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Bagger Racing League Captures Industry Attention

AUG 2021

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FREE POSTER

The inaugural Bagger Racing League's Drag Specialties Battle Of The Baggers saw touring V-twin motorcycles put to the kind of high-performance test normally reserved for sport bikes, and the historic nature of the event was palpable as fans packed the Bridgestone Viewing Chalet to watch.

"The entire weekend was electric," said Rob Buydos, founder of Bagger Racing League. "There was a real feeling of witnessing something unique and historic. The races were dynamite, and we couldn't be happier with the outpouring of support from both fans and the motorsports industry as a whole."

In the Metzeler Pro Stock Bagger final, Benny Carlson ran away with the lead on his Harley-Davidson. Second place went to Oleg Pianykh on the Performance Machine Road Glide, and BRL Coalition Member Logan Lackey aka "Wheelie Pig" came in third on an Iron Steed Harley-Davidson Road Glide Special.

Benny Carlson wasn't done either, as he also took the top podium spot at the Lucas Oil Victory Lane in the Icon Hooligan Class. Alfonso "Fonz" Vasquez placed second on his Speed Merchant Harley-Davidson Sportster, and Greg Stinnett fought off a stiff challenge from Brandon Quaid from Quaid Harley-Davidson riding



an XR1200 who battled for 3rd, with Stinnett finally making a pass on the final lap, only to crash shortly after.

In the NAMZ Big Twin Class, Rennie Scaysbrook took the holeshot and kept it on his Roland Sands Indian Chief. Sean Ungvarsky battled it out with Anthony "Shreds" Sollima and

ultimately took second on his Kruesi Originals FXLR. Sollima came in third, riding his Quaid Harley-Davidson Race Bob.

And in the Premiere class, Custom Dynamics Bagger GP Final, Michael Barnes rode a DTF Performance, Hoban Brothers Road Glide Special to victory, placing first. Tyler O'Hara took a close second on an S&S Cycle Indian Challenger, and Cory West came in third on his Slyfox & Saddlemen Harley-Davidson Road Glide.

Between races, record crowds were thrilled by the antics of Jason Pullen and the Bassani Stunt Show in the Kicker Arena, witnessing hardcore heroics as riders entertained packed crowds with wheelies, stoppies, burnouts, and everything in between. The people were also treated to the spectacle of the Arlen Ness Custom Bike Show, which featured a dazzling array of some world class custom motorcycles, many who sported a focus on performance.

"All in all, the entire event went off

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AMD PRO GUIDE



'SPIRIT OF PASSION'



'Spirit of Passion' - commissioned by BMW as part of its 'Soul Fuel' R 18 heavy cruiser launch trilogy; see more of Dirk Oehlerking/Kingston Customs' Art Deco Classic on pages 31-33.

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EDITOR-IN-CHIEF

ROBIN BRADLEY
robin@dealer-world.com

GENERAL MANAGER

SARA VINEY
sara@dealer-world.com

DESIGN & PRODUCTION DIRECTOR

BEN OAG
ben@dealer-world.com

PUBLISHER

SONJA WALLACE
sonja@dealer-world.com

PHOTOGRAPHERS

ONNO WIERINGA
MADNESS PHOTOGRAPHY, NL
www.madnessphotography.eu

FRANK SANDER
THUNDER MEDIA, DE
www.thunder-media-service.de

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5, Rendlesham Mews,
Rendlesham, Woodbridge,
Suffolk IP12 2SZ
United Kingdom
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COMMENT - Grassroots Vibe 4

Robin Bradley sings the praises of the recent Bagger Racing League event at Salt Lake City and the emergence there of the "all in it together" brotherhood of enthusiasts.



GET ON! MOTO FEST - The newest AMD 'Affiliate' 64,12

The bad weather at the Texas Motor Speedway in May caused the cancellation of the AFT round there, but it didn't affect the standard of the bikes seen in the first annual GET ON! Custom Bike Show, with the winner scooping expenses to compete at the next AMD World Championship in Germany.



PRODUCT EXTRA 42

PENZ CUSTOMBIKES

The Austrian custom bike builder's frame manufacturing program is still one of the most advanced in Europe - founded on 30 years of award-winning custom design DNA.



PRODUCT EXTRA 18

WANNABE-CHOPPERS

Sold in Europe by Motorcycle Storehouse, Paughco has taken on U.S. distribution of Ricky de Haas' award-winning custom parts and accessories program - righteous and authentic in equal measure.



PRODUCT EXTRA 56

TUCKER ADDS CUSTOMACCES

Leading Spanish metric parts and accessory designer and KRT WSBK Technical Partner Puig has chosen Tucker for U.S. distribution of its CustomAcces V-twin parts program.

PROGUIDE: The new, the best and the must-haves 34-56



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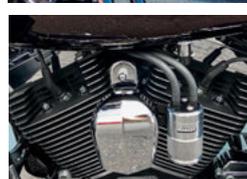


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Grassroots Vibe

The response to this year's Bagger Racing series has been interesting. Really interesting. The year-ago reaction that the 2020 inaugural race got at Laguna Seca (actually late October 2020, so some nine months ago at the time of writing) caught everybody by surprise - it certainly did me.

The '800 lbs behemoths being thrown around a sports bike racetrack' response has been worn thin now though because what has proven most exciting about this latest 'derring-do' has been the incredible performance engineering that our market has deployed, as much as the resulting racing itself.

Don't get me wrong, there has been some exciting, tight racing, and in a healthier world I would have normally made sure I got over to Salt Lake City at the end of June for this year's first ever Bagger Racing League (BRL) meet.

As with the 'King Of The Baggers' that MotoAmerica hosted at Laguna Seca last year, the impetus that has driven the BRL has been the distribution power and race commitment that Drag Specialties and Parts Unlimited have.

The back story to how there came to be two theoretically competing series is whatever it is. But for those who haven't been paying attention, at the start of this season MotoAmerica initially announced a five-race King Of The Baggers series.

That was quite quickly reduced to three, and by the time you are reading this, the third will have taken place at Laguna Seca (July 11th) and the outcome of this proto-championship will be known. The series is seeing Harley-Davidson and Indian Motorcycle locking horns again, and some teams 'code hopping' between KOTB and the BRL.

At the time of writing, the Salt Lake City BRL race is still a one-off, but the intent has been there all along to make it too a three-event series. From what I hear, the organizers are working with the teams, sponsors and selected facility owners to nail final details for two more races this year.

However, whether or not they are able to make that happen or, instead, will hope to focus on following up this year's SLC meet with an expanded plan in 2022, the 'Proof of Concept' test has been emphatically passed.

First and foremost, it has been passed as far as the teams themselves are concerned. Associating the word "enthusiastic" to their response to the racing opportunity it provided them with barely does it justice. Many are likening the pit lane camaraderie to the old days of grassroots "all in this together" amateur racing and V-twin tribal brotherhood that was once the central esprit de corps of times past.

Opportunities to experience that and be a part of something like that are ever thinner on the ground in these increasingly difficult and corporatist times.

The custom bike building fraternity is still largely informed by that 'vibe', as we here at AMD Magazine have found out (to our joy) during the years we have been involved in operating the AMD World Championship of Custom Bike Building.

It existed, to an extent, up and down the aisles of the much missed V-Twin Expo at Cincinnati every year.

It still exists (to a large extent) at the amateur race level - whether Motocross, Enduro, Rally, WSBK, MotoGP, the Isle of Man, or the recent generation of amateur scrambles and flat track races. You can take the enthusiasts out of the race, but you can't take the enthusiasm out of the racers!

The goodwill that beats away at the heart of the amateur grassroots race scene still exists between the racers themselves, at all levels of motorsport, but sponsor, team owner, promoter and facility owner ROI makes it ever harder to detect and nurture.

The 'alt-moto' scene, whether races, bike building or the new generation of shows (Mama Tried, The One Show, Born Free, Handbuilt, The Shed, Wheels and Waves etc.) theoretically started out "in that place", or at least doing a good job of presenting themselves as having that authenticity, but even some of them have started to succumb to 'The Man'.

“ authenticity isn't for sale in a box ”

The so-called 'Grassroots Vibe' isn't something that can be bottled, and it can't be deployed by PR machines - least all (ironically) by those who think that social media is the manipulators' toolkit.

Authenticity isn't for sale in a box, but my word, it certainly can sell boxes. It can't be ordered online, nor can it be sprinkled from a T-shirt gun. It is abstract, untouchable and unpredictable, but ours is a market and an industry where (thank God) we all recognize it when we are touched by it.

Sadly, I wasn't able to be there, but everyone I have spoken with says basically the same thing about the last weekend of June at the Utah Motorsports Campus (not far away from the Great White Dyno at Bonneville), namely that the weekend had that abstract, untouchable and unpredictable character in spades.

The best exposition of it I have read was in a 'Performance Times' blog piece that David Zemla wrote for the S&S Cycle website, and I am also looking forward to a video that the performance fanatics at Feuling will be posting soon.

Now, obviously, the money has to come from somewhere, and for me, it is Kudos to Rob Buydos and his fellow organizers, and to Drag Specialties and its parent company, LeMans corporation, for their vision and leadership. For their ongoing "Support for the Sport" and for seeing the opportunity that the so-called 'performance bagger' market might come to represent for their vendors and their dealers. They have put their money where their customers' hearts are.

This is a rare example of a genuine shared passion for a market's grassroots authenticity that has resulted in "taking a punt" rather than the kind of false corporate braggadocio and virtue signalling that largely defines corporate culture in the 21st century.

Congratulations to Hoban Brothers of Wisconsin for winning the primary Bagger GP class at SLC, and congratulations to everyone who made it to the starting line, and to those who tried so hard, but ultimately in vain, to be able to do so.

Keep the faith and keep the flame alive!

Robin Bradley
Co-owner/Editor-in-Chief
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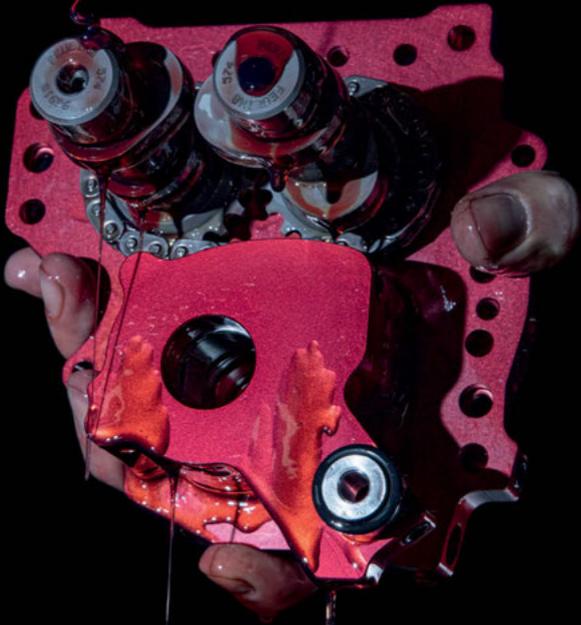


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NEWS BRIEFS

Dunlop is claiming "exceptional mileage performance" for its new Sportmax Roadsmart IV sport-touring tire - claiming +49% more performance than the Michelin Road 5 GT and up to a +26% increase in mileage over its own Roadsmart III. "The rear tire uses MT Multi-Tread technology with a long-wearing compound in the center of the tire and special lateral compounds on the shoulders for outstanding grip. Front and rear tire compounds contain Hi Silica X and Fine Carbon to increase wet grip and stopping performance. New sidewall construction improves wet and dry handling and comfort."

Harley-Davidson's Pan America is 'selling instantly' upon its arrival at dealerships in USA, according to an MBI report.

H-D Victorville, Ca., has been renamed Death Valley H-D following a change in ownership. Sales director Matt Ensor is quoted as saying: "We are bringing more merchandise to the store, including additional pre-owned inventory and 180 new motorcycles. The name change was due to the national park being close to our area." The thinking, no doubt, will be that the new name could boost store traffic and make it a destination hub for riders touring the area.

Riders Share has announced that users can now rent adventure and dual-sport motorcycles on the peer-to-peer platform - with the newest models from BMW, Ducati, Honda, Husqvarna, Kawasaki, KTM and Yamaha available for customers to choose from. Motorcycles can be rented on a one-off basis from the site or utilizing a Rider Pass subscription.

UK new motorcycle registrations (MCIA data) were +11.67% (13,981 units) for June and were running at +31.41% for the first six months of the year (54,405 units) as the industry lapped the worst of the 2020 Covid impact registration numbers. Total PTW registrations were +31.35% (57,614 units) YTD. The market share leader in the UK in June was Honda, followed by Yamaha, BMW, Triumph and Kawasaki.



Michael Barnes (34) rode a DTF Performance, Hoban Brothers Road Glide Special to victory in the Custom Dynamics Bagger GP final.



In the Metzeler Pro Stock Bagger final, Benny Carlson (9) ran away with the lead on his Harley-Davidson.

<<< Continued from cover
better than I could have imagined," said John Oakes, COO of Bagger Racing League. "We wanted to do something different with the Bagger Racing League, opening things up in the high-performance realm of motorsports for regular folks, and I think we fired up the collective imagination of what's possible for everyone in the American V-twin community."

A hearty thank you also goes out to all the sponsors that made this historic event possible: Alloy Art, Arlen Ness, Bassani Xhaust, Beringer Brakes, Bridgestone Tires, Continental Tires, Custom Dynamics, CVRD Canopies, Drag Specialties, Dunlop Tires, Feuling Parts, Icon Motorsports, Kicker, Klock Werks, Kraus Motor Co, LA Choppers, Legend Suspensions, Le Pera Seats, Lucas Oil, Lucky Speed Shop, Metzeler Tires, Moto United, NAMZ Custom Cycle Products,

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PM Scores BRL Pro Stock GP Class 2nd at Salt Lake City

Performance Machine scored second place at the inaugural Drag Specialties sponsored Bagger Racing League (BRL) Pro Stock GP class race in Salt Lake City at the end of June.

The premier class is the Bagger GP (won by Hobban Brothers Racing, Wisconsin) and in addition to the Pro Stock there were Big Twin GP, Hooligan GP Stunt GP classes. PM's second place was taken by Oleg Pianykh.

Other teams competing included Alloy Art, Arlen Ness, Barnett Clutches & Cables, Bassani Xhaust, Feuling Parts, Saddlemen, SlyFox Performance, The Speed Merchant, Trask Performance, Zack Nation and more.



Custom Dynamics Bagger GP

| Place | Racer | Make | # |
|-------|--------------------|----------------------------|-----|
| 1 | Michael Barnes | H-D Road King | 34 |
| 2 | Tyler O'Hara | Indian Challenger | 29 |
| 3 | Cory West | H-D Road Glide | 9 |
| 4 | Ben Bostrom | H-D Road Glide | 155 |
| 5 | Jake Johnson | H-D Road King | 99 |
| 6 | Shane Narbonne | H-D Road Glide | 86 |
| 7 | Patricia Fernandez | Indian Challenger | 87 |
| 8 | Anthony Sollima | H-D Electra Glide Standard | 12 |
| 9 | Zack Nation | H-D Electra Glide | 21 |
| DNF | Charles Burton IV | H-D FLHX | 17 |
| DNS | Bryan Shields | H-D FLHXS | 17X |

Metzeler Pro Stock Bagger

| Place | Racer | Make | # |
|-------|-----------------------|------------------------|-----|
| 1 | Benny Carlson | H-D Road Glide | 9 |
| 2 | Oleg Pianykh | H-D FLHX | 50 |
| 3 | Logan Lackey | H-D Road Glide Special | 102 |
| 4 | Tony Tucker | H-D FLTR | 477 |
| 5 | Michael "Arnie" Wells | H-D Street Glide | 69 |
| 6 | Cody Danley | H-D 02 FLTR | 7 |
| 7 | Charles Burton IV | H-D FLHX | 0 |
| 8 | Steven Chamberlin | H-D Road Glide | 64 |
| 9 | Kelly Quinn | H-D Road Glide | 41 |
| 10 | David Augustain | H-D Road Glide | 44 |
| 11 | Daniel Spina | H-D Road Glide | 199 |
| 12 | Tyler Elliot | | 5 |
| 13 | Nick Arroyo | H-D Road King | 530 |
| 14 | Chris Rivas | H-D Street Glide | 44 |

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

RIDE CONTROL



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In the NAMZ Big Twin Class, Rennie Scaysbrook (33) took the holeshot and kept it on his Roland Sands Indian Chief.



Benny Carlson also took the top podium spot at the Lucas Oil Victory Lane in the Icon Hooligan Class.

NAMZ Big Twin

| Place | Racer | Make | # |
|-------|-----------------------|---------------------------|-----|
| 1 | Rennie Scaysbrook | Indian Chief | 33 |
| 2 | Sean Ungvarsky | H-D FXLR | 48 |
| 3 | Anthony Sollima | H-D Race Bob | 12 |
| 4 | John Trujillo | H-D FXDL | 873 |
| 5 | Lucas Geboo | H-D FXR | 407 |
| 6 | Clay Braun | H-D FLXRS | 951 |
| 7 | Carl Polini III | H-D Dyna | 398 |
| 8 | Robert Parker | H-D FXDWG | 81 |
| 9 | Ravi Patel | H-D FLXR | 413 |
| 10 | Brandon Holstein | H-D Dyna | 113 |
| 11 | Nicholas Bartlett | H-D Dyna Low Rider | 999 |
| 12 | Joshua Nicholas | Fuckin Harley-Davison FXD | 189 |
| 13 | Carter Crafton | H-D FXDB | 970 |
| 14 | Joseph Nelson | H-D Street Bob | 616 |
| 15 | Michael Smith | H-D 2020 Low Rider S | 918 |
| 16 | Brendan Murphy | H-D Dyna FXD | 47 |
| 17 | Zachary Reniger | H-D FXDLS | 666 |
| 18 | Joseph Lutz | H-D FXDLS | 866 |
| 19 | Mark Morrow | H-D Sport Glide | 41 |
| DNF | Michael "Arnie" Wells | H-D Dyna Lowrider | 69 |
| DNF | Michael Subish | H-D Low Rider S | 125 |

Icon Hooligan

| Place | Racer | Make | # |
|-------|------------------|--------------------|-----|
| 1 | Benny Carlson | H-D XR1200 | 45 |
| 2 | Alfonso Vasquez | H-D Sportster | 51 |
| 3 | Gregory Stinnett | H-D Nightster 1200 | 816 |
| 4 | Mike Maloney | H-D Sportster | 87 |
| 5 | Brandon Kofford | | |
| 6 | Joe Sanderson | H-D XR1200 | 101 |
| 7 | Carson Kofford | H-D Sportster | 160 |
| 8 | Brandon Quaid | H-D XR1200 | 900 |
| DNS | Michael Acuna | H-D XR1200 | 797 |

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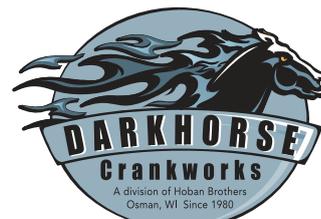
OptiMate, Rider Justice, Saddlemen, Slyfox, SMT Wheels, The Speed Merchant, 31 State, Team Dreamrides and Trask Performance.

For those who could not witness this historic event in person, or want to be able to watch the action forever, Bagger Racing League has partnered with FITE. For just \$14.99, motorsports

fans worldwide can still view all the action in this showdown for supremacy between Harley-Davidson and Indian Motorcycles.

Bagger Racing League's inaugural event, Drag Specialties' Battle Of The Baggers, is in the books, but the next leg of this high-performance motorsports series is already in the works. Keep apprised of all things BRL at... BaggerRacingLeague.com

Hoban Brothers Take Bagger Racing League Win at Salt Lake City



In what turned out to be an excellent weekend for Harley (and for Wisconsin!), Hoban Brothers Racing, a performance based motorcycle shop in Osman, WI. that has been in business for over 40 years, scooped the win at the inaugural Bagger Racing League event at Salt Lake City.

In association with co-conspirators ultra-lightweight component specialist **DTF Performance** and noted induction system specialist **Horsepower Inc**, rider Michael Barnes rode a race-prepared H-D Road Glide Special to victory in the inaugural **Drag Specialties** sponsored Bagger Racing League (BRL) road race event. Competing in the primary Premier Bagger GP class main event, Barnes beat **S&S/Indian Motorcycle's** rider Tyler O'Hara to the finish line by 0.356 seconds. Cory West was third on the **Saddlemen Racing/Slyfox Performance** Harley-Davidson Road Glide Special.

In BRL support classes, Benny Carlson



won both the Hooligan GP (**Suburban Motors Harley-Davidson XR1200**) and Pro Stock GP (**Suicide Machine Company Harley-Davidson Road Glide**) races.

"This win is a confidence booster for me and the team," said Barnes. "We didn't think we were that far off at the MotoAmerica King Of The Baggers race at Road America. For this race we had a different front end, different shocks, different geometry.

"We made some smart decisions, and they have all made the bike better. That's a testament to the knowledge of this team. Setting up a Road Glide for road racing has been a steep learning curve, not just for me riding it, but everyone involved. We've made leaps and bounds at every test and

every event, so after disappointing results earlier this season, it's a great reward to get this win."

Barnes was the top qualifier for the BRL event, took the holeshot, and led O'Hara for the entire 8-lap race distance.

Hoban Brothers Racing is sponsored by Darkhorse, Horsepower Inc and DTF Performance, and co-owner John E Dahmer says: "We are starting to gel as a team and Michael is just an amazing rider, giving our team the feedback as we develop this production touring chassis & engine platform into a roadrace motorcycle. Between Michael, myself and now mechanic Tony Pogue, we have about 75 years of road racing experience at the highest levels. Together with our lead mechanic Beau Bergene and all of our sponsors involved, this is just the start of a program that is getting going on the track!"

The Bagger Racing League is a new racing organization promoting road-racing competition for American V-twin-powered motorcycles. Racing takes place in four classes over a three-day weekend that also includes entertainment - including stunt shows, a **Ness Enterprises** organized Custom Bike Show and a Vendor Village.



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<<< Continued from page 64

these beautiful machines to life. "With the test ride done and spectators starting to gather around the area, the unique 'in it together' camaraderie of the now established 'AMD' vibe kicked in with all the builders joining forces to get the bikes positioned and the display completed - helping each other and getting the bikes clean and ready for the crowds. The brotherhood of common goals and respect for each other superseding

the underlying seriousness of the competition in a very cool display of shared commitment to the art. "Once the display was ready and the event officially open, the comments from many industry peers and first time spectators were music to the ears of the competing builders. Mostly there was astonishment that the bikes had been ridden hard just hours before - the ultimate compliment and appreciation of the high standard of design and craftsmanship on show -



Second place: Ryan Gore/Paper Street Customs, 1978 Harley Shovelhead



Third place: Colt Wrangler, 1977 Yamaha XS650 'Theory Coffee Build'



Fourth place: Anthony Robinson/Gasoline & Coffee, '73 IronHead



Fifth place: Shaun and Aaron Guardado, Suicide Machine, carbureted 2020 H-D M-8

the ride and the display showcasing the quality of the engineering and the marriage of form and function."

Bob Kay headed up the chairman duties, with Team AMD USA team member Brian Buttera and Kevin rounding out the three-man judging panel. After the scores had been weighted for the ride, the Peer Group Review Judging (where the builders themselves cast votes - not for their own bikes though!) counted for around 50 percent of the judged score. "Yes, the weekend saw some tough weather," said Kevin, "and as has been widely reported, the AFT races on the Speedway had to be canceled, but the bike show was under cover and with the hardcore aficionados not being put off, the visitor numbers may have been lighter than expected, but they were a knowledgeable and experienced crowd."

"Bob Kay did the MC duties at the awards ceremony - the main award, with the place on Team AMD USA, was the inaugural John Parham Memorial Award. John had been involved in motorcycle events and shows around the Midwest from the 1970s and founded the company that became the J&P Cycles we know today in 1979."

"John's family and peers were in the crowd, initially unaware of the tribute that we were about to pay to the man who did so much to shape the custom parts industry that we know today."

"With the public votes, builder 'Peer Group' votes and ride points tallied, the winner of the inaugural John Parham Memorial Award, and the trip to represent the USA at the AMD World Championship, was won by Rick Bray (RKB Kustom Speed) of Lemoore, California, with his 1981 Harley-Davidson Shovelhead 'King Solomon'.

"Ryan Gore of Paper Street Customs (Fort Collins, Co.) took 2nd with another Shovelhead; Colt Wrangler (Colt Wrangler Motorcycles, Mason, Tx.) was 3rd with a Yamaha XS650 'Theory Coffee Build'; Anthony Robinson (Gasoline & Coffee, Lancaster, Ca.) scooped 4th with a Harley Sportster, and Aaron and Shaun Guardado of Suicide Machine (Long Beach, Ca.) were 5th with a Softail. The People's Choice award went to AJ Harris of Command Co Moto - a veteran owned and operated motorcycle shop right here in the DFW area."

"Despite confusion about post covid travel, and conflicting events elsewhere in the United States on the same weekend, both Bob Kay and I feel we got great feedback for the event and nothing but compliments about the contest, the way it was staged and operated."

"Our thanks to Comoto and its staff for their professionalism and helping to create a display and environment that showcased the quality and craftsmanship that the builders brought, and for the welcoming and enthusiastically supportive atmosphere that they created for the competitors who made the journey."

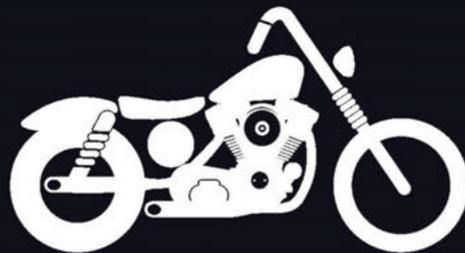
"The feedback has been exceptional, especially for a first year event. Many builders have already been asking about the next date. We are just as determined to see this develop into a fixture on the American Custom Bike Show circuit as Comoto are to see the Get On! Moto Fest itself prosper and establish itself as a genuine new force on the American motorcycle event landscape."

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NEWS BRIEFS

Liberty Hill, Texas based Volcon ePowersports is expanding its operations to another state, with a new 1,500 sq ft storefront located in the RiNo Art District of Denver and a longer-term lease for about 6,000 sq ft elsewhere in the city.

After 16 years of ownership, Crouch Entity, Inc. sold Old Fort H-D in Arkansas to Todd Hickingbotham's dealership investment group - bringing his family of Harley dealership locations to a total of eight in central and the south-eastern U.S. The dealership will stay at its present location but be rebranded as Fort Smith H-D. It joins current Hickingbotham H-D locations Rock City (Little Rock, AR); Toad Suck H-D (Conway, AR); Boswell's H-D, Boswell's Ring of Fire H-D and Boswell's Country Roads H-D (Nashville, Madison and Cookeville, TN, respectively) and Iron Nation H-D (Edmond, OK).

Foxconn and Gogoro have announced a strategic partnership to accelerate the expansion of Gogoro's Battery Swapping System and Smartscooters. The Taiwan based giants will accelerate Gogoro's global expansion by utilizing Foxconn expertise to "introduce new levels of manufacturing capabilities and scale for Gogoro." The Gogoro Network is a "hyper-efficient battery swapping platform" with nearly 400,000 riders and 2,100 battery swapping stations that hosts 270,000 daily battery swaps with nearly 200 million total battery swaps to date.

New motorcycle registrations in Spain (ANESDOR data) were down -11.59% for June (18,662 units) but +25.61% (81,900 units) for the first six months of 2021 as industry data lapped the worst of the year-ago Covid impact numbers. Total new PTW sales were +24.47% (90,639 units) YTD. The market share leader was Honda, followed by Yamaha, BMW, Piaggio and Kymco.

Harley Launches Tech-Rich Lower Priced LiveWire Model

Harley-Davidson has acted on its plan to evolve LiveWire as a standalone brand and acted on the stinging criticism it received from dealers, riders and the media alike by launching LiveWire ONE - with a \$21,999 MSRP - some 35 percent less expensive than the original LiveWire.

It has also responded to the criticism that the original 2019 LiveWire really hadn't been evolved from the 2014 prototype (falling way short of the technology expected from such a project) by stacking the new model with tech features that will give Zero Motorcycles and others something to worry about - especially at this price point.

"Built for the urban experience, with personality and soul, and the **power and range** to 'take you beyond', it is immediately available to order online at LiveWire.com in addition to select LiveWire dealers - initially 12 incoming LiveWire brand dealers in California, New York and Texas."

Jochen Zeitz, Chairman, President and



CEO of Harley-Davidson, is quoted as saying: "As part of the Hardwire Strategy, we made a commitment that Harley-Davidson would lead in electric."

"We recognized the pioneering spirit and brand value in LiveWire for our community and took the decision to evolve the original LiveWire motorcycle into a dedicated EV brand. The new LiveWire ONE builds on the DNA of Harley-Davidson, but with the

electric focus and ambition of the new LiveWire brand.

"Harley-Davidson and LiveWire will continue to rewrite the motorcycle rulebook and we are excited about this next chapter in our legacy."

LiveWire ONE is being billed as the "bike with a pulse" - a 'Haptic heartbeat' to be exact, "adding a touch of humanity to electricity," as a bike that is digitally connected - "stream directions, monitor alerts, and track your recharge status" and as having "instant acceleration - smooth power from the electric motor that can produce 100% of its rated torque instantly."

The Fast Charging feature will deliver a claimed target recharge DC Fast Charge of 0 to 100% in 60 minutes/0 to 80% in 45 minutes; a 146 mile city cycle riding range (based on SAE J2982 Riding Range Test Procedure data); custom modes that "define how LiveWire ONE performs" and can personalize the riding experience, and as having advanced rider systems and a 6-axis IMU "that tracks and anticipates change."

"With evolved software and hardware, LiveWire ONE builds on the experience of the original LiveWire and reflects the new identity of the LiveWire brand."

"LiveWire is the first OEM with a hybrid omni-channel model, combining the best of digital and physical, allowing the customer to interact with the brand on their own terms."

As this edition of AMD Magazine went to press, LiveWire ONE was due to debut at IMS North California (Sonoma) on July 18th. The plans are for LiveWire ONE to be available in international markets from 2022.



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

Take the scenic route

EZ-ON MOUNT LOW-PROFILE SOLO SEAT FOR FL MODELS

The EZ-ON Mount Solo seat features the EZ-ON mount system which requires no tools for taking the seat on and off. Seat geometry places the rider 2" further back and up to 1" lower (depending on model) than stock seat. Also, the seat covers the two fender studs for a low, clean look.



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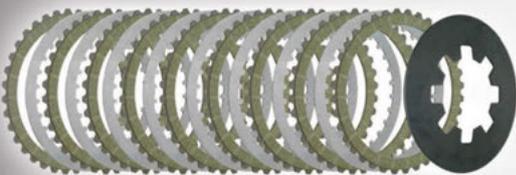
BTX-5



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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NEWS BRIEFS

According to Credit Suisse research, more than five million people became millionaires across the world in 2020 despite economic damage from the COVID-19 pandemic. "While many poor people became poorer, the number of millionaires increased by 5.2 million to 56.1 million globally. In 2020, more than 1% of adults worldwide are millionaires for the first time." Wealth creation appeared to be "completely detached" from the economic woes of the pandemic, the researchers said, with "lower interest rates and government support programs leading to a huge transfer of wealth from the public sector to the household sector." The number of ultra-high net worth individuals, usually defined as those having investable assets of more than \$30m, grew by 24% worldwide in 2020, the fastest rate of increase since 2003.

BRP Inc. has announced the launch of a substantial "issuer bid" to purchase for cancellation of up to CAN\$350m of its shares. Proceeding by way of a combination of a "modified Dutch auction," BRP says it will buy back shares at between CAN\$94.00 and CAN\$113.00 per share in increments of CAN\$0.25 per share. The offer is open to holders of multiple voting shares.

Currently enjoying its third significant revival since foundation in 1911 (by six eponymous brothers), Benelli is to mark its 110th anniversary with a new logo and a series of events. These will be concentrated around the Benelli Museum in Pesaro, Italy, where the (now Chinese owned) brand is based. A subsidiary of Qianjiang - Harley's partner in China - its museum features a collection of more than 200 historic Benelli and MotoBi motorcycles, housed in part of the original factory. Benelli Week 2021 will be held in Pesaro on 13-19 September.

Paughco to Distribute for Wannabe-Choppers in USA

In recent years noted, multi-award-winning German custom bike builder Enrico de Haas - of Wannabe-Choppers fame - has turned his hand to developing a signature parts program that draws on the Old School/Retro meets high-tech, high quality materials with authentic design values that have always informed his custom design ideas.

We here at AMD Magazine first met Ricky not long after he started his business after a long engineering apprenticeship and training qualification process in Germany. This was around 15 years ago as a competitor in an AMD European Championship.

Since then, he has competed at several of the most important custom shows in Europe, including the AMD World Championship itself in 2013, 2014 and, most recently in 2018 - about which there is quite a story!

Let us just say that Ricky has proven himself to be as determined in his pursuit of excellence as he is unafraid to challenge conventions and orthodoxy and, instead, to embrace radical new directions.

In Europe, the Wannabe-Choppers program has been available for many years through Motorcycle Storehouse - a partnership that he describes as "really successful right across Europe" and as having given him a platform from which to build.

Ricky told AMD that he has been looking for a suitable, 'sympatico' distribution partner in the United States and that this year he has made what looks to us like a marriage of fellow travellers.

"From this summer we are launching in USA with well-known and respected industry benchmark Paughco. They are distributing Wannabe-Choppers parts in North America."

Here we present a selection of Ricky's



WannaClutch aluminum mechanical 1"

WannaBrake 1" brass



Flying Eyeball gas cap



Brass horizontal FTW points cover



Shovel style aluminum kicker pedal



Sand-cast aluminum vertical bored points cover

WannaSucker air cleaners



Aluminum 'WAVE' for Sportsters



Brass 'CFLH' for Sportsters



established best sellers and most recent designs, but keep a close eye on news from his Wannabe-Choppers operation and from Motorcycle Storehouse in Europe and from

Paughco in the United States (Carson City, Nevada), because Ricky is not a man to stand still!

www.paughcoparts.com
www.wannabe-choppers.com

'Ricky' de Haas entered the 2018 AMD World Championship with what had proven to be a controversial innovation among the often rather conservative champions of orthodoxy in the German custom motorcycle market. It's a nice Shovelhead, right? Nah! Wrong! This is 'ALS19Mg' - Ricky's uniquely styled electric custom cruiser. At 'another show' elsewhere in Europe, it was a project that "divided opinion," but we here at AMD still think it was one of the most important customs of the past decade. Fortunately, enough of his fellow competitors agreed and he scored a Top Twenty finish - the highest ever finish for an electric motorcycle at the 'AMD' for a project that, once normal service is resumed, has motivated us to introduce a cross-class special accolade for the Custom Electric Motive Power category.

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

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NEWS BRIEFS

The Economist magazine has highlighted serious concerns about the inflationary pressures in USA and Europe that are being exerted by Chinese export goods on Western markets. Business surveys carried out in China have revealed that domestic factory-gate prices climbed at an average annualized rate of 9% during May, the biggest increase in more than a decade. A principal driver was the soaring cost of raw materials, led by steel and copper. To make matters worse, the Chinese yuan has grown in value by nearly 10% against the US dollar over the past year, reaching a three-year high in May. It has also strengthened considerably versus the euro and sterling.

Plans for the return of Isle of Man TT racing in 2022 major on encouraging competitive involvement from a wider range of manufacturers. Although an at-a-glance program for the 2022 event spanning 29 May to 10 June contains the usual roster of eight races, significant content changes to promote industry relevance have been made to two of them. The Lightweight TT, which has been dominated by Kawasaki and Kawasaki-engined Patons in recent years, gets a new name - the Bennetts Supertwin TT - and a new rulebook. Regulations will now permit twin-cylinder machines up to 700 cc, such as the Aprilia RS660, Yamaha MT-07 and Yamaha YZF-R7. Sidecar TT contenders will be permitted to use 900 cc parallel-twin engines such as those currently found in the KTM 890 Duke and BMW's F900R.

New motorcycle registrations in Italy (ANCMA data) were +0.38% for June (16,951 units) and +54.95% (74,541 units) for the first six months of 2021 as industry data lapped the worst of the year-ago Covid impact numbers. Total new PTW sales were +55.70% (166,551 units) YTD. The top-selling motorcycles were the Benelli TRK 502/X, followed by the BMW R 1250 GS, the Honda 'Africa Twin' and the BMW R 1250 'Adventure' as dual sport models continue their inexorable rise in popularity.

Tucker Adds SBS

Tucker Powersports has taken on U.S. distribution of Danish made SBS Friction brake products for motorcycle and ATV/UTV models in the United States.

"The addition of Tucker Powersports as SBS distributor is an important step in making SBS a relevant and preferred brake parts supplier across the U.S.," said SBS CSO Christel Munk Pedersen. "For many years Tucker Powersports has been a major player in the U.S. market. Its wide dealership network with thousands of points-of-sale and progressive dealership support, as part of Tucker Powersports' new strategy, are just some of the reasons why we think that this collaboration is an ideal match."

Tucker Powersports will be handling the entire SBS product portfolio, including brake rotors, clutch kits and standard, upgrade and performance brake pads for motorcycles and ATV, UTV and SSV. As an industry-first, SBS brake pads are quality certified according to ECE R90, and both its organic and new sinter material brake pads are offered with NUCAP NRS technology - which secures an indestructible mechanical bond of the compound to the brake pad backing plate.

"Tucker Powersports is a trusted American brand with a significant presence since the 1970s. Tucker's professional sales representatives have played a vital role in the success of many premium brands over the past



GO AHEAD



50 years. We believe that their ambitious sales representatives will enable SBS to build an enhanced presence and profile in the U.S. market," said Christel.

For Tucker, VP of Sales Brad Turner said: "We are delighted to partner with SBS Friction, one of the world's largest suppliers of brake pads and accessories for motorcycles and UTVs. SBS is a globally important premium brand and the quality, performance and range of their products is perfect for the dealers we serve."

www.sbsbrakes.com
www.tucker.com

High-Strength M-8 Variable Pressure Clutch

California based clutch specialist AIM Corp (Advanced Innovational Machine) has an all-new VP SDR V2 MAX variable pressure clutch design available for current Big Twin applications, stating that it is "the strongest bolt on variable pressure clutch we have ever produced for the M-8 platform."

"Capable of handling well over 200 hp/tq, this clutch is for the diehard enthusiast that wants the ultimate in clutch performance. This new clutch offers 100% more clamping force vs the stock clutch."

"The solid riveted construction means that no screws are used



for assembly - making for a bullet-proof system that will never come apart, even under extreme use. With slim profile design in mind, this new SDR will fit and clear factory CVO derby covers - with no spacers required.



"This will be compatible with the new 2021 cable clutch models as well. It is Light Force V3 clutch slave cylinder compatible."

www.aim-tamachi.com

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



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Brembo to Buy J.Juan

Following the acquisition of SBS earlier this year, Tier 1 Harley-Davidson brakes vendor Brembo has announced that it has signed an agreement to take 100% ownership of Gavà (Barcelona) based brake hose and pad specialist J.Juan Group.

Brembo states: "With this transaction, the Group expands its brand family and completes the range of solutions for motorbike braking systems."

Founded in 1965, J.Juan has three plants in Spain and one in China, manufacturing brake hoses and a "strategic safety component for braking systems that will complement



the current range of Brembo products for motorbikes.

"With this transaction, Brembo forges ahead with its path to become a trusted solution provider. The acquisition of J.Juan will enable the Group to complete its range of solutions for the motorbike braking system and to expand its brand family for the growing motorbike sector."

José Luis Juan, CEO of J.Juan, stated: "We are glad to join the Brembo Group. The transaction will allow us to become part of a strong company with a solid global footprint that will support J.Juan's development for the professional growth of all our employees and the benefit of customers."

Under the agreement, the consideration for the transaction is currently estimated at €70m (around \$85m), to be paid using available cash. The final price will be subject to the usual adjustment mechanisms envisaged for similar transactions. The enterprise value is put at €73m (\$85.5m).



José Luis Juan, CEO of J.Juan, stated: "We are glad to join the Brembo Group. The transaction will allow us to become part of a strong company with a solid global footprint."

Polaris: Chief Product Excellence, Quality and Safety Officer

Polaris has announced that **Chris Wolf** has been named to the role of **Chief Product Excellence, Quality and Safety Officer** to replace **Todd Gross**, the existing **Vice President of Global Product Safety and Quality**, who is to retiring.

Polaris CEO Mike Speetzen said: "Polaris has set out to make product safety and quality a competitive advantage and accelerate how we deliver on our commitment to product excellence across all our brands and businesses globally. Elevating this role reinforces those goals and the importance of this work. Over the course of his career, Chris has been a terrific advocate for our customers. Along with his extensive leadership experience and robust engineering and technical background, Chris'



deep understanding of our businesses, products and processes will be a tremendous asset to our efforts to deliver safe, quality vehicles." Wolf will lead the Global Product Safety and Quality team and continue to serve as a member of the company's executive leadership team, reporting to Ken Pucel, Executive Vice President of Global Operations, Engineering and Lean.

Indian Expands US and Canadian Rental Network



Indian Motorcycle has moved to increase its North American motorcycle rental locations with 14 new rental affiliates - "giving even more North American riders the opportunity to rent a new Indian motorcycle for as short as four hours or as long as a week.

"With 25 total locations, Indian Motorcycle rentals are now available in many of the top riding destinations, including San Diego, Sturgis, Austin, Nashville, Milwaukee, Atlanta, Panama City Beach, Vancouver and more.

"Rental affiliates will each house a fleet with various models from the

current model year line-up, with each fleet updated every 12-18 months, including the all-new Indian Chief and refined 2022 FTR range."

Each motorcycle rental will include damage coverage as part of the rental fee. Riders are required to have a motorcycle endorsement and be fully geared up, including a DOT-approved helmet, long pants and close-toed shoes. Additional protective gear such as gloves, riding jacket and high-visibility or reflective clothing is also recommended. Loaner helmets are also available for those riders in need.

Rentals.IndianMotorcycle.com

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NEWS BRIEFS

The Harley/Serail 1 joint venture is now making deliveries of its inaugural line-up of e-bikes to pre-orders placed by selected dealers in USA.

PIERER Mobility AG, the KTM, HUSQVARNA and GASGAS owner, says unit sales doubled in the first half of 2021 at 176,045 unit sales (+95% compared to the first six months of the crisis hit previous year). Its burgeoning electric and conventional bicycle sales business was +25% over the first six months of 2020 at 53,378 units (39,603 of those were E-bikes). Group motorcycle unit sales were + 76% in Europe (73,224 units) and +160% in the United States (30,419 units sold).

Performance Racing Industry (PRI) has started a 'first-of-its-kind' membership program for the racing industry that will "make it possible for racers and enthusiasts to join racing businesses in a movement to protect and grow the industry." More than 300 businesses in the racing industry are said to have already joined since the program was first offered to PRI Trade Show exhibitors in March. Several companies have also extended their commitment to support the racing industry for a minimum of 10 years by becoming PRI Founding Members. Membership starts at \$40 per year for a Pro Membership and includes entrance to the PRI show for qualified attendees, Save Our Racecars Advocacy, inclusion in the Performance Racing Political Action Committee, posting access on the PRI Jobs Board, digital magazine, membership card, welcome packet and stickers.

Cardo Systems has extended its cooperation with HARMAN for premium audio quality for motorcycle communications systems. The broader collaboration will include new integrated JBL produced and branded speakers, "delivering superior audio experience to users of Cardo's units worldwide."

MIC - 'Ride With Us' Market Expansion Initiative

Officially launched in June, the Motorcycle Industry Council (MIC - Irvine, California) says that its 'Ride With Us' program is the powersports industry's first multifaceted market expansion program.

"In late 2019 at MIC's Communication Symposium, we shared the MIC's vision for growing ridership - more riders, riding more," said Paul Vitrano, chairman of the Motorcycle Industry Council Board of Directors and senior vice president and senior assistant general counsel of Polaris.

"We were excited to begin operationalizing the plan in early 2020, but the pandemic caused us to pause and refocus our efforts on helping powersports businesses remain open."

Erik Pritchard, president and CEO of the MIC, continued, saying: "While we were navigating the coronavirus, we were also working hard to prepare for the post-pandemic environment. Our preparation included a number of initiatives tied to each phase of the new rider journey - inspire, explore, engage and integrate - as well as



MOTORCYCLE INDUSTRY COUNCIL

bringing on new talent and supporting new-rider education initiatives.

"Ride With Us is purposefully being launched within the first post-coronavirus riding season, and we will be rolling out various tools and campaign elements to help grow the industry. We also will be announcing the Vice President of Market

Expansion to execute the expansion strategy."

The MIC says it is leading a task force composed of industry-leading marketing talent to help develop the program. The task force provided direction on the brand, logo and style guide for the 'Ride with Us' campaign and will deliver additional elements of the program, including social media content syndication and social media best practices for MIC dealer members.

As a part of the 'Ride with Us' program, the MIC is also delivering new 45-minute first-ride experiences for people who have never ridden a motorcycle before. The activation was beta-tested at Comoto's three-day Get On! Moto Fest in Texas in May.

"Our industry has needed a unifying market expansion effort targeting potential and returning riders, and the MIC is delivering it with Ride With Us," said Vitrano. "We urge all industry stakeholders to rally around this initiative as it rolls out to support people at every stage of their journey to becoming a lifelong rider."

PN-Performance Signs With MEC

Established in 2020, MEC GmbH (The Motorcycle Equipment Company) in Germany is a joint venture between the KesTech sound management exhausts business and Austrian custom accessories manufacturer Cult-Werk.

Following the announcement of a deal to distribute exhausts from Austrian manufacturer Remus, MEC has now announced that it will additionally distribute for Swiss/French mapping specialist PN-Performance (Poivre Noir SA/Black Pepper SA).

Trading under the PN-Performance brand and mainly a developer of accessories and mapping tools for Harley-Davidson and Indian Motorcycle models, Poivre Noir SA CEO Benoit Lahouel says that its mapping "can be done all over the world thanks to data transfer via secured networks from Switzerland and is always customized to the individual bike.



"Our specialty is custom performance ECU reprogramming with thousands of parameters modified one by one, by hand by our engineers, to achieve a tailor-made Poivre Noir performance stage 1. "Thanks to the decryption and the recompilation of the entire engine control module (ECU), the performance adjustment made on your motorcycle is better than any automation

boxes set on a bench by a mechanic.

"We equipped our first bike with PN-Performance mapping in 2017 and since then annual growth has been over 200%. We are now present in six countries, with many more to follow. By 2019 some 4,000 bikes had already been equipped with our personalized mapping."

www.the-mec.com
www.poivre-noir.ch

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



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NEWS BRIEFS

Ducati has received North American radar certification for its Multistrada V4 S. Ducati describes the technology involved as a "revolutionary new system incorporated for the first time on a production motorcycle" that delivers Adaptive Cruise Control and Blind Spot Detection. Current model-year 2021 Multistrada V4 S owners can now have a radar software uploaded and calibrated by their dealerships.

Having recently divested itself of one of its H-D stores, 'Go Daddy' entrepreneur Bob Parsons' Arizona based GO AZ Motorcycles has added a sixth location - Star Island Motorsports (Prescott, AZ) - from prior owners Gary Hengeveld and Scott Walz. Prescott is now added to locations in Scottsdale, Peoria, Cottonwood and Flagstaff, along with H-D of Scottsdale, currently claimed to be the world's largest Harley dealership.

Women's Motorcycle Tours (Alisa Clickenger) has named 'Final Salute' as the Official Charity for the Suffragists Centennial Motorcycle Ride and the Women's Motorcycle Festival & Conference at Arlington, Virginia, on August 19-22, 2021. Final Salute Inc. was founded in 2010 by a woman Veteran and cancer survivor who became aware of the many homeless women Veterans in the United States. She realized a need for an organization designed to meet and understand the unique needs of homeless women Veterans and their children. "Since the Revolutionary War, over 2,000,000 women have served with honor. They have fulfilled their obligations to their country. We need to support them during their time of need."

Ducati is now an Official Series Partner of MotoAmerica - sponsoring both the series and The GEICO Motorcycle Superbike Speedfest at Monterey that took place July 9-11. "Having Ducati back in the series as an official partner after 15 years being away is a big deal," said MotoAmerica President Wayne Rainey.

Indian Motorcycle of Oklahoma City OKC Mile I & II

Mile I - June 18

The second Double Header AFT race weekend of the season saw Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) become the first rider to earn a second Mission SuperTwins presented by S&S Cycle victory this year, with a start-to-finish performance in the Indian Motorcycle of Oklahoma City OKC Mile I presented by KICKER at Remington Park in Oklahoma City, Oklahoma on Friday June 18th.

Robinson controlled the lead and held a gap to second from the first lap to win by 1.744 seconds from a fast-closing Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) in second.

While Mees saw his three-race win streak at the OKC Mile snapped, he did keep alive his perfect podium record at the venue, making up multiple positions to establish himself a clear third after a poor start.

Jarod Vanderkooi (No. 20 Mission Roof Systems Indian FTR750) added a fourth-place finish to his back-to-back runner-up results, while Brandon Price (No. 92 Mission Roof Systems Indian FTR750) overcame Kolby Carlile (No. 36 Estenson Racing Yamaha MT-07 DT) in their tilt for fifth.

In the AFT Singles Henry Wiles (No. 17 American Honda/Progressive Insurance CRF450R) stamped his authority on proceedings with a blowout 3.157 second victory from Dallas Daniels (No. 1 Estenson Racing Yamaha YZ450F) in second, Morgen Mischler (No. 13 Mission Roof Systems KTM 450 SX-F), third, Mikey Rush (No. 15 Estenson Racing Yamaha YZ450F) fourth and Cole Zabala (No. 51 American Honda/Progressive Insurance CRF450R) fifth.

In the AFT Production Twins presented by Vance & Hines Cory Texter (No. 65 G&G Racing/Yamaha Racing Yamaha MT-07) went wire-to-wire to secure his third class victory of the season - the 2019 champion having translated the holeshot into an unchallenged win. Cameron Smith (No. 44 Mike Butler Racing/Cornerstone Masonry Group Honda CRF450R) raced from row 2 to take advantage of a Ryan Varnes DNF for second with Dan Bromley (No. 62 Memphis Shades/Vinson Construction Yamaha MT-07) making it all Pennsylvania, all Yamaha podium in third.

Duffy survived a couple of major moments and a near-miss with Bromley to finish fourth, while 2019

AFT Singles champ Dalton Gauthier (No. 79 D&D Cycles/Vance & Hines Harley-Davidson XG750R) rounded out the top five.

Mission Super Twins Presented by S&S Cycle

1. Brandon Robinson - Indian FTR750, Mission Foods/Roof Systems
2. Briar Bauman - Indian FTR750, Indian Motorcycle/Progressive
3. Jared Mees - Indian FTR750, Indian Motorcycle/Progressive
4. Jarod Vanderkooi - Indian FTR750, Mission Foods/Roof Systems
5. Brandon Price - Indian FTR750, Indian Motorcycle, Mission Foods/Roof Systems

Mile II - June 19

In the OKC II on Saturday June 19 former multi-time Grand National Champion Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) returned to the top of the podium in an overwhelming show of force that saw him sweep into the lead on the opening lap and never look back. The victory was Mees' fourth in five attempts at the OKC Mile and his 18th Mile win in all.

Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) was second, with Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) completing the podium ahead of Jarod Vanderkooi (No. 20 Mission Roof Systems Indian FTR750) in fourth and Robert Pearson (No. 27 Rackley Racing/John Franklin Indian FTR750) fifth.

Indian FTR750s took the top seven spots and eight of the top ten (the Yamaha MT-07s of Kolby Carlile and JD Beach were eighth and ninth); the top finishing Harley was James Rispoli (Latus Motors Racing, Harley-Davidson, Fast Track Racing) on the XG750R Rev X in 11th spot.

AFT Singles

Last season's second- and third-ranked AFT Singles riders went head-to-head over first position in Saturday night's 450cc thriller; Max Whale (No. 18 Red Bull KTM Factory Racing 450 SX-FFE) and Henry Wiles (No. 17 American Honda/Progressive Insurance CRF450R) broke away from the pack from the start and proceeded to engage in a race-long duel for the win. Aussie Max Whale took the win with Wiles second after a dramatic final lap of tight, aggressive racing with Dallas Daniels (No. 1 Estenson Racing Yamaha YZ450F) completing the podium after a four-wide dogfight that ultimately saw Brandon Kitchen (No.

105 Husqvarna Motorcycles/Vance & Hines Husqvarna FC450) scoop fourth ahead of Hunter Bauer (No. 124 NKR Canada/Waters Autobody Racing KTM 450 SX-FFE) fifth.

That meant four different brands in the top five with the two KTMs bookending the Honda, Yamaha and Husqvarna. Reigning champ Daniels (112) leads the points standing ahead of 2020 runner-up Whale (102).

AFT Production Twins presented by Vance & Hines

Cory Texter (No. 65 G&G Racing/Yamaha Racing Yamaha MT-07) assumed full control of the AFT Production Twins presented by Vance & Hines championship fight. His third consecutive class win saw him take the flag 1.594 seconds ahead of Dalton Gauthier (No. 79 D&D Cycles/Vance & Hines Harley-Davidson XG750R), who took second spot late-on ahead of fellow XG750R rider Chad Cose (No.



49 Voodoo Ranger/Roof Systems Harley-Davidson XG750R) on a borrowed XG750R (courtesy of Latus Motors and Vance & Hines).

Cose narrowly edged Dan Bromley (No. 62 Memphis Shades/Vinson Construction Yamaha MT-07) by 0.295 seconds with veteran racer Patrick Buchanan (No. 71 Smith Racing/Scooter's Bar & Grill Kawasaki Ninja 650) completing the top five.

Mission Super Twins Presented by S&S Cycle

1. Jared Mees - Indian FTR750, Indian Motorcycle/Progressive
2. Brandon Robinson - Indian FTR750, Mission Foods/Roof Systems
3. Briar Bauman - Indian FTR750, Indian Motorcycle/Progressive
4. Jarod Vanderkooi - Indian FTR750, Mission Foods/Roof Systems
5. Robert Pearson - Indian FTR750, Rackley Racing, John Franklin, Country Saloon

www.americanflatrack.com

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

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PERFORMANCE PRODUCTS FOR HARLEY-DAVIDSON

NEWS BRIEFS

Arcimoto and Lightning Motorcycles have begun development of what is intended to be the fastest electric three-wheeled tilting motorcycle. NASDAQ listed Arcimoto bought Tilting Motor Works earlier this year - they describe their 'TRiO' (with optional TiltLock levelling system) as the leading tilting three-wheeled conversion kit for touring motorcycles. The new model will be built on the platform of the Lightning LS 218 and outfitted with the patented tilting trike technology they acquired - they are eying the record for fastest three-wheel motorcycle at Bonneville.

Mentor, Ohio based Race Winning Brands (RWB - the owner of Wiseco Piston and Rekluse clutches among others) has acquired Mooresville, North Carolina based Victory 1 Performance - "a leading automotive supplier of manufactured and forged high-performance titanium and alloy valves." Victory represents the eighth add-on acquisition for RWB - a portfolio company of Kinderhook Industries that is headed up by powersports industry veteran (ACCEL/Mr Gasket etc) Bob Bruegging as President.

AFT has upgraded this season's New York Short Track at Weedsport Speedway in Weedsport, New York, to be a doubleheader weekend, adding an additional round on Friday, August 13, to the previously scheduled round on Saturday, August 14. Included on the original, pre-pandemic 2020 schedule, the newly announced doubleheader helps to make up for last year's missed visit to NY while also returning the 2021 slate back up to the planned number 17 rounds following the weather-related cancellation of the Texas Half-Mile on the Get On! Moto Fest weekend in May.

Round 7 - Bauman Triumphs in Epic AFT Lima Half-Mile Battle

Mission SuperTwins Presented by S&S Cycle

Defending Grand National Champion Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) scored arguably the most critical victory yet of the 2021 premier class of the Progressive AFT season.

The win came after an epic showdown with Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) in the Johnny K's Indian Motorcycle Lima Half-Mile powered by Drag Specialties (Allen County Fairgrounds, Lima, Ohio, June 26, 2021).

That heavyweight fight went right down the final lap, with Robinson attempting one final desperation overtake in the race's final corner before Bauman cut back underneath to secure his second victory of the season by 0.427 seconds.

Jarod Vanderkooi (No. 20 Mission Roof Systems Indian FTR750) out-duelled Brandon Price (No. 92 Mission Roof Systems Indian FTR750) to grab third - his third podium of the season - as the Mission Roof Systems squad locked down spots 2-3-4 on the evening.

Kolby Carlile (No. 36 Estenson Racing Yamaha MT-07 DT) continued his recent run of form to finish fifth, marking the third consecutive race in which he was the highest-placed among the non-Indian riders.

Meanwhile, race promoter and multi-time Lima Half-Mile winner Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) brought it home in eighth - suffering from the ill effects of his still mending knee.

James Rispoli brought the top placed H-D XG750R Rev X (Latus Motors Racing, Harley-Davidson, Fast Track Racing) in 10th spot. There were seven Indian FRTR750s in the top ten, plus two Yamaha MT-07s.

AFT Singles

The prior weekend's AFT Singles winners, Henry Wiles (No. 17 American



Honda/Progressive Insurance CRF450R) and Australian Max Whale (No. 18 Red Bull KTM Factory Racing 450 SX-FFE), picked up right where they left off in Oklahoma with a One-Two in Ohio.

Morgen Mischler (No. 13 Mission Roof Systems KTM 450 SX-F) took third with the second KTM; the second Honda runner Trevor Brunner (No. 21 American Honda/Progressive Insurance CRF450R) charged his way up through the field to take fourth, with Dallas Daniels (No. 1 Estenson Racing Yamaha YZ450F) in fifth.

Matched on points for the season so far, Whale left Ohio atop the points order by holding the tiebreaker with two wins to Daniels' one. There were five Hondas in the top 10, three KTMs, one Yamaha and one Suzuki.

AFT Production Twins Presented by Vance & Hines

Johnny Lewis (No. 10 Moto Anatomy X Powered by Royal Enfield Twins FT) sat out the prior weekend's OKC Mile specifically in order to best position himself and his factory Royal Enfield doubleheader race bike for success in the AFT Production Twins presented by Vance & Hines class at the Lima Half-Mile - and it worked.

To the surprise of no one, despite getting the third pick on Row 1, title leader Cory Texter (No. 65 G&G Racing/Yamaha Racing Yamaha MT-07) scored yet another holeshot.

Despite the rapid start, however, he

had nothing for the streaking Lewis, who drove underneath Texter less than a minute into the Main event, blasted him with the roost, and immediately opened a sizable advantage - eventually taking the win from Ryan Varnes (No. 68 RVR/RoyBuilt Don's Kawasaki Ninja 650) by 0.153 seconds.

Cory Texter was third, ahead of Ben Lowe (No. 25 Mission Roof Systems Harley-Davidson XG750R) in fourth, with OKC podium finisher Cameron Smith (No. 44 Mike Butler Racing/Cornerstone Masonry Group Honda CRF450R) closing out the top five.

The results marked the first podiums of the year for 2020 race winners Lewis and Varnes, while third-place finisher Texter added his sixth. Fourth-place finisher Lowe, meanwhile, was left still seeking his first win of the season.

Next up is the "Magic Mile" - the incredibly fast DuQuoin Mile at the DuQuoin State Fairgrounds in DuQuoin, Illinois, on Saturday, July 17 (Round 8).

Round 9 is the Port Royal Half-Mile (Pennsylvania) on July 27, followed by the New York Short Track doubleheader (Weedsport, New York - Rounds 10 and 11) on August 13 and 14; the Peoria TT (Illinois - Round 12) on August 21 and, also in Illinois, the Memphis Shades Spring Field Mile I and II (September 4 & 5 - Rounds 13 and 14 out of the 17 slated for 2021).

www.americanflattrack.com

Harley Sponsors Suffragists Centennial Motorcycle Ride

Alisa Clickenger and Women's Motorcycle Tours have announced Harley-Davidson as the Presenting Sponsor of the Suffragists Centennial Motorcycle Ride. Karen Davidson, Daughter of Willie G. Davidson will join the ride and be a prominent speaker at the Women's Motorcycle Conference. Harley will be supporting the event with dealership events along the way, hosting the Centennial Riders at the

81st Sturgis Motorcycle Rally, offering a unique museum experience and party in Milwaukee, and offering long-distance, rolling demo rides all the way from Milwaukee to Arlington, Virginia. Alisa Clickenger will also be riding a Harley-Davidson motorcycle in the cross-country event.

The SCMR2021 is an AMA-sanctioned nationwide event celebrating the centennial of the 19th Amendment,

women's right to vote. In August of 2021, hundreds of female motorcycle riders will join the celebration in one of 13 cities across the U.S.A. Women and men can join the Centennial Celebration in any number of cities around the USA on August 20-21. The ride ends at the Women's Motorcycle Festival and Conference in Arlington, Virginia on August 19-22, 2021.

www.centennialride.com

Sources: AMD, IDN, FT, Reuters, PSB, MPN, BDN, MCM, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com, Cycle World, motorbikewriter.com

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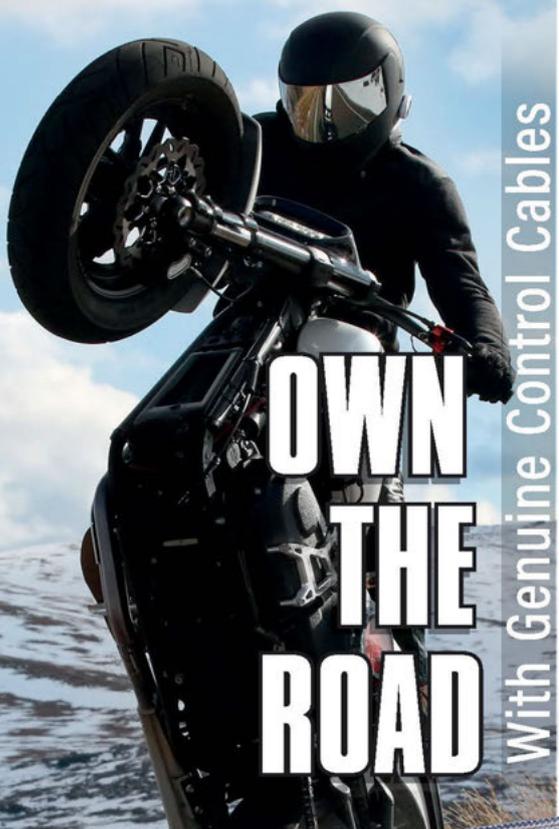
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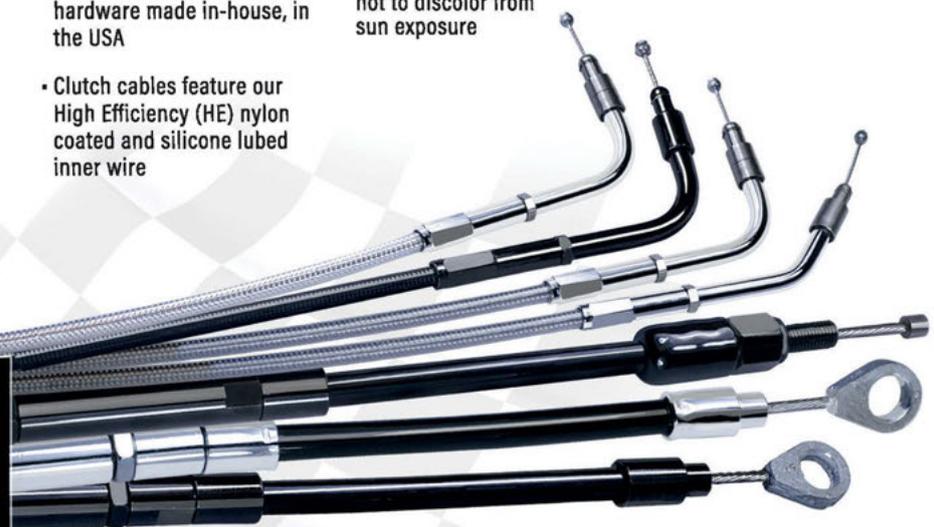
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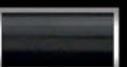
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"This won't be just any old stunning PR bike. It will be one with a soul and a spirit." That is what former MX Champion Dirk Oehlerking said when he was one of the select few customizers chosen by BMW to build a showbike on its new R 18 Cruiser platform last year.



Based at Gelsenkirchen in the heart of the river Ruhr area - Germany's famed former industrial heartland - his Kingston Custom bike business has a worldwide, 30 year plus reputation for radical interpretations of a wide range of platforms - Hondas and BMW 'Boxers' in particular.

It is a reputation that BMW has never been slow to recognize, and as a follow-up to three high profile 'Boxers' - 'Black Phantom', 'White Phantom' and 'Good Ghost' - 'Spirit of Passion' was conceived to meet the very specific brief of BMW's ambitious R 18 project, namely to liberate the BMW heavy cruiser's "inner soul."

The result was this 2020 limited edition Air Stream

Roadster - "the inside must be brought to the outside," says Dirk.

Dirk's reimagined R 18 was the second in BMW's "Soul Fuel" series. It followed Roland Sands' Dragster R 18 interpretation, and a third in the series will be presented by BMW next month.

Dirk's usual method is to reduce a bike right down to its individual component parts and to rebuild his interpretation from there. But he considered many elements of the stock R 18 to be so consistent, sophisticated and successful that it "would have been a shame to even think about working on them." "The BMW R 18 is so perfect that I left the technology as it is. The frame is 100 percent original and so sophisticated that nothing should be changed with it," says Dirk.

The result is a combination of original components, his own designed and made custom parts and a curated selection of high-quality aftermarket manufacturer design concepts (such as the

Kellermann micro turn indicators - a minimalist's dream) with the inspiration coming from one of Dirk's favourite decades in design terms.

It was in 1923 that the famed 'flat twin' Boxer engine first emerged. So, in an homage to the era from which the emergence of streamline design concepts remains the enduring signature, Dirk's start-point design motif for 'Spirit of Passion' was a front based on the radiator grill of a 1930s BMW 328 Roadster - handmade for 'Spirit of Passion' at Kingston Custom in aluminum.

The biggest eye-catcher is the Kingston fairing - which was also the biggest challenge. The bodywork is finished in handmade Kingston design, as are the handlebars and mudguard. The BMW R 18 exhaust has been modified by Oehlerking in Kingston Roadster style, while the leather saddle is drawn from BMW's own range of universal accessories. The wheels, suspension and fuel tank are original, and the original paintwork and lines have been adopted for

the fairing and wing - with the addition of some of the kind of radical 'Kingston Style' details and originality that have become Dirk's hallmark.

The handlebar is a handmade Kingston design; the bodywork is in fiberglass blown on a rigid foam form and attached to the bike using the original BMW brackets; the rear fender is also screwed to the original holder on the swingarm.

The windshield is handmade from impact-resistant Makrolon polycarbonate and there is a BMW emblem from an original R 75 tank.

"The original BMW R 18 exhaust has a sound system that I have adopted and adapted," says Dirk. "I kept the tailpipes in roadster style, without the dB killer,

and the exhaust cover is made of stainless steel - everything is polished.

"There is enough space between the panel and the floor (150 mm/5.9 inches) to have kept the turning circle original and fully articulated - the front wheel does not touch the fairing."

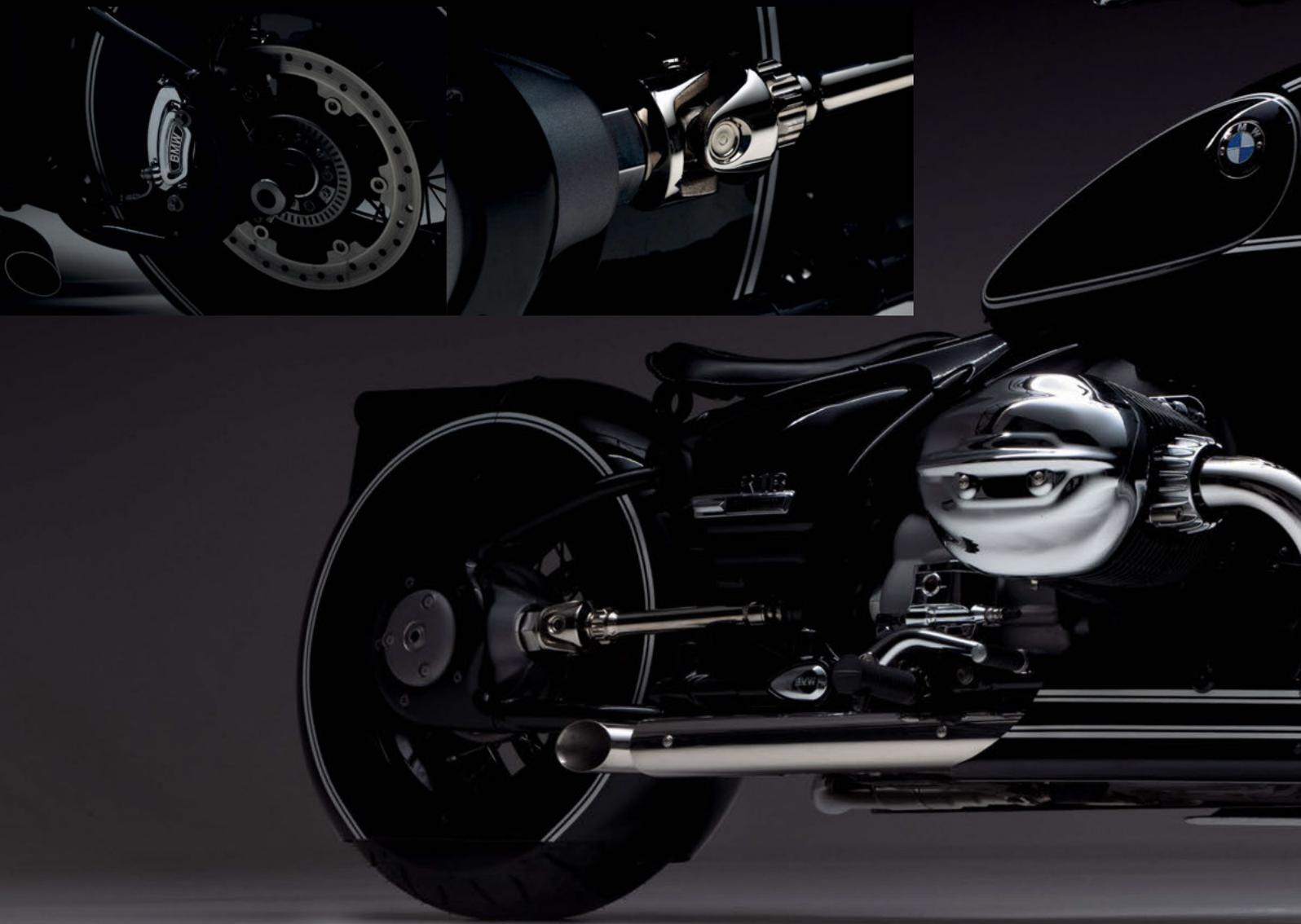
The design is in the classic Kingston Custom style and the design of 'Spirit of Passion' is internationally protected for limited edition production with just 18 (R 18 - geddit?) being offered.

"The motorcycle drives fantastically well," says Dirk, "with perfect technology - dynamically powerful and great feedback - it delivers a real 'Soul Fuel' feeling."

"The R 18 was predestined for customizing," says Dirk. "It has an extremely conversion-friendly architecture, featuring a pronounced historical reference - technically and visually echoing famous models such as the BMW R 5 and refocusing on motorbike essentials: purist, no-frills technology and, of course, the famed 'big boxer'.

"This project is probably the most impressive of my entire career so far. It means a lot to me, and the trust that BMW Motorrad has placed in me, once again, is hugely important to me. I'm very grateful for that." Check out 'Spirit of Passion' and Dirk's other work at his new website...

www.kingston-custom.de





Based on a BMW R 75/7, 'White Phantom' (2016, Cologne) was one of several bikes that Dirk competed with at the AMD World Championship of Custom Bike Building down the years.



Magna Power Will Change to RevTech Power

Custom Chrome Europe is rebranding its well-known Magna Power battery range under its popular RevTech brand - the RevTech Power AGM batteries are identical in construction to the Magna branded items and therefore CCE says it is able to continue to offer OEM quality Made in the USA AGM (Absorbent Glass Mat) batteries.

AGM are advanced lead-acid batteries that provide superior power to support the higher electrical demands of today's vehicles and start-stop applications. AGM offers better cycling performance and minimal gassing and acid leakage when compared with conventional lead-acid batteries.

Features of RevTech Power AGM batteries include secure and versatile poles with the blind hole (produced using a special drilling technique) ensuring 100% contact between the screw, cable and pole. The cables can be side or top mounted, and stainless steel battery pole screws prevent rust and corrosion. RevTech Power batteries offer "very high cold starting performance, low discharge and arrive factory activated, pre-charged and maintenance-free."



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PM 'Supreme' DOT 4 Brake Oil

New for 2021, Performance Machine says its 'Supreme' DOT 4 brake fluid is designed for use in the high-performance braking conditions associated with PM brake systems.

This synthetic brake fluid exceeds DOT 4 specifications and meets European DOT 5.1 standards. Described as "perfect for use in ABS and non-ABS systems, our glycol-ether fluid performs to the same levels as DOT 5 silicone fluids, without the air-absorbing issues common with silicone DOT 5 brake fluids."

The formula is said to deliver maximum thermal stability with a high boiling point to prevent brake fade. It ships as a 12 fl. oz. pour-friendly bottle.



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First Pan America Slip-On?

In fact, from an AMD perspective, kudos to German sound management exhaust specialist KessTech as this is not just the first new exhaust product we have received, but the first aftermarket product news for the Pan America of any kind to hit the inboxes here!

This is a 'conventional' exhaust - the company says it is working on a sound-adjustable version for release later this year - and was unveiled at the recent and much anticipated return of Motor Bike Expo at Verona, Italy.

With deliveries expected to start in August, the KessTech 'Explorer' is ready for pre-order, with all dealers placing orders by July 31 being automatically entered into a raffle to win a KessTech 'Explorer' for free.

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Rocket Cams Big Bore Cylinder Kits



"There is no replacement for displacement," says Californian aftermarket performance and race guru Chris Rivas and, exclusive to HardDrive, his Rocket Cams' program now includes new high quality and durable cylinder and piston big bore kits.

The cylinders are cast from premium materials and perfectly fitted and matched to its paired up Wiseco

pistons sets. Rocket Cams cylinders come powder-coated textured black with machined fins for a perfect blend to an OE Harley motor.

"All kits come with Cometic head and base gaskets and are ready for install. This ultimate combination of industry-leading manufacturers and experienced racers will bring bolt on horsepower to a new level," says HardDrive V-twin Director Kryz Brown.

The M-8 128" cylinder kit brings stock M-8 114" and 117" motors up to 128" with 4.5" stroke and 11:1 compression. The kit includes Wiseco forged pistons with coated skirts and .040 head gasket set.

The M-8 124" kit brings stock 107 inchers up to 124" (4.375" stroke and 11:1 compression) and the 110" Twin Cam kit brings stock '07-'16 96" and 103" motors to 110".

Also from Rocket Cams, HardDrive also offers cams, with and without EZ-Start, pushrods, lifters, valve spring kits and cam install kits.

Chris Rivas and his crew at Chris Rivas V-Twin at Fresno, California, have many race successes to their credit - not least on the drag strips of the United States. But as avid Bonneville Land Speed Record chasers, did you know that they are also responsible for the world's fastest ever Bagger at over 200 mph and fastest ever Dyna at over 244 mph? How's that



for performance chops!

WPS/HardDrive ships to its dealers in the United States from some one million plus sq ft of distribution center space at facilities in Midway, Georgia; Fresno, California; Midlothian, Texas; Ashley, Indiana; Elizabethtown, Pennsylvania and its Boise, Idaho headquarters.

HARDDRIVE V-TWIN

Boise, Idaho, USA

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www.rocketcams.com



Oversized and Tapered Tracker Bars



Oversized and tapered 1-1/8 inch dirt bike style handlebars are common on lightweight dirt bikes and many European and Japanese sport machines. They have now become very popular on high-performance Harleys, migrating to high-performance Dynas and other platforms (especially Sportsters), and with good reason - they look great and encourage a riding stance that can improve rider control over the handling issues that all those ponies can create.

"However, construction shortcomings have limited their function and appeal," says Biltwell co-founder Bill Bryant.

"Unfortunately, the aluminum material used to make tapered bars is not ideal for big twin bar construction.

"Unlike steel, which bends or cracks before breaking, aluminum can fail without warning, especially when subjected to the stress of controlling a 600-pound motorcycle. One great way to improve the strength of aluminum handlebars is to increase their wall thickness. Unfortunately, this isn't possible with modern Harleys because the resultant small inside diameter would make TBW module fitment impossible.

"Our Tracker OS bars taper to 1" at the ends and the tapered and butted 4130 chromoly we use solves all these problems. We employ advanced tube tapering and CNC bending technologies to ensure every Biltwell Tracker OS bar is stronger than



stock and straight as an arrow. CNC slotting and notching lets you install throttle modules easily - no dangerous shims or drilling required.

"They pair well with our Murdock OS 1-1/8" risers and have a 1-1/8" clamping area, but the taper down to 1 inch O.D. on the grip ends means they can accept stock and aftermarket H-D hand controls. The CNC mandrel-bent radiuses mean for laser-straight ergonomics for all-day riding comfort."

They are available in black electroplate and mirror chrome-plated finishes in three heights from standard ('near flat') to 'mid' to 'high'.

"The Technischer Überwachungsverein (the

Technical Inspection Association for TÜV) in Germany is an independent laboratory that tests the fatigue strength, manufacturing quality and fitment for a wide range of consumer products, with special emphasis on automotive and motorcycle components and accessories. Biltwell handlebars and risers that have received TÜV verification are among the strongest and most thoroughly well-tested motorcycle parts in the world," says Bryant.

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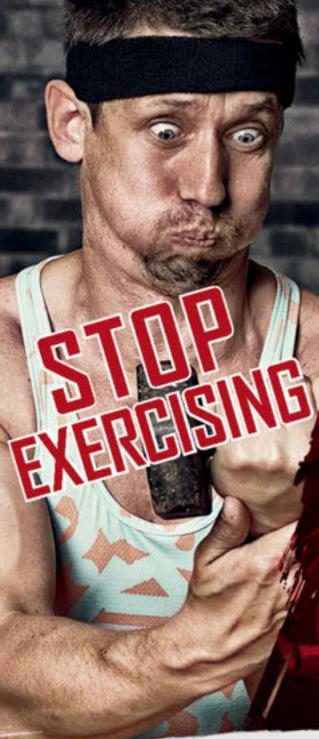
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Wiring Products and Lighting Modules for Indian and Victory Motorcycles

Always striving to "make it easy for you to do it right!", Oreland, Pennsylvania based NAMZ Custom Cycle Products has spent over 21 years coming up with "solutions for problems that shouldn't exist." President and Chief Technical Officer Jeff Zielinski says NAMZ has always been best known for its range of wiring and lighting products for Harley models, "but did you know we also make products for Indian and Victory motorcycles too?"

"If you're installing new handlebars, you may be interested in our handlebar extension kits for both Indian and Victory models (NHCX-I24, NHCX-ID24, NHCX-V24 and NHCX-VD24), and we also have heated grip extensions for Indian motorcycles as well (NHGX-I24).

"Not only do we sell wiring products for Indian and Victory motorcycles, but we also offer Badlands

lighting modules for both brands. We have illuminator modules with built-in load equalizers which add run-brake-turn functions to existing turn signals, which we have available for both Indian and Victory models."

Run-brake-turn dynamic and static sequential modules for Indian and Victory motorcycles are designed for three LEDs per side and provide sequential flashing turn signal functions. Dynamic modules function to turn each LED light on and off individually before the next light in the sequence, whereas with the static modules, each light will turn on in sequence before turning off in the same order. "Our OEM brake light eliminator for Indian models (IHL-IND-S) removes brake light function from rear turn signals for all Indian Scout models (except Scout Bobber) and allows for the use of any aftermarket taillight to work as run-brake without codes. It is designed to work with OEM turn signals with labeled factory connectors for easy installation.

"We also offer several universal lighting modules for custom applications for use with additional motorcycle manufacturers."

NAMZ is celebrating 21 years in business, providing "world class" electrical components, LED lighting (Letric brand), Badlands lighting modules, wiring harnesses and installation supplies. NAMZ and Badlands products are available through Drag Specialties, Parts Unlimited, Tucker, Mid-USA, J&P



Indian 24" complete handlebar control extension harness, fits '14-up Indian Chief and Springfield models.

Cycles, V-Twin, Parts Canada, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W, Zodiac, Rollies Speed Shop and Performance Cycle Wholesale Limited, or directly from the company's website.

NAMZ CUSTOM CYCLE PRODUCTS

Oreland, Pennsylvania, USA

Tel: 610 265 7100

info@namzccp.com

www.namzccp.com



Badlands plug-n-play Victory front run/turn module for Cross Country 2011-up.



Plug-n-play taillight eliminator for '14-up Scout.

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BSL Combi-Approval for M-8 Exhaust Systems and 'Air Perform' Air Cleaners

Austrian exhaust specialist BSL (Bike Shop Linz) has secured a combination approval for the "design and technology excellence" that has gone into its new BSL Milwaukee-Eight exhaust systems and new BSL 'Air Perform' air filters.

The exhausts are offered in black coated with Contrast Cut end caps and "are a perfect match for our new 'Air Perform' air filters in round and Drop Chopp Contrast Cut designs."

Dealers can choose between Black Velvet or Black Shine finishes for the air filters, and BSL told AMD that "we have a combination-use approval for our exhausts and air filters on M-8 models.

"This is the first and only time so far that the authorities in Europe have granted a combination certificate - therefore guaranteeing that their use together is 100 percent street legal here in Europe."

BSL PRODUCTS

Linz, AUSTRIA

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www.bsl.at

Exhaust: Upswept Frisco Style Contrast Cut,
Air Cleaner: Air Perform Drop Chopp Hole



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Zodiac International Additions



S&S Super Stock Cylinder Heads for 2006 - 2017 Twin Cams



These S&S Super Stock high performance cylinder heads with stock cylinder pattern are designed for 2006-2017 Twin Cam engines. The ported heads with larger than stock intake and exhaust valves are great for stock 88 ci through 110 ci motors, including Big Bore and stroker applications. The 89 cc heads, for example, have a 45% higher flow rate than stock heads.

The heads come in pairs and ready to install with valves, valve guides and valve springs for use with up to .650" lift cams in place. Also included are four longer than stock cylinder head bolts - the other four are to be reused from the original engine. Kits can be installed with stock rocker boxes with the included S&S rocker base gaskets and are compatible with stock manifolds and stock or stock-replacement exhausts. They are available with 79 cc or 89 cc chamber volume in silver or black.

Bitubo Remote Adjustable Shocks for Touring



This WME22V3 shock absorber by Italian specialist Bitubo "has been developed with the needs of

Touring riders in mind. One shock features remote adjustable rebound and spring preload, the other is set up to work seamlessly with the adjustable shock." Fits all 1980 to present Touring models. Available in 12" (305 mm), 12.4" (315 mm) and 12.85" (326 mm) lengths.

Rick's Raceline Dirt Track XL Rear Fender Kit x



Designed to give Sportsters "that sportive, good old XR 750 look," this rear fender kit from Rick's includes fiberglass rear fender, fiberglass seat base plate and mounting hardware for 2010 to present XL Sportster models.

Longride 'Nomad' Sissy Bar Bag



Fitting almost any sissy bar due to the three elastic Velcro straps on the backside, this bag has an extra Velcro strap on the bottom to mount it on a luggage rack. It has a 38 liter capacity and is made from watertight 840D nylon with PVC backing. It comes with two elastic straps and a rain cover and the dimensions are 44 x 32 x 31 cm.

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**Shown H-D Softail also available for Touring Dyna sportster Breakout & Indian Scout*



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Penz Frame Options

Internationally respected Austrian custom bike builder Peter Penzenstadler of Penz Custombikes fame is a multi-award-winning bike builder and customizer who has been a design leader in the European custom scene for some 30 years.

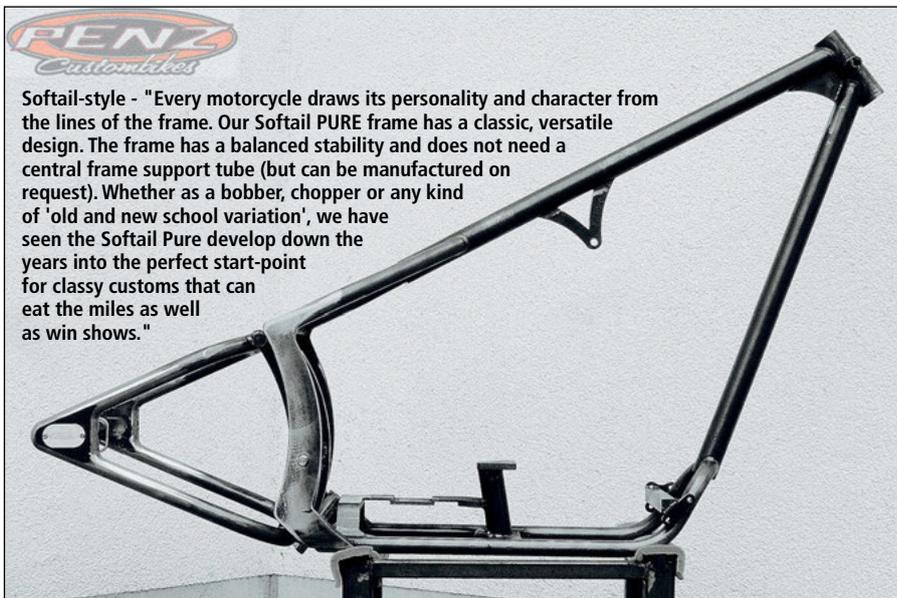
He and his wife Anita have built one of Europe's best known custom frame and parts and accessory businesses, selling through several of Europe's distribution majors such as Motorcycle Storehouse, Custom Chrome Europe and W&W Cycles.

Penz Custombikes has a wide range, including triple trees, pulleys, a lowering kit, complete front ends and Dyna Glide shock absorbers and raw steel custom oil tanks for Softtail or rigid frames (with or without battery box and/or electrical compartment for OEM or aftermarket frames), uniquely manufactured custom fuel tanks and tank extensions (handcrafted in raw steel in any size or shape for carburetor and injection models) as well as custom fenders and big wheel kits.

The company is able to manufacture any configuration of custom frame to order, meeting the required ergonomics and requirements of each rider



Softtail-style - "Every motorcycle draws its personality and character from the lines of the frame. Our Softtail PURE frame has a classic, versatile design. The frame has a balanced stability and does not need a central frame support tube (but can be manufactured on request). Whether as a bobber, chopper or any kind of 'old and new school variation', we have seen the Softtail Pure develop down the years into the perfect start-point for classy customs that can eat the miles as well as win shows."



individually - whether chopper, bobber, old school, drag style, Pro Street or pure show bikes - "we manufacture frames and chassis systems made to measure."

Down the years though it has also developed a selection of standard designs that meet most needs - Drag-style and award-winning Flash-style Softtails,

plus rigids (without the support tube if preferred) - these are its most popular, most requested configurations and each can be customized to meet specific requests.

Penz uses TIG and MAG hand-weld ST52 precision tubes with a main frame tube/backbone diameter of 45 to 50 mm; the diameters of the frame beams/downtubes are 30 to 38 mm (45 mm for single downtubes).

Steering head inclinations (rake) are from 28 degrees to 50 degrees, frame heights are from 4" to 9", and lengths (backbone stretch) can be from stock to +6" over for left or right-hand drive (gearbox) Knuckleheads, Panheads, 4 or 5-speed box Shovelheads, Evo, Twin Cam A or B with their various transmission configurations, Sportsters and Buells, and even the Feuling W3 and selected BMW models. Rear wheel dimensions catered for run from 3" to 12.5" rim widths (130 mm to 330 mm tires) and up to 23" rim height with a choice of rear axles (3/4"/19 mm; 25 mm; 1"/25.4 mm). Its most common frames and swingarms are TÜV-tested.



Flash-style - The frame that started it all in 2000 - Peter's Flash-style frame with the 'Marlin' swingarm "offered the perfect basis for high-quality custom bikes, and was awarded the 'Custom Part of the Year' and 'Best-in-Show-Winners' worldwide. The frame was a synonym for exclusive design, outstanding quality and timeless elegance." However, times change, styles change and the Flash-style is no longer in series production as Penz focusses instead on more specialized, individual production for custom bike builders such as Bobber Garage in Lichtenstein.



Drag-style - "An elaborately crafted, sophisticated chassis in drag style optics with single-sided swingarm in various versions. Available as a frame kit Drag-style frame with single-sided swingarm or as a complete chassis kit with split fuel tank, including tank cap, spoiler with included oil tank, electronics box with paneling and rear fender with integrated seat recess."

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Rigid 'PURE' - "This frame forms the perfect basis for all high-quality choppers, bobbers and old or new school rigid bodies and rigid frame variations. We manufacture individual rigid frames according to customer requirements, and seen here is just a small selection of the most popular configurations. This frame delivers that much sought after balanced stability and does not need a central frame support tube (but can be manufactured on request)."



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Distribution Opportunities for Venhill Control Cables

British controls specialist Venhill Engineering offers dealers access to a huge range of late model and older applications - both for the mainstream market and for Harleys and other V-twins.

Seen here, Venhill has added replacement Featherlight clutch cables for all key Victory models to its catalog.

Owner Simon Kennedy told AMD that "the new cables are a real victory for owners of the American V-twins since finding OE replacements is getting increasingly difficult."

Venhill offers two types of clutch cables to suit the different levers found on Victory models - one uses a double-stepped handlebar ferrule with a loose barrel nipple at the lever, the second version has a single-stepped ferrule with a ball nipple for the lever.



Made to a much higher specification than the factory-fitted items, Venhill Featherlight cables are designed to deliver improved performance and durability along with smoother and lighter action - a big bonus for heavy cruiser clutches.

They feature Venhill's high quality marine-grade stainless steel inner wire to eliminate stretch and a PTFE liner for minimum friction and a lighter action. The liner also removes the need for regular lubrication.

Each inner cable is 'bird-caged' - a special process applied to the end of the inner wire - which allows solder to penetrate the weave of the cable, making the bond with the nipple much stronger. "This adds extra strength and durability and helps reduce the risk of cable breakage," says Simon.

"The PTFE lined outer conduit is a two-part construction, consisting of conventional spiral



Simon Kennedy (center) has joined Venhill Engineering as Managing Director, taking over from Max and Lisa Adams, who ran the business for the past 20 years. Operations Manager Martin Bradfield (left) and Purchasing Manager Dean Freeman remain in position, ensuring a smooth transition.



wound steel with longitudinal strands overlaid. This is then covered with a hardened PA6 Nylon jacket to keep moisture and corrosion out and protect the inner. This provides an exceedingly strong conduit and ensures all of the lever force is delivered directly to where it is needed."

Both versions of the Victory clutch cables are designed to be a straight swap for the OE item - no modifications required. Nearly all Victory models made from 2005-on are covered, including the Highball, Kingpin, Vegas and Hammer.

From late models to classics, Venhill precision-manufactures all its products in-house at its UK factory. Simon Kennedy recently bought Venhill, with the prior owners retiring, and told AMD that he has openings for additional importers/distributors in selected markets.

"The sales growth the business is experiencing means that we need additional distributors to fill sales gaps in certain markets. For export sales it has always been Venhill's preference to work with importers who know their markets.

"Our range is one that can help drive dealer sign-ups, and the new partnerships we are able to create work well for all concerned. This is an exciting time for new distributors to get involved - the company has introduced a new product every day for the past 1,000 days," says Simon.

Founded in 1970, Venhill is sometimes the only source of cables for some models from the 1970s, 1980s and 1990s, and even if they don't have a fitment 'on the shelf', they are quickly able to build to order.

"Fifty years as a controls specialist makes Venhill unique," says Simon. "We have a huge - and constantly expanding - range of replacement hydraulic hoses and cables for 'practical classics' as well as the most popular current makes and models, with new applications being added every month.

"A simple and cost-effective way to upgrade a machine, control cables are established front line replacements and upgrades for current, retro and classic models. With the pre-owned motorcycle market burgeoning as supply chain issues continue to choke off inferior Asian imports, our inventory and production flexibility has become an international 'go-to' source."

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Stainless Brake Rotors and Fittings



New from Arlen Ness Enterprises (Dublin, California), these full stainless steel finish versions of its Jagged series performance brake rotors are a high-performance floating brake rotor design that enhance the braking performance and style of factory or aftermarket wheels.

Made in 420 stainless steel and drilled for optimum performance and heat dispersion, they are available in 11.5" and 11.8" sizes. The heavy-duty stainless steel design is made specifically for the weight of cruiser and touring models. They are universal fitment, so can be installed on the front or rear of H-D models equipped with the 5-bolt hub-mounted factory rotors.

Also seen here, these hand-polished stainless steel brake fittings are designed for builders obsessed with detail! These original Ness-Tech items "are back while supplies last!"

The line-up includes brake fittings, banjo bolts and brake tees, all made in stainless steel; each banjo bolt is hand-polished; the buttonhead design flows nicely with Ness Radius style banjo fittings and the torque head design provides as much torque as needed during install.

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Energy One Clutch Packs



With more than 30 years experience in the high-performance motorcycle and automotive clutch industry, Energy One "is the optimum choice for replacement clutch plates and components for customers' Harleys," says HardDrive's V-twin Product Director Kryz Brown. "All Energy One clutch plates and components are 100% manufactured in the USA by skilled



American craftsmen using only the latest tools and CNC equipment. All its Big Twin kits are complete and include a full set of performance friction plates with a maximum oil circulation groove pattern for heat dissipation and fluid circulation - the steady flow of lubricant will cool and determine the longevity of the clutch. "They have a core of either 6061 T6 aluminum or high tempered steel for maximum durability, along with their race proven friction material. All Energy One steel plates are made with a high tempered steel and are vibratory deburred for extreme flatness - for positive engagement and performance." All Energy One Big Twin kits containing both steel and friction plates have a pre-set clutch pack height (to the stock

specification) for quick, convenient installation, "and the ultimate in reliability under all street or racetrack conditions. Big ponies need Energy One clutches to get the power to the transmission," says Kryz. WPS/HardDrive ships to its dealers in the United States from some one million plus sq ft of distribution center space at facilities in Midway, Georgia; Fresno, California; Midlothian, Texas; Ashley, Indiana; Elizabethtown, Pennsylvania and its Boise, Idaho headquarters.

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Fork Tube Removal Kit



Ever cursed the suspension manufacturer for that small grub screw they use to secure the fork inner tube to the axle clamp? They do so, of course, to try to avoid unwanted unscrewing of such components. For many operators though, it just makes the disassembly of the fork tube from the fork bottom way more difficult than it should be, making servicing or replacing the cartridge difficult.

Based on the combined decades of experience at the track and with working on street bikes, the specialist suspension engineers at the Andreani Group have come up with a special fork grub screw removal kit to allow them to do it in an easy, safer and more professional way.

The kit (code 04.K01.000) is among the hundreds of specialty tools and accessories available from Andreani Group that make the life of the suspension service tech easier and saving time (and therefore money) for the rider.

The kit contains a beater, two hollow mills (#10 and #12) that allow removal of the grub screw without damaging its head, three torx to remove the grub screw and three drills (#3, 4 and 5) to clean the fork tube.

In addition, Andreani Group offers service technicians access to the widest possible range of precision-made professional grade wrenches and equipment, such as the fork tube removal kit (composed of the universal tool and of a wide selection of adaptors in 35 to 50 mm diameters), all designed for fork tube removal without the risk of damage.

It is available as a single tool or as part of the special 1003/ST package, which is designed for owners of the Andreani Group's 'Universal Toolbox'.

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GMA Handlebar Wiring Harness

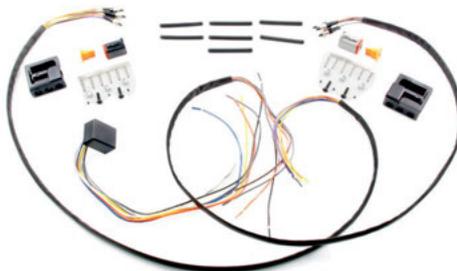
GMA, a member of the Belt Drives Limited (BDL) family of companies, is now offering a complete handlebar wiring harness designed exclusively for the popular GMA hand controls.

Available with or without the company's custom replacement switch housings, kits include 48" long OEM color-coded wires that are pre-soldered to the micro barrel switch buttons. Wires are encased in a protective, glue-impregnated shrink tube that are pulling wires through your bars.

Additional lengths of shrink tube are included along with pin connectors. Deutsch 6 pin connector housings and a small 'brain box' ensure positive flawless operation. Each kit comes with an easy-to-follow simplified wiring schematic.



GMA-HBWH harness without switch housings



The harness is available in black (GMA-HBWH-B) and chrome (GMA-HBWH-SW-C) switch housings

BELT DRIVES LTD
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Motorcycle Storehouse Additions

Arlen Ness - Touring Fenders for 180 x 18" Tires



"It is no secret that wide and large diameter Touring wheels is where it's at," says Netherlands based distributor Motorcycle Storehouse.

"These Arlen Ness fenders are of an extra wide design with notched (cut out) sides to fit extra wide 180 mm tires on a 5.50 x 18 rim. They are a reversible, modification-free, bolt-on installation with stock smooth slider covers (fork boots)."

Made from a single piece of 14-gauge steel and available for early '93-'13 and late '14-'20 Touring models, designs run from the smallest 'Pro Short' to the largest 'Radial Fat Wrap' - designed to follow the tire's contour perfectly.

Matching Ness fork slider covers, with cut-outs for these wide wheel applications, are separately available.

Cult-Werk - Softail Wide Fender Kit 'Racing'



"Made by Cult-Werk in Austria, when the opportunity arises to install an up to 280 series rear tire on a customer's Softail, this is one to check out. "The kit comes with a steel inner fender carrier, a sturdy 5-axis CNC-machined ABS outer fender and a



genuine leather seat. After the stock fender is removed, the 'Racing' steel fender is simply installed on the stock mounting points.

"Then wiring is installed, and the ABS outer fender is bolted to the inner fender. This is a reversible install as permanent modifications are not required. It has a gloss black powder-coated finish and comes complete with LED taillight, LED turn signals, seat and hardware."

Rekluse - Automatic Clutches



"Amongst the more remarkable aftermarket products for H-D models are the new clutch kits by Rekluse. Its Torq-Drive system allows more drive plates (up to six additional discs) to be installed in the stock clutch basket.

"This gives additional clutch hold without other modifications, such as stronger clutch springs or mechanical lock-up solutions.

"Another exceptional design, its 'automatic' centrifugal operated clutches are a modification-free, bolt-in solution. The centrifugal works just like conventional hand-operated clutches, to just below an (adjustable) 850 rpm to 1,150 rpm range, when the clutch disengages automatically.

"It uses 'wedges' that slide in (to disengage) and slide out (above 1,000 rpm) to re-engage the clutch - above 1,000 rpm, the rider uses the clutch lever to disengage as normal.

"Originally these clutches were made for motocross use - to prevent accidental stalls in heavy terrain. But on the street, such as in heavy traffic, starts and stops can be done in gear, without ever using your clutch lever. They are available for various late H-D models and are high horsepower and torque compatible."

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Twin Power - New Line of Performance Chemicals for V-Twin and Cruiser Markets

Fort Worth, Texas based Twin Power, the well-known specialty V-twin industry Tucker Powersports brand, has added a new line of high-performance chemicals for owners of V-twins and Cruisers and riders concerned about the impact of ethanol on their bike's components.

The new offerings include **ETHANOT! Ethanol Stabilizer, Chain Wax, Brake Cleaner and Contact Cleaner** and are sourced from a **US manufacturer** of premium aerosols and chemicals. The products feature unique retro-styled packaging. "Having the right products to take care of your bike is important. That's why we've worked hard to provide riders and dealer technicians with the best



performing chemicals at a great price," said **James Simonelli**, Brand Manager for Twin Power and Biker's Choice brand products.

Twin Power ETHANOT! Ethanol Stabilizer is a must-have for owners of carbureted and fuel-injected bikes, says James. Each two-ounce bottle will treat and stabilize up to six gallons of fuel, protecting it for a full year.

ETHANOT! **protects the vehicle's fuel system components** from the harmful effects of ethanol and water by preventing ethanol separation, corrosion and sludge during storage, while keeping fuel injectors and components clean and preventing carbon deposits from forming. ETHANOT! is **safe for use in all gasoline engines**. It is sold to dealers in a convenient countertop dispenser box of 24 2-ounce bottles.

"I do a lot of work in my own shop and am well aware of the detrimental effects of ethanol in today's fuel," continued Simonelli. "I searched high and low for a product that really performs. Riders and dealers will love the benefits of ETHANOT!"

Twin Power Chain Wax extends the life of chains and sprockets. It penetrates and protects against friction, wear and corrosion. Twin Power Chain Wax is safe for use on **all chains** including O, X and Z ring styles. Its clean formula resists flinging off onto other parts of the vehicle and is sold in 10-ounce cans.

Twin Power Brake Cleaner quickly and effectively **dissolves and removes grease, oil, brake fluid** and other contaminants. Its superior cleaning power extends beyond brakes. This versatile cleaner is low



VOC (Volatile Organic Compounds), **50-state compliant** and non-chlorinated. "Riders will like the fantastic performance with no residue and love the refreshing orange scent!" It is packaged in a 14-ounce can.

Twin Power Contact Cleaner is quick drying and **leaves no residue**. It is safe on most plastics, rubber and metal and will not stain or corrode surfaces. It is 50-state compliant and retails in 13.5-ounce cans.

TUCKER V-TWIN
Fort Worth, Texas, USA
Tel: 817 258 9000

www.tucker.com/v-twin
www.twinpower-usa.com



And the Winner Is...

Kudos to Barnett Clutches & Cables for being the first American aftermarket manufacturer to get a new product release for the H-D Pan America into the AMD inbox!

This new high-performance, extra capacity clutch kit for the Pan America includes Barnett's exclusive, proprietary carbon fiber friction material, tempered steel drive plates and a set of three heavy duty springs.

All Barnett clutch kits are pre-measured for proper stack height to ensure reliable fit and performance - "right out of the box."

This new Barnett high-performance, extra capacity Pan America clutch kit features its proprietary carbon fiber friction material, tempered steel drive plates and a set of three heavy duty springs.



Also seen here, Barnett's new clutch cable for the 1,250 cc Adventure Tourer is made with 'long lay' (longitudinally wound) casing and high efficiency, nylon-coated stainless steel wire rope to eliminate cable flex or stretch.

For long life and extreme durability, the traditional black casing is lined with Teflon and a silicone lube is applied for an extremely smooth pull and reduced lever effort. All Barnett clutch components, cable assemblies, fittings and hardware are made and assembled in-house at its Ventura, California based global headquarters.



This new Barnett clutch cable for the Pan America features a Teflon lining and silicon lube for an extremely smooth pull and reduced lever effort - "for long life and extreme durability."



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S&S Cycle, the Viola, Wisconsin based home of 'Proven Performance' had quite an impact with its tuned induction air cleaner when it was first introduced a few years ago.

"Air flow is everything in a performance engine, and naturally it begins at the air filter," says S&S' David Zemla. "Factory units are downright boxy and can be pretty restrictive, so what's the answer? Our new tuned induction air cleaner deals with these challenges with not one, but two air filters mounted



to highly engineered runners.

"The tuned induction system utilizes laser cut tubes merged into a single collector and is fed by high flow air filters placed directly in an unobstructed air stream. The end result is maximum performance for your engine and a stylish package as well."

The tuned induction system offers twice the filtering area over stock intake systems and increases horsepower and torque across the rpm range.

The unique filters are washable and designed to last for years and can be paired with an available rain sock

as well. Available in chrome or black and now in brushed stainless, the TIG welded intake is "the perfect solution for the performance and style-minded rider." Fitment is available for most M-8 powered models as well as 2008-2017 Twin Cam Touring and Softails.

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

Updated 'Sharknado' Kit Packs Added Bite

Paul Yaffe's Phoenix, Arizona based Bagger Nation first dropped its award-winning 'Sharknado' fairing into the crowded Bagger parts and accessory waters back in September last year.

The reaction, internationally, has been enthusiastic and 12 months later Yaffe has updated the package to offer more parts and components such as the headlight and wiring harness and an additional 'Flare' windshield option.

"Our 'Sharknado' fairing certainly caught the imagination of the market last year with a unique and completely new, aggressive style for Sport Glides and other H-D models (including Fat Bob). We have a talented crew of craftsmen here at Bagger Nation and hand make the fairing right here in Phoenix.

"This mini shark nose profile will set your client's custom project apart. Each 'Sharknado' fairing includes our patent-pending integral EZ Mount system, which makes it a simple 'bolt-on' job for most applications."

The 'Sharknado' utilizes the 2Q18 and later Fat Bob style LED headlight, and Bagger Nation are now able to offer a choice of two sizes of Klock 'Flare' tinted windshields. "The KlockWerks 'Flare' windshield not only enhances the lines of this style of fairing perfectly," says Paul, "but its advanced aerodynamics means even better handling and rider comfort."

The 'Sharknado' is 3-D formed from hand-laid composite, finished inside and out, and arrives in a pro-grade gelcoat finish ready for scuff and paint. In addition to being able to add the 'Sharknado' headlight to their order, Bagger Nation's new headlight is 40% brighter, has a lower retail price point, and a full dealer margin. Dealers wanting to use or sell the 'Sharknado' can also add a Bagger Nation M-8 Softail turn signal wiring harness to



make it even easier to install Bagger Nation Quad-Pod lights or any other aftermarket turn signals.

"Also new, if your customer wants a heads-up display, then just add the 'Sharknado' digital gauge plate to mount the new Softail digital gauge cluster to the fairing. This lightweight aluminum housing houses the digital gauge and creates a clean, finished look - if you order it at the same time as your fairing purchase, then our technicians will give it a professional factory installation at no extra cost."

The 'Sharknado' digital gauge plate requires the purchase of a Harley Softail digital gauge, but Bagger Nation now also offers the M-8 Softail instrument

module harness for easy install of the Softail digital gauge to the inner fairing.

Among a slew of additional Bagger Nation options, customers can also add Paul Yaffe designed 'Quad-Pod' light pod kits for the 'Sharknado' fairing with daytime running lights "for a perfect custom signal install."

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Keep It Clean with Moroso Air-Oil Separators

Exclusive to Boise, Idaho based HardDrive, the Moroso air-oil separator/catch can system keeps the H-D cylinder head breather system fully functional by filtering out the crankcase vapors, oil mist and condensation that normally vent to the intake system.

This will keep the air filter, throttle body, intake, pistons and valves free of excessive oil and carbon build-up.

Headquartered near New Haven, Ct., and with a specialty ignition wire manufacturing facility in Pa.,



Moroso Performance Products have been manufacturing oiling systems and oil system accessories for over 50 years. One of the world's most respected suppliers of automotive equipment for racing and street performance applications, Moroso manufactures over 4,000 products, from oil pans and oiling systems to ignition wire and

components, valve covers, fuel system equipment, air cleaners, hard core racing tools, chassis and suspension equipment and numerous other performance parts. The company has an impressive list of customers, ranging from grassroots racers to top level NASCAR and NHRA/IHRA race teams.

Their air-oil separator/catch can system for Harley applications is different than others on the market. It separates the vapors breathing from the engine, collecting them in their air-oil separator/catch can system while clean, filtered air (rather than contaminated air) recirculates back into the intake. The system plumbs inline of the breather system. Once the air-oil separator system fills, it is simply drained as a service item. This can be done at oil changes and normal service intervals. The two-piece design simply unscrews for easy cleaning and service. The system does not vent into the atmosphere like other breather kits on the market - keeping the oil in the canister.

It is available with a polished or black body for most H-D Twin Cam and M-8 Touring models and works with the stock and Screamin' Eagle air cleaners and selected Vance & Hines V02 and S&S teardrop air cleaner and filter applications.

For other and custom applications (including 1991 - 2013 Sportsters), Moroso offers a universal air-oil separator for air cleaners that do not bolt to the cylinder heads, or when factory breather bolts are not used with an air cleaner backing plate.

All kits include the Moroso billet air-oil separator/catch can, mounting bracket and



hardware, 6 ft of 3/8" PCV compliant breather hose, two 3/8" barbed inlet fittings and installation instructions.

Moroso also offers high performance Ultra 40 spark plug wires as a stock upgrade for selected Touring (1980 to present), Softail (1984 to present), Dyna, FXR, XL (1986 to present), Shovelhead and Street models.

WPS/HardDrive ships to its dealers in the United States from some one million plus sq ft of distribution center space at facilities in Midway, Georgia; Fresno, California; Midlothian, Texas; Ashley, Indiana; Elizabethtown, Pennsylvania and its Boise, Idaho headquarters.

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Flexible Heat Shields

Avon Lake, Ohio based sound and heat management specialist Design Engineering Inc. (DEI) says that its flexible heat shields provide custom protection for exhaust pipes and other high-temperature areas in automotive, powersports, marine and related applications.

"When it comes to total thermal protection, it pays to be a little bit flexible," says John Gabriel, powersports manager, DEI. "Developed to outperform glass fiber and metal shields, our multi-layered flexible heat shields offer a customizable defense against burns from exhaust pipes and other high-temperature areas.

"These new pipe shields provide maximum protection by dissipating and shielding heat that can damage cables, brake lines, hoses and electrical wiring, gas tanks, body panels and more, making them the best on the market."

Flexible heat shields are designed with special riveted standoffs that create a cooling air barrier around hot components. DEI's multi-layer, high-tech



materials provide protection up to 1,350°F, and the products can be used in any application where maximum heat shielding is required.

Integrated 3.5" clamps make installation easy around motorcycle pipes and in other high-heat areas. "And the shields not only work well, but look great, too," says John, "with 3.5" x 6.5" and 4" x 8" applications available in Brushed/Onyx, Brushed/Titanium and Double Black/Onyx finishes."

DESIGN ENGINEERING INC
Avon Lake, Ohio, USA
Tel: 440 930 7940
sales@designengineering.com
www.deipowersports.com



LED Headlamps and Passing Lamps

Youngsville, North Carolina based Custom Dynamics' new LED headlamps and passing lamps "offer the best of both ProBEAM and TruBEAM product lines.

"The 7-inch LED headlamps and passing lamps feature a smooth white halo with advanced projection technology. The headlamp has projection style high and low beam with advanced optical D lenses for a smooth, bright white beam pattern and



superior field of vision.

"The headlamp automatically keeps low beam LEDs illuminated when high beam is activated, no additional harnesses are required. Our industry-leading technology is utilized for BCM compliance to prevent interference and codes, backed by the Custom Dynamics lifetime LED warranty." A halo-free 5.75" LED headlamp and 4.5" passing lamps with white halo are also available.

Also seen here, Custom Dynamics' ProBEAST dual tone motorcycle air horns are available in chrome or black as a direct replacement for the stock H-D "cow bell" horn.

"This compact dual tone air horn with an attention grabbing 104.9 db rating (at 2 meters) makes it even louder than our original MiniBeast. Built with a heavy-duty metal bracket and ABS cover for long lasting durability, the internals are 100% self-contained with included plug and play wire harness." The horns are BCM compliant and come with a 3-year warranty.

CUSTOM DYNAMICS LLC
Youngsville, North Carolina, USA
Tel: 919 554 0949
info@customdynamics.com
www.customdynamics.com



J&H Euro 5 for 114" Softails

Dutch sound management exhaust specialist Dr. Jekill & Mr. Hyde has introduced Euro 5 systems for 2-into-2 114 ci Softail models (except Fat Bob 114). Designed for the OEM headers, the new systems are available for Street Bob 114, Low Rider S 114, Fat Boy 114, Breakout 114 and Heritage Classic 114.

"To make our electronically adjustable exhausts Euro 5 approved for 2-into-2 Softail models, we've developed a mandatory extender with an O2 sensor, placed between the body and the end cap. This solution (extender for the O2 sensor) is



an important upgrade which guarantees Euro 5 compliance, and, equally important, ensures the same exceptional sound and product quality riders expect from a Dr. Jekill & Mr. Hyde exhaust.

"Optically the adapter's only slight change is in the length of the exhaust system - the sensor is placed at the back. The clean optic, which defines the J&H style, remains the same. The color and finish of the extender is automatically matched with the body."

THE JEKILL AND HYDE COMPANY
Belfeld (Venlo), NETHERLANDS
Tel: +31 (0)77 308 1070
info@jekillandhyde.com
www.jekillandhyde.com



Drag Specialties Additions

Replacement Laced Wheel



The Drag Specialties replacement laced wheel uses OEM mounting hardware and is designed to use OEM style rotors, pulleys and sprockets. This 40-spoke tube-type wheel features gloss black powder coated steel rim and hub with chrome spokes. The 16" x 3" wheel comes fully assembled and trued with bearings installed and end play set. It is available for front/rear application on '73-'84 FL models (repl. OEM #40908-81).

OEM-Style Fork Tubes



Drag Specialties OEM cartridge-style fork tubes are said to be "the perfect asset for '02-'05 FLHT/FLHTC/FLTR models. Highly durable, these fork tubes accept all OEM components, offer less drag and improved seal wear." They measure 20.875" L x 41 mm D (repl. OEM #s 45890-97, 45972-02) and are available in a hard chrome finish.

Large Pad Assemblies for OEM Dresser/Touring Seats



These large backrest pad assemblies offer a more comfortable backrest, specially designed to work with the OEM slotted seat on '88-'21 Dresser/Touring models (except H-D FL Trikes). When paired with the EZ Glide receiver mechanism (sold separately), it allows you to easily mount your choice of pad.

The large pad assembly includes high-quality polished and chrome-plated detent bar with a design that provides 2" of fore and aft adjustment. All large pads fold forward for ease of getting on and off the bike and include a rear pouch. They are available in 7 1/4" short bar with solar-reflective leather pad for Street Glide, Road King and Road Glide-style low-profile OEM seats and 9 3/4" tall bar with pillow-style vinyl or solar-reflective leather pad for H-D Ultra-style tall-profile seats.

Detachable Sissy Bar Plates



These detachable sissy bar side plates for '09-'21 FLHT/FLHR/FLHX/FLTR models are made of steel and will accept any round or square 11" wide Drag Specialties sissy bars. The side plates work with standard H-D detachable docking hardware and are available in a chrome or black powder coat finish.

M-8 Transmission Top Covers

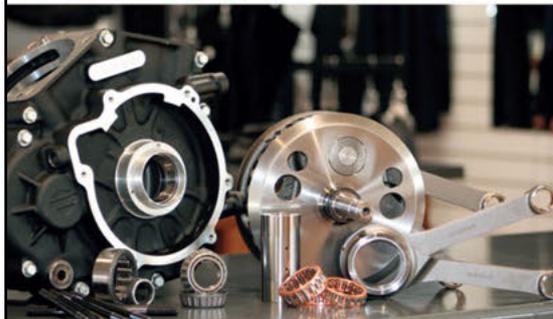


This transmission top cover is a die-cast construction top cover that includes an aluminum coated black foam gasket and a vent house. It is available in a chrome or black finish for '17-'21 Milwaukee Eights.

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Tucker Adds CustomAcces Program

Spanish parts and accessory specialist Puig, a leading player in the European 'mainstream' aftermarket, launched the CustomAcces custom P&A program four years ago, and Tucker Powersports has signed them up for United States distribution.

"After our beginnings with Japanese motorcycles and the refined stainless steel accessory program we have developed in the past five decades, we have now decided to take our design and materials expertise into the Harley-Davidson and Indian Motorcycle parts and accessory aftermarket.

"We have been developing rigid saddlebags and select accessories for custom style V-twins for a while now, mostly selling them to distributors and their dealers in Europe. Accessories such as our race-style aluminum front plate design for Sportster Forty-Eight models (2017 and up) and popular 'FastLine' and 'Moon' grips. We are now also focussing on windshields, semi-fairings and crash bar protectors among other product designs."

Based near Barcelona, Puig's credentials for doing so include its experience as windshield technical partner to the Kawasaki Racing Team (KRT) in World Superbikes. It has been supplying its virtual windshield derived race bike windshield and fairing designs to no less than Jonathan Rea and his teammate Alex Lowes.

Rea and KRT have been world champions for an



unprecedented run of six consecutive years from 2015 to 2020 inclusive, making him the most successful World SBK rider in the history of the championship. So KRT and Puig must be doing something right!

As a credential for its product quality, Puig windshields and semi-fairings are certified by the notoriously demanding and rigorous German TÜV, and in Europe they ship with an ABE approval certificate. They are available in a wide range of styles, sizes and colorways and manufactured in 3 mm acrylic - also known as 'plastic glass'.

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Pyramid Style 41 mm Fork Legs



New from Hardbody, this single disc, chrome-plated pyramid style fork leg set for 41 mm forks fits all FXST 1984-1999, FXWG 1985-1986 and FXDWG 1993-1999. Precision CNC-machined for a perfect fit, features include removable fender and brake caliper mounts "for that minimalist Chopper look." The removable caliper eliminator plate on the right leg can be converted to dual disc with separately available caliper mount bracket. Matching triple trees and 2000-later style brake caliper mounts also available.

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KBS Xtreme Temperature Coating

KBS Coatings offers XTC Silicone Zinc Primer and XTC Xtreme Temperature Coating "to provide great looking, durable and long-lasting finishes on exhaust systems." Both are available in aerosol spray can form and in quart, gallon and five-gallon containers for brushing, rolling or spray equipment.

"XTC Silicone Zinc Primer can withstand temperatures over 1,200° F and provides incredible rust protection, even in high humidity, high condensation and salt air conditions.

"The primer functions much like galvanization and locks itself to bare metal surfaces leaving a matte gray finish that can be used as the finish paint, or as a perfect primed surface for top coating with XTC Coating.

"XTC Coating is a high temperature and heat-

resistant coating that protects metal surfaces operating at 500° F to 1,200° F. With proper preparation, XTC Coating provides outstanding adhesion, film integrity, weathering, thermal shock-resistance and is guaranteed not to burn off. It will not peel, flake or chalk and is resistant to scratching or marring. If rust protection is not needed, XTC Coating can be applied directly to metal without need for XTC Primer."

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THE NETHERLANDS

ZODIAC INTERNATIONAL B.V.

Tel: 0031 (0)297 288621

Email: sales@zodiac.nl

AUSTRALIA

CASSONS PTY. LTD.

TEL: +61 28882 1900

Email: enquiries@cassons.com.au

AUSTRIA

ZODIAC ÖSTERREICH

TEL: +43 67 64 86 40 65

Email: zodiac-oesterreich@zodiac.nl

FRANCE

ZODIAC FRANCE

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Email: zodiac-france@zodiac.nl

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Email: fcparts@wanadoo.fr

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ZODIAC DEUTSCHLAND

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Email: zodiac-deutschland@zodiac.nl

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Email: zodiac-uk@zodiac.nl

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Email: zodiac-italia@zodiac.nl

SCANDINAVIA

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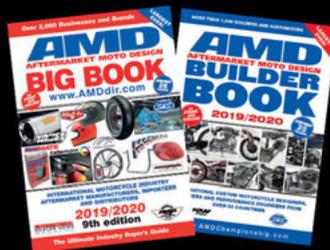
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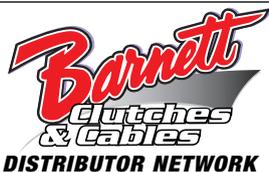
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As at early July there was still no word yet from H-D or the United States Motorcycle Manufacturers Association (which also includes Indian Motorcycle) about the apparent five-year postponement of the punitive retaliatory tariffs of up to 56% on US motorcycles imported proposed by the EU. Tariffs on billions of dollars worth of goods, including Harley-Davidson motorcycles, were said to have been suspended for five years following a deal struck in June by the Biden administration with the EU, to bring an end to the Boeing/Airbus subsidies row. The apparent outcome of the US/EU talks included a five-year moratorium on the increased tariffs that the EU was planning to impose, rather than the short-term delays that had been agreed so far at that stage. Those delays had already been agreed between the Office of The United States Trade Representative and the EU in advance of the planned summit between the EU and President Biden in Brussels on June 15th. That temporary suspension was designed to pave the way for a longer term deal to end the 17-year old spat over alleged aircraft manufacturing subsidies by both parties - a spat that started to spin out of control in 2018. The five-year moratorium reported to have been agreed in June involved both sides pledging not to create trade inequalities between Boeing and Airbus (through subsidies or other measures deemed as unfair practice) for five years in order to allow both sides to subsequently negotiate a permanent face-saving end to the dispute by 2026.

Team AMD USA Qualifier - Get On! Moto Fest Texas Motor Speedway, May 20 - 23, 2021

With the world tentatively headed towards a post-pandemic reboot, industry veteran Bob Kay and custom bike builder and show organizer Kevin Dunworth operated the first in their program of 'TEAM AMD USA' world Championship of Custom Bike Building qualifiers - hosted by the Get On! Moto Fest in Texas in May. Builders from all over the USA headed for the Texas Motor Speedway at Fort Worth just a week after the U.S. CDC lifted its travel restrictions and mask mandates - all hopeful to qualify for an expenses paid trip to represent the United States custom bike building community at the next AMD World Championship. The next 'AMD' ('AMD' XIV - postponed from 2020) is presently slated for INTERMOT,



Cologne, Germany, in October 2022. The structure of this competition was 'winner takes all' prizing with trophies for second to fifth places. "As usual, we had some heavy U.S. hitters bringing some amazing builds," says

Kevin. "The first thing we did was to have everyone meet for a morning ride on the Friday of set-up. This was a 22-mile ride through the Texas countryside with a medallion handed to each builder for completion of the route.



Winner: Rick Bray/RKB Kustom Speed, 'King Solomon', 1981 Shovelhead 76 ci



"There is a handicap for any bike that does not complete the ride under its own power - come the judging, it can't get the same full points as the bikes that do complete the ride. So, compared to display only shows, the heat was on and you could feel the tension as many negotiated their custom starting procedures, or kicked

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