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Bauman Retains V&H SuperTwins Championship for Indian; Rispoli gives H-D the Production Twins Championship; Lewis Scores a First AFT Race Win for Royal Enfield

NOV 2020

ISSUE #256

Needing 'only' to finish in eighth or better in the final, weather-hit race of the 2020 Progressive American Flat Track season, defending champion and championship leader **Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance/S&S Cycle FTR750)** held off the challenge from nearest championship challenger **Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750)** by finishing fourth to Mees' second place for a nine point **Vance & Hines backed SuperTwins** premier class AFT championship win.

24 hours earlier the results were reversed with Bauman the Elder taking what turned out to be a crucial second place in the first of the Friday/Saturday night Short Track Double Headers at the Daytona International Speedway, with Mees in fourth place, that gave Bauman some wiggle room going into the season finale.

The surprise of the weekend though was an impressive double win - first place in Race I and II - for **Brandon Robinson (No. 44 HCRR Racing/Ben**

Evans Racing Indian FTR750) who stepped forward and stole the show for his first two wins of the season - wins that secured championship fourth spot for the 30-year old from Pennsylvania.



Briar Bauman retained his #1 plate

In Race I on Friday, **Jarod Vanderkooi** brought the No. 20 Harley-Davidson/Vance & Hines XG750R Rev X home for his best result of the season in third, equalling his best ever premier class finish and ultimately giving him a ninth place championship finish and a second third place podium spot of the season for the **H-D/Vance & Hines XG750R**.

Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750) came fifth in Race I, but scooped a podium spot in third in Race II to confirm third spot in the AFT SuperTwins Presented by Vance & Hines 2020 championship. The **third member of the Indian Motorcycle 'Wrecking Crew'** is the younger Bauman brother, **Bronson (Indian Motorcycle, Progressive Insurance, S&S Cycle FTR750)** and despite finishing in 9th and 10th in the two Daytona races, had done enough through the season to secure fifth spot in the championship standings, with **Dan Bromley (Roof Systems FTR750)** taking a season best equalling fifth spot in Race II.

In the **AFT Singles**, **Dallas Daniels (No. 32 Estenson Racing Yamaha YZ450F)** secured the 2020 class championship at Charlotte the weekend before and finished in fourth and ninth spots respectively at Daytona. In Race I, **Chad Cose (No. 49 Wally Brown Racing/American Suzuki RM-Z450)** claimed his first victory of

Continues on page 6 >>>



COMMENT
The New
'ZeitGeist'



H-D ESCAPES SANCTION



ARLEN
NESS



34th EDITION
BIKER FEST
NEW DATES! 17-20
SEPTEMBER 2020
ITALIAN BIKE WEEK
LIGNANO SABBIA DORO

'Ghisarama' by Hazard Motorcycle (Bergamo, Italy) won Best in Show and a place at the next AMD World Championship at Biker Fest in Italy in September - an AMD Official Affiliate Custom Bike Show. Remember what they were? Remind yourself on pages 31-34...



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COMMENT - All New 'ZeitGeist' headed your way soon 4

With authorized Harley dealers running on vapors, Robin Bradley presages the dawning of a whole new Age of Aquarius (the MY2021 models will ship to dealers in the second half of January - *geddit?*) by asking if the present demand for pre-owned inventory will be enough to bridge the gap?



INDIAN MY2021 - 'Starless and Bible-Black' 18-20

Indian Motorcycle confirmed a relatively unremarkable MY2021 offer a little later than usual, but have not gone down the same route as Harley in delaying until January of the new year - in new model terms the highlight is the new Vintage Dark Horse - *nice!*



POLARIS - Electric Shock 10

It really shouldn't have come as a shock because CEO Scott Wine has proven himself to be a pretty smart operator on numerous occasions - the deal with ZERO Motorcycles as the pathway of choice into an electric future is but the latest of many smart plays.



IMS Outdoor Series 16

UBM/Advanstar's decision to permanently drop its indoor winter IMS program in favor of an outdoor summer series is a sound one - though unfortunately the J&P Cycles backed 'Ultimate Builder' series that had been keeping their head above water appears to be the primary casualty.



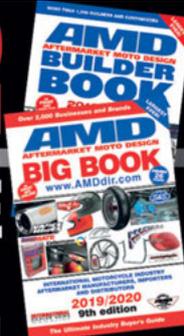
Product Extra - Jekyll & Hyde 40

The electronically adjustable exhaust specialist has taken its sound management expertise to the next level with the 'Clubstyle' Project 21 - its first 2-into-1 three-mode electronically adjustable exhaust design.

PROGUIDE: The new, the best and the must-haves 25-54



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All-New 'ZeitzGeist' Headed Your Way Soon

When it comes to an unlikely and counterintuitive response to a recession, a pandemic that promotes the advantages of motorcycling and lays the groundwork for parts and accessory industry growth has to be the most unlikely 'super spreader' any of us will see in our lifetimes.

With consumers embracing PTWs (Powered Two-Wheelers) as a viable and preferable alternate to crowded, unhygienic, bad-air mass transit systems and as an economic non-public mobility solution (urban, suburban and otherwise) at a time of chronic economic uncertainty, it would appear the early signs of motorcycle industry reliance seen at the height of the first wave of coronavirus earlier this year may well be proving to be sustainable after all.

The vendors I have been speaking and emailing with the past few weeks are, almost universally, continuing to report that they are doing well - and are certainly doing better than might have been expected.

Simultaneously, the economic news is pointing to a slightly less dire downturn than had been widely expected and, with three weeks to go to the U.S. election at the time of writing, a Wall Street sentiment that is placing a premium on the less unstable outlook for markets than had been feared.

It's not that investors are embracing the likelihood and desirability of one outcome over another as such, but, at this time, the fact that it does appear increasingly likely that there will be a definitive outcome of some kind is reducing the destabilizing effects of uncertainty - always the primary enemy of any economy.

They say that a day is a long time in politics, so with three weeks to go, goodness knows how gauche that observation will appear to be by the time you get to read this. Whatever the outcome, we need it to be decisive and definitive. Uncertainty would be about as welcome as a fart in a spacesuit.

The used vehicle sales phenomena is affecting automotive as well as motorcycles, and even without the very particular factors that play to the motorcycle industry's advantage at this time, if our market tracks what is being seen in automotive, then illness and wider economic woes aside, the winter may not be as dark for motorcycle shops as had looked likely.

Of course, the fates and fortunes are not equal in the treatment they hand out, and not all motorcycle stores are themselves 'equal'. One irony is that whereas franchised motorcycle stores, and in our case authorized Harley dealerships in particular, are usually a better hedge against bad times than independence, the glacial pace of Milwaukee production and stockpiling of 2021 inventory until some time in January mean that Harley dealers are having a real bad time of it.

That much can be seen from the number of store closures and forced retirements (where once dealers were able to cash in), and with Jochen Zeitz projecting at least 160 fewer stores in the United States as he seeks to rewire the strategic plan in his own image, for once glorious independence and the pre-owned market aren't looking too bad as places to be after all.

It is also worth a shout out for Indian Motorcycle dealers too. The paucity of new Harley inventory can't be hurting them, especially where shifting the more difficult Big Twins has been concerned.

How long P&A and pre-owned units will remain a lifeboat is debatable of course,

and the life of the independent shop is a precarious one at the best of times. Even when custom work and builds were flowing like milk and honey in the promised land of the early noughties, vulnerability lurked in every corner.

The near monopoly that the independent stores used to have over the back then largely unwanted used vehicle inventory has itself come under pressure. The emergence of the online and Brick and Mortar pre-owned specialists, the authorized stores now finding that they have the showroom floor space and price-points to justify once unprofitable pre-owned examples and, of course, their access to advantageous factory backed finance deals.

I have heard tales of riders slapping credit cards down on counters for pre-owned bikes while there still are any to be had. While that is one way of doing it, if consumers are not in a position to pay it down quickly, if life circumstances change on them, then what may have looked like a dream deal could quickly turn into a nightmare. Our industry has been there before.

However, regardless of the pitfalls, regardless of the risks and underlying uncertainties

“
running on
vapors
”

of where we are at in the economic and pandemic cycles, pre-owned motorcycles typically mean new handlebars, new seats, new brakes, new hoses and cables, maybe overhauled clutches, transmissions and engines and maybe even some nice new wheels and fenders - and one can do so much better than those tired old stock instruments and hey, while we're about it, why not some fresh sounds and creature comforts too. Let's face it, the timing of Harley's new Stage and other kits isn't accidental.

To judge by reports from vendors, distributors and independent shop owners alike, the love isn't being restricted to authorized stores alone though. For the first time in years there is momentum in the aftermarket parts and accessory industry at this time, and even four or five more months of it would allow us to bridge the gap to the 2021 riding season.

It also has to be remembered that ever since late August the market has been running on vapors in terms of the action usually triggered by the new Harley Model Year too. Indeed, some of the parts distributors I have been speaking with are also saying that inventory is their main problem right now.

Time will tell whether or not the move to a second half of January new model introduction cycle will have turned out to have been a stroke of genius or not, and we won't really know either way until we start to lap the MY21 announcement in early 2022.

With Harley due to unveil its all new 'ZEITZGEIST' in a few weeks and some hints already in circulation - closure of the Indian factory, distribution deal with HERO, go ahead for the QJ models in China, dropping Sportsters in Europe, delays for the BRONX - perhaps the 'bridge time' may be further reduced to more like three to four months?

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<<< Continued from cover

2020 - a huge moment for his Wally Brown Racing effort, backed by factory Suzuki, after a promising second place in the season opener at Volusia. Henry Wiles (No. 17 RMR Honda/Honda Talon CRF450R) was second, ahead of Australian Max Whale (No. 18 Coondoo Cattle Co./Australian Road Services Kawasaki KX450F) in third, and Mikey Rush, also on a YZ450F, in fifth. In Race II, Henry Wiles went one better

to take the win ahead of Max Whale, second again, Trent Lowe (Honda CRF450R) in third, Mikey Rush in fourth and Andrew Luker (No. 11 Rackley Racing/Keeran Racing Yamaha YZ450F) in fifth.

Max Whale took second spot in the Singles championship overall in 2020 for Kawasaki, with Henry Wiles third (Honda), Mikey Rush fourth (Yamaha) and Trent Lowe fifth (Honda). Thanks to Dallas Daniels' eight-win season dominance, the Manufacturer's Championship was taken by Yamaha. In the **AFT Production Twins**, history was made in Race I on Friday when **Johnny Lewis (No. 10 Moto Anatomy X Powered by Royal Enfield Twins FT)** claimed Royal Enfield's first-ever AFT victory with a wire-to-wire dominance that demonstrated his Daytona Short Track prowess.

The season-long dominance of former road racer **James Rispoli (No. 43 Latus Motors Racing Harley-Davidson XG750R)** was rewarded and provided Harley with something to be pleased about when he was crowned the class champion for 2020 with seven wins for the season and **Harley taking the Manufacturer's Championship** - reward for their

backing and promotion of the class and a first since the introduction of the XG750R.

Behind Lewis in Race I, Cory Texter (No. 1 G&G Racing/Roof Systems Yamaha MT-07) took second, ahead of Ben Lowe (also on a MT-07) third, and Patrick Buchanan (Kawasaki Ninja 650) in fifth behind Rispoli.

Cory Texter and Johnny Lewis swapped places for a reversed one and two in

Race II on Saturday October 17th, with Ben Lowe repeating his Friday third spot ahead of Ryan Varnes (Ninja 650) fourth and Patrick Buchanan fifth again.

Cory Texter took second spot in the Rider's Championship standings for Yamaha behind Rispoli, with Ben Lowe, also Yamaha, third, Ryan Varnes fourth and Danny Eslick fifth (both Kawasaki).



In taking the Production Twins class championship win, James Rispoli gave Harley its first series win since introducing the XG750R to AFT racing.



Pos	Rider	Bike	Points	Wins
1	Briar Bauman	FTR750	309	6
2	Jared Mees	FTR750	300	5
3	Sammy Halbert	FTR750	239	1
4	Brandon Robinson	FTR750	209	2
5	Bronson Bauman	FTR750	181	0
6	Brandon Price	FTR750	175	0
7	Jeffrey Carver Jr.	FTR750	174	1
8	Davis Fisher	FTR750	143	0
9	Jarod Vanderkooi	XG750R	139	0
10	Robert Pearson	FTR750	130	0

Rounds 7 & 8 - Mechanicsburg, PA., Williams Grove Speedway, Half-Miles I & II

AFT SuperTwins presented by Vance & Hines - Briar Bauman at the Double

Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) fought back against Jared Mees' win last time out (Springfield Mile II) by taking dominating wins in both the Williams Grove Half-Miles. Bauman flat-out crushed the opposition in Race I, with runner-up Brandon Robinson (No. 44 HCRR Racing/Ben Evans Racing Indian FTR750) taking his second consecutive second place ahead of Bronson Bauman (No. 37 Indian Motorcycle/Progressive Insurance FTR750) third, Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) fourth (despite having stolen the holeshot) and Dan Bromley (No. 62 Roof Systems of Dallas, Texas Indian FTR750) in fifth. Jarod Vanderkooi led the H-D Vance & Hines XG750R team home in ninth, ahead of Bryan Smith in tenth and Dalton Gauthier in 16th place. In Race II the following evening, Briar Bauman backed it up with a tape-to-tape win.

Jeffrey Carver Jr. (No. 23 Happy Trails Racing FTR750) took second ahead of Jared Mees, with Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750) fourth and Dan Bromley fifth. In Race II it was Dalton Gauthier who led the Harleys home (ninth), with Jarod Vanderkooi 12th and Bryan Smith 15th.

AFT Singles - Mikey Rush & Dallas Daniels

In the Singles Race I, 2019 championship runner-up Mikey Rush (No. 15 Estenson Racing Yamaha YZ450F) finally broke through to claim his first Main Event victory of 2020. It didn't come easily, as to make it happen he had to defeat his second-ranked teammate Dallas Daniels (No. 32 Estenson Racing Yamaha YZ450F) and 2016 GNC2 champ Ryan Wells (No. 94 Waters Autobody Racing/D&D PowerSports KTM 450 SX-F) who finished third. Morgen Mischler on another KTM 450 SX-F was fourth, with Aussie Max Whale fifth on a Kawasaki KX450F. In Saturday's Race II, Dallas Daniels went one better with a win on his



Yamaha, ahead of Trent Lowe second, Tanner Dean third, Kevin Stollings fourth and Trevor Brunner fifth on Honda CRF450Rs.

AFT Production Twins - Double for James Rispoli

James Rispoli (No. 43 Latus Motors Racing Harley-Davidson XG750R) continued his recent great form, scoring his third AFT Production Twins victory in the class' most recent four Main Events. "The Rocket" tracked down reigning champion Cory Texter (No. 1 G&G Racing/Roof Systems Yamaha MT-07) early and eventually held him off, with Ryan Varnes (No. 68 RVR/RoyBuilt

Don's Kawasaki Ninja 650) third, Indy Mile winner Ben Lowe (No. 25 Roof Systems of Dallas/Bruce Lowe Excavating Yamaha MT-07) fourth and Rispoli's fellow multinational championship-winning road racer Danny Eslick (No. 64 Scott Powersports/R&D Machine Kawasaki Ninja 650) in fifth.

It is of note that Johnny Lewis (Moto Anatomy X Powered by Royal Enfield Twin FT & Harris Performance) brought the Royal Enfield 650 home in sixth spot in the Royal Enfield's maiden event. In the Saturday night Singles Race II it was a repeat for the first four, with Jeremiah Duffy fifth on the Kawasaki Ninja 650.



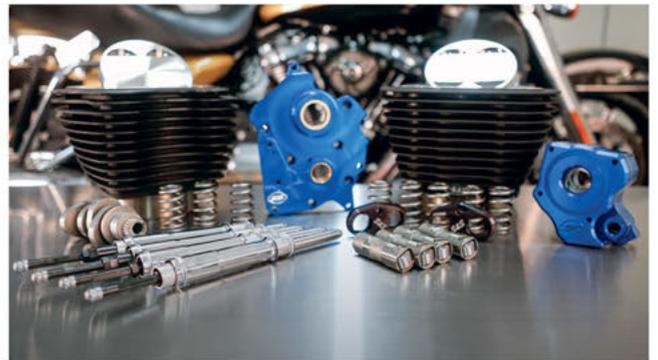
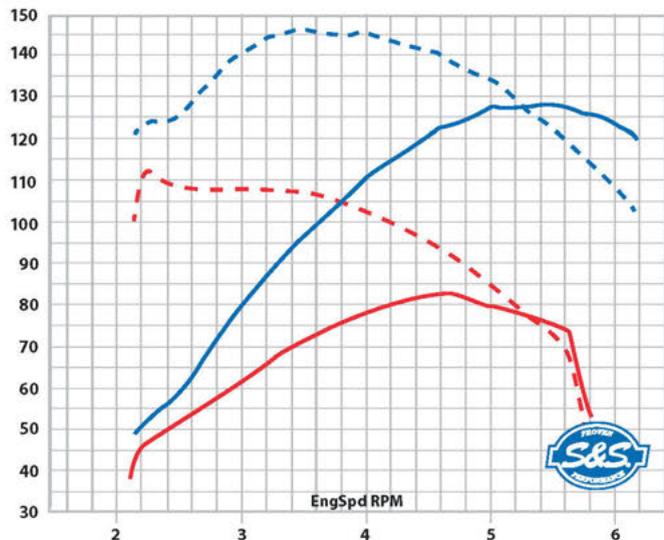
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Rounds 9 & 10 - Mesquite (Dallas) TX., Devil's Bowl Speedway, Half-Miles I & II

SuperTwins Presented by Vance & Hines - Briar Bauman at the Double Again

Reigning Progressive AFT Grand National Champion Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) doubled down on his Williams Grove (Pennsylvania) Half-Mile double header dominance by doing the double again at the Dallas Devil's Bowl Speedway (Mesquite, Texas) on September 25 and 26.

The Dallas Half-Mile I saw the older Bauman brother obliterate the world's best dirt trackers for the third consecutive race, putting on yet another clinic in controlling from green light to checkered flag.

Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750) was the only rider that looked to be in Bauman's league on this evening, and the Springfield Mile winner took second ahead of Robert Pearson (No. 27 Rackley Racing Indian FTR750) who returned to action in Dallas following a couple of rounds away, with a new team and plenty of motivation.

Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) missed the podium in fourth and Brandon Price (No. 92 Roof Systems of Dallas, Texas Indian FTR750) completed the top five.

Jarod Vanderkooi led the Harley/V&H factory XGR750R contingent home in 7th spot, with Dalton Gauthier 9th and Bryan Smith 17th.

Saturday September 26 saw Briar Bauman nail his fourth consecutive race win - all have been Half-Mile races - with another devastating green light to checkered flag performance that saw Sammy Halbert, Robert Person and Jared Mees reprise their Friday placings in 2nd through 4th and Jeffrey Carver Jr going three better in 5th.

Jarod Vanderkooi again led the Harleys home, this time in 11th, with Bryan Smith in 16th, besting Dalton Gauthier in 18th.

AFT Singles - Double for Dallas at Dallas

Ten races into the 2020 AFT Singles presented by Russ Brown Motorcycle Attorneys season, five riders have one win, and one rider has five wins. The five-win rider, Dallas Daniels (No. 32 Estenson Racing Yamaha YZ450F), doubled up at his namesake event on Saturday night with a Dallas HM performance that accurately represented the superiority he's demonstrated as of late.

Daniels was followed across the finish line by Michael Inderbitzin (No. 54 RMR Honda/Honda Talon CRF450R) in second, with the hugely experienced and decorated Henry Wiles (No. 17 RMR Honda/Honda Talon CRF450R) third; Williams Grove runner-up Trent Lowe (No. 48 Roof Systems of Dallas, TX/Shoei Helmets Honda CRF450R) edged Morgen Mischler (No. 13 Roof Systems DFV/Duffy Fleet Services



KTM 450 SX-F) into fifth for fourth spot by just over a tenth of a second.

Behind winner Dallas Daniels, the Saturday evening race saw Mikey Rush (No. 15 Estenson Racing Yamaha YZ450F) take second, Tanner Dean (No. 38 1st Impressions Race Team Honda CRF450R) just beat Michael Inderbitzin (No. 54 RMR Honda/Honda Talon CRF450R) to the line to finish third, with Mischler a further 1.3 seconds back to complete the top five.

AFT Production Twins - Double as Rispoli Rips It

James Rispoli (No. 43 Latus Motors Racing Harley-Davidson XG750R) continued to operate in another orbit compared to the rest of the AFT Production Twins field, streaking to his fifth and sixth wins in six races with relative ease - making for a devilish

Dallas Triple Double Header Double win for the weekend.

Chad Cose (No. 49 Wally Brown Racing Harley-Davidson XG750R) took second ahead of title contender Ryan Varnes (No. 68 RVR/RoyBuilt Don's Kawasaki Ninja 650) in third, Jeremiah Duffy (No. 42 Sammy O Racing/ERT Kawasaki Ninja 650) fourth and Ben Lowe (No. 25 Roof Systems of Dallas/Bruce Lowe Excavating Yamaha MT-07) in fifth.

James Rispoli's Saturday evening class win was actually a lot closer (0.663 seconds), ahead of reigning class champion Cory Texter (No. 1 G&G Racing/Roof Systems Yamaha MT-07) in second, Chad Cose third, Danny Eslick (No. 64 Scott Powersports/R&D Machine Kawasaki Ninja 650) fourth and Dylan Bell (No. 31 Wayne Moore/Martin Trucking Harley-Davidson XG750R) fifth.

Rounds 11 & 12 - Woodstock, GA., Dixie Speedway Short Track I & II

SuperTwins Presented by Vance & Hines - Mees at the Double, Indian Secures 4th Consecutive Manufacturer's Championship

Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) stood triumphant at the conclusion of the Yamaha Atlanta Short Track on Saturday October 3rd, having taken consecutive stunners at the Dixie Speedway in Woodstock, Georgia.

The Friday race (October 2) saw Jeffrey Carver Jr. (No. 23 Happy Trails Racing FTR750) and Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750) make great starts before the race

eventually boiled down to a dual between Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) and reigning champion Briar Bauman (No. 1 Indian

Motorcycle/Progressive Insurance FTR750), with Mees eventually grabbing the win by 0.308 seconds to bring Bauman's four-race win streak to an end.



Younger brother Bronson Bauman (No. 37 Indian Motorcycle/Progressive Insurance FTR750) took third, with Halbert fourth and Brandon Price (No. 92 Roof Systems of Dallas, Texas Indian FTR750) fifth.

Jarod Vanderkooi led the H-D, Vance & Hines XG750R factory team contingent home in 9th, with Dalton Gauthier 11th and Bryan Smith 13th. The Friday race was also notable for the FTR750 - with Indian Motorcycle securing their 4th consecutive Manufacturer's Championship with their purpose-built class leading race bike.

In round 12, the second of the two Yamaha Atlanta Short Tracks, Mees stole the show again and made it a double for the weekend by a mere 0.339 seconds, with the challenge on the Saturday night (October 3) coming from young rising star Brandon Price (No. 92 Roof Systems of Dallas, Texas Indian FTR750) who scooped second. Championship leader Briar Bauman was third, ahead of Sammy Halbert fourth and Brandon Robinson fifth.

Jarod Vanderkooi brought his V&H backed factory XG750R home in 6th,

with the other Harleys in 9th (Bryan Smith) and 14th (Dalton Gauthier).

AFT Singles - Dallas Daniels Doubles it Again

On a roll, Dallas Daniels (No. 32 Estenson Racing Yamaha YZ450F) racked up his fourth consecutive AFT Singles victory following an extremely entertaining duel with polesitter Morgen Mischler (No. 13 Roof Systems DFW/Duffy Fleet Services KTM 450 SX-F) who eventually brought it home 0.482 seconds behind in second place. Brandon Kitchen (No. 105 Donley Excavating/TCD Suspension Honda CRF450F) was third, ahead of Trent Lowe (No. 48 Roof Systems of Dallas, TX/Shoei Helmets Honda CRF450R), with second-ranked Henry Wiles (No. 17 RMR Honda/Honda Talon CRF450R) hanging on for fifth.

In round 12 at Saturday's Singles, Daniels backed up his Friday win to score a double header double of his own, with Morgen Mischler second again in an Atlanta Short Track rematch that may have been even more spectacular than their Friday duel

- Daniels squeezing Mischler out by just 0.090 seconds. Aussie Max Whale (No. 18 Coondoo Cattle Co./Australian Road Services Kawasaki KX450F) was third, "super-sophomore" Brandon Kitchen (No. 105 Donley Excavating/TCD Suspension Honda CRF450F) fourth and class legend Shayna Texter (No. 52 Red Bull KTM Factory Racing 450 SX-F) fifth.

AFT Production Twins - Cory Texter and James Rispoli

At long last, defending AFT Production Twins champion Cory Texter (No. 1 G&G Racing/Roof Systems Yamaha MT-07) brought the streak of runaway title leader James Rispoli (No. 43 Latus Motors Racing Harley-Davidson XG750R) to a halt at five consecutive wins.

Texter hadn't won a race since the season's opening weekend and had subsequently finished as runner-up to Rispoli on four occasions, but was brilliant from the start, but Rispoli's second was his tenth top-two finish in eleven starts.

Ryan Varnes (No. 68 RVR/RoyBuilt Don's Kawasaki Ninja 650) was third, ahead of Ben Lowe (No. 25 Roof Systems of Dallas/Bruce Lowe Excavating Yamaha MT-07) fourth, with Daytona 200 hero Danny Eslick (No. 64 Scott Powersports/R&D Machine Kawasaki Ninja 650) fifth. Chad Cose brought the V&H backed Wally Brown Racing/Roof Systems XG750R home in sixth.

The Saturday Production Twins saw 2020 championship leader James Rispoli (No. 43 Latus Motors Racing Harley-Davidson XG750R) outlast defending class champion Cory Texter (No. 1 G&G Racing/Roof Systems Yamaha MT-07) in a race-long straight fight to reverse the Friday result and give Rispoli his fifth win out of six.

Chad Cose (No. 49 Wally Brown Racing Harley-Davidson XG750R) brought it home in third to give the Harleys a podium double, with Danny Eslick (No. 64 Scott Powersports/R&D Machine Kawasaki Ninja 650) winning a multi-rider scrap for fourth, taking the checkered flag just ahead of Michael Inderbitzin (No. 54 Weirbach Racing/Rekluse Kawasaki Ninja 650).

Round 13 - Charlotte Motor Speedway, NC., Half-Mile I (Race II Canceled)

SuperTwins Presented by Vance & Hines - Carver Carves Out The Win

In a weekend that saw the planned double header at the Charlotte Motor Speedway disrupted by the weather (the Saturday night Half-Mile II had to be canceled), it was privateer Jeffrey Carver Jr. (No. 23 Happy Trails Racing FTR750) who disrupted the Briar Bauman/Jared Mees show on Friday October 9 when he engaged full spoiler mode to claim his fourth-career

Progressive AFT premier-class victory. After a red flag disrupted the Bauman/Mees show, a charging Jeffrey Carver erased the gap from third, slid past Mees and Bauman, and then dropped them both as they continued their scrap for second (Mees) and third (Bauman).

Fourth-placed Brandon Robinson (No. 44 HCRR Racing/Ben Evans Racing Indian FTR750) and fifth-placed Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750) completed the top five.

Dalton Gauthier brought the leading H-D/Vance & Hines XG750R home in 14th place, followed by Jarod Vanderkooi 17th and Bryan Smith 18th.

AFT Singles - Dallas Daniels Secures the Singles Crown

The dominant Dallas Daniels (No. 32 Estenson Racing Yamaha YZ450F) was crowned 2020 AFT Singles Champion on Friday 9th, the 17-year-old phenom officially putting the points race out of reach with a victorious final-lap pass. With Henry Wiles (No. 17 RMR Honda/Honda Talon CRF450R) out of commission due to an injured back, Max Whale (No. 18 Coondoo Cattle

Co./Australian Road Services Kawasaki KX450F) was the sole rider remaining with a chance at pushing Daniels' title quest back another day. The Australian rode motivated too, leading early and battling desperately throughout.

Mischler secured second by 0.067 seconds after a five-rider shootout, with Zabala third (by 0.097 seconds), MaxWhale fourth and Trent Lowe fifth. Daniels' championship-winning victory was his sixth in succession. As a result, he secured an unassailable 80-point advantage with three races to go.

AFT Production Twins - Cory Texter

Defending class champion Cory Texter (No. 1 G&G Racing/Roof Systems Yamaha MT-07) sprinted into the lead at the start and never looked back, leading all 27 laps of an eight-minute plus two lap Main Event that saw Chad Cose (No. 49 Wally Brown Racing Harley-Davidson XG750R) second and Ben Lowe third (Roof Systems, Bruce Lowe Excavating Yamaha MT-07).

After getting a poor launch, championship leader James Rispoli (No. 43 Latus Motors Racing Harley-Davidson XG750R) eventually managed to score fourth spot ahead of Danny Eslick (No. 64 Scott Powersports/R&D Machine Kawasaki Ninja 650).



NEWS BRIEFS

Polaris in Zero Motorcycles EV Partnership



Paul Veracka has acquired a seventh Harley-Davidson dealership. After 13 years of ownership, Hendrick Automotive Group has sold its only H-D store, Old Glory Harley-Davidson of Laurel, Maryland, to Paul. He and his brother Michael split the Veracka family H-D dealer group between them last year. Paul additionally owns High Octane H-D of North Billerica, Massachusetts; Palm Beach H-D; Rockstar at Ft. Myers; Motown H-D in Michigan; Alligator Alley of Sunrise, Fl. and Manchester H-D in New Hampshire. The dealership will retain the Old Glory name and remain at its current location.

Reports suggest that H-D has gone ahead with closure of its Bawal, India factory and may therefore be set to drop its Street 500/750 line, at least in Europe. Asian Pacific operations will likely be focused at its Thailand plant. Meanwhile Hero MotoCorp has emerged as Harley's most likely new distribution (and manufacturing?) partner in India - presumably using CKD kits.

It is thought that the China-exclusive model 338R being designed by Geely subsidiary and Benelli owner Qianjiang Motorcycle will go ahead, with the Bronx Streetfighter definitely not seeing the inside of showrooms until 2022 at the soonest.

Bonnier Corp has been sold, with the remnants of its powersports publishing operations, to New York based online consumer credit platform provider Octane. Founded in 2014 and known in Wall Street circles as a 'Fintech', it would appear Octane wants to leverage the Bonnier brands to generate powersports vehicle lending leads. That is known as click bait to more traditionally minded mortals. The brands sold include Cycle World (RIP), Motorcyclist, Dirt Rider, Motorcycle Cruiser, UTV Driver, ATV Rider and EV website Cycle Volta.

The Performance Racing Industry trade show (PRI) has announced cancelation of its 2020 Trade Expo. Due to have been staged at the Indiana Convention Center in downtown Indianapolis in December, PRI President Dr. Jamie Meyer stated: "Our goal is to always do what is best for the motorsports industry, and PRI will continue to lead with business solutions for an ever-changing future."

Minnesota based Indian Motorcycle manufacturer Polaris Industries has signed a 10-year exclusive partnership agreement in off-road vehicles and snowmobiles as Polaris embarks on a new EV strategy that it is calling 'rEV'd up'. Polaris says that this "transformative partnership" will combine "Polaris' industry leadership with Zero's proven technology in electric powertrains" with co-development of the first of several electric vehicles to debut by the end of 2021 already underway. 'rEV'd up' aims to "position Polaris as the powersports EV leader" with the plan to be in a position to offer customers an electric vehicle option within each of its core product segments by 2025. "Thanks to advancements in power, pricing and performance over the last several years, and with customer interest surging, now is the right time for Polaris, with Zero Motorcycles as a key strategic partner, to implement our 'rEV'd up' initiative and aggressively accelerate our position in powersports electrification," said Scott Wine, Chairman and CEO of Polaris. "Zero Motorcycles' pioneering electrification experience, proven leadership and electric powertrain technologies are unmatched in the market. We believe this transformative partnership will enable us to leapfrog technological hurdles around range and cost while providing a tremendous speed-to-market advantage – an instant offense. Leveraging the strengths of our teams and a shared culture of innovation and passion for this industry, Polaris and Zero will collaborate to shape the future of powersports." For Zero Motorcycles CEO Sam Paschel is quoted as saying: "All of us at Zero Motorcycles are delighted and honored to be a part of this industry-changing strategic relationship with Polaris as we collaborate and co-develop the technologies and vehicle platforms that will power the future of electrification in powersports.

"This revolutionary partnership is bringing together two incredibly talented teams aimed at dramatically expanding the electric options in powersports. Our EV expertise and millions of miles of real-world, rubber-meets-the-road EV experience, coupled with Polaris' broad product portfolio, scale, supply chain and market leadership, makes this a game-changer for every powersports enthusiast." Polaris went on to say that "with our scale and broad product line-up, this strategic partnership will be the largest in Zero Motorcycles' history.



Scott Wine, CEO Polaris Industries: "Thanks to advancements in power, pricing and performance over the last several years, and with customer interest surging, now is the right time for Polaris, with Zero Motorcycles as a key strategic partner, to implement our 'rEV'd up' initiative and aggressively accelerate our position in powersports electrification."

Under this 10-year exclusive agreement, Polaris will develop, manufacture and sell electrified ORVs and snowmobiles using Zero's powertrain technology, hardware and software. Zero Motorcycles has been designing, manufacturing and advancing electric motorcycles since 2006, and this partnership gives Polaris access to more than 14 years of unmatched experience and intellectual property. "Zero Motorcycles is the only motorcycle company to successfully bring an entire electric product line to market and is regarded as the leader in motorcycle EV technologies, subsystems, components and designs.

"As the global leader in powersports with nearly a decade in the electric vehicle space, Polaris is well positioned to accelerate the development of its premium electric vehicle offering across its product lines and to lead the powersports industry in electrification. Building on Polaris' past experience in electric, 'rEV'd up' will accelerate customers across Polaris' positioning within the industry by launching a new electric option to each of its core business segments by 2025.

"rEV'd up' is about more than just having a presence in the electric vehicle space; this is about leveraging the next generation of technology to develop industry-leading electric offerings within the right vehicle segments for our riders and our business. This is about taking a bold step to do big things," said Wine. "With over \$1bn in electric vehicle sales over the past decade, we have built a valuable foundation in both the commercial and passenger vehicle markets. By leveraging capable partners, like Zero, we will expand on that groundwork to profitably deliver electric vehicles with the range, value and performance characteristics that both existing and prospective customers want." Polaris' past and current product portfolio includes several electric options. In 2011, Polaris acquired both Goupil, a French manufacturer of on-road, commercial light duty electric vehicles for the European market, and GEM street-legal passenger and utility electric vehicles. Four years later, the company acquired Brammo Electric Motorcycles whose technology was leveraged in the RANGER EV. The RANGER EV was one of the first electric vehicles in the off-road industry and is the No. 1 selling electric off-road vehicle in North America to date. With its broad range of electric commercial and industrial vehicles, Taylor-Dunn was acquired by Polaris in 2016.

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com

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NEWS BRIEFS

Authorized Harley dealerships continue to tumble like ninepins as changing market conditions continue to affect the network. One of the latest has been Brian Bentley's Brian's Valley Forge H-D (Norristown, PA.). Bentley is keeping his primary store open - Brian's H-D at Langhorne PA. - and is quoted as saying that the decision has nothing to do with COVID-19 and that he thinks he can continue to serve his catchment areas from the primary store.



PSB reports that authorized Harley dealership closures in the USA announced since June this year (for various reasons) include H-D Southampton, Greenfield, MA; Barnett's Las Cruces, NM; Calumet, Munster, IN; Goe H-D, Angleton, TX; Iron Town H-D, New Berlin, WI, and, controversially, Abernathy H-D at Union City, TN.

Just as H-D pulls its own manufacturing facility from the Indian motorcycle market, news that following a decline triggered by India's economic downturn in 2019, the market there has grown strongly this year despite the COVID-19 emergency. Market leader and H-D proto-partner HERO Motocorp has reinforced its market leadership there with sales up by +16.1% to 697,293 units for September alone. Honda India is in second spot, with newly minted Norton owner TVS third, KTM and Triumph partner Bajaj in fourth and Royal Enfield fifth.

As this edition of AMD went to press, PSB's Dave Mahon had additionally reported that owner Shelly Embrick had ended the 45-year relationship that her Cycle World of Athens, Georgia store has had with H-D. Embrick said the decision to part ways was driven by market sales and Harley's plans to "drastically" reduce the number of motorcycles it produces annually. The store will still continue to sell and service pre-owned Harleys along with new and used Honda, Yamaha, Suzuki and Polaris vehicles and remains a Honda, Suzuki, Yamaha and Polaris partner.

We here at AMD magazine were saddened to hear of the death of industry veteran, custom bike builder and 2020 Sturgis Hall of Famer Skeeter Todd.

2021 Louisville Spring NVP Product Expo Canceled

LeMans Corporation, the parent company of Parts Unlimited and Drag Specialties, has announced that its annual Spring NVP Product Expo is canceled.

Slated for February 13-14, 2021 in Louisville, KY., the event has grown substantially since the company first dropped anchor at Louisville two years ago, and with only AIMExpo still in play, has quickly established itself as the largest of the new generation of distributor operated dealer exhibitions that have filled the void left by the demise of independent, generally media outlet owned events such as the Dealernews 'Indy' Dealer Expo (Advanstar) and V-Twin Expo (Cincinnati/Paisano/Easyriders). LeMans has been taking its responsibilities for the safety of its employees, dealers and vendors very seriously and, wisely, acted equally as decisively and early when canceling the annual Madison, Wisconsin NVP Product Expo (August). The company says that "following continued uncertainty regarding the



global COVID-19 pandemic, we felt this cancellation was in the best interest of our company and industry colleagues alike. Parts Unlimited and Drag Specialties continue to navigate

these unprecedented times with respect for the health, safety and well-being of our teams, dealers, vendors, the industry and our communities." www.dragspecialties.com

Harley Escapes \$3m Air Pollution Reduction Sanction

Reuters reported that a United States judge approved a revised settlement with Harley-Davidson Inc. over excess emissions - after four years of wrangling, the new settlement dropped the originally included requirement that Harley spend \$3m to reduce air pollution.

In August 2016, Harley agreed to pay a \$12m civil fine and stop selling illegal aftermarket devices that caused its vehicles to emit too much pollution. It also agreed to spend about \$3m to retrofit or replace wood-burning appliances with cleaner stoves to offset excess emissions.

In July 2017, the Justice Department cited a new policy by then U.S. Attorney General Jeff Sessions and in proposing to drop the \$3m mitigation project set in motion an ongoing review of the penalty by a government auditor. Finally, U.S. District Judge Emmet Sullivan approved the

settlement over the objections of environmental groups and a group of ten states, including New York, Illinois, Maryland, Vermont, Washington and Massachusetts. While the earlier agreement "containing the mitigation project might have been the

about 340,000 "super tuners," enabling motorcycles since 2008 to pollute the air at levels greater than what the company certified. Harley-Davidson did not admit liability and has said it disagreed with the government, arguing that the tuners were designed and sold to be used in "competition only." Even



A Screamin' Eagle "super tuner"

'best' resolution of Harley-Davidson's alleged violations, the Court cannot say that the decree lodged before the Court is not within 'the reaches of the public interest,' Sullivan wrote in approving the consent decree. The settlement resolved allegations that Harley sold



A wood burning stove

though the settlement had not yet taken effect, Harley-Davidson has said that since August 2016, it sold only tuners certified by the California Air Resources Board and halted sale of the tuners in question and destroyed tuners returned by dealers.

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B8B, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com

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NEWS BRIEFS

Founded by lawyer Mark McCormack in Cleveland, Ohio, in 1960 with legendary professional golfers Arnold Palmer, Gary Player and Jack Nicklaus as its first clients, the modern-day iteration of (now) New York City based IMG is a very different business. The now private equity owned global conglomerate's latest (but not first) brush with the powersports industry has seen it signing a new multi-year partnership with Russian owned MV Agusta - "to build a licensing program focused on brand extensions and lifestyle products that reflect the company's commitment to performance, quality, innovation and consumer engagement within local communities" and to "expand its presence globally through a new range of consumer products."

AMD was saddened to hear of the death of Carl Morrow of Carl's Speed Shop, Daytona fame. Carl opened his Speed Shop in Daytona in 1969 and was respected worldwide as a leading street, drag strip and Salt Flats performance engineer and tuner with records aplenty. Carl believed that the best performance was reliable real-world performance. His 2" CV Typhoon slide carb design is still spoken of in hushed tones and his friendship will always be valued by hundreds.

Speaking of Daytona, AMD sends its best wishes to Bill Dodge of Bling Cycles who is recovering from a horrendous motorcycle accident involving a driver who made a left turn in front of him. A former AMD World Championship competitor from the days when the event was staged at Sturgis, we wish Bill a speedy recovery. A GoFundMe page has been set up to help with Bill's recovery.

H-D was in 7th spot in market share terms in Switzerland for the eight months to August, having sold 1,622 units, which was down by 9.44% over the same period in 2019. Indian Motorcycle is up to 10th spot in its European home market, selling 523 units through August. Yamaha is market share leader in Switzerland, ahead of Kawasaki, BMW, Honda, Triumph and KTM. The Yamaha MT-07 is the best seller there, ahead of the Kawasaki Z 650 and Z 900, the BMW R 1250 GS, and the Yamaha MT-09 in 5th spot.

Say Hello to Gina Goetter - New Harley CFO

A month after CEO Jochen Zeitz announced his pick as Chief Digital Officer, a new Chief Financial Officer was named to replace Matt Levatich's trusty sidekick John Olin. Gina Goetter, "a top finance executive at Tyson Foods" joined the company effective September 30. With "more than twenty years of experience driving strong financial and operational results and leading transformational change, Goetter most recently served as Senior Vice President and CFO of Tyson Foods's prepared foods segment, where she led the reinvention of the segment's business model to stabilize cash flow and right-size the cost structure" - in other words, she canned a bunch of people. "Prior to Tyson Foods, Goetter held

various global leadership positions with General Mills, Inc., where she led business model re-engineering and optimized procurement strategies and logistics. Goetter earned a Bachelor of Science in Finance and Economics from the University of Wisconsin - La Crosse and an MBA with a dual concentration in Finance and Marketing from Boston College." Jochen Zeitz is quoted as saying: "Gina is a CFO with the experience to drive a transformation of core processes and reporting for improved operational efficiency, build a global shared services model and modernize accounting and controls. She will add to the fresh perspectives and new capabilities now represented at the leadership level that complement the experienced talent that has been



promoted from within. "We have a diverse management team structured in a new way that is designed to fuel Harley-Davidson's brand desirability and lead Harley-Davidson as a high-performing organization." Darrell Thomas, who assumed the role of interim CFO, will continue as Vice President and Treasurer.

Growth Driving 2021 Powerhouse Brands Facility Move

Powerhouse Brands, comprised of Performance Machine, Progressive Suspension and Burly Brand, will move its operations from La Palma, California, to a new state of the art facility in nearby Cerritos, California (aka 'Dairy Valley', Cerritos is one of the so-called Gateway Cities of southeast Los Angeles County).

The company says that the move to the new headquarters will support a 44% increase in the number of employees and will allow for the addition of a full second shift.

"It's a short ride from our current location in La Palma to Cerritos, but it will have a huge impact on Performance Machine, Progressive Suspension and Burly Brand," said company CEO and President Chris Lindstrom.

"Our new facility presents an opportunity for us to re-engineer our design, manufacturing and distribution processes which will result in improved efficiency and increased production capacity. This will be a big win for our customers in improved delivery time."

Lindstrom went on to explain that the new facility offers several features that will improve design, testing, production, shipping and the employee experience.

"Improvements such as a +27% increase in the size of our quality lab, with improved testing capabilities, new research and design labs and an



engineering lab that is +20% larger than our current facility. The result will be enhanced testing capabilities with in-house wheel testing, brake system testing and in-house suspension testing.

"We'll have an in-house polishing department to ensure high quality product finishes, with in-house assembly and packaging updated with the latest technology and automation - warehouse space will be increased by +70% to provide better order fill rate.

"Simple things like updated offices will support employee collaboration and automatic touchless doors in main

paths of employee travel will improve productivity and hygiene.

"With demand surging in 2020, we are preparing for continued growth in the custom motorcycle business. Dealers are seeing a tremendous increase in the sales of used motorcycles. That is ideal for us as our custom wheels, brake systems, controls, accessories and suspension products are all great items to purchase to personalize and enhance a rider's experience."

The move will begin later this year after the new location is completed and Powerhouse Brands expects to have the move completed in Q1 2021. The new 54,000 sq ft facility is located at 16121 Carmenita Rd., Cerritos, CA, with convenient access to the I-5 and CA-91 freeways.

performancemachine.com
burlybrand.com
progressivesuspension.com



Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com



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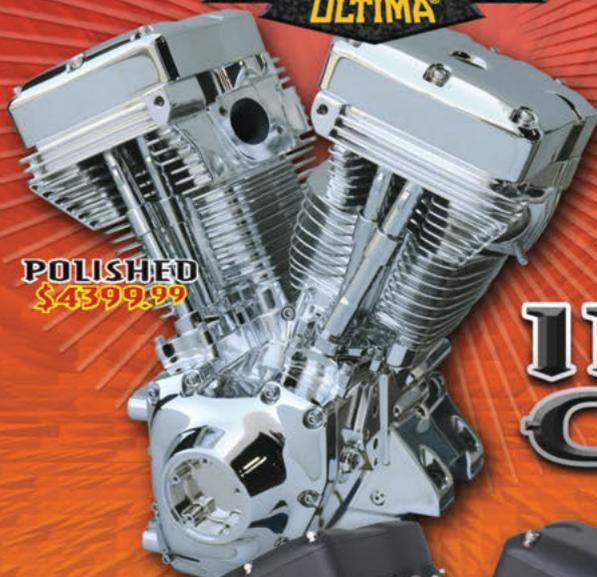
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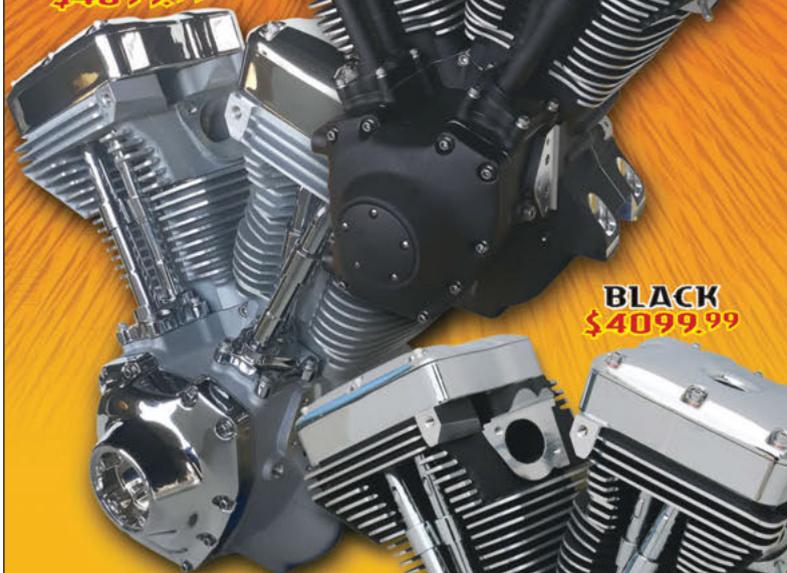
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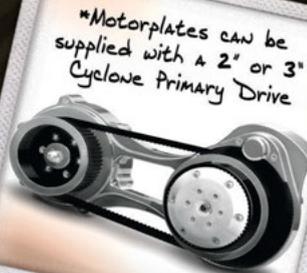


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NEWS BRIEFS

Indoor Winter IMS Tour Permanently Dropped in Favor of Outdoor Summer Event Series

The Motorcycle Safety Foundation (MSF, Irvine, California) says that demand for rider training has "stayed strong throughout the statewide lockdowns and pandemic precautions and months into the coronavirus crisis - right across the country." Training demand in New York State was +2% in July over July 2019, and in Colorado 2020 training numbers through September have exceeded the same period last year by almost +8%. One MSF training site in Alpharetta, Georgia, saw a +26% increase in August and a +50% increase in September compared to the same months last year.

"The future of powersports is female," says Polaris Industries on the occasion of the launch of its inaugural Empowersports Women's Riding Council. "The council will unite 12 phenomenal female riders whose voices will drive increased participation, inclusion and representation in the world of powersports. Whether on snow, dirt, asphalt or sand, women are participating in powersports more than ever before and helping to expand and diversify the industry."

CARB certification fees could skyrocket for vehicle and aftermarket manufacturers according to the MIC (Irvine, California). The MIC is urgently seeking to hear from vehicle and aftermarket companies whose products require certification from the California Air Resources Board. Proposed CARB certification fees for some on-highway motorcycles would be more than +900% above U.S. EPA assessments, and more than +500% above those for some off-highway vehicles.

Chicago-land based dealer group Windy City-Fox Motorsports (Ozzie Giglio) has acquired Iron Town H-D (formerly Hal's H-D) of New Berlin, WI., out of bankruptcy court with the intention of keeping it closed. Hal's was bought and renamed by Sara and Eric Pomeroy in 2016.

BMW says it sold a total of 129,599 motorcycles worldwide between January and September 2020 for a YTD decline of only -5.4%; indeed 52,892 of these were sold in the third quarter, an increase of +20.9% year-on-year.

As COVID-19 and the broader 'new reality' challenging existing trade show and indoor expo events continues to reshape how specialty markets communicate with their consumers, news that the Progressive International Motorcycle Show (IMS) series, as we have known it for past decades, is no more. Not just postponed, nor even just canceled for the next year, but done, gone, over. Instead, phoenix-like from the ashes, an interesting new concept is slated to arise as organizer UBM (United Business Media AKA Advanstar) takes the shows into the summer and outdoors in a reimagined format for the annual tour with IMS Outdoors. The United States' largest consumer motorcycle tour will return in summer 2021 "and be the most immersive powersports experience yet." Backed by IMS' title sponsor of ten years, Progressive Insurance, Progressive IMS Outdoors "represents the revamp of the tour's nearly 40-year stint that will not only transition IMS from the traditional convention center set-up to a new open outdoor experience, but will also create a festival-like atmosphere that promotes enthusiasts of all ages and levels to come together to better engage with products, each other, and the industry. "While continuing its presence as the nation's largest consumer motorcycle tour, Progressive IMS Outdoors will support the growth of the powersports community by offering a unique experience the industry has yet to see." Commencing during the summer of 2021, Progressive IMS Outdoors will stop in a number of cities across the U.S., bringing powersports enthusiasts "multiple days of entertainment, learning and interactive activities. In addition to showcasing the latest street bikes, dirt bikes, cruisers, scooters, and ATVs, as well as the latest gear and aftermarket accessories, the new outdoor

format will feature market adjacent products from micro-mobility to electric bicycles, overland and RV products and more, thus welcoming potential and qualified riders into the industry. "Attendees can also expect the remodeled tour to be more interactive than ever with an array of on-road and off-road demo opportunities for all ages and riding abilities, including the continuation of the successful 'Discover the Ride' program. The reimagined tour, which has been five years in the making, comes at a perfect time as 2020 has seen off-road product sales soar." "At IMS, we have always placed an emphasis on evolving our shows to better support the community and enthusiasts," says Tracy Harris, SVP, IMS. "Progressive IMS Outdoors will be the greatest evolution in the brand's 38-year history. Taking IMS Outdoors not only changes our venues, but opens up an array of opportunities for our team to deliver a truly first-of-a-kind experience for the community as the only event in the nation taking the proactive step to actively serve both the new rider and core audience." Dates and locations for Progressive IMS Outdoors will be announced in December. As Progressive IMS Outdoors is an evolution of IMS' traditional tour, the shows traditionally held in various cities from November through February will not take place this year. Planned dates will likely be between mid-May and October. At this time it is unclear as to whether the J&P Cycles sponsored Ultimate Builder custom competitions will continue (either as part of IMS or otherwise). We have seen indications both ways in third party channels, but UBM/Advanstar's announcement press release didn't mention the custom shows either way. Historically it has been the one feature that has effectively kept the indoor



winter IMS tour series alive in recent years, and it is tough to see how they could be any less popular outdoors in the summer. Also, it is unclear yet which of the major OE manufacturers will be backing the initiative - we certainly hope they will support



this opportunity as their involvement will no doubt be critical to the viability of the concept. AMD Magazine certainly wishes the organizers well with the plan. As a group (on both sides of the Atlantic), motorcycle manufacturers must not underestimate how important initiatives such as this could be to their own futures. In an era in which institutional memory is increasingly viewed as an unnecessary expense, those who work for the market's motorcycle manufacturing factories would do well to dwell on the impact their first motorcycle ride had on their senses. There is plenty of evidence emerging to suggest that the motorcycle manufacturing community is in danger of overestimating the effectiveness of online "activations" and "engagements" and forgetting that riding is actually about an entirely illogical and visceral emotional experience that reaches the parts that screens cannot inspire. www.outdoors.motorcycleshows.com

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MGN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com

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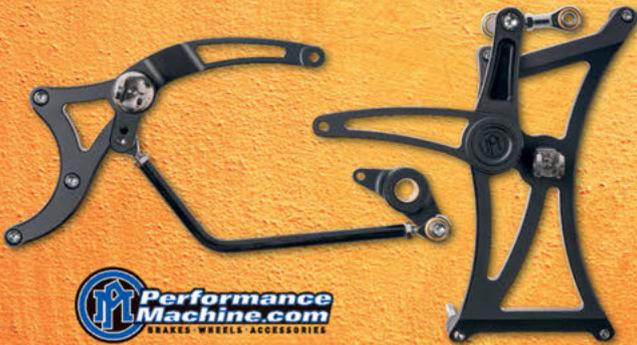
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Runs from September 2020 through December 2021, revealing 16 bikes and beauties.



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PERFORMANCE PRODUCTS FOR HARLEY-DAVIDSON

Indian Adds Vintage Dark Horse and Roadmaster Limited for 2021

Indian Motorcycle's 2021 line-up includes two new models, "next-level technology upgrades and a robust offering of genuine Indian Motorcycle accessories."

The new model announcement follows what the company has described as its "strongest sales quarter ever."

Reid Wilson, Vice President of Indian Motorcycle, is quoted as saying: "We're extremely motivated by the significant brand momentum we're experiencing, and we're as focused as ever to provide our riders with best-in-class products and experiences."

"Our riders are extremely discerning, with high expectations across the board, and it's incumbent upon us to stay on the cutting edge in style, performance and technology. Our 2021 line-up additions and upgraded features are a result of the hard work and dedication we pour into every bike in the line-up."

Said to be developed in direct response to rider feedback, Indian Motorcycle's 2021 enhancements and new offerings span across its Thunderstroke, PowerPlus and Scout line-ups.

Indian Thunderstroke and PowerPlus Models

Joining the Indian Motorcycle cruiser line-up is the new Indian Vintage Dark Horse. "For riders who want timeless style with a mean attitude, the Vintage Dark Horse comes with soft black leather bags and fully blacked-out styling."

"Featuring significant upgrades in 2021, the Roadmaster line-up is better than ever. Apple CarPlay is now standard across the line-up, while Roadmaster Limited and Roadmaster Dark Horse models feature Indian Motorcycle's all-new ClimaCommand Rogue heated and cooled seat with Ride Command integration."

"Joining the Roadmaster line-up is the Roadmaster Limited, which features gloss paint, chrome finishes, a modern fairing design, open front fender and slammed saddlebags. Meanwhile, the restyled Roadmaster Dark Horse includes fully blacked-out finishes for mean and modern attitude."

"Each model is powered by Indian Motorcycle's powerful, air-cooled Thunderstroke 116 with premium features, including Metzeler Cruisetec tires, lower fairings with adjustable airflow vents, heated grips and a push-button adjustable windshield."



Vintage Dark Horse

Standard amenities across the entire Roadmaster line-up include remote-locking saddlebags and trunk with over 140 litres of combined storage, adjustable passenger floorboards, ABS, cruise control, keyless ignition, tire pressure monitoring and full LED lighting.

"Furthermore, the power buttons on the Chieftain, Roadmaster, Indian Springfield and Indian Challenger models have been relocated to the switch cube on the handlebars to

'Vintage Dark Horse - classic iconic styling with mean, blacked-out attitude'

accommodate a new 12 volt charge port on the dash. The charge port conveniently provides riders with an opportunity to plug in and connect to a wider range of electronics."

Innovative Technology

Indian says that its 2021 line-up "boasts new ride-enhancing technology, both as standard equipment and as an upgrade."

ClimaCommand Heated & Cooled Seat

"In addition to being standard equipment on the Roadmaster Limited and Roadmaster Dark Horse, Indian Motorcycle's new ClimaCommand heated and cooled seat is also available as an upgrade across all

Thunderstroke models.

New for 2021, the ClimaCommand seat is available in two style variations - Classic and Rogue - which has more modern, streamlined style. Additionally, the 2021 ClimaCommand seat now allows riders to adjust heating and cooling directly through the Ride Command infotainment system on select 2020 and 2021 models, offering riders a new and easy way to manage comfort while on the road.

"With a low, medium or high setting, the thermoelectric technology is used to independently cool or heat the rider and passenger seat, while a flexible graphene material allows the heating or cooling to disperse through the entire surface area of the seat. The non-perforated seat is 100% water-resistant and highly durable. The ClimaCommand seat is available as an added accessory for all 2014 through 2021 Thunderstroke models, though 2020 and 2021 Chieftain and Roadmaster riders can integrate the seat within the bike's Ride Command system."

Apple CarPlay

Standard on all 2021 Roadmaster, Chieftain and Indian Challenger models equipped with Ride Command with navigation. Apple CarPlay "delivers an easier, more customized level of control for music, navigation preferences and mobile device information."

Pathfinder S LED Driving Lights

Available as an accessory upgrade, Indian Motorcycle introduces the all-

new Pathfinder S LED driving lights for most Chieftain, Roadmaster and Challenger models. The all-new Pathfinder S LED driving lights have superior LED illumination, providing riders with even more night-time visibility.

PowerBand Audio

New for 2021, riders can now upgrade the Indian Challenger's audio experience with a PowerBand audio quick release trunk amplified speaker kit. When paired with PowerBand Audio Plus, this system delivers exceptional sound and clarity from high-output fairing and saddlebag speakers that are 50% louder than the Indian Challenger's stock audio system.

Touring & Comfort Accessories

"In 2021, Indian Challenger riders can pack for the long haul and enjoy new touring amenities. The Indian Challenger quick release trunk adds 64 litres of additional storage. Similar to the Indian Roadmaster trunk, the Indian Challenger trunk is lockable via key fob and can fit two full-face helmets. When paired with the Slim Trunk passenger backrest pad, passengers have up to 50 mm of additional room for comfort."

"For both Indian Challenger and Thunderstroke models, a new low-profile, quick-release padded sissy bar with low-profile passenger pad is available to those who want added passenger comfort without sacrificing the bike's low profile and sleek styling. "Additionally, Indian Challenger and Thunderstroke riders can add even



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NEW 2021 GRINGO S HELMETS

- Injection-molded ABS outer shell is rugged yet lightweight—the best combination of features for a motorcycle helmet
- Removable/replaceable comfort liner and cheek pads feature brushed fleece Lycra touch points to absorb and evaporate perspiration
 - CE-certified polycarbonate shield includes anti-fog and anti-scratch treatments for safety and durability
- Rugged Gen-2 shield hinge hardware with robust detents allows you to open the shield at slow speeds for increased airflow
 - Molded recesses inside EPS designed to accept various aftermarket audio and communication components
 - Meets ECE and DOT regulations

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more wind protection with taller accessory windshield options and added comfort with an extended reach seat, infinite highway pegs and a pinnacle heel shifter. For those riding two-up, a quick-release passenger sissy bar, passenger backrest pad and passenger floorboards add passenger comfort.

"For Thunderstroke models, Indian Motorcycle offers a full package of comfort and passenger accommodations, including extended

Roadmaster Limited



'Roadmaster Limited - modern styling with chrome finishes

reach seat, mid-rise and 406 mm (16 inch) ape hanger handlebars, rider and passenger backrests, color-matching quick release trunk, passenger armrests and more. Indian Challenger riders can upgrade with mid-rise handlebars, a tinted curved windshield and front highway bars."

Indian Scout Models

Indian Motorcycle's "robust" Scout line-up "offers both classically-styled

and modernly-mean designs. With a 1,000 cc (61 cubic inch) motor, delivering 76 horsepower, the Scout Sixty and Scout Bobber Sixty are each approachable and at an attainable price point. Riders looking for more punch can opt for the 1,133 cc (69 cubic inch), 94 horsepower engine in the Scout and Scout Bobber.

"This year's 2021 Scout line-up receives a refresh with new paint colors - further enhancing the iconic style and lines of the bike. For aspiring and new riders, the Scout and Scout Bobber

models continue to be available in A2 compliant specification.

Scout Accessories

"Already having a robust line of genuine Scout accessories, Indian Motorcycle is adding even more in 2021. With all-new Scout touring parts, riders can turn their city cruiser into a capable long-haul touring machine. A Scout Bobber low or mid wind deflector protects riders from the elements, while heated grips for all

2017-2021 Scout models keep your hands warm in cold weather conditions. In addition, a new fairing bag and semi-rigid saddlebags add stylish storage options. Finally, a color-matched quick release fairing with a 50 mm (2 inch) windshield is available for all Scout models in new 2021 colorways."



NEW KB SUPER DUTY M8 PISTON SERIES Featuring LINE2LINE COATINGS

New 120" - 124" M8 Super Duty Pistons fit 2017 - current year Harley Davidson 114" & 117" Milwaukee 8's using stock cylinders bored to 4.125", 11:1 compression with generous valve pockets to accept 1mm larger valves.

KB M8 Series Feature:

- **Hard Anodized Crown** aids in heat deflection and corrosion from alcohol fuels
- **Top ring groove Hard Anodizing** eliminates micro-welding of the ring to the groove and maintains a flat and smooth surface for best ring seal
- **Round wire locks**
- **Premium Hastings 1.2mm 1.2mm 3.0mm rings**
- **Steel Nitrile top ring with a Ductile Napier Second**

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



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

Part No.	Description		
KB542LCA.STD	M8 120"	4.125" Bore	
KB542LCA.010	M8 120"	4.135" Bore	
KB542LCA.020	M8 120"	4.145" Bore	
KB542LCA.030	M8 120"	4.155" Bore	
KB542LCA.040	M8 120"	4.165" Bore	
KB542LCA.060	M8 124"	4.185" Bore	

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Read AMD's Editorial! Turn to page 36

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OEM Replacement Electrical Power Connection

Oreland, Pennsylvania based NAMZ Custom Cycle Products continues to "make it easy for you to do it right" by offering an OEM replacement electrical power connection for navigation, audio, heated grips or charging ports.

It supplies ground and 12+ battery power without CAN bus interference and fits '18-later Softail and '17-later Touring models.

Celebrating 21 years in business, providing "world class" electrical components, LED lighting, Badlands lighting modules, wiring harnesses and installation supplies, NAMZ and Badlands products are available through Drag Specialties, Parts Unlimited, Tucker, Mid-USA, J&P Cycles, V-Twin, Parts Canada, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W, Zodiac, Rolli's Speed Shop, Performance



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Now This is What You Call Blue!

California based Biltwell's ECE-certified Gringo S "boasts fit, finish and safety technology identical to its full-face sibling, but features a CE-certified flip-up face shield for added safety and riding comfort."

Features include an injection-molded ABS outer shell - "rugged yet lightweight, the best combination of features for a motorcycle helmet" - and a three-piece expanded polystyrene (EPS) safety liner to dissipate impact loads and fortify the helmet structure for a secure fit without compromising comfort. A molded urethane chin bar pad dissipates energy from frontal impacts, a removable/replaceable comfort liner, cheek pads and a chin strap that feature brushed fleece Lycra touch points to absorb and evaporate perspiration and an adjustable strap end retainer.



The CE-certified polycarbonate shield includes anti-fog and anti-scratch treatments for safety and durability; a rugged shield hinge hardware with robust detents allows riders to open the shield at slow speeds for increased airflow, and molded recesses inside the EPS are designed-in to accept various aftermarket audio and communication components. Accessory cheek pads available to fine-tune the fit.

Oh, and did we mention the color? So deep, so rich, so classy, so cool!

BILTWELL INC.
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www.biltwellinc.com



Belt Tension Gauge

From Californian specialist Motion Pro, this belt tension gauge for secondary belt models does what it says on the can - a massive time saver when adjusting the belt tension. Proper belt tension is necessary to achieve optimum drive performance, with poor belt tension often the cause of premature belt wear, noise and drive component wear.

Utilizing O-rings and a graduated scale as visual indicators to help identify 10 lbs drive belt specifications and obtain an accurate amount of belt deflection, an L-shaped belt cradle is equipped on the tool to provide a secure platform for the bottom strand of the belt and to accommodate a wide range of belt sizes.

The task of measuring belt tension is recommended when installing a new belt, for alignment, removing the rear wheel for maintenance, or installation of new drive components. Motion Pro recommends to always refer to the correct motorcycle manufacturer specifications for belt tension.

The belt tension gauge is a compact and affordable solution to ensure a motorcycle's drive system is performing

satisfactory before hitting the road and replaces or can be a portable additional to the OEM Harley and Indian Motorcycle items.

MOTION PRO
Loomis, California, USA
Tel: 650 594 9600
www.motionpro.com



Twin Power M-8 Electrical Components

Distributed exclusively by Tucker Powersports, Twin Power has introduced new high-quality M-8 electrical components that meet or exceed OEM specifications.

Starters

The new high-quality 1.4 kW starters are genuine, 100% new replacements, not remanufactured or refurbished items, and are backed by a limited manufacturer's lifetime warranty. Available for 2017-2020 FLH/FLT and for selected (most) 2018-2020 Softails.



Electronic Regulators



"High quality 50A electronic regulators at an affordable price," says Brand Manager James Simonelli. Backed by a one-year manufacturer's warranty, they are available for 2017-2020 FLH and FLT.

Starter Clutch



Often hard to source, "especially for late-model applications," says Simonelli. This Twin Power starter clutch is a 100 percent stock replacement for all M-8 models from 2017-2020.

Stators



Offered in both molded and unmolded variations, these premium grade 48A replacement stators are wound with high-temperature 100% copper wire and feature heavy-duty, oil resistant leads with O.E.M. style connectors. The kits include mounting hardware, are produced by an ISO certified factory and backed by a one-year manufacturer's warranty. Available for most M-8 Touring and Softail models.

Ignition Coils

"Twin Power coils are a high-quality direct fit with at least 20% more voltage than stock," says Simonelli. "These high-quality, molded epoxy coils in a late O.E.M. style molded case are for 12 volt (0.4 ohm) H-D ignition systems and really do increase peak

spark voltage by 20% or more - I've seen the test results! They improve starting, stops, high-speed misfires, mileage and overall performance." Available in black and chrome for M-8 Touring and Softail applications, they come with a one-year manufacturer's warranty.



Starter Solenoids



Available for all M-8 applications and another component that is "not yet as readily available as it's going to need to be," according to Simonelli, "it is another robust, durable 100 percent stock replacement from Twin Power."

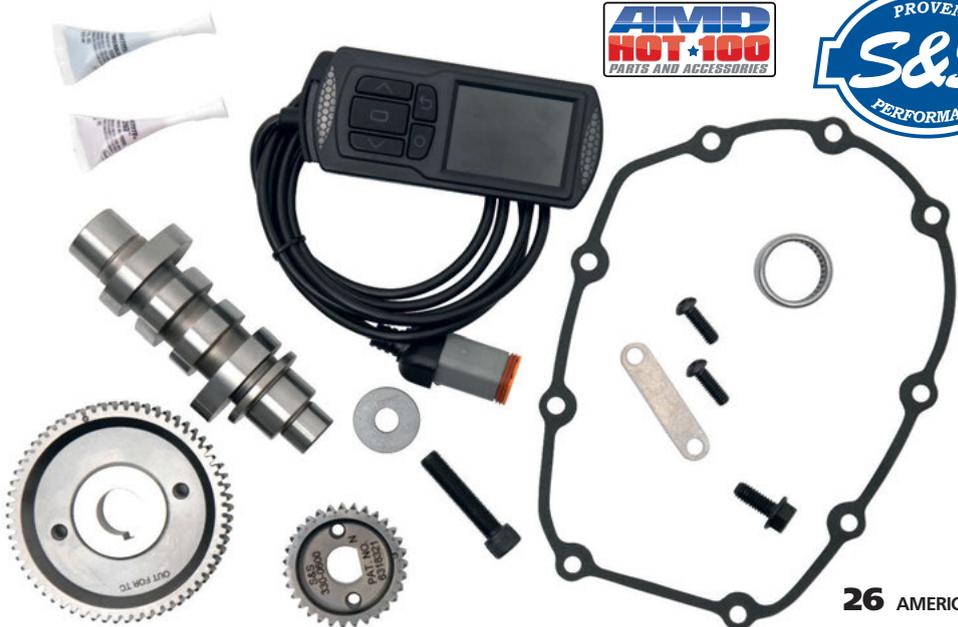
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Street Legal 475 Cam/Calibration for M-8 Touring Models

Viola, Wisconsin based S&S Cycle, the master of 'Proven Performance', has long been the leader in performance cam development, and after years working with CARB to achieve a legal performance cam for the M-8, looks to be keeping that streak

intact with the 50-state legal version of the popular 475 cam for M-8 touring machines. This bolt-in cam pulls over 100 horsepower and 114 lb-ft of torque. "An excellent power-per-dollar upgrade for sure," says VP Marketing David Zemla, "but we've now



combined it with a Powervision PV3 tuner with built-in tunes allowing for a simple set up without having to put the bike on a dyno.

"To make it even more interesting, S&S has managed to make the cam warranty friendly, CARB legal, and available in chain or gear drive! PV3 can also be bar-mounted to monitor critical engine functions or just used for tuning. A first for our market."

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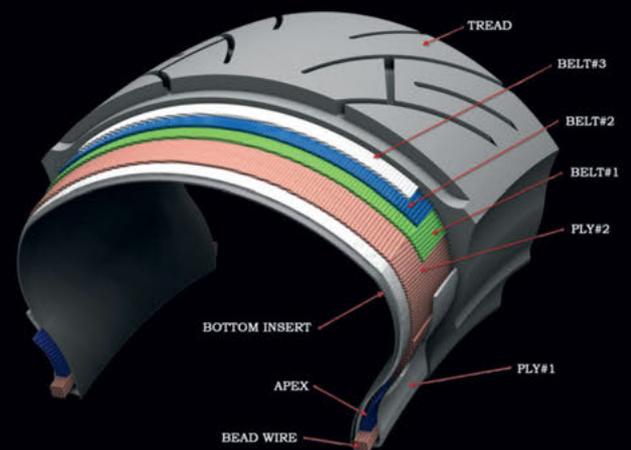
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Ness Y-Spoke Radial Forged Wheels and Cartridge Style Hubs

Arlen Ness Y-spoke forged wheels are a performance, race-oriented design with "high level CNC-machined detail and custom anodized finish options. The result is a clean overall style wheel that reveals more and more detail the closer you get - each carved-out, lightweight wheel is available in several anodized color options."

Precision CNC-machined from Arlen Ness proprietary

6061-T6 aluminum radial wheel forgings and structurally tested to meet or exceed DOT, JAS and TÜV international load ratings, it accepts the award-winning Ness cartridge type hub design.

The detailing is CNC-machined from the edge of the rim to the center of the wheel hub for improved strength, durability and accuracy with a smooth rolled rim lip with CNC-machined details.

The patented Ness cartridge type hub design features both wheel bearings pre-set in one hub for

optimum radial and lateral runout accuracy - the detailed CNC-machined sculpted design not only looks good, but is there for a purpose, channelling stresses and energy and reducing weight while maintaining, indeed improving strength.

The hub kits mount to Arlen Ness forged rims in minutes, allowing for excellent flexibility for custom build/applications. They are compatible with ABS and non-ABS models; the proprietary fully sealed wheel bearings come with ABS rings.

Available in all Arlen Ness anodized color options, it accepts all standard H-D hub mount rotors - Ness rotor adapters are a recommended option. It is initially available in 18" x 5.5" and 21" x 3.5" front wheel sizes (18" x 5.5" rears); 19 inchers will be released soon.



ARLEN NESS ENTERPRISES
Dublin, California, USA

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www.arlenness.com



Torc T-3 Retro Helmet

The all-new Torc T-3 is a retro full-face helmet that combines contemporary Moto styling with modern multi-density EPS construction, excellent ventilation and a high-quality ultra-plush interior.

Described by Custom Chrome Europe as a "retro design classic in Moto style," the outer shell is made of fiberglass with an additional metal lattice insert at the front, and exhaust vents ensure a positive air flow, good ventilation and reduced drag.

Premium suede imitation trim on the removable lining, a padded chin strap with D-ring closure and



Flat black



Gloss black



Gloss White

Gloss Grey



a removable shade complete the package. Available in several colorways, the Torc T-3 is certified according to DOT and ECE 22.05.

CUSTOM CHROME EUROPE

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Barnett Clutch Tools

Ventura, California specialist Barnett Clutches & Cables' decades of experience as a leading clutch and primary components manufacturer has translated into an unparalleled range of specialty clutch tools. From diaphragm spring compression tools to clutch 'lock plates' that assist in removing inner hubs, Barnett clutch tools make clutch replacement and maintenance a lot easier.

Available for Sportsters through 1970,

1986-present Sportsters, 1941-84 Big Twins, 1990-'97 Big Twins and 2001 and later Victory models. Clutch tools designed specifically for use with the Barnett Scorpion line of clutches are also available.

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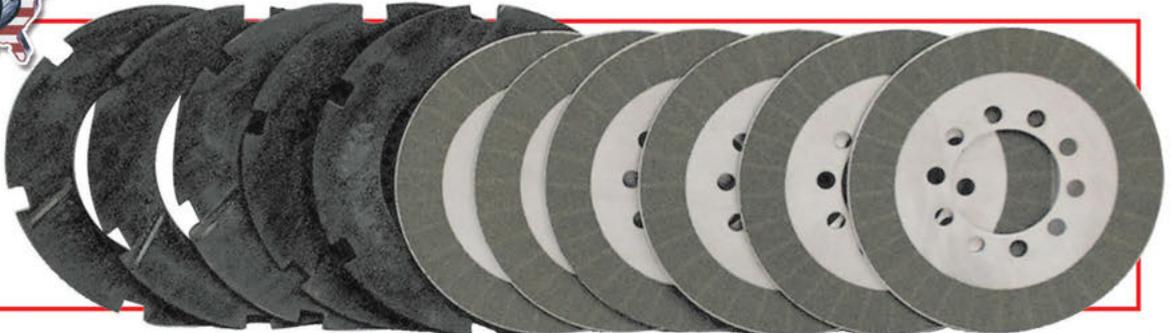
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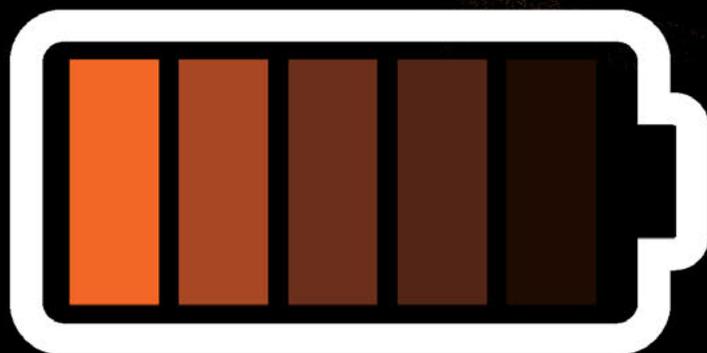
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34th BIKER FEST INTERNATIONAL - THE ITALIAN BIKE WEEK

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Pictures by Horst Roesler
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In these times when shows and events of any kind, anywhere, especially Custom Bike Shows, have become an endangered species, congratulations to Micke Persello and the Biker's Life team for pulling off what appeared to be the impossible - a delayed but ultimately hugely successful 34th Biker Fest International, north of Venice on Italy's Adriatic coast. The first AMD World Championship of Custom Bike Building Affiliate Show to take place since March, and likely to be the only one between now and March and April 2021, when Dublin and Moscow hope to be welcoming visitors to see some of the world's greatest custom builds...



Such has been the nature of this strangest of strange years that this year's 34th Biker Fest International in Italy will forever be able to lay claim to being the largest outdoor motorcycling event in Europe in 2020!

Four days of COVID-secure activities,

under rigid pandemic protocols to ensure that, above all, everybody was safe while having a good time, produced an event that has garnered nothing but praise since - reflecting great credit on the indomitable spirit of the Italian custom market and on everyone who makes the event a success.

One thing that everyone had wondered was whether or not the

coronavirus-dominated event landscape would suppress attendance and, above all, affect the numbers and standard of custom bikes seen at the show.

The answer? Not in the least! The standard of bikes was exemplary and although, as I write, the arrangements for the next AMD World Championship of Custom Bike Building remain a case study in uncertainty, but whenever the

'AMD' tribe is able to assemble next, the quality of custom design and engineering that will be coming out of Italy will be as high, maybe even higher, than ever.

The local authorities placed an estimate of some 90,000 people on the attendance - an extraordinary number given the circumstances.

The weather was good, the facilities at the Luna Park Strabilia (the off road and stadium area were increased in size compared to last year) were excellent, the backing from many of the major manufacturers (through local dealers and otherwise) was really good (making for first class demo ride opportunities), and the widest ever range of features, attractions and facilities (including a debut for a new e-Mobility Village) made sure there was plenty for such a crowd to enjoy. There were thousands of demo rides - way more than the 2,500 record in 2019.

The Custom Bike Show - the Italian Motorcycle Championship - was at a new location in the center of the Luna Park Strabilia with about 100 custom



BEST IN SHOW I.M.C.
H-D "Ghisarama" by Hazard (BG)



AMD WINNERS

- Moto Guzzi 850-T5 by Bepy Moto Service (TO) ▲
- Buell "Visione" by Debenedetti & Fiordi (LI-BS) ▼
- BMW R65E (electric) by Freesound Customs (LU) ▶



bikes registered and coming from all over Italy and neighboring nations. The winning bikes were awarded prizes on the main stage, and those that won a place at the next AMD World Championship included Moto Guzzi 850-T5 by Bepy Moto Service (Turin), Buell "Visione" by Debenedetti & Fiordi (Livorno-Brescia), BMW R65E (electric) by Freesound Customs (Pisa), and the H-D "Ghisarama" by Hazard (Bergamo), which took the Italian Motorcycle Championship and 'Best in Show'. Internationally respected former AMD stalwart Penz Custombikes (Austria) gave a debut to a new, refined Bagger, and seven kilometres of track were dedicated to all off-road lovers with Enduro, mini-Enduro and a Scrambler Challenge - even garden tractor racing

and mopeds had their moment! The track also saw classes and 250 and 450 cc bike rental opportunities from Flat Track School. More than 150 exhibitors of all kinds catered to all tastes and there were presentations from more than a dozen of motorcycle travel, tour and adventure riding specialists - plus, of course, bands, American cars (over 400 for a 25th anniversary event), including V8s, and the Saturday evening 'Lightning Parade' through the streets of Lignano. **SAVE THE DATE** - the 35th Biker Fest International is already being planned, with a return to its usual spring date of 13th to 16th May, 2021, and it will be a great birthday: the best Italian Bike Week ever... the next! www.bikerfest.it



CAFÉ RACER

1. BMW K100 by Bottega Bastarda di Forlì (FC)
2. HRD Vincent by PDF Motociclette (BG)
3. Triumph Trident by Officine Civettini (BA)





SCRAMBLER

- 1. Yamaha XV 1000 by Remastered Cycles (BS)
- 2. H-D Scrambler by MdiM Garage Style (TV)
- 3. Aprilia Pegaso by Mastercycles (TV)



OLD STYLE

- 1. H-D Ironhead by Devil's Garage (RC)
- 2. H-D Pan Chopper by PDF Motociclette (BG)
- 3. Royal Enfield Bullet 500 by G. Design Custom Motorcycles (LO)



STREETFIGHTER

- 1. Buell XB12 by Garajek (BG)
- 2. Aprilia Tuono V4 by P.M Motorbike (SO)
- 3. Honda CBR 600RR by Metal Dreams (VE)



MODIFIED H-D

- 1. H-D XLM by Emporium Garage (BG)
- 2. H-D "Calavera" by MC Cycles (TV)
- 3. H-D Softail by Mastercycles (TV)



BAGGER

- 1. H-D Street Glide by Biker Sheriff (TV)
- 2. H-D Bagger by Asso Special Bike di Erba (CO)
- 3. H-D Bagger by Devil's Garage (RC)



FREESTYLE

1. "Razzle Dazzle" by Penz Custombikes (Austria)
2. RevTech 100 by RCK Roll-Cop (NA)
3. H-D Shovel 1600 by Bulldog Garage (VE)



METRIC

1. Ducati M900 by Bottega Bastarda (FC)
2. BMW K100 by Red's Garage (VI)
3. Yamaha Drag Star by Edoardo Cinquetti (CR)



BEST CENTER-SOUTH ITALY CUSTOMIZER

Devil's Garage from Reggio Calabria



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Sometimes Less is More!



The new Bagger Nation Café Racer-inspired front fender will give Sport Touring/Performance Baggers or FL Softails "that killer all business attitude Bagger riders have been craving," says Bagger Nation guru Paul Yaffe. Weighing in at just over 1 lb, this lightweight, 3-D formed, handlaid composite fender "is not only aggressive in style, but it's also super strong, laser straight, and is a direct bolt-on application for 1999 to present Touring models.

"The race-inspired minimal front end look will show off that wheel and tire and give the bike a performance edge. Whether you run a 16", 17", 18" or 19" front wheel (16"-17"-18"-19" and 21" up to a 130 degree aspect ratio), our new Café front fender will fit your application perfectly.

"We've even drilled the mounting holes, so you won't have to when you choose our fenders! Each Café front fender is handmade right here in Phoenix by our talented Arizona craftsmen. Pull them right out of the box, scuff them, paint them and mount them! No drilling, no shaping of any kind is required. Your painter will love us...and so will you!

"Our fenders include satin spacers or adapters (depending on the year) and all needed installation hardware to match the OEM finish on your fork legs. If you have chrome or black front forks, you can upgrade to the chrome or black spacers."

For more information turn to pages 22-23



PAUL YAFFE'S BAGGER NATION
Phoenix, Arizona, USA
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bpitmon@paulyaffeoriginals.com
www.baggernation.com



Drag Specialties Additions

Fuel Filter Kit

Designed as a direct replacement to the OEM filter, the kit includes the fuel filter and O-ring. The fuel filter kit fits '18-'20 Softail models.



3/4 Solo Seats for Indian



Available for '18-'20 Scout Bobbers, this seat has a 4" rise at the back for added support and adds Café Racer inspired solo seat styling. Made with extremely durable, high-quality automotive-grade seat cover material, the ABS thermoformed seat base provides a perfect fit, and the carpeted bottom has rubber bumpers to keep the paint scratch-free. It installs using the OEM hardware. The seat measures 22" long overall and is 11" long x 11 1/4" wide at the front and 9" long x 5" wide at the rear. It is available with a smooth or diamond-stitch pattern.

Replacement Piston Kits



These cast aluminum pistons are OEM quality or better construction and available in multiple sizes to fit '99-'06 Twin Cam 95" engines with a 3.875" bore. The kits have a compression ratio of 10.25:1 and include two pistons, wrist pins and circlips (use OEM or Hastings piston rings, sold separately). They are available in standard, +.005", +.010" or +.020" over-sizes.

24 mm Rear Drive Belt

Drag Specialties' carbon fiber reinforced Goodyear engineered Falcon SPC belts offer up to 33% more tensile strength than conventional aramid reinforced belts. The high-temperature rubber compound offers excellent flex and long service life. The durable material is designed to withstand belt-penetrating debris without breaking. The 134-tooth belt fits '18-'20 Softail models.



Alternator Stator for '18-'20 Softails

This Drag Specialties brand alternator stator is built to meet or exceed OEM specifications and features precise construction and high-quality wire windings for years of reliable service. It fits '18-'20 Softail models.



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A Beast for the Fat Boys

Corona, California based exhaust specialist Freedom Performance has introduced a new 2-step union 2-into-1 exhaust system.

CEO Martin Arteaga says: "We've had this in mind for some time, and it is now ready for market - this is something for the Fat Boy enthusiasts of the world and is a beast of an exhaust!"

Made at Freedom Performance in California from 100% American forged steel, it has a 3-stepped head pipe for anti-reversion with a 2-stepped baffle, increasing torque between 13-15 lbs and horsepower by 15-18%, "for a 5-stepped combination of extreme power," says Martin.

"We make all our performance exhaust components here in Southern California to high-grade specifications. The American formed steel tubes and the Freedom design handpolished end tips are CNC-machined from aircraft 6061 standard aluminum." Available with Straight Star or 4.5" end tips, it is offered in chrome, sculpted black and pitch-black finishes.

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'Project 21' - Electronically Adjustable 2:1 'Clubstyle' M-8 Exhaust

Text: Robin Bradley
 Photography: Onno "Berserk" Wieringa
 (madnessphotography.nl)



Famous for its EU approved electronically adjustable exhaust systems, Dr. Jekill & Mr. Hyde (J&H) has a new Clubstyle 2:1 that is the result of "months of design, prototyping and testing," according to J&H's Sjoerd Ottenheim, the Product Manager for the project. "Finally we are ready to present the 'Twenty-One' - a unique and electronically adjustable 2:1 exhaust for Milwaukee-Eight Softail models." Staged at the Venray Circuit in the Netherlands (formerly known as Circuit de Peel), the launch took place with the unveiling of a new project bike and group of Clubstyle motorcycles that showcased the sound of the exhaust - "a full, deep sound," says Sjoerd.

"The Twenty-One produces a sound that really takes the power of the M-8 engine to new heights - it really is a surprise, and the better feedback from the exhaust really enhances the riding experience. It challenges the rider to demand that little extra from the M-8, and the 'Twenty-One' delivers.

"The exhaust has been subjected to extensive sound tests to create this exceptional sound experience. It has been designed with input from a specific group of performance and Clubstyle riders.

"First as a design in the computer, then as a 3D model, after which we could proceed to make a prototype. There was more to making this exhaust than just the sound of course. While sound management is what we here at J&H are best known for, the materials, the finish, the emissions and the power, in terms of hp and torque, all influenced the development and the final result.

"The headers and muffler are made of stainless steel to achieve the balance between performance and legal requirements. There are different color end cap options available, all specially developed for the M-8, but we also expect to be able to evolve this first M-8-specific 'Twenty-One' for additional models in the future - additional Harleys and other brands too." The 'Secret Sauce' that J&H brings to exhaust sound management is its unique electronically controlled

and handlebar-operated valve system.

"Our exhaust systems embody three different personalities: the Dr. Jekill mode, Dynamic mode and Mr. Hyde mode. With a simple push of a button, the valve that is placed halfway up the muffler closes or opens, which provides more sound and performance. According to the riding circumstances you can choose whether you are in the Dr. Jekill mode (mild), Dynamic mode (responsive) or Mr. Hyde mode (not so mild!). The rider decides.

"Either way, the Dr. Jekill & Mr. Hyde exhaust is a completely street legal system and complies with European legislation and laws - in short, while your riding style might be able to get you into trouble, with J&H the exhaust can't!"

The production edition 'Twenty-One' will be available in heat resistant brushed or matte black finish and offered for M-8 Softails.

THE JEKILL AND HYDE COMPANY
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www.jekillandhyde.com



Tech Spec for 'Clubstyle' H-D Softail Low Rider S by Mario Kyprianides, Chopper Kulture

- Engine: 114" H-D M-8
- Air intake: Ness (CCE)
- Cam chest kit and vented dip stick: Feuling
- Gaskets: Cometic
- Clutch cover, forks, sprocket: Cera Carbon
- Clutch cable: Barnett (CCE)
- Tuning: Don Performance
- Exhaust: Dr. Jekill & Mr. Hyde 'Project 21' two-into-one
- Frame and wheels: Harley-Davidson
- Skidplate: Speedmerchant
- Adjustable suspension: Hyperpro
- Brakes: Rebuffini and Brembo
- Brake lines: Goodridge (CCE)
- Saddle: Saddlemen
- Indicators: Kellermann, Atto Black
- Hand controls, grips and mirrors: Rebuffini
- Fairing: Memphis Shades
- Handlebars, levers and Flo footrests: Factory Frankfurt
- Handlebar bushings: CCE
- Carbon side covers: Italian Performance Parts
- Powder coating: MBT
- Paint: Chikos Pinstriping, Chicano paint job



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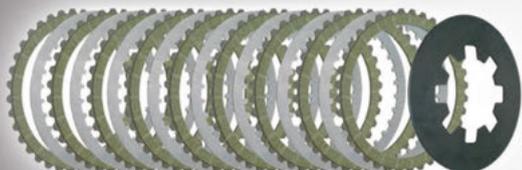
BTX-5



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!

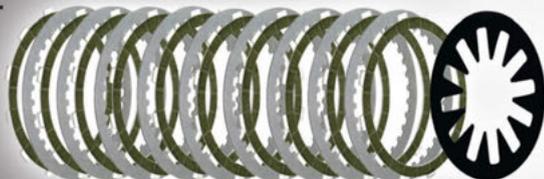
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BTX-11



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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AMD PRO GUIDE

Zodiac Additions

Kellermann - Atto Integral Turn Signal and RTB



German manufacturer Kellermann's popular Atto LED lights are also available as build-in units. With a lens diameter of just 8.9 mm and 13 mm length (16 mm for the DF), these can be installed virtually anywhere, and with an input of between 1.5W to 3W, they hardly require any power from the battery at all. They are available with clear or dark lens and amber or red light, plus as a DF integral with clear lens, amber turn signal and red tail and brake light.

They have steel brake linkage and chrome Heim joints for easy brake actuation and a short throw shift lever for quicker and more precise shifting. The simple bolt-on design means no cutting into the primary cover and no modifications. The stock H-D style clevis is compatible with PM foot and toepegs as well as other aftermarket pegs (available separately). They are available in Black or Gold Ops for 2017 Touring and 2018 and up Softails.

Replica Keihin CV Carburetor



A perfect replica of the Keihin CV (Constant Vacuum) carburetor - all interior parts are quality items from Cycle Pro and feature its emulsion tube as supplied with its EZ Quick tuner kits. Comes complete with a selection of main and slow jets to tune it for your model and year. Tuned engines may require the separate purchase of bigger jets.

Müller Easy Pull Hydraulic Clutch



Hydraulic clutches are usually way easier to operate than a conventional cable clutch, but the OEM Harley hydraulic clutch seems to be the exception to the rule. Müller's Easy Pull hydro clutches are Made in Germany and give a 35% lever effort reduction on Twin Cams and an even better 45% lever effort reduction on Milwaukee-Eights. They are a direct replacement for the OEM hydraulic slave cylinder that is fitted behind a cover on the right side of the transmission.

Replica Linkert M88 Carburetor



Completely built in Europe from all new parts, this replica looks completely the same as the original found on 1940 and later WLA and WLC 45 ci side valve (Army) models.

PM Mid-Controls for M-8

Performance Machine mid-controls "are the mandatory upgrade for Milwaukee-Eight Touring and Softail models when performance riding is the goal. They allow for a much more aggressive riding position and provide increased ground clearance for attacking corners." Made from 6061-T6 billet aluminum, these controls are strong, lightweight and can be used with the stock or a PM rear brake master cylinder.



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'Sprocket' Solo for Baggers

New from legendary Californian custom seats specialist Le Pera, the 'Sprocket' is a "classic style with modern comfort" that is "sinfully Bobbed and Chopped to make this solo a guaranteed head turner," according to Design Meister Bob LePera Jr. Available for 2008-2020 Baggers, and seen here in diamond stitch, standard options include choice of smooth, diamond and pleated stitch; contrast color stitching is available for each. Many other custom materials and stitch graphics are available as well (pillion not available). It gives a 11.5" wide seating area.

Still handcrafting all its seats at the company's

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

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Kodlin 'Elypse' turn signals

Noted German customizer and parts designer Kodlin Motorcycles continues to add to its fast growing parts and accessory range with these 'Elypse' LED front turn signals.



Engineered in Germany and available in chrome or black finish as universal fit or a direct bolt-on for M-8 Softails, they are described as a "super small, amazingly bright amber turn signal with smoked lenses and SMD-LED technology."

The housing is CNC-machined from billet aluminum and to add the running light function to the Kodlin turn signals (dual-function), Kodlin suggests using Badlands part number IHL-03 or Kodlin part number KUS11300. Some applications may require the use of a load equalizer.



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Sometimes it's the simplest things that make a difference, like making a connection to a battery to charge or draw power. Generally an afterthought for most, but not for TecMate.

With every OptiMate battery charger a set of unique O-04 battery clips and an O-01 weatherproof battery lead (otherwise known as ringlets/eyelets/pigtail) is included to make the connection to the battery. This may seem like a "small thing" that most people take for granted, but OptiMate O-04 battery clips have been designed specifically to meet the needs of powersport battery applications - not all battery connections are created equal!

Most crocodile or alligator clips have a slightly oval open mouth with the 'eyeteeth' or edges of the mouth touching when closed. The OptiMate battery clip is more like a hybrid alligator/platypus mouth (!), flat and straight with sharp little teeth - great for gripping onto square/cubed battery posts (the most popular kind in powersports) or flat tab posts for the small batteries used on entry level motorcycles.



They also fit on the round posts that are being introduced in the newest sector (or we could say 'craze') in powersport, the 4-wheel UTV or Side by Side (SxS) that has seen tremendous growth in the USA and Canada. Good contact is important - never mind the shape of the post.

OptiMate's O-01 weatherproof battery lead was designed with the specifics of powersport vehicle use in mind. Water, dirt and grime shooting up from the road have a nasty habit of penetrating anything and electrical connections can corrode fast if not protected.

"A corroded connection is a poor connection," says Martin Human, TecMate's CEO/CTO. "The added electrical resistance can cause a hotspot and loss of voltage during charging. OptiMate's battery leads have a protective rubber shroud that encloses the open pin of the SAE connector, making it electrically safe, and the rubber sealing cap protects the connector when not in use. Now, if you forgot to put the cap in position, and that connector is full of dirt, don't worry, twist off the shroud, clean it out and re-assemble.

"We have added a few more innovations too - that connector flapping about in the wind has always bothered me. Zipties or strapping the cable to a strut never seemed to fully contain that heavy connector - then one day we thought, why not add ziptie/Velcro strap loops on the connector itself? Problem solved! "Our latest innovation, the dual size ring system, came about because in the new powersport vehicle sector (UTV/SxS) there are a few batteries with M8 (5/16") screw terminals, deviating from the standard M6 1/4".



A few different approaches were considered, and we eventually settled on the triangular removable adapter - when left in position, it's an M6 1/4" ring, when snipped off, it becomes a M8 5/16" ring. Simple but effective!"

TecMate has other battery connection accessories such as panel-mount sockets, the DIN connector accessories found on BMW, Triumph and Ducati Multistrada motorcycles and many others - with the designs always focusing on the best connection possible to that specific battery application. The latest idea is a magnetic system, making connection and disconnection very easy, and that will be starting to be seen on some of the new 2021 products.

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V-Factor Clutch Hub Assemblies for Big Twin 10 Spring Clutch

Mid-USA's V-Factor range features one of the widest available ranges of Harley Big Twin replacement parts from the 1940s right up to late model M-8s. Seen here, these clutch hub assemblies for Big Twins start from 1941 and come right up to early 1984. From the early three adjustable stud design (specific pressure plate additionally available) to the later available five adjustable studs with or without 52 long roller bearings pack and specific five-stud pressure plate.

A precision CNC-machined aluminum releasing disc is also available for all Big Twin 10 spring clutch applications and, unlike the original steel OEM unit, Mid-USA says that its V-Factor replacement will not flex, even when used with heavy duty clutch springs. It features a steel cast-in threaded insert for the adjuster screw and comes semi-polished - which looks especially good on open primary models.

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Clutch hub assembly with five adjustable studs and 52 long roller bearings



Rebuffini Bolt-On Adjustable Hand Controls and TBW Grips



Founded in 1987, Bergamo, Italy based Italian parts and accessory specialist Rebuffini has these new bolt-on RR90_RG hand controls for 2015-2020 Road Glide models.

Available in red, black or gold anodized, compatible and seen here with the award-winning Müller Hydro Clutch, they are CNC precision machined from 6061-T6 heat-treated aluminum.

The radial brake master cylinders are machined from a single block of high quality aluminum - "innovative in form and construction technique and offering fatigue-free maximum performance and excellent braking feeling."

The adjustable lever features internal bushings for a vibration-free upgrade, and is said to be easy and quick to install.

Also seen here are Rebuffini's matching precision CNC billet aluminum machined 'Wheelie' Throttle by Wire grips for 2008-2020 models, also in choice of gold, black or red. A set is also available for '14-'20 Street Glide models and all other '14-'20 Touring models.

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APM OEM Replacement Performance Clutch Packs with 15% Stiffer Spring

Santa Fe Springs, California based American Prime Manufacturing has two new OEM replacement clutch packs available that were "designed with performance and economy in mind," says company president Ben Kudon.

"If you have a fairly stock machine that has the livin' hell beaten out of it, then the first thing to do is to congratulate your customer, but tell them that they are probably going to need better clutch performance," says Kudon.

"We use a proprietary aggressive clutch material on these new performance replacement clutch packs to provide riders with the performance they need to reliably handle the power - on hard ridden Harleys where the stock clutch doesn't cut it.

"Utilizing the stock clutch basket, these extra plate kits do away with the problematic spring plate to give more clutch surface area for better and more consistent feel and engagement. Both kits include a new severe duty diaphragm spring, and although we are able to sell them at a sensible price, make no mistake, these clutch packs have been made for



reliability and durability."

These high-performance extra plate kits fit 1990-1997 Big Twins and 1991-later XL models (1048-0026) and 1998-2017 Evo Big Twins & Twin Cam models. Both kits include nine friction plates and eight tempered steel drive plates with a 15% stiffer diaphragm spring.

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

4 Bikes TO CHOOSE FROM. **4 Styles** TO CHOOSE FROM.



FORGED AIR CLEANERS

All Arlen Ness forged billet air cleaners now feature next generation Patented Big Sucker™ technology and Patented Oil Catch to eliminate any oil-blowby issues associated with performance intakes. Each forged billet kit is CNC machined to perfection & guaranteed to increase horsepower & torque. Several New Styles for 2020 now available at ArlenNess.com



Magnum CVO Touring Bike-Specific Handlebar Installation Kits

Changing the handlebars is one of the most common upgrades riders make, and one of the most important as good reach and comfort go straight to safety and handling.

Even owning a factory custom, like a Harley CVO model, doesn't mean the factory-provided handlebars are comfortable or have the "right" look for everyone. When you replace the handlebars, the cables, brake lines and wiring will almost certainly need to be replaced too, and that can create a multitude of problems, especially if it is a CVO model where the parts may differ from the non-CVO version.

Upstate New York based brake line and control cable specialist Magnum Shielding has introduced specific handlebar installation kits for 2008 through present H-D CVO Touring models when 12-inch to 17-inch ape hanger-style handlebars are being installed. These kits will take the guesswork out of locating the correct parts needed for handlebar swaps on CVO bikes, like needing a hydraulic clutch line instead of a clutch cable.



BLACK PEARL for '08-'12 FLHTCUSE

To cover all the bases, Magnum manufactures two premium Designer Series kits with Signature braids, **STERLING CHROMITE** and **BLACK PEARL**, with matching chrome or black chrome plated fittings.

Kits are also offered in the XR Stainless product line, with three color combinations allowing the most discriminating customers to find something that will complement their bikes. Choices include clear coated stainless steel braided line with chrome plated fittings, and black coated line with either chrome or black chrome plated fittings. The fittings used in all the kits are highly polished before plating.

Magnum Shielding ensures that all the hydraulic clutch and brake lines in the kits provide a precise OE fitment. You can be confident that the quality factory style construction uses all the fittings, tube assemblies, and manifolds essential for trouble-free installations while providing professional looking results.

Each kit includes everything for a handlebar replacement – DOT brake lines, terminated throttle-by-wire extensions, DOT hydraulic clutch line, hardware, plus fully terminated turn signal and switch wiring extensions.

The fully terminated wiring extensions featured in these kits really make life easy when completing a handlebar installation. No crimping of terminals onto each wire is required before installation. In many applications the extensions are plug and play, which further reduces the installation time needed to complete the job.

Magnum Shielding's premium brake and clutch lines incorporate PTFE tubing braided with DuPont Kevlar aramid fiber reinforcement, a Signature Magnum braid and a crystal-clear PVC outer jacket that will never discolor. The aramid fiber reinforcement greatly reduces line expansion for the ultimate in high-performance braking, an inherent benefit for your customers.

XR Stainless DOT brake and clutch line assemblies are no slouch in the performance department either.



STERLING CHROMITE for FLHXSE

The lines are produced in-house at Magnum's manufacturing facility and use an enhanced construction of heavy gauge stainless steel embedded in a tough, abrasion-resistant nylon outer jacket for superior durability and safe riding.

All Magnum brake line coatings offer exceptional protection for paint and chrome, and every brake line is pressure-tested and fully DOT FMVSS-106 compliant.

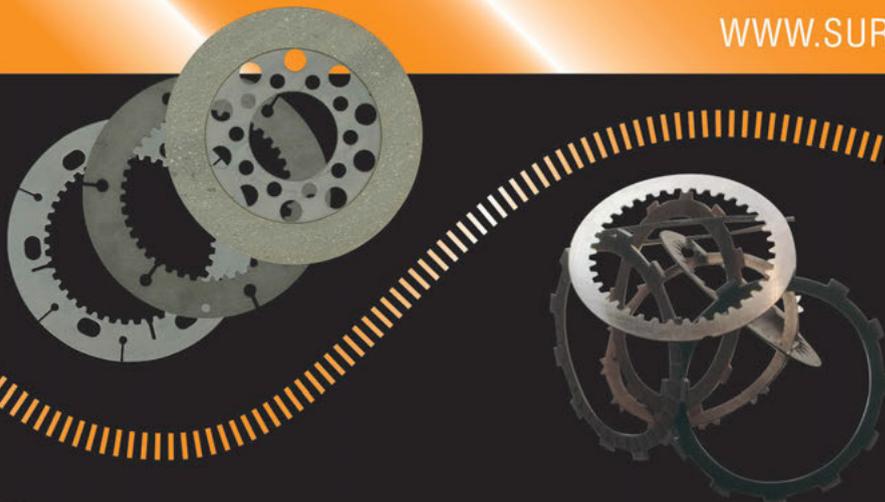
Magnum's handlebar installation kits for CVO Touring bikes offer great fit and finish, plus outstanding quality. "With DOT compliance and ease of installation, no matter whether it's the top of the line Designer Series or the more cost-effective XR Stainless editions, these products make the best solution for handlebar changes, saving the installer and customer time and money."



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Motorcycle Storehouse Additions

The Bike Shed Moto Co Apparel Collection



Since 2011, the Bike Shed (London & Los Angeles) has been "a place of common ground where people from all walks of life come together to share their passion for two wheels."

Motorcycle Storehouse is now stocking the Bike Shed apparel line for dealers to be able to "share in the opportunity to capitalize on a high profile, sought after brand and give their customers the opportunity for bragging rights and quality apparel options that look great on or off the bike."

Multifunctional Cockpit

This digital speedo cockpit offers a compact IP67 rated waterproof housing packed with functions



such as speedometer (0-399 km/h or 0-299 mph), trip meter (0-999.99 km or miles), odometer (0-99,999 km or miles), tachometer (switchable max. 10,000 or 0-20,000 rpm), clock, gear position, fuel warning mode, temperature in Celsius/Fahrenheit for ambient air, engine water (cooling fluid) and engine oil.

For water and oil, an overheat warning is programmable between 0° and 180° Celsius. All regular indicator lights for left/right turn signals, neutral, high beam and a warning light.

The included magnetic reed sensor is used for bikes that have no electronic speedo pulse and can be installed on the wheel, sprocket and such like. Two M5 screw holes have a mount pitch of 45 mm on the back of the instrument. The included stainless bracket comes with slotted holes to allow an adjustable mount hole pitch between 63 mm to 112 mm. The approximate dimensions are 132 mm x 58 mm x 30.5 mm and there are sensors additionally available.

SP Connect - Anti-Vibration Module



This module is used between the smartphone and all SP Connect mounts with standard damping head. It additionally reduces engine vibrations through specially developed elastomer damper inlays that dampen in all directions.

It is especially useful to protect the more vibration-sensitive components of late model smartphones, including the mechanical image stabilizers of the camera, and is said to stop up to 60% of vibrations. CNC-machined from aircraft grade aluminum, it offers portrait and landscape orientation and 360° rotation in 6° increments.

The module is available in a chrome or black finish and is compatible with a wide range of SP Connect mounts.



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Letric Adds Seven



7" LED chrome full halo wide-array headlamp

Letric Lighting Co. (owned and operated by Oreland, Pennsylvania based NAMZ Custom Cycle Products) is adding to its line-up with the release of seven new lighting products.



7" full halo black LED headlamp with 4.5" full halo black passing lamps (also available in chrome)

"Our all newly designed seven-inch LED headlamp, 4.5-inch LED passing lamps and 94-13 Road Glide LED headlamps are now available with a wide array full LED halo. Available in either black or chrome, all lights are 100% plug-n-play and include the mounting adaptor. Offered as individual pieces or as a popular three-piece kit that includes a 7-inch LED headlamp with LED passing lamps, we are sure these new designs will enhance the visibility and style of any bike.

"All our high-quality LED headlamps and passing lamps are backed by our 5-year limited warranty."

Letric Lighting Co. products are available through Tucker, Rollies Speed Shop, J&P Cycles and Revzilla, or directly from its website.



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DRAG
Specialties

ODI Brand Ambassador Carey Hart

Riverside, California based ODI Grips has continued to take inspiration for its V-twin products from the motocross market, and with design input from brand ambassador Carey Hart has unveiled a new V-twin-specific Lock-On grip set.

"When I ride any motorcycle, the feel at the handlebars is crucial to me," says Hart. "Having a background in motocross, I have become accustomed to a grip set-up that is very specific. With the growth in performance V-twin, it only made sense to leverage my background in motocross to



develop our new V-twin product."

ODI says that this Moto-inspired Full Waffle design was developed to provide improved comfort by reducing vibration while also offering a grip with exceptional traction and control in severe riding conditions. The ODI genuine Lock-On technology was used to provide the most secure mounting system while also allowing easy installation and removal.

"Each set is manufactured with a model-specific in-molded throttle tube. The proven billet aluminum clamp system is made available in anodized colors to match the components on your custom build."

The Moto-inspired grip system uses proprietary medium-compound materials to "provide excellent durability and comfort. The Full Waffle Moto pattern reduces vibration and provides improved grip in all conditions and the heavily knurled base pattern delivers solid traction and control."

The billet aluminum clutch-side clamp is said to ensure 100% slip-free security (the need for set screws is eliminated) and T15 Torx bolts ensure extra secure clamping "for solid, twist-free mounting."

Available grip/clamp colorways include black/black,



black/gunmetal or black/bronze. Available fitments include 1984+ H-D cable-actuated models, 2008+ H-D Throttle-by-Wire and 2018+ Indian Throttle-by-Wire models.

The grips are distributed by Drag Specialties and HardDrive in the USA, and by Zodiac and Parts Europe in Europe.

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Tri Glide and Freewheeler Lift Kits

Fort Worth, Texas based Biker's Choice has added to its line of parts for Harley-Davidson Tri Glide and Freewheeler trikes with this lift kit - "one of the products most requested by H-D trike owners," says brand manager James Simonelli.

"These lift kits allow you to easily raise the rear of the trike by 1.5 inches. The greater height reduces the chance of scratching or scraping the bike's exhaust - many trike owners rave about the improved handling and steering of their vehicle after installing

lifts on their bike. Such a simple idea, but so very effective."

The USA made Biker's Choice lift kits feature durable gloss black powder coat finish and are sold in pairs. There are two versions available, for 2009-2016 and 2017-2020 models. Biker's Choice products are distributed exclusively in the United States by Tucker Powersports.



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Mupo Custom - ST1 Shock and Falcon Cartridge

It is two years since Italian suspension specialist Mupo launched its Mupo Custom program, taking its race-bred street and sportsbike suspension experience and applying it to the handling and performance characteristics of heavier and less responsive Harleys.

In that time Mupo Custom has quickly established itself with a prominent reputation for premium H-D suspension solutions.

At the top of its Custom offer, the ST1 piggy-back style rear shock absorber (for pre-M8 Touring, Sportster, Dyna, V-Rod and Street 500/750



ST1 shock



settings and the wheelbase adjustment allows the rear axle to be raised or lowered, according to the driver's preferred riding position.

All components are entirely precision CNC-machined from high grade materials and the ST1 can be customized with red or black details/springs/body. They have a 14 mm stem, 35 mm piston, stem ø14 mm, an anti-cavitation separator piston between the nitrogen and 40 clicks of extension adjustment; 24 clicks of compression and spring load can be tuned in mm via the ring nuts.

Also seen here, Falcon 'Plug and Play' design front suspension cartridges (Softail, Dyna, V-Rod, XL) are equipped with compression, rebound and spring preload adjustments (40 clicks each of compression and extension), and feature a 22 mm aluminum cartridge, 22 mm sintered piston, 12 mm steel rod and chrome-silicon steel springs.



Falcon cartridge

applications) features refined race-derived hydraulics and is available on request in various lengths from 11.5" (295 mm) to 15" (381 mm).

Mupo says that a pair of its ST1 shocks will improve control and comfort in all riding conditions - especially compared to stock shocks. Equipped with an external tank (piggyback) in steel, the ST1 shock absorbers are fully adjustable in compression, rebound and spring preload for optimal riding style

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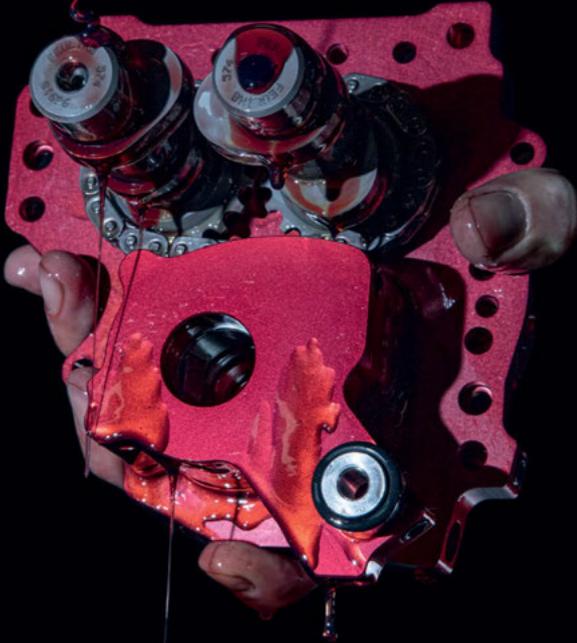
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There was a time back in the 1980s when, 'Swedish Style' long-fork choppers aside, the European custom motorcycle market followed trends in the United States slavishly - the dominance of the 'West Coast' lowrider style as the market headed into the 1990s was a case in point.

But that was the decade when everything changed - the emergence of the so-called 'Euro Style' Streetfighter styling from the 'metric' sportsbike market and the unmistakably German 'Fat Rear End' phenomena and the tire wars it stimulated were cases in point.

As the 21st century dawned, European builders started to diversify platforms, led the way with what became the 'Retro Vibe', and the morphing of Bobbers into Scramblers and Trackers, the Café comeback and the 'Alt Moto' scene all became the new orthodoxy of a market that now welcomes everything and anything - from Choppers to Baggers, from old to new, so long as it is authentic it's cool - especially in the case of the 'AMD', where all school is cool school.

One part of the market where Europe has not imitated, followed or adopted the United States custom scene though has been Baggers. Europe does have some superb Bagger builders, but the riding styles, roads and road conditions in Europe just do not, generally, reward them as much as U.S. riding opportunities do.

However, when Europe does produce Baggers, they are exquisite and of universally admired quality - both in terms of design and craftsmanship. One such is 'Bloody Mary' by Aldo and Angelo Lanciano of American Dreams fame in Italy. Voted into 17th place by fellow competitors at the 'AMD' in 2018, this is a Twin Cam (bored out to 107") with a superb handcrafted 32" front wheel by JoNich in Italy and an American Dreams 'Super Stretch' 42 degree rake frame/swingarm combo.

JoNich wheels are handbuilt, top-end designs using INOX stainless steel, M6 or M9 spokes, Borrani high-grade aluminum rims spun from a single billet and 6082-T6 one-piece CNC-machined hubs. JoNich says it is the only custom motorcycle wheel builder in the world that uses the super-thick M9 spoke - the same used on the classic Ferrari sports cars.

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NEWS BRIEFS



Organizer Ruth Lemass has had to announce cancellation of the Carole Nash Irish Motorbike & Scooter Show slated for March 5-7 at Dublin. The show would have been the next due AMD World Championship of Custom Bike Building official affiliate event. The plan at this time is to stage the next 'Dublin Show' in March 2022.

The annual Bigtwin Bikeshow & Expo, originally slated for October 30 through November 1 this year, at Expo Houten near Utrecht in the Netherlands, has also been canceled.

Harley-Davidson recently removed the 'Bronx' streetfighter motorcycle from the Future Vehicles page on its website. According to PSB, BMO Capital Markets says that at a stroke, this removes sales of 1,550 units and \$17m from 2021 forecasts, with knock-on impact on its 2022 unit forecast of 1,430 units and a further -\$18m of revenue to \$4.322bn.

PSB (via Newsbreak.com) reported that as at September 15 at least three motorcycle dealerships had been destroyed by the forest fires in Oregon - D&S Harley-Davidson, Medford (Est. 1971); Hansen's BMW Motorcycles, Medford (Est. 1972) and Oregon Motorcycle Adventures KTM, also at Medford, Oregon (Est. 2004).

AIMExpo Canceled

Slated for Columbus, Ohio in January 2021, the Board of Directors of the MIC has confirmed the not unexpected news that it has had to cancel AIMExpo in January 2021 - which is itself a rebuilt date from the original early October 2020 slot.

Indeed, the entire expo was a rebuilt concept, having abandoned the consumer attendance days and folded back into the classic three-day trade expo format that the market appears to have left behind - certainly in terms of theoretically independent trade shows.

While the burgeoning market of distributor events has been hit by COVID-19 concerns, AIMExpo appears to have been hit by a double whammy - the pandemic and, to judge by the show floorplan, a decidedly lukewarm response from vendors.

Which is a shame as it had been hoped that co-joining with Tucker Powersports to host their traditional January Dealer Show at AIMExpo, and in the Midwest rather than its usual venues in Texas, should have helped to put wind back into the event's sails - however, with COVID-19 reshaping the way specialty and traditional channel based industries such as the motorcycle market do business, we may now never know if the initiative and changes would have made a difference.

Cinnamon Kernes, Vice President and General Manager MIC Events, is quoted as saying: "We have made the difficult decision to postpone the 2021 AIMExpo, the industry's annual trade show, and while this wasn't an easy choice, it is certainly the right one."

"With local directives limiting gathering size, travel restrictions, and a myriad of other obstacles created by the pandemic, there are too many unknown factors limiting our ability to create a safe environment that will also deliver the experience and ROI our



exhibitors and attendees expect. We do not want to deliver a show that doesn't live up to their high standards. Also impacting our decision to postpone are the dealers working to rebuild their businesses after suffering devastating damage from fires, hurricanes and floods that have hit both the East and West Coasts.

"There is tremendous value in face-to-face meetings and in-person events, and we believe in their ability to create irreplaceable opportunities to connect with people and businesses to drive commerce."

For the record, we here at AMD Magazine 100 percent agree with that and hope that once the impacts of the pandemic are tamped down, there will still be a role for such events - distributor shows and independent or trade association-backed initiatives alike. It is a worry that, as is the case in Europe, if national motorcycle industry trade associations can't maintain such events, then it will be very difficult for anyone other than the

market's distributors to be able to do so.

Kernes went on to say: "The AIMExpo team will continue to work with key industry partners, including Tucker Powersports, to explore options that deliver relevant and important educational content for dealer attendees in 2021. Likewise, the team will be looking for opportunities to connect the powersports brands through quality networking events later this year. We look forward to bringing AIMExpo back in 2022 and will celebrate the industry of powersports and everyone that makes it great."

Earlier this year, AIMExpo and Tucker Powersports announced co-locating shows. Tucker supports the decision to postpone and has made a separate announcement regarding their plans for 2021. In it, Marc McAllister, CEO of Tucker Powersports, stated: "While we at Tucker were very excited for the opportunity to be a part of the AIMExpo show this year, the health and safety of our dealers and supplier partners has to be our first priority. We want to respect public health restrictions and we don't want to put anyone at risk. We are now looking forward to reconnecting with the MIC and AIMExpo in 2022."

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com

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