air pockets inside the grip body, which dampens vibrations. Features include billet aluminum end caps and collars; they are available with chrome or black anodized finishes, 3-ring and spike styles, with and without throttle boss.

Also seen here, Avon memory foam grips are said to be "the softest, most durable, chemical-resistant grips on the market today - a true vibration dampening grip." They are available with chrome or black anodized aluminum ends.

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Optional: black and
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Spring preload

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Chrome Edition and with
adjustable length WMT12
and longer length WMT72



WNE

Rear Twin Shocks

Rebound
Spring preload

Available with full covers

Drag Specialties Additions

Matte Black Switch Housings



The Drag Specialties die-cast aluminum switch housings have radiused edges, OEM-style clamps, smooth tops and a matte black finish. Kits are available for '99-'07 FLT/FLHT/FLHR models with or without cruise and radio. Sold separately, they accept OEM style switches and wiring and have clearance for 1 1/4" handlebars - models with dealer-installed cruise control may require different or additional lower switch housings.



feature a faux brown leather cover for exceptional durability. Made with a 14-gauge steel internal base plate, they bolt directly to most OEM accessory backrest bars, include all mounting hardware and are available with a smooth surface or Double Diamond stitch.

Rear Lower Belt Guards for '14-'20 XL Models



This rear lower belt guard is constructed from high-quality stamped steel and finished in chrome to create a contrasting look to the stock black parts. Only a simple bolt-on installation is required.

Predator III Seats for '18-'20 FLFB/FLFBS



Drag Specialties Seats has added to its popular Predator III line with seats for '18-'20 Fat Boy models. "This uniquely styled seat is made narrow up front for better leg clearance and features a 7" tall driver support that gently slopes down to the passenger seat area." The automotive-grade vinyl cover is available in Smooth or Double Diamond stitch with black, silver or red thread. Molded polyurethane foam is used for maximum comfort and styling; they are made on a 3/16" ABS thermoformed seat base for a perfect fit with rubber bumpers and fully carpeted bottom to protect paint during seat removal and installation. They fit with most sissy bars and measure 27 1/2" long overall (13" long x 12 1/2" wide at the front, 11" long x 6 1/2" wide at the rear). All necessary mounting hardware is included.

OEM-Style Replacement Air Filter for '14-'20 Indian Big Twins



Well priced, high-quality replacement service parts from Drag Specialties include these paper medium air filters that meet or exceed OEM specifications. For use with OEM stock air filter housings on '14-'20 Indian Chief Classic/Vintage/Chieftain/Roadmaster.

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Backrest Pads for '15-'20 Indian Scout/Sixty

Also available from Drag Seats, these backrest pads

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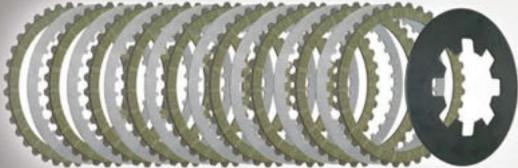
BTX-5



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!

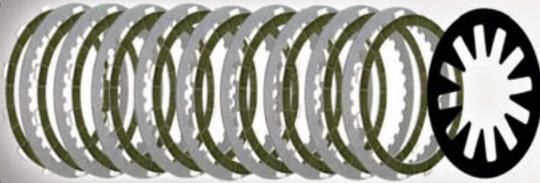
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BTX-11



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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Metalsport Introduces Three New Designs for 2020

South Gate, California based Metalsport Wheels has introduced its first three new wheel designs for 2020 - "always starting with USA forged wheel blanks made from 6061-T6 prime aluminum, each of these designs are meticulously machined.

"One of our most popular designs, the Don Juan, now offers two new versions. First up is the 3D Don Juan 10 which features all ten spokes evenly spaced. The second design is the 3D Don Juan Crossblade.

"This new wheel features seven spokes with blades crossed. The detailing in both designs goes into the lip area to give you the complete 3D look. You can get both designs in a chrome or all black anodized finish. Sizes available from the 16 x 5.5 up to and including the monster 34".

"Our third design is called the Equalizer. This 2D wheel features ten spokes that have been split and overlapped - check out the detailing in the lip. The Equalizer is available in sizes 16 x 3.5 up to and including the monster 32". You can get this design in a chrome or all black anodized finish. All our

2D Equalizer



3D Don Juan 10



3D Don Juan Crossblade



wheels come with hubs and we offer matching rotors and pulleys. We can even offer the wheel with tire mounted."

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DB4 Plus Advanced Suspension Tuning Dyno



The DB4 Plus is the "newest and most advanced" suspension testing dyno from Italian specialist Andreani Group.

Available for use on motorcycles, scooters, mountain bikes, cars and ATVs, "this is the enhanced version of the DB4 base model that had already set the pace for its advanced technical features and has become established as the best suspension dyno on the market".

Due to the 5.5 kW 380V three-phase AC motor it can reach higher speeds and forces than the base model (which has a still excellent 4 kW engine), allowing specialized technicians to calibrate and tune the highest possible suspension forces and highest speed suspensions.

Among its advanced functions, the DB4 Plus features software that includes hysteresis analysis and dissipated energy and damping coefficient calculations, and it is equipped with a sophisticated electronic controller board that ensures stable and reliable automation and extremely precise data acquisition.

It also offers real-time visualization of the suspension load-speed graph with an intuitive graphical interface, the possibility to compare different click settings and valve options, to measure dynamic suspension parameters and to detect any operating anomalies. Custom software also available upon request. Like the DB4, the Plus model is equipped with a series of adapters to test every kind of suspension and it is delivered with its laptop with software already installed.

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Hogtunes - Speaker Options

A choice of speaker options are available from Canadian audio specialist Hogtunes.

The company's 6.5" replacement front speakers feature a Gen 4 improved bass and clarity over Gen 3 models, delivering 125 watt RMS/200 peak watts, new black speaker cones for better cosmetics and a custom-tooled speaker basket that requires no

cutting or grinding for install. They include very clean-looking, sturdy metal mesh grilles with no corporate logos - or the factory grilles can also be used. Available for '14-'19 FLHTCU/FLHTK/FLHXS/FLHX/FLHTCUTG/FLTRX/FLTRU models.



The speakers offer superior bass response and overall better sound, especially at riding speeds. Features include carbon fiber woofer cone and titanium impregnated 1" tweeter, large magnet assembly for higher power handling and studio-quality polystyrene capacitors in crossovers - they work best when used with an amplifier and are an easy, plug-n-play installation for '98-'13 FLHT/FLHX models.

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cutting or grinding for install. They include very clean-looking, sturdy metal mesh grilles with no corporate logos - or the factory grilles can also be used. Available for '14-'19 FLHTCU/FLHTK/FLHXS/FLHX/FLHTCUTG/FLTRX/FLTRU models.

Also seen here, Hogtunes' XL front speaker kit

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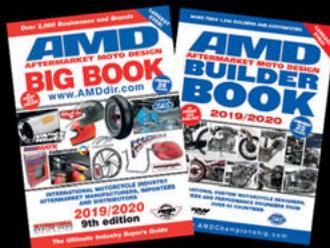
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NEWS BRIEFS

More from the H-D new model rumor mill - this time about another possible mid-cycle launch. It is thought to be a 114" anniversary issue Softail, as at early January 2020 is apparently already in production.

Tucker Powersports has added Motul lubricants to its portfolio of distributed brands, including its 2017 introduced and domestic U.S. formulated/manufactured 100% synthetic Twin Oils line. Headquartered in France and founded more than 150 years ago, Motul is noted for its innovation and commitment to automotive and motorcycle racing, supporting race series such as AMA Flat Track and the Roland Sands Super Hooligans among others.

Sad news from the 2020 Dakar Rally in Saudi Arabia with the death of Portuguese Rockstar Energy Husqvarna Factory Racing team rider Paulo Goncalves on stage seven - competing in his 13th Dakar.

MAMA TRIED
MOTORCYCLE SHOW

The Mama Tried show, Milwaukee, March 13 - 15, is offering the chance to win a 1951 Harley-Davidson WR factory production race bike, with rebuilt engine and full restoration. Entry costs \$20.00 for a show sticker and ticket for the drawing. You don't have to be present to win.

AFT returns to the legendary New Hampshire Motor Speedway on Saturday, June 13, 2020. "The Laconia Short Track will once again bring another level of excitement to the 97th year of the historic Laconia Motorcycle Week."

2020 Tucker V-Twin Catalog Now Online



Tucker Powersports has released its 2020 V-twin catalog, and dealers can view the digital flipbook version online now. For 2020, Tucker says it has "loaded the book with a massive selection of V-twin parts and accessories from industry-leading brands, with many exclusive to Tucker." New and expanded product offers this year include Letric Lighting Co. premium plug-n-play LED motorcycle lighting "with a vast array of offerings for V-twin models, including headlights, taillights, turn signals and accent lighting";

Lectron Fuel Systems - "Lectron fuel systems improve torque, horsepower and fuel economy while adjusting for atmospheric conditions"; and Aquatic AV - "the market leader in waterproof and durable Harley-Davidson aftermarket audio, including stereo systems, speakers, amplifiers and accessories." Also included are new motorcycle audio solutions from Rockford Fosgate, new Twin Power fuel pump kits that feature all the necessary components needed to rebuild the O.E.M. fuel pump module,

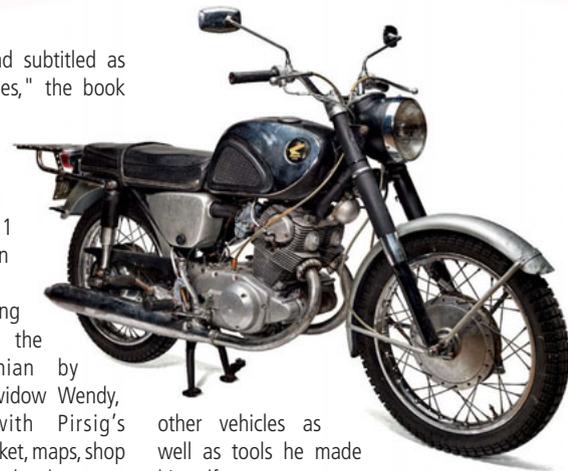


including pump, filter, hoses, clamps and wiring harness as required.; and Tracker Series pistons from Wiseco - a feature-rich, high-performance piston offering for H-D applications "at a more affordable price point."
www.tucker.com/v-twin

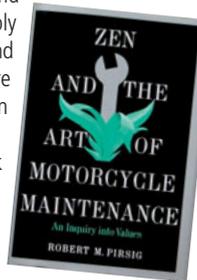
Zen and the Art of Apple Pie

For a generation of 'Boomers', Robert M. Pirsig's Zen and the Art of Motorcycle Maintenance was 'right up there' with Kerouac's On the Road and Dennis Hopper's Easy Rider as one of the quintessential road trip references for cultural insights into the evolution of post war American society. The novel was more about trying to make sense of the changing world around him and prescient analysis of the effect of machines and technology it was than simply the joys of the open road and wind in your hair. More Stockhausen than Steppenwolf! The 1966 Honda Superhawk that featured in his book is to find a final resting place in the Smithsonian Collections certainly made me feel nostalgic - specifically in the Smithsonian's National Museum of

American History. Published in 1974 and subtitled as "An Inquiry into Values," the book featured a round trip Pirsig made from Minneapolis/St Paul to San Francisco and back with his then 11 year old son Chris in 1968. The restored bike is being gifted to the Smithsonian by Pirsig's widow Wendy, along with Pirsig's leather jacket, maps, shop manual and other gear from the 1968 ride, a manuscript copy and signed first edition of Zen and the Art of Motorcycle Maintenance and Pirsig's favorite toolboxes with tools for maintaining his bike and



other vehicles as well as tools he made himself. As someone who has done his own fair share of the 'hard miles' criss-crossing the United States, my abiding take-away from the book is Pirsig's account of how the portions of apple pie got bigger, nicer and less expensive the further west he travelled!



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