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Tucker Powersports to Acquire Kuryakyn as In-House Brand

Tucker Powersports of Fort Worth, Texas - "a leading distributor of powersports products for motorcycles, ATV/UTVs, snowmobiles, personal watercraft as well as a range of electric bikes and scooters" - is to acquire Somerset, Wisconsin based Kuryakyn Holdings LLC.

"Tucker will incorporate the Kuryakyn product offering and product development into the Tucker organization this year. The acquisition will move Kuryakyn into the Tucker organization, rather than Kuryakyn operating as a separate business unit. All Kuryakyn operations, assets and R&D programs will move to Tucker's headquarters."

Tucker President and CEO Marc McAllister is quoted as saying that "this is a tremendous move for Tucker, for the Kuryakyn brand and for the dealers we serve."

"Kuryakyn's industry-leading products will continue to be available to dealers and customers while Tucker becomes an even stronger supplier to dealers not only in custom, cruiser and touring,

but new market segments as well." The September 7 statement from Tucker went on to say that "Kuryakyn is one of the nation's leading developers and retailers of motorcycle accessories for the V-twin, cruiser and touring motorcycle rider. The brand's newest products include a range of audio speakers for on and off-road

“ a tremendous move for Tucker ”

use, LED lighting and motorcycle luggage. Founded nearly 30 years ago [by former Drag Specialties owner Tom Rudd], the company quickly became known for a range of chrome and custom accessories for motorcycles.

"Tucker leadership expects the transition will be complete by the end of the calendar year. Some of Kuryakyn's Somerset, Wisconsin employees will have an opportunity to join the Tucker staff in Fort Worth, Texas. Many of those moves will take

place in the next 30 days. Kuryakyn's R&D department and equipment will move shortly thereafter."

Kuryakyn was one of the brands owned by the Monomoy Capital Partners, Contrarian Capital Management and Assured Investment Management (formerly Blue Mountain Capital Management) private equity consortium that rescued the Motorsport Aftermarket Group (MAG) from its insolvency filing in late 2018. MAG itself had been bought by Indianapolis based Tucker Rocky owner Lacy Diversified Industries (LDI) in 2014 and "merged" with Tucker (as they are now known) to form a 'Metal to Motorcycle' business structure that could, in effect, self-distribute its products alongside third party brands. Burdened by huge debt and compromised by ongoing market decline, LDI placed MAG, including Tucker and Kuryakyn, into insolvency with the private equity consortium taking ownership in a 'Pre-Pack' administration process.

By the beginning of 2019, however, MAG CEO Hugh Charvat

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FREE POSTER



FIVE RACE ROUND-UP



BMW R 18 SERIES



'Sit back and enjoy the battle' - as Harley sets out to invade BMW's ADV space, so too BMW is stepping up its play for a slice of Harley's core market... see pages 56-59

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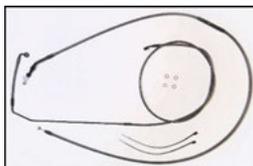
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How Did It Come to This for Kuryakyn?

The news dominating the aftermarket as this edition of *AMD Magazine* went to press was of Kuryakyn becoming an in-house Tucker Powersports brand rather than a standalone vendor.

The Kuryakyn origin story predates its founding by around 25 years and is one that is intimately involved with the Drag Specialties back story. Kuryakyn was the brainchild of founder Tom Rudd and was his parts and accessory industry comeback vehicle after he had sold his Drag Specialties business to a private equity investor before Fred Fox bought it out of insolvency.

It was at the height of the hype and the unsustainable growth of the late 1990s and early 2000s that the Motorsport Aftermarket Group (MAG) project started to take shape with acquisitions that included respected market leaders such as White Brothers, Progressive Suspension, Performance Machine, Mustang Seats, Vance & Hines, and, along the way, Kuryakyn.

The original vision that MAG creator Arnie Ackerman and his San Francisco based Duff Ackerman & Green (DAG) business partners had, was to cherry-pick the aftermarket and build a boutique line-up of the best brands, in what was, for the time, an enlightened and benign approach to an otherwise notoriously inconsistent and poorly defined private equity 'Build & Hold' culture back then.

Not all the projects that MAG invested in went well (White Brothers for example), and not all the founders decided to visit the bank and still stay involved - but most did - including Tom Rudd who, by then, was one of the single most experienced players in the aftermarket - in the 1960s Rudd had been one of the pioneers of opening up access to parts manufacturing factories in Asia, most notably in Taiwan.

The basic MAG concept was robust - provided the seemingly inexorable growth in the custom motorcycle parts and accessory market continued, then DAG would be able to continue to service the debt mountain it built up to buy the businesses before then flipping it.

However, therein lay the flaw, the historic weakness in the strategy, and one which would repeat and repeat again.

The growth of the late 1990s through to the mid-2020s was a paper tiger. It really was unsustainable. It was growth based on the quicksand of equity release fueling middle America's spend on its toys. Consumers in the United States (and elsewhere) were using their homes as ATMs and cashing in their apparent property profits using unsustainable and unsustainably complex loan products.

The heat in the housing market literally melted the banking system in 2007 and, all of a sudden, almost overnight, none of us were going to the bank anymore. Leveraged businesses like MAG found themselves stranded above the tide line as consumer confidence and spending evaporated.

DAG sold its position in MAG to Los Angeles based equity investor Leonard Green & Partners (LGP), but the deal they did rapidly went from viable to troubled asset status. LGP limped on as owners for some five years or so before along came the then owner of Tucker Rocky - Lacy Diversified (LDI). They thought they were buying at the bottom of the market, they were not. They thought that a tall, integrated, metal to motorcycle business model could work, it could not.

Already now double leveraged with debt (DAG, LGP), Indianapolis based LDI, who had already been owners of Tucker Rocky for some 15 years or more at that stage, mortgaged

their TR assets to acquire MAG. LDI tried to pass it off as a merger, but either way the group found itself straddled with a third drink from the well of debt just as the market took another dump.

Fast forward to MAG's emergence from its bankruptcy filing in late 2018, and the private equity consortium that acquired MAG/TR (Contrarian, Monomoy and Blue Mountain) found itself in the exact same position as those who had come before them.

Sales across the board - from Kuryakyn and the other MAG 'brands' through to the newly badged Tucker Powersports and the whole of the rest of the aftermarket - did not play out as had been hoped.

That led to the great MAG 'unwind' with it all but disappearing as a corporate entity in order to save money and, above all, streamline business unit reporting straight to the investor consortium's appointed board.

Former Harley man Marc McAllister has managed to stabilize Tucker, return it to profit and, counterintuitively, return it to growth as the unexpected Pandemic Part II story has played out.

“ many questions still to be resolved ”

Meanwhile, the ownership trifecta has had to be aware of their responsibility to their own investors. The received wisdom was that they would listen to the right offer (for any or all of the business units) if there were interested parties.

The word is that this past summer a deal to acquire Kuryakyn collapsed at due diligence stage. With no alternate suitors on the horizon, the decision has been taken to fold the Kuryakyn assets (IP, inventory, R&D, receivables, dealer accounts etc.) into Tucker - where it will sit inside a crowded 'House of Brands' alongside the likes of Twin Power, Biker's Choice, Tucker V-Twin and many others.

The decision leaves a lot of careers and livelihoods in tatters in Wisconsin, of course, which is always a heartbreak. But it also leaves many questions still to be resolved - not least the status of Kuryakyn's agreements with other distributors in the United States and internationally.

However, from the owner's perspective, if the business was continuing to see sales decline, to haemorrhage money and fail to generate its own investment capital, then the solution is a good one - an elegant one in fact.

Marc McAllister has done a good enough job, and, above all, quickly enough, to make it a viable option - that is no small thing. As recently as 24 months ago, it would not have been feasible.

While there is work to be done to reignite the new product furnace that has always been how Kuryakyn sales were fueled, there is no doubt that, in the long run, this decision has the potential to be a very good one for Tucker's balance sheet - a very good one indeed.

Robin Bradley
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NEWS BRIEFS

The AMA has announced that its Vintage Motorcycle Days ("the world's best vintage motorcycling bash") will return to the Mid-Ohio Sports Car Course (Lexington, Ohio) next year, with the 30th staging of its popular celebration of vintage motorcycles being staged there on July 22-24, 2022. The event was first staged in 1992 and moved to the present venue in 1995.



COMING APRIL 2022

Revival Cycles has again had to postpone its popular Handbuilt Show at Austin, Texas. The next show is now slated for some time in April 2022 at the same time as the US MotoGP. This year's delayed show had already been postponed once and had been slated for November 5-7.

RumbleOn, Inc (NASDAQ: RMBL), the e-commerce based pre-owned vehicle buy/sell and finance business, has now successfully completed its merger with Brick & Mortar dealer network RideNow. The company describes itself as "the first omnichannel consumer experience in powersports in North America and the first public company in this vehicle segment."

BRP announced increased revenues of \$670.5m (+54.4%) for the three-month period ended July 31, 2021. Year-Round Products were 50% of revenues at \$955.6m (+\$334.4m/53.8% compared to the year ago). Revenue from Seasonal Products increased by \$251.8m (+78.0%). Powersports PA&A and OEM Engines increased by +\$39.6m (+18.9%). The company's North American retail sales for powersports vehicles decreased by -19% for the period, mainly driven by limited product availability. Year-Round Product retail sales decreased on a percentage basis in the mid-twenties range, with seasonal unit retail sales down high single digits. Gross profit was +\$321.7m/+129.5%, to \$570.1m.

H-D1 Marketplace Already the Largest U.S. Dealer Pre-Owned Buy/Sell Site



Since launching in July 2021, just five weeks later Harley announced that its newly minted H-D1 Marketplace has become the go-to on-line Harley-Davidson marketplace for dealer-based listings, with the largest selection of dealer pre-owned H-D motorcycles in the United States.

"Uniquely, H D1 Marketplace is the only place to easily search for H-D Certified motorcycles, ensuring the ultimate in pre-owned Harley-Davidson motorcycles."

Jochen Zeitz, Chairman, CEO and President, Harley-Davidson, is quoted as saying: "With H-D1 Marketplace, it was our intention to change the face of the online marketplace for pre-owned Harley-Davidson motorcycles, aligned to our Hardwire priorities.

"We have seen the power of the H-D Certified program, driving desirability, enhancing the overall customer experience and providing an extra level of confidence for our customers in their purchase. We wanted to ensure that our riders have access to the largest selection of the best Harley-

Davidson motorcycles, backed by the strength of our dealers.

"We have achieved that initial goal. H-D1 Marketplace will continue to evolve and it's our ambition that it becomes the ultimate online home for pre-owned Harley-Davidson motorcycles." As of late August 2021, H-D1 Marketplace had some 22,000 pre-owned Harley-Davidson motorcycle listings; around 1,000 H-D Certified motorcycles and 540 participating U.S. Harley-Davidson dealers.

Each Harley-Davidson Certified pre-owned motorcycle is subjected to a comprehensive 110-point quality-assurance inspection by certified Harley-Davidson technicians. Dealers also verify that the pre-owned motorcycle has no open recalls or a blocked VIN, has not been in a major

Jochen Zeitz, Chairman, H-D CEO and President - "We wanted to ensure that our riders have access to the largest selection of the best H-D motorcycles, backed by the strength of our dealers - as of end of August we have already achieved that initial goal with some 540 participating U.S. dealers, around 22,000 pre-owned Harley listings and some 1,000 H-D Certified motorcycles."

accident, and that all scheduled service is up to date. Harley-Davidson motorcycles eligible for the program must be no more than five model years old, have less than 25,000 miles of use, and not contain aftermarket modifications to the engine or transmission, or major chassis or electrical modifications.

Brembo Silicon Valley 'Center of Excellence'



Following its acquisitions of SBS and J.Juan, Brembo continues to further develop the foundations of the business for the next stage in its evolution as it seeks to future-proof its operations.

The 'Brembo Inspiration Lab' in California's Silicon Valley will be its first center of excellence and will focus on software development, data science and artificial intelligence as a "step forward in the path to become a trusted solution provider" and to "accelerate the digitalization of the company" - one of the key objectives of the 'turning energy into inspiration' strategic vision announced by Daniele Schillaci, Brembo's Chief Executive Officer, in September 2020.

"We are very pleased to open Brembo's first center of excellence in Silicon Valley. We are entering and investing in this world-renowned location for high technology and innovation with the clear and ambitious goal of addressing the unprecedented challenges impacting

the automotive sector," Schillaci is quoted as saying.

"We are in an era of data science and the application of artificial intelligence, which offers us a great opportunity to build our future and strengthen our technological leadership. With the Brembo Inspiration Lab we accept the challenge to increase the company's digital culture and to bring 'Made in Brembo' innovation even closer to our partners."

The facility is expected to open in the fourth quarter of 2021. It will welcome talent from various industries "to benefit the development of Brembo's future braking solutions."

With the opening of the new center, Brembo expands its international presence and continues to grow in North America, where it has been present for over 30 years. It maintains manufacturing hubs in Michigan, New Jersey and Monterrey, Mexico. Its North American headquarters and R&D center is located in Plymouth,



Brembo CEO Daniele Schillaci: "We are in an era of data science and the application of artificial intelligence, which offers us a great opportunity to build our future and strengthen our technological leadership."

Michigan.

The new center of excellence will also be a "point of reference for the technological and commercial development of Brembo's relationships with customers in the Silicon Valley."

www.brembo.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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NEWS BRIEFS

National Powersports Dealer Association



KTM, Husqvarna and GasGas owner PIERER Mobility AG (Austria) has said that its first half-year of 2021 performance puts it on track for an 11th record year with revenue of €1,078.0m (+80% vs. H1 2020) and EBIT of €102.6m from €1.7m for the first half of 2020. Unit sales of 215,646 motorcycles and e-bikes are reported (176,045 of them being motorcycles, which was +95% on the first half of 2020).

Organizers of the UK Motorcycle Trade Expo (British Dealer News) have confirmed the decision to postpone the show that was due to be held near Coventry in the English Midlands in October 2021. Expo director Andy Mayo said "the risk involved still outweighs the investment required to stage Expo in the successful format exhibitors and visitors have come to expect. It's the second year in a row we have had to postpone, but with so much interest being shown by exhibitors, Expo 2022 is set to be a bumper show."

Reuters reports that the Indonesian Energy Ministry has launched a pilot project to convert motorcycles that run on combustion engines into electric-powered vehicles, part of a national drive to make transport more environmentally friendly. The project has successfully converted 10 such motorbikes and is aiming to convert 90 more by November. The government has set a target of having 13 million electric motorbikes - including converted ones - and 2.2 million electric cars on the roads by 2030. It has also pledged to stop all sales of vehicles powered by combustion engines by 2050. Indonesia had more than 15 million cars and 112 million motorcycles on its roads as of 2019.

New motorcycle registrations in July for Germany were -23.20% on the same period of 2020 at 13,317 units, but up on July 2019 by over a thousand units. For the January to July period, the German market was -3.98% at 84,701 units YTD, which is also slightly down on the 2019 YTD figure of 87,512. In total PTW terms, the German market was -1.66% at 138,497 units YTD. The top-seller remains the BMW R 1250 GS. With seven models in the top 25, no surprise that BMW remains market share leader, having sold 21,331 units YTD for a 25.18% share; Honda is second, followed by Kawasaki, KTM and Yamaha.

Noted former owner of AD Farrow Harley-Davidson and owner of Dealernews magazine Bob Althoff has announced the formation of the National Powersports Dealer Association (NPDA) in the United States.

"It has been 115 years in the making, but with the formation of the NPDA there is finally a national association dedicated to protecting, educating, leading and growing powersports dealers in the United States.

"The association will seek to represent all powersports retailers, and the Founding Board of Directors includes Harley-Davidson dealers, metric dealers as well as independent (non-franchised) shops. The nine-member Board includes seven men and three women who are dealers in locations across America, from Alaska to Virginia.

"A national organization for dealers and by dealers is something our industry has clearly needed for a long time," says NPDA Chair Bob Althoff.

"With a goal of promoting retail excellence, NPDA will provide leadership, research, training, group purchasing benefits, legislative affairs, benchmarking and more. We are so excited to finally offer dealers a lifeline to so many aspects which retailers in



Seen here with Bob Althoff (second left, back row) are fellow NPDA Board Members - Vice Chair Bob Kee, Destination Cycle, Kerrville, Texas; Secretary/Treasurer Kim Harrison, Coleman PowerSports, Falls Church, Virginia; Founding Board Member Dia Matteson, Harley-Davidson Alaska; Founding Board Member Gail Worth, Gail's Powersports, Kansas City, Kansas; Founding Board Member Robert Kay, Star City Motorsports, Lincoln, Nebraska; Founding Board Member Maurice Slaughter, Bayside Harley-Davidson, Portsmouth, Virginia; Founding Board Member George Gatto, Gatto Harley-Davidson, Tarentum, Pennsylvania; and Founding Board Member Mark Peterson, Southwest Superbikes, Dallas, Texas.

other industries have had for a long time."

Althoff says that "for the NPDA to become a productive and powerful force we need members to bring all of the franchised and independent dealers in the country together. Dealers

may immediately take advantage of regular annual membership, special Founding Member, +/- or discounted multiyear memberships."

Dealers interested in joining can complete a membership application - available at www.npda.org

Firebrand Exhausts Returns from the Ashes



Firebrand exhaust and performance parts are under new ownership and "excited to bring you its unique brand of exhausts."

Building on its popular Loose Cannon slip-ons for H-D touring bikes, it has "upgraded the finish and materials to create a muffler designed for durability, power and, of course, 'real deal' sound." It also brought back its stylized Grand Prix slip-ons and added stainless baffles with race style packing designed to create a no-drone rumble. Additionally, its Smoothbore headers now include shields and feature a durable asphalt black finish in addition to show chrome. Distributed

by Boise, Idaho based HardDrive and available through its nationwide network of six warehouses.

www.firebrandmotorcycle.com
www.hdtwin.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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NEWS BRIEFS

Cardo Systems' 'Cardo Coaches' program is an opt-in resource that increases accessibility for Cardo products among motorcycle and powersports instructors. Featuring Cardo's popular PACKTALK BOLD and all-new PACKTALK headphones for seamless, real-time two-way communication, approved participants will receive a 20% discount on select PACKTALK bundles along with other special promotions.

Suzuki global motorcycle shipments and profits were up for Q1 of its 21/22 financial year (April - June 2021) with total global unit shipments +32.3% compared to the same quarter in 2020 at 363,000 units; behind the 456,000 units shipped in the same period in 2019. Shipments to Europe were flat at 10,000 units (15,000 in the equivalent 2019 period). North American shipments down at 10,000 from 19,000 in the 2020 period, having been 12,000 in Q1 2019. Domestic Japanese sales were +28.3% compared to 2020. At 57.5bn yen, revenue from motorcycle sales for the period was +64.5% up on the same period in 2020 (a 7.7% margin) and modestly below the 65.6bn seen in the 2019 period (which had produced a 3.4% operating profit margin).

Kawasaki motorcycle unit sales were +31.25% in Europe for Q1 of its 21/22 financial year at 21,000 units. For the United States, they were up by over 230% at 20,000 units compared to just 6,000 for the same period in 2020. Total unit sales for all developed markets were 55,000 units (+86.20%) and +144% at 61,000 units, with the Philippines its largest such market. Unit sales translated to net sales revenue of 113.5bn yen for the quarter (+54.5% over the 58.9bn yen recorded for the corresponding period in 2020, for an operating profit of 14.8bn yen (a substantial improvement over the -5.9bn yen loss incurred for the year-ago period).

Yamaha total global unit sales were 2.312m units for the first half of 2021, compared to 1.709m for H1 2020 and 2.516m for H1 2019. European unit sales were 116,000 for the first half year (+17.2%) compared to 99,999 for the year ago; and, more interestingly, +6.4% compared to the 109,000 units sold in Europe for the first half of 2019.

Zero - Hyper Limited Quickstrike Parts Package



Zero Motorcycles has launched an "extremely limited" Quickstrike accessory package for its SR/F electric motorcycle model. "In the rarest release quantities ever seen" from Zero, only 100 of the individually numbered accessory sets will be released globally. Zero claims it has "upped the ante in the body-aesthetic stakes by equipping these already head-turning bikes with race-inspired components and parts."

"When Zero launched the transformational SR/F, the entire market shifted," said Chris Metcalfe, VP of Marketing for Zero Motorcycles. "The significance of a single motorcycle all of a sudden validating an entire category of powersports is unheard of, so we wanted to make a custom package that was just as special as the bikes it was made for." Zero says that the inspiration for this special release was born from the "incredible performance of the company's factory-backed effort up the 2019 Pikes Peak International Hill

Climb, one of the most exclusive and dangerous motorsports events in the world." In addition to signed and numbered certificates of authenticity, each Quickstrike package includes anodized lever guards and bar ends, front and rear smoked LED turn indicators, carbon fiber front and rear fenders, rear stand spools, black aluminum fly screen and custom mirrors, limited edition Quickstrike tank

badge, and a Quickstrike lapel pin. Many of the components will also be available in the Zero Motorcycles parts and accessories catalog and can be added a la carte to any SR/F motorcycle along with custom colors and purpose-built storage options that will work for both SR/F and SR/S models. However, the limited edition Quickstrike elements will only be made available to 100 riders.

Tucker Postpones Road Show Tour

Fort Worth, Texas based Tucker Powersports has informed its dealers that it has now postponed its proposed Tucker Road Show tour program indefinitely.

The initial series of four regional events in selected markets (Las Vegas, Fort Worth, Charlotte and Kentucky) had originally been announced for the spring of 2021, before Covid caution triggered a delay to the fall.

Since that time, AIMExpo has announced for January 2022 at Las Vegas and Tucker appears to have preferred to return to its original plan of co-staging its dealer appreciation event with the MIC at their rebooted trade only, three-day AIMExpo industry expo concept.

Tucker Sales VP Brad Turner is quoted as telling dealers that "recent input from dealers indicates that you would prefer to focus your time on maximizing sales to the numerous customers who are visiting your dealership, rather



"We understand the time and staffing challenges that you are having in this year of amazing growth."

than travel to events such as the Road Show this fall. "While we love the Road Show program as a way for the Tucker team and our suppliers to celebrate and thank our dealers, we understand the time and

staffing challenges that you are having in this year of amazing growth. We hope to launch the Road Show program in the future.

"In the meantime, AIMExpo is coming in January, and we hope all of our dealers will join us in Las Vegas. Tucker will have a great presence for our house brands and our suppliers in the expo. Our sponsorship of the show will allow us to host a hospitality area for Tucker dealers right on the show floor."

AIMExpo is slated for the Las Vegas Convention Center for January 19 through 21, 2022.



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



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NEWS BRIEFS

North American unit sales for H1 were 34,000 (+21.43% over 2020 and +6.25% over 2019). Unit sales of motorcycles in emerging markets exceeded 2020 in all regions, resulting in higher sales and profits. Higher sales of premium segment models helped improve the model mix with sales and profits surpassing its 2019 H1 results. Motorcycle and related business segment net sales were 595.9bn yen (an increase of 166.9bn yen or +38.9%).

Young people all over Germany can now get their class AM moped driving license at the age of 15 following a national driving license regulation by the Federal Government in Germany. Many states had already adopted the protocol (only Berlin, Hamburg and Bremen had been hold-outs). The better theoretical and practical training of young riders in this age group has proven to benefit road safety according to Dekra. For eastern German states, the nationwide regulation now means a return to the legal situation that existed before reunification.

In the USA, Wiseco is celebrating its 80th year manufacturing performance pistons by giving away a brand-new, off-road built YZ250 two-stroke in partnership with Road 2 Recovery. All entries to win the bike are available through donations and exclusive Wiseco 80th apparel purchases made at WinWiseco80.com, with all proceeds directly benefitting the Road 2 Recovery foundation and its efforts helping injured riders - entries will close December 10th, 2021.

Royal Enfield (RE) has opened a CKD (Complete Knock Down kit) assembly plant in Colombia - the third-biggest motorcycle market in Latin America - in partnership with its local distributor, Colombiana de Comercio (Corbeta Group). The facility in Envigado, Antioquia, marks RE's second outside of India. RE set up retail operations in Colombia in July 2014, with a first store in Bogotá. It now has 15 exclusive stores in Colombia and 57 exclusive stores with 40 other retail touchpoints in Latin America overall. Initially the plant will assemble the Royal Enfield Himalayan.

All Ferodo Street Pads R90 Accredited

Ferodo has announced that all its road use motorcycle brake pads, including its Harley-Davidson replacement and heavy-duty V-twin and custom applications, have now received ECE R90 certification.

This regulation is a legal requirement for brake pads that are fitted to L1-L2-L3-L4-L5 vehicles (two and three wheels). The R90 requirement applies to all such vehicles that were homologated since the Euro 4 specification (October 2016) that are used on European Union public highways. For Ferodo this is the final stage in a journey that began with R90 certification for its 'EF' scooter brake pad compound. R90 is a state-of-the-art regulatory assurance of quality and safety for dealers and riders. It requires brake pads to be tested in a dynamometer that is instrumented for continuous recording of rotative speed, brake torque, brake line pressure, braking time and brake rotor temperature.



The brake pads are divided into three categories - A, B and C - depending on the area of the friction material, and all compounds are tested individually. All vehicles recommended for the specific brake pad compound must be calculated according to the kinetic energy to find the most severe vehicle for testing. This way all compounds and vehicles are checked, and the most severe combinations tested on track for the consumer to get a very safe and secure product. The tests required by R90 include bedding, performance check, brake tests, cold performance equivalence

and speed sensitivity tests. Under R90, replacement brake pads and brake shoes are permitted to deviate from the frictional characteristics of their original equipment counterparts by not more than 15%. ECE R90 requires correct marking of the products and sealed, tamper-evident packaging. Factory and test equipment approval are also part of the R90 homologation. It involves engineers accrediting the factory. Seen here, the new Ferodo/Champion Moto Racing catalog details all the current Ferodo and Champion products available for circuit, Motard, Off-Road and Trials applications. www.ferodoracing.com



Energica Records a +91% Increase

Energica Motor Company, the market-leading high-performance electric motorcycle manufacturer and FIM Enel MotoE World Cup 'spec' bike manufacturer (until the end of 2022), continues its growth thanks to increases in its number of resellers and a +17% increase in its workforce in the first six months of this year - with its headquarters facility having to double in size as a result of the growth (additional property acquisitions were underway in July 2021). Energica saw unit sales growth of 91% in 2020, and that has been followed by

a further increase in the first half of 2021. "This is the result of a commercial strategy aiming at selecting strategic dealers all around the world. June saw us extend our presence in Sweden, with the appointment of ProBike Sverige AB, a new dealer from Täby, Sweden, which will also serve as a coordinating hub with their other outlets in Stockholm, Göteborg and Malmö. "This new partnership further strengthens our already impressive North European network - Sweden has been in the top ten 'most-selling EV markets' since 2015 (BilSweden)." The ProBike appointment takes Energica to nearly 90 dealers around the world. Energica's commercial strategy is not the only reason behind the brand's current success. Recent engineering news included the



introduction of a new EMCE motor (Energica Mavel Co-Engineering) - built in a co-engineering partnership with Mavel Powertrain in Italy. A familiar name among the automotive OE community, this collaboration with Energica has been Mavel's first contract in the motorcycle industry, and the new powertrain will be used exclusively on the entire Energica range. "Among the main features that contribute to improving the performance of the motor and inverter are innovative rotor and stator geometries that minimize energy losses and maximize performance. The uniformity of the torque delivery and the optimization of the weights make the engine unique in terms of power and torque density and allow the optimization of the production processes," explained Giampiero Testoni, Energica CTO.



www.energicamotor.com

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

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Kawasaki Hybrid Plans Take Shape

By Ben Purvis

With motorcycle manufacturers all over the world rushing to show their dedication to an all-electric future - mostly without actually going to the expense of launching any electric bikes - Kawasaki is following the example of some car makers by planning a hybrid bike as an interim stage before going fully battery-powered.

In the past, attempts at hybrid motorcycles have been few and far between. Piaggio made hybrid versions of the MP3 in 125 cc and 300 cc forms for a short while, and Honda more recently developed the PCX hybrid for sale in some Asian markets, but where car companies have wholeheartedly accepted the idea of combining battery and petrol power,



vehicles capable of running in zero-emissions modes for city use, Kawasaki has re-evaluated that position and reached the conclusion that a hybrid might make sense after all.

All the indications are that Kawasaki will show its hybrid later this year, although it's not clear yet whether it will be as a production machine or simply a concept bike. The firm hinted at the hybrid with a brief video, released late last year, showing how such a bike could operate in petrol-powered mode out of town, switching to pure electric power in the city, and use both power sources when maximum performance was needed. Since then, multiple patents have emerged showing aspects of the firm's hybrid development.

Unlike some earlier attempts, Kawasaki isn't making a scooter or a bike with a continuously variable transmission. Instead, the petrol engine is attached to a completely conventional multi-speed manual gearbox. There's simply an additional electric motor that's also geared to the input shaft via a short chain.

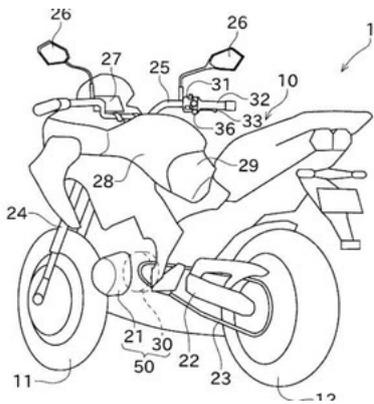
Because the motor doubles as the starter motor and generator, it offsets some of the additional weight and size that it brings, and it also means the petrol engine can be downsized, further reducing the packaging problems. Unlike a pure electric bike, the batteries do not need to be huge and heavy - the bike will only be

expected to run in all-electric mode for a few miles at a time, and there's no concern over long charging times as the batteries will be topped up by the petrol engine, along with regenerative braking when the bike is cruising.

The most detailed patents seen so far show a parallel twin engine, probably related to the motor in the Z400 and Ninja 400, with the electric motor mounted above the gearbox. The brief view of the bike in Kawasaki's teaser video backs this up - proving that the prototype also uses the Z400's tubular steel frame.

Interesting aspects of the design shown in Kawasaki's patents include a 'boost' button on the throttle grip. A patent-worthy innovation in itself, since the switch turns with the throttle, so it's always under the thumb - the idea is that you can instantly call on the combined power of both the electric motor and petrol engine when overtaking acceleration is needed.

Although Kawasaki showed a poorly received all-electric prototype in 2019, the firm clearly stated that there were no production plans for the vehicle. However, the lessons learned from that electric bike project, which included the development of a bike-specific 20 kW drive motor, batteries, control software and regenerative braking systems, play perfectly into the development of the hybrid model that has been the follow-up focus for Kawasaki's R&D engineers.



bike firms have been largely uninterested in the format.

Traditionally, the reason has been simple: fitting two separate powertrains into a motorcycle, where every cubic centimeter of space is at a premium, hasn't provided a convincing advantage over simply making a cleaner, more economical petrol engine.

But with battery and motor technology improving and growing demands for



Parts & Labor

Helmets to hard parts specialist Biltwell's second issue of its 'Parts & Labor' customer magazine dropped just as this edition of AMD went to press - another feast of loveliness it is too! Articles range from an in-depth look at the LMTV adventure vehicle ("a 20,000 lb chopper") to a photo collection of choppers from the 15th annual El Diablo Run earlier this year. Biltwell has also snuck in new products that will be available in Q4 of 2021 - three new glove models and two saddlebag designs.

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NEWS BRIEFS

Suspension manufacturer Fox Factory Holding Corp. announced record Q2 sales of \$328.2m and EPS of \$1.05 after posting 79.2% increased sales to \$328.2m. Gross margin was 33.9%, compared to 32.8% in the same period last fiscal year. Adjusted EBITDA was \$69.7m, or 21.2% of sales, compared to \$33.7m, or 18.4% of sales in the same period last fiscal year.

Former Harley CFO John Olin has joined Pittsburgh-based Wabtec as Executive VP and CFO. Wabtec is an \$8bn a year equipment, systems, digital solutions and value-added services provider for the global freight and transit rail industries and mining, marine and industrial markets.

In July, California became the most recent and largest state so far to adopt the AMA-supported Anti-Motorcyclist Profiling Resolution. The resolution urges law enforcement agencies to engage in efforts to end motorcyclist profiling and to promote increased public awareness on the issue of motorcyclist profiling. It urges law enforcement officials to include statements condemning motorcyclist profiling in written policies and training materials and to distribute those across law enforcement agencies. The states of Washington, Maryland, Louisiana and Idaho have also passed legislation specifically forbidding the profiling of motorcyclists.

Brembo reported H1 2021 revenues at €1,360.8m, up 43.1% compared to 2020 and up 2.8% compared to the first six months of 2019. EBITDA was €270.2m (margin: 19.9%), EBIT was €165.8m (margin: 12.2%). Net investments in a quarter in which Brembo marked its 60th anniversary and announced the acquisition of Spanish brakes manufacturer J.Juan (having bought Danish brakes component manufacturer SBS in Q1) amounted to €99.9m. Net financial debt of €496.9m was down €100.6m compared to the period to 30 June 2020.

J&P Cycles Ultimate Builder Custom Bike Show - Round 2, Chicago

Following the much anticipated debut of the rebooted IMS Outdoors concept at Sonoma, Ca., in July, the second in the originally planned nine-city tour was staged outside Chicago at Goebbert's Farm, Pingree, Illinois, on August 20-22.

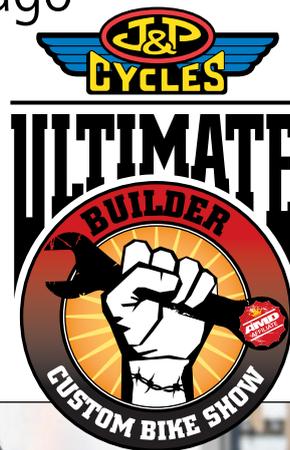
Featuring the popular J&P Cycles backed Ultimate Builder Custom Bike Show series (UBCBS - now in its 12th year), the largest motorcycle builder competition in the USA will see

Photography by Progressive IMS Outdoors/ Manny Pandya Photography



hundreds of motorcycles compete across the event series for the chance to win tens of thousands in cash and prizes.

"We designed the competition to



Custom Classic



Runner-up

Mike Prete secured runner-up with a custom 1998 Suzuki Intruder.

Winner

Mateusz Kubak won with a 1974 Honda CB550. This custom classic was rebuilt into a café racer in Kubak's garage over a period of six months. The majority of the work was done by Kubak himself, except for the upholstered seat. Some of the modifications include a custom fiberglass tail plus seat pan, rear end hoop, knee dents, Delkevic UK four into one exhaust, new paint job, pinstriping, and much more. Most of the components are original, including forks, triple trees, front and rear wheel hubs, carbs and more.



Custom Street

Winner
Yaroslav Lutsenko and painter EXSA Automotive won with a 2019 FXBB. This street bike had a deep black custom paint job with carbon and H-D black engine covers, H-D fat riser handlebars, derby cover, headlamp ring, a Cobra exhaust, and more.

Runner-up
Yovani Montoya secured runner-up with a 2010 Fat Boy LO, custom painted by Luis Lopez.

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

NEWS BRIEFS

Pre-owned vehicle e-tailer RumbleOn says it delivered 100% year-over-year revenue growth and 131% gross profit growth in the second quarter 2021. In addition to working towards its merger with RideNow, the company says it has over 60,000 new, used and private party listings on its site, with over 500 dealers using its services and B2B functionality. Q2 total vehicle sales of 5,711 units was a 63% increase over the year-ago period. Powersports unit sales were 2,411, up 181% from 859 units in Q2 2020 and up 140% from 1,006 units in Q1 2021.

Polaris' Board Chair, John Wiehoff, has announced the appointment Darryl Jackson to its Board of Directors. Jackson is currently vice president at Hendrick Automotive Group, the largest privately held automotive retail organization in the USA. Previously he served as director of the Financial Services Advisory Group at PricewaterhouseCoopers and spent nearly 20 years at Chrysler Automotive Corporation in various finance, marketing and product planning leadership roles. A certified public accountant and Harvard Business School MBA, he will serve on the Board's Audit Committee.

Data released by the MICB in USA shows that motorcycle thefts surged by 30 percent in 2020 (13,000 more thefts than in 2019), reaching 53,111, the highest level in five years. The largest number were stolen in California (9,483), Texas (4,448) and Florida (4,223), with most in August (6,214) and July (5,855); February saw the least (2,701). The top 10 brands account for 80% of all thefts with Honda the most stolen (11,030), followed by Yamaha (8,261) and Kawasaki (6,340). Of all thefts, less than half (42%/22,403) were recovered.

Vancouver based Damon Motors has announced that the company hit a new \$35m milestone in pre-orders for its flagship HyperSport model - "the world's smartest, safest, fully electric motorcycle." Jay Giraud, founder and CEO, also announced additions to the leadership team, with Broc TenHouten as Chief Strategy Officer and board member; Chris Efstathiou as VP, Supply Chain, and Mike Galbraith as CFO and Sr VP Operations.

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

Freestyle



Winner

Robert Catanese won with a 2021 Yamaha R1, custom painted by Alcalde Customs. The motorcycle features a custom-made aviation grade chromoly steel frame with a R1 998 cc motor with a titanium exhaust and mid-pipe, a custom-made 5.7-gal gas tank, metallic Oriental Blue paint with painted retro striping, rear tail lamps, Öhlins rear shock, and Ducati 750 SS front and rear fairing cowls.

Runner-up and People's Choice

David Moreno secured runner-up with a 2013 Street Glide - custom paint job by John Booth, custom sound, 26-inch front wheel and airride suspension.

People's Choice



spotlight professional and amateur builders alike," remarked UBCBS Director Bob Kay, "attracting world-class builders at each stop along the tour. They come to showcase their rolling works of art, and not only do the participants receive well-deserved recognition, but the custom motorcycles on display provide event

attendees the opportunity to engage with some of the finest customs across the US."

The UBCBS series is comprised of three classes - Custom Street Class, Custom Classic Class and Freestyle Class - and the People's Choice Award. Winners from each category are entered into the championship round held in

Atlanta (October 29-31, 2021), competing for the grand prize and 'King of Builders' title.

"Congratulations to the winners in Chicago - this city's bunch is a remarkable group of builders with unique custom bikes that reflect each builder's story," said Kay.

www.motorcycleshows.com

SCHEDULE

With New York (September 03 - 05) canceled, as at press time, the remaining IMS Outdoor/J&P Cycles UBCBS series events are:

Pennsylvania (September 10-12)

Texas (October 1-3)

Nashville (October 8-10)

Central Florida (October 15-17)

Atlanta (October 29-31)

Southern California (November 19-21)

<<< Continued from cover

recommended to the MAG board that the holding company be eliminated as an intermediary and the individual businesses allowed to report directly to the appointed board and to make their own business policies, including their own distribution decisions.

The strategy has been a success, with each of the MAG brands - Performance Machine, Vance & Hines, Progressive Suspension, Burly Brand and Mustang seats, as well as Kuryakyn and Tucker - seeing vastly improved performance in the past 24 months.

However, it had been public domain that, cognizant of their responsibilities to their own investors, the ownership consortium would have an open mind where alternative ownership options or other solutions became available for the individual business units on a



KURYAKYN

moving forward basis. Tucker had been one of Kuryakyn's primary (but not exclusive) distributor customers for nearly three decades. As

this edition of AMD went to press it had not yet become fully apparent whether or not Tucker would continue Kuryakyn distribution through other

tucker

outlets, including one of its domestic U.S. rivals, but the early signals were that it would be likely to do so.

As a Tucker brand, Kuryakyn will take its place alongside a powerful line-up of established in-house brands such as Twin Power, BikeMaster, Tucker V-TWIN, Biker's Choice and leading gear and apparel brands such as Speed & Strength and First Gear, and off-road brands such as Answer, Quad Boss, ProTaper and DragonFire.

Pan America Sold Out and ADV Market Leader

Just six months after the official launch and only some three months since inventory started to arrive on showroom floors, the H-D Pan America 1250 Special ("built to endure, designed to explore") had already become the #1 selling adventure touring motorcycle in North America as of end August 2021.

Jochen Zeitz, Chairman, CEO and President, Harley-Davidson is quoted as saying: "Taking

inspiration from our heritage, we wanted to create a motorcycle that redefined the adventure touring category and most importantly was designed and built in America.

"With the Pan America Special [Harley's first venture into any off-road market sector for several decades] we targeted a selective expansion into adventure touring as part of the Hardwire strategy. The goal is to

reach new and existing Harley-Davidson customers. Pan America is squarely built on our mission to deliver a timeless pursuit of adventure for our riders."

Zeitz confirmed that Harley had already sold out of the 2021 allocation and reports suggest that some examples, generally as yet unriden, are already achieving collector level premium pricing well above the launch MRSP of under \$20,000.



Twin Power Harley Trike Brake Pad Options for Durability and Stopping Power



Founded in 1982 and headed up for Tucker Powersports, the respected specialty V-twin parts brand Twin Power has added new lines of organic and sintered brake pads for Harley-

Davidson Tri Glide and Free Wheeler models.

Available for front and rear brake caliper applications, Twin Power Organics are constructed using



James Simonelli at the 2020 Fort Worth show.

premium quality Aramid fiber, "formulated for high-performance stopping power. Environmentally-friendly, these pads are perfect for use with the polished rotors that are popular with V-twin riders and for general use," says industry veteran Brand Manager James Simonelli.

"Our X-Stop Sintered brake pads are a top-of-the-line premium braking solution manufactured from a select

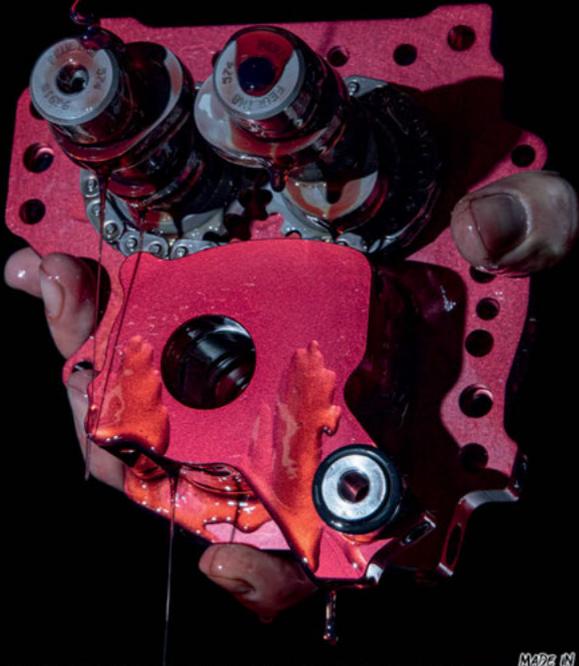
blend of metallic components. Born from years of research, experience and brake dyno testing, they have been specified for greater heat resistance, longer pad life and increased performance, offering powerful stopping with an excellent feel.

"Twin Power X-Stop Sintered have been engineered for heavy-duty use," says Simonelli.

www.twinpower-usa.com



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Halbert Holds Off Bauman for New York Short Track I

Mission SuperTwins Presented by S&S Cycle

Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750) beat the odds to score an inspiring victory in the Mission Foods New York Short Track I presented by Mad Max Indian Motorcycle on August 13 at Weedsport Speedway in Weedsport, New York. Riding wounded after suffering a broken foot and missing multiple rounds earlier this season, Halbert grabbed the lead away from double defending Grand National Champion Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) two minutes into the 10-minute-plus-two-lap Main Event. Bauman put up a fight, and briefly took the lead with less than 30 seconds on



the clock, but Halbert had an answer and took the flag for a 15th career premier-class victory. Despite narrowly missing out on a third successive victory, Bauman's second meant he

increased his title lead to 33 points, with seven races remaining. Meanwhile, Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750), the newly announced

Springfield Mile promoter for 2022, beat a resurgent Bronson Bauman (No. 37 Indian Motorcycle of Oklahoma City FTR750) to the line by 0.307 seconds for third, with Jarod Vanderkooi (No. 20 Mission Roof Systems Indian FTR750) fifth.

1. Sammy Halbert - Indian FTR750, Coolbeth-Nila Racing, Roof Systems
2. Briar Bauman - Indian FTR750, Indian Motorcycle, Progressive Insurance, S&S Cycle
3. Jared Mees - Indian FTR750, Indian Motorcycle, Progressive Insurance, Mission Foods
4. Bronson Bauman - Indian FTR750, Indian Motorcycle, Indian Oklahoma
5. Jarod Vanderkooi - Indian FTR750, Mission Foods, Roof Systems

Mees Got His Mojo Back for New York Short Track II

Mission SuperTwins Presented by S&S Cycle



AFT legend Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance

FTR750) was at his best for the second of the New York Short Tracks, the multi-time Grand National Champion claiming a dominant victory. After a battle for the all-important racing low line at the super-slick Weedsport Short Track, Jarod Vanderkooi (No. 20 Mission Roof Systems Indian FTR750) stole second by a 0.003-seconds from Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) in third - brake issues having ended the threat he appeared to pose to Mees at around half distance. Race 1 winner Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750) taking fourth this time, ahead of JD Beach (No. 95 Estenson Racing Yamaha

MT-07 DT) in fifth, with defending Grand National Champion Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) sixth.

1. Jared Mees - Indian FTR750, Indian Motorcycle, Progressive Insurance, Mission Foods
2. Jarod Vanderkooi - Indian FTR750, Mission Foods, Roof Systems
3. Brandon Robinson - Indian FTR750, Mission Foods, Roof Systems
4. Sammy Halbert - Indian FTR750, Coolbeth-Nila Racing, Roof Systems
5. JD Beach - Yamaha MT-07, Estenson Racing, Yamaha Racing, Monster Energy

Peoria TT, Illinois - August 21st

Mission SuperTwins Presented by S&S Cycle
JD Beach (No. 95 Estenson Racing Yamaha MT-07 DT) added a highlight achievement to his lengthy list of racing accomplishments, winning the 74th Peoria TT presented at PMC Race Park in Peoria, Illinois, on August 21st. Beach came into the weekend with the reputation as one of the best TT riders in the AFT paddock - especially after scoring three victories in the most recent four Mission SuperTwins presented by S&S Cycle TT Main Events - with a third-place finish in the 2019 Peoria TT as the only 'blemish' on that record. The ultra-versatile Beach



brushed off the race-long pressure applied by 2019 winner, reigning Grand National Champion Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750, second), to

earn one of the most coveted checkered flags in the sport. Beach had made quick work of holeshot winner Jared Mees (No. 9 Indian Motorcycle/Progressive

Insurance FTR750) who recaptured third from Jarod Vanderkooi (No. 20 Mission Roof Systems Indian FTR750, fourth) with Robert Pearson (No. 27 Rackley Racing/John Franklin Indian FTR750) in fifth.

1. JD Beach - Yamaha MT-07, Estenson Racing, Yamaha Racing
2. Briar Bauman - Indian FTR750, Indian Motorcycle, Progressive Insurance, S&S Cycle
3. Jared Mees - Indian FTR750, Indian Motorcycle, Progressive Insurance, Mission Foods
4. Jarod Vanderkooi - Indian FTR750, Mission Foods, Roof Systems
5. Robert Pearson - Indian FTR750, Rackley Racing, John Franklin, Country Saloon



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Memphis Shades Springfield Mile I (Sunday, September 5th)

Mission SuperTwins Presented by S&S Cycle

Following the weather-induced postponement of the Memphis Shades Springfield Mile I, on Saturday, September 4th, AFT legend Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) overcame a checkered flag challenge from rival Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) to take the win in the Sunday race at the Illinois State Fairgrounds in Springfield, Illinois.

Most of the 14-minute-plus-two-lap race was dominated by a six-rider lead group consisting of Mees, Bauman, Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750), Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750), Brandon Price (No. 92 Mission Roof Systems Indian FTR750) and Jarod Vanderkooi (No. 20 Mission Roof Systems Indian FTR750).

Vanderkooi and Halbert (mechanical issues), Price were all dropped one way or another and then Robinson lost the draft to leave Mission SuperTwins presented by S&S Cycle title rivals Mees and Bauman to duke it out in a final lap showdown - Mees eventually trumped Bauman's high line efforts to take the win by 0.116 seconds, with Robinson a further 0.205 seconds back for the third podium place.

Robinson's teammate, Price, finished fourth, with an impressive Kolby Carlile (No. 36 Estenson Racing Yamaha MT-07 DT) collecting his third-career premier-class top-five. The victory was Mees' sixth-career Springfield Mile triumph, including four of the last five. Referencing the fact that he and his wife, Nichole, will

also serve as the race promoter for the series' crown jewel event starting in 2022, he said, "I love the Springfield Mile. I figured if I'm gonna own it, I've got to win it, right?"



A frustrated Bauman made it clear in Victory Circle that he considered Mees' tactics unsafe and added that his plan would be "not get mad" but to "get even" in the second race.

AFT Production Twins Presented by Vance & Hines

Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07) continues his inexorable march towards AFT superstardom. The 18-year-old prodigy dominated the Springfield Mile in his first attempt, winning Sunday's AFT Production Twins presented by Vance & Hines Main Event.

The victory followed his Friday, September 3rd AFT Singles sweep (leaving Daniels with two wins and a runner-up finish in his three career AFT Production Twins starts at that stage), setting the stage for a possible Springfield quadruple with the



postponed SuperTwins race. As if that wasn't enough, Daniels also pocketed an extra \$5,000 for winning the Memphis Shades Babe DeMay Challenge dash for cash.

Vance & Hines' talented trio gave chase early before settling into a strong 2-3-4 finish. Second place went to Morgen Mischler (No. 13 Vance & Hines/Mission Foods Harley-Davidson XG750R), with Chad Cose (No. 49 Voodoo Ranger/Roof Systems Harley-Davidson XG750R) drifting past Jesse Janisch (No. 96 Vance & Hines Harley-Davidson XG750R) at the line to secure the final spot on the box.

Tanner Dean (No. 38 Racing Unlimited Kawasaki/Bel Ray Oils Kawasaki Ninja 650) inherited fifth after Jeremiah Duffy (No. 42 Sammy O Racing/Geiger Construction Kawasaki Ninja 650) encountered issues, leaving Cose as the only class regular to finish in the top five. An uncharacteristic seventh place finish by Cory Texter (No. 65 G&G Racing/Yamaha Racing MT-07) didn't stop it being a positive day for his championship campaign, especially with Dalton Gauthier (No. 79 D&D Cycles/Vance & Hines Harley-Davidson XG750R) still on the mend

and Dan Bromley (No. 62 Memphis Shades/Vinson Construction Yamaha MT-07) suffering a mechanical problem of his own.

Mission SuperTwins Presented by S&S Cycle

1. Jared Mees - Indian FTR750, Indian Motorcycle, Progressive Insurance, Mission Foods
2. Briar Bauman - Indian FTR750, Indian Motorcycle, Progressive Insurance, S&S Cycle
3. Brandon Robinson - Indian FTR750, Mission Foods, Roof Systems
4. Brandon Price - Indian FTR750, Mission Foods, Roof Systems
5. Kolby Carlile - Yamaha MT-07, Estenson Racing, Yamaha Racing

Production Twins Presented by Vance & Hines

1. Dallas Daniels - Yamaha MT-07, Estenson Racing, Yamaha Racing
2. Morgen Mischler - H-D XG750R, Vance & Hines, Mission Foods
3. Chad Cose - H-D XG750R, Voodoo Ranger, Mission Foods
4. Jesse Janisch - H-D XG750R, Vance & Hines
5. Tanner Dean - Kawasaki Ninja 650, Racing Unlimited Kawasaki, Bel Ray Oils

Memphis Shades Springfield Mile II (Monday, September 6th)

Mission SuperTwins Presented by S&S Cycle

Jared Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) made it a double header double at the race that he will be promoting from next year, when he left the field in his wake - twice - in the rearranged race that was staged on the Monday to complete an AFT Labor Day Weekend sweep at the Illinois State Fairgrounds in Springfield, Illinois.

After being accused of closing down the lines of his rivals during Sunday's victory, Mees responded by making any such allegations irrelevant on Monday. He immediately shot out into the lead and drove away from a five-rider pack of would-be pursuers, building up an eight-plus-second advantage with just two minutes remaining.

Despite the monster lead, he was forced to prove his Springfield supremacy one more time, when a red

flag brought the race to a momentary halt at that point. Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750) managed to slide in front for a few seconds, but Mees ultimately re-established himself out front on the way to a 1.134-second margin of victory.

Halbert, the 2020 Springfield Mile winner, came home second, while Mission SuperTwins presented by S&S Cycle championship leader Briar Bauman (No. 1 Indian Motorcycle/

Progressive Insurance FTR750) finished third - albeit not until after surviving a close call with wild card Jeffrey Carver, Jr. (No. 23 Happy Trails Racing/DPC/Bryan Bigelow Indian FTR750), who finished fifth behind third-ranked Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750).

Mees' sixth- and seventh-career Springfield Mile wins tightened up the title fight considerably. Bauman continues to lead, but a once healthy



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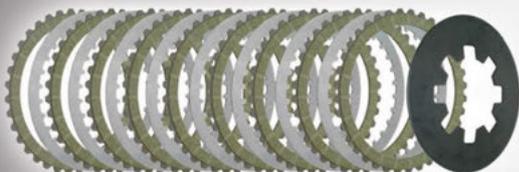
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BTX-11



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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25-point gap has been reduced to just 12 (254-242) with two more Mees' friendly Miles (Sacramento) to come.

AFT Production Twins Presented by Vance & Hines

Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07) pulled off the nearly unthinkable Springfield double-double with a heart-pounding victory in Monday's AFT Production Twins presented by Vance & Hines Main Event.

A hugely entertaining contest saw as many as eight riders still within shot of the victory with two minutes to go. Adding to the entertainment factor was the fact that several different lines were in play, with riders routinely railing corners several riders wide, utilizing extreme low and high lines in search of the fastest way around the high-speed Mile.

The final lap opened with Daniels leading a tight four-rider pack that also included Jesse Janisch (No. 96 Vance & Hines Harley-Davidson XG750R), Chad Cose (No. 49 Voodoo Ranger/Roof Systems Harley-Davidson XG750R) and Cory Texter (No. 65 G&G Racing/Yamaha Racing MT-07).

Janisch threw it up the inside of Daniels entering Turn 3 and held the advantage exiting 4 for the final time. Daniels sucked up in the draft and swung alongside just as Cose and Texter fanned out four-wide in the sprint to the checkered flag.

Daniels just nipped ahead of Janisch by 0.022 seconds, with Cose in third another 0.016 seconds back. Title leader Texter missed the podium in fourth, despite coming up a mere

0.089 seconds short of the victory. Morgen Mischler (No. 13 Vance & Hines/Mission Foods Harley-Davidson XG750R) grabbed his fourth top-five of the weekend in fifth, with Dan Bromley (No. 62 Memphis Shades/Vinson Construction Yamaha MT-07) bouncing back from his Sunday disappointment in sixth.

In addition to sweeping both AFT Singles and both AFT Production Twins races at Springfield, Daniels now owns three wins and one runner-up in four career AFT Production Twins starts.

Texter now leads Bromley by 67 points (249-182), which puts him in prime position to clinch his second AFT Production Twins title next weekend in Sacramento.

Next Up - Sacramento Mile I & II (September 11, and Sunday, September 12) and the final race of the season, the Charlotte Half-Mile on Friday, October 8.

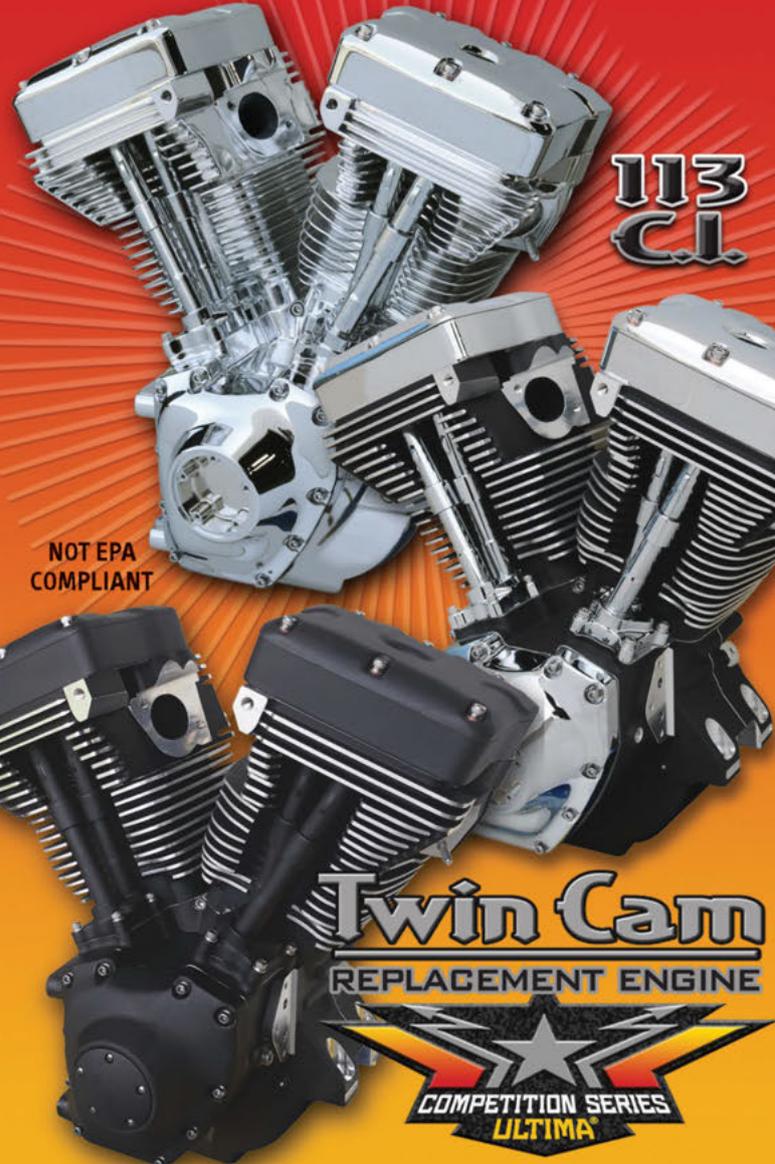
Mission SuperTwins Presented by S&S Cycle

1. Jared Mees - Indian FTR750, Indian Motorcycle, Progressive Insurance, Mission Foods
2. Sammy Halbert - Indian FTR750, Coolbeth-Nila Racing, Roof Systems
3. Briar Bauman - Indian FTR750, Indian Motorcycle, Progressive Insurance, S&S Cycle
4. Brandon Robinson - Indian FTR750, Mission Foods, Roof Systems
5. Jeffrey Carver Jr. - Indian FTR750, Happy Trails Racing, DPC Racing

Production Twins Presented by Vance & Hines

1. Dallas Daniels - Yamaha MT-07, Estenson Racing, Yamaha Racing
2. Jesse Janisch - H-D XG750R, Vance & Hines
3. Chad Cose - H-D XG750R, Voodoo Ranger, Mission Foods
4. Cory Texter - Yamaha MT-07, G&G Racing, Yamaha Racing
5. Morgen Mischler - H-D XG750R, Vance & Hines, Mission Foods

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STRIKING A BLOW FOR PERFORMANCE

Founded near Sydney, Australia, in 2016 by Domenic Pompeii, Blow Performance Exhausts is a genuinely performance-based exhaust manufacturer that distributes to 35 countries worldwide, including North America, from USA and Australian warehouses. Specializing in Harley Big Twins, Dom says Blow Performance exhausts are simply "different, better" ...



Written by
Robin Bradley

The preliminary work on the products that Blow Performance launched with in 2016 actually started some years earlier. "I started the company conceptually in 2012," says founder and Managing Director Dom Pompeii.

"We were product-testing by around 2014 to 2015, so by the time we started the business formally there had already been around five years of preparatory R&D and supply chain building and production planning."

"Performance, with a distinctive deep Harley-Davidson sound," is how Dom first described Blow Performance exhausts to me. "Harleys have a distinctive sound that makes everybody take notice

- it triggers an emotion. Well, enhance that with a Blow Performance exhaust and you've got the best of all possible worlds.

"A well-engineered and well-managed soundscape, and an enhanced performance package and looks

' 3-step systems that work with the exhaust inertia pulse'

that leave a lasting impression."

The qualified engineers at Blow Performance have worked with some of the biggest names in

competitive racing, so are accustomed to the demands of an environment in which "you have to get it right every time," says Dom.

"The design, materials and coatings are everything, and if you can make the exhaust system perform, look and sound amazing, then you have nailed it. Our design and development team has over 50 years' experience in performance engine work."

Their experience and the knowledge gained has seen them dive deep down the Rabbit Hole of understanding how exhausts *really* work, according to Dom. "Combining the three often competing priorities of great sound, great performance and great looks requires a very specialized, very detailed and very specific understanding of how engines and





◀ exhausts operate as a system, and how exhaust gases behave.

"Our team has supplied industry white papers such

'Reversion - the myth of back pressure'

as 'The Misunderstanding of Back Pressure' and 'Reversion - the Myth of Back Pressure'. They might not be the bedtime reading of choice for everyone, but for serious Harley-Davidson workshops and bike

builders worldwide they have achieved almost cult-like status.

"Armed with such a deep understanding of what works and, just as importantly, how and why it works, we have been able to metallurgically sculpt every inch of our systems, both externally and internally, to resist faults, corrosion and overheating with the highest quality metals, materials and coatings.

"Our **3-step exhaust systems** are designed to work with the exhaust inertia pulse and give a broad powerband on **80 ci - 131 ci EVO and Twin Cam**

Myth - "The Misunderstanding of Back Pressure"

Back pressure fights against performance. Back pressure holds back power. Back pressure is necessary in 2-stroke engines, but not in 4-strokes? Not so much.

The reason some folks think that back pressure is good, is because when they put a baffle in (which creates back pressure) the bike runs stronger. But it is not doing so *because* of the back pressure, it is running stronger *despite* the back pressure because it is **reducing reversion**.

It is wrongly assumed that the back pressure that baffles create increases power. It is the reduction in reversion from baffles that increase power.

The baffle is reducing power because of the back pressure, but it is increasing power by reversion reduction. In most cases the power gained by reduction of reversion is **more than the power lost** to back pressure, so there is a net gain of more power, despite back pressure, not because of it. What would be best is if there could be a reduction of reversion without an increase in back pressure.

Reversion

A slow flowing port typically allows excessive amounts of exhaust gases to back up in the port and re-enter the combustion chamber (reversion). The exhaust gases dilute the intake charge and ruin carburetion and throttle response. An anti-reversionary (AR) flange is often installed in a header pipe where the pipe intersects with the exhaust port. This feature helps when the exhaust port is inefficient and slow flowing. An AR flange shrouds the port, thereby catching much of the back-flowing exhaust, which improves performance, particularly at low rpm. Some exhaust



Standard baffle

ports are designed with a mismatch at the bottom of the exhaust header pipe. The mismatch functions in the same fashion as an AR flange by reducing exhaust backflow. The mismatch creates a 'ledge' at the bottom of the port that stops reversionary exhaust gases from backing into the combustion chamber.

Header Pipe Diameter

Header diameter (the inside diameter) is typically the most important factor in exhaust system design because it sets the torque curve. Increasing diameter improves top-end power at the expense of low-end torque.

Changing pipe length will move the torque curve either up or down the rpm scale. A shorter pipe favours top-end horsepower while a longer pipe caters toward low-end torque. Three-step headers of specific tailored design will overcome many of the issues matching mufflers, pipe diameter and pipe length, however, does not meet current EPA regulations.

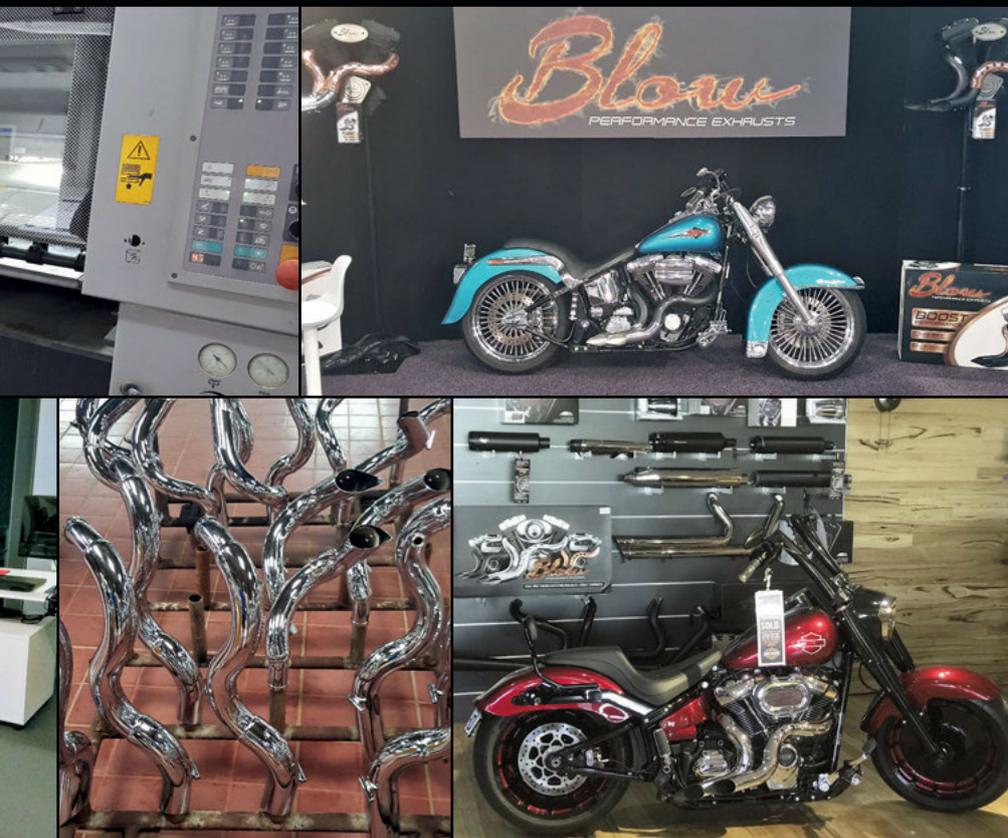


Pro Performance catalytic convertor

Header pipe diameter is determined by engine displacement (bore and stroke), compression ratio, valve diameter, camshaft specifications (lift, duration and timing), the critical rpm band, and has a major effect on exhaust gas velocity. If pipe diameter is too small, back pressure increases. Back pressure is defined as flow resistance created in the exhaust system. The higher the back pressure, the higher the engine's pumping losses will be, since the piston must physically force the residual gases out of the cylinder during the exhaust cycle. The internal combustion engine is, after all, basically just an air pump.

Elevated back pressure also reduces low-lift exhaust flow during the period called "**blowdown**." An effective blowdown period will efficiently use expanding exhaust gases to expel combustion residue from the cylinder.

The blowdown period begins at exhaust valve opening and ends when cylinder pressure and exhaust system pressure are equalized. Camshaft timing has a major effect on blowdown. By using



engines and 107 ci - 131 ci Milwaukee-Eights. Blow Performance exhausts are 3-step headers and NOT to be confused with straight drag pipes.

'Piston to valve synchronization'

"Our product dramatically improves horsepower and torque with an amazing sound - the ultimate *rock band* of exhaust sound. Customers have compared the deep note we achieve to V8 hot rods or to the ▶

blowdown to remove exhaust gases, pumping losses are reduced because fewer gases remain for the piston to physically disperse from the cylinder.

If header diameter is too large, exhaust gas velocity will be low, thereby weakening the scavenging wave and reducing its effect during valve overlap. As such, it is important to note that as blowdown pressure declines, there is an increased dependency on the exhaust system to scavenge cylinders of spent exhaust gases.

Ideally, you want a balance between back pressure and velocity. Headers made of 1-3/4-inch pipe work well with stock and mildly modified V-twin engines. To maintain the proper back pressure/velocity balance with a street engine, it is suggested not to use 2-inch diameter or larger header pipes unless your engine is at least 100 cubic inches and preferably larger. But be aware that even in the case of a large engine there are trade-offs, because a 2-inch pipe will bleed off some bottom-end torque for top-end horsepower. To optimize high-rpm power with a 100 ci-130 ci engine, you should use a 3-step header design.

Header Pipe Length

Pipe length is determined by the engine's application and the most important rpm range. Pipe length is important for perfecting inertia and wave tuning, which determine the effect scavenging has on power production. Scavenging refers to the process of where a column of fast-moving exhaust gases (inertia scavenging) supersonic energy pulse (wave scavenging) aids the removal of combustion residue from the cylinder while assisting the intake charge into the cylinder.

Because pressure waves can only be timed to help exhaust scavenging over a narrow rpm band, the engine's most critical rpm range must be first

determined so pipe length can be matched to the rpm band. A longer pipe length optimizes power at low rpm. Conversely, a shorter pipe length improves upper-end rpm performance, because as the pipe becomes shorter, the tuning effect has less time to enhance slow-speed engines' operation.

Stepped Header Pipes

Various exhaust systems are designed with a stepped header pipe. A stepped header includes the placement of pipe diameter differentials in the pipe. The differentials are referred to as steps. Stepped headers are divided into two or more pipe sections. Stepped headers are most beneficial when used on large displacement and/or high rpm engines to achieve maximum performance.

A cam with a long overlap can benefit from a pipe design that produces a wide exhaust-scavenging wave because a greater portion of the overlap period is effectively covered. A stepped header is an excellent design for this application.

Mufflers

Most stock Harley mufflers are small for aesthetic reasons and include a healthy dose of internal baffling to satisfy EPA noise limitations. As a result, airflow is restricted and so is power. Large touring model Harleys ship with large volume mufflers and a crossover pipe. This large, interconnected design produces a few extra ponies over the Dyna/Softail models with smaller volume mufflers.

Adequate muffler volume for the engine displacement is important for keeping exhaust back pressure low at high rpm. Muffler volume should be ten times the cylinder volume to make good high rpm power. However, horsepower is also a factor because the more horsepower an engine makes, the

more exhaust flow it generates.

In other words, as engine airflow increases, exhaust gas volume also increases. With increased exhaust gas volume, muffler airflow and volume must also be increased. Large engines need a muffler with a large main body, free-flowing baffle and unobstructed exit. Since large mufflers do not look aesthetically pleasing on a V-twin, it is difficult to make a pipe for a large displacement engine that satisfies both aesthetics and performance.

The easiest and least costly method for improving

3-STEP DESIGN



Three-step design delivers "incredible horsepower as well as great sound". It reduces the DB level even without baffles and is "comparable to most leading aftermarket exhaust systems".

exhaust system performance is to change the system. Most 2-into-2 systems are tuneable by changing the internal baffles. Modifying baffles, especially those used in small-volume mufflers, can improve power. Increasing the number and/or size of holes in the baffles or shortening the baffles reduces back pressure and helps top-end power. However, remember that increasing flow too



Pro Performance baffle - evolutionary 2:1, 400 PSI stainless steel EPA assist emission support and noise reduction systems. Catalysts with metal substrates convert nitrogen oxides (NOX), carbon monoxide (CO) and hydrocarbons (HC) into carbon dioxide (CO2), water (H2O) and nitrogen (N2). High performance with higher oxygen storage ability (OSC) and stability by applying precious metals rare earth compound catalytic technology. Exhaust baffles are backward compatible and fit all BPE systems. They can be installed or replaced within five minutes.



Standard baffle - fiberglass, mesh filled for noise reduction, with mild steel casing.

Blow Performance does not supply map settings for its exhaust systems because, as Dom says, no two engines are the same. "Hence, for maximum performance, we encourage having your engine dyno tuned after installation by a professional dyno tuner. Every time you change air cleaner or exhaust, you really do need to retune the engine to get the best out of the new combination.

"Aftermarket tuners are not needed, however, you can install any of the top branded products. What is important when using Blow Performance exhausts is a performance air cleaner and dyno tuning after installation. Air in and out with the right mix in the middle makes all the difference."

Blow Performance offers a 2-year full replacement policy - "we currently boast a 1.8% failure rate, and that includes incorrect customer installations."

www.blowexhausts.com

characteristic deep power sound of a V8 speed boat in water."

Blow Performance offers a choice of performance baffles for those who require a softer sound while still having that distinct Harley-Davidson throb. The company's 3-step headers are designed for performance and Dom says they are at their best without collectors, mufflers or baffles.

Available in 3-layered showroom chrome and high-temperature resistant ceramic matte black exhaust pipes, there is a choice of showroom chrome, ceramic matte black and solid rose gold copper for the heat shields.

"Our first primary length is close to the exhaust port. This prevents a sudden drop in velocity due to a volume increase from head port to the exhaust tube. The first step helps prevent reversion - giving power at low rpms. Steps placed further down the pipe create pressure drops in the flow of the gases and increases power at mid and higher rpms.

"Specifically designed and calibrated for piston to valve synchronization, the pressure wave begins to travel down the tube. When it reaches the end of the

tube, it reverses as a vacuum wave and comes back towards the cylinder. Our tuned headers time that wave to hit right around the closing of the exhaust port, this boost scavenges residuals out of the cylinder while the intake begins to fill - often cited but equally as often misunderstood, scavenging is the effect generated by harnessing the inertial energy of a high velocity exhaust gas pulse.

'Design, materials and coatings are everything'

"Misunderstood and confused with the pressure wave, the best performance exhaust systems have no back pressure. A high velocity pulse of exhaust gas carries energy. As the pulse moves through space it displaces the following volume behind it.

"This generates a low-pressure zone like a weak vacuum. Scavenging effect is created, and a low-pressure area is left in the vacated cylinder ready for the incoming intake charge."





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Keeping it Simple with ProFilter Spin-On Oil Filters



ProFilter premium spin-on oil filters feature M-Pleat technology, which is said to provide a larger filtration area and greater capacity to hold contaminants, extending filter life by 20-30%.

A silicone anti-drain back valve reduces the time it takes for oil to reach critical areas at start-up. This filter comes with a 17 mm hex wrench removal nut for easy removal, and pre-lubricated gasket to ensure optimum seal to the engine. All ProFilters are 100% leak-tested, and brand owner Maxima Racing Oils claims that they never need to be washed. Fittings are available for most H-D models, including M-8, XL, Twin Cam and Evolution dating back to 1986.

To simplify the oil change process for its dealers, and as a retail item for its customers, Maxima includes ProFilter spin-on oil filters as a key ingredient in its V-Twin (and SxS) quick change

and full change oil kits.

Each kit includes model/platform-specific products to complete a full oil change, including Maxima engine, primary and transmission oils, drain plug O-rings and the ProFilter wrench removal premium oil filter with wrench.



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PM 'Phatbar' Riser Kit

This cable throttle and electronic throttle compatible Performance Machine Phatbar and riser kit comes complete with a Fly-By-Wire ready aluminum handlebar and a billet riser set that mount to most H-D models.

The bar features an 1.25" clamping area tapered down to 1" to accommodate stock H-D hand controls without any modifications. The bar is made from 7050-T6 aluminum with a 3" rise and slots for internal wiring. They are 12" tall, 32" wide, with 3" pullback and 2.5" rise.

The risers feature a 9" rise and are made from 6061-T6 billet aluminum with either internal or external

wiring options.

They are available with Black Ops or Gold Ops risers, include a textured black handlebar and are compatible with cable throttle and electronic throttle applications.



PERFORMANCE MACHINE
 La Palma, California, USA
 Tel: 714 523 3000
sales@performancemachine.com
www.performancemachine.com

Outcast 2-Up

Californian custom seat designer Le Pera's 'Outcast' is now available with GT2 inlay for 2-up Baggers from 2008 to current.

The front seating area has the same area as its popular 'Maverick' with a tapered mid-section for stop and go ease. Available through Le Pera distributors, it features 15" driver seating and 11" for the passenger, with or without removable backrest and in a 'Daddy Long Legs' version for taller riders. It comes in white and carbon fiber, with the GT inlay in black perforated vinyl with Double Diamond stitch in black.

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



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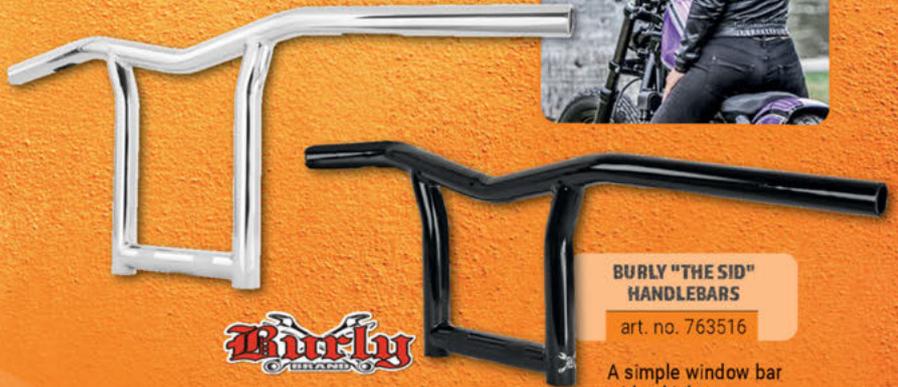
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PERFORMANCE PRODUCTS FOR HARLEY-DAVIDSON

German Made PanAmerica Parts and Accessories

German parts and accessory manufacturer MIZU (Hilzingen, near the Swiss border) has released information on a range of its products that can be used on the new Pan America ADV. Products include jack-up and lowering kits, folding GP and the popular "classic" GP-1 brake and clutch levers, race and adjustable flex, custom and dirt driver and passenger footpegs.

MIZU also offers a range of Harley parts and accessories for Softails, Sportsters and selected touring models, under the RST brand name that owner Michael Zupritt acquired as an entry into the custom parts and accessories market in 2012, when Roland Stocker retired.

MIZU
Hilzingen, GERMANY
Tel. +49 (0)7731 90670
info@mizu.de
www.mizu.de



Lowering kit made from galvanized steel - includes ABE (part certificate) and mounting instructions, is said to be an easy 30 minute install, and is covered by a two year warranty.



Custom aluminium anodized footpeg are "maximally resilient and the rubber inserts provide an ideal grip as well as safety in every situation."



GP-1 brake lever - 7-way adjustable, made from high-strength, CNC machined, aluminium, offering the "best setting for every driving style and hand size".

GP-1 clutch lever

Drop-Down Mirror Brackets



Designed for Street Glide and Ultra Classic touring bikes (FLH 2014 and up), these LA Choppers drop-down mirror brackets eliminate the major flaw of stock 10" and 12" handlebars and mirror designs that place the rider's hands directly in the way of the stock mirrors.

These drop-down brackets lower the mirror 3.5", allowing for the use of stock mirrors with aftermarket handlebars with an OEM look and feel - all hardware is included and the stock mirror mounts directly to the brackets.

DRAG SPECIALTIES
Janesville, Wisconsin, USA
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drag@dragspecialties.com
www.dragspecialties.com
www.lachoppers.com

Santee Bonanza Bagger Bars for "Batwings"

One of the oldest names in the aftermarket, the Santee brand has been owned by Custom Chrome since the company bought out the rights to the Californian manufacturer's frames, exhausts and related parts in the 1980s and added it to its in-house brand portfolio.

Among those "related parts", Santee was always a major player in the handlebar sector and now, some 40 years later, Custom Chrome Europe is 'keeping the flame alive' with these new Santee "Bonanza" style touring handlebars created for 2014-up touring models - Twin Cam and M-8 - with TÜV approval. Especially designed as a match for Harley's traditional "Batwing" fairings, such as famously seen on "Electra Glide" and "Street Glide" models, to support the demands of steering heavyweight late model Harley Tourers and Baggers with precision and reliability, these bars are manufactured from precision-bent 1 1/4" steel tubing.

"The excellent quality grants longevity and superb fit - all bars are prepared for TBW (Throttle by Wire) 1" handlebar controls, in a 1" tube diameter with a 1" knurled clamping section. For ease of installation and internal wire routing, all bars are prepared with drawing wires."

Variations of these new Santee Bonanza Bagger Bars



include black powder-coated or chrome finish; available heights are 13 or 16" (330 mm or 406 mm). All versions share a width of 38.38" (975 mm) but differ in pullback: 8.1" (205 mm) for the 13" high bar and 8.86" (225 mm) for the higher 16" Bonanza Bagger Bar.

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Hi-Flow 'Racing' M-8 Air Filter

Last month we featured a new high performance filter design series from cotton filter media specialist DNA - offering the same filtering efficiency but higher air flow. Like the stock upgrade for street use, this 'Racing' version is available for various of the 107 and 114" M-8 Harley models (2017-2021) and delivers the same filtering efficiency through its advanced, larger surface area 4-layer cotton design. It has a 98-99% filtering efficiency (ISO 5011) and +35.23% greater flow than the stock M-8 air filter and 102.8 cubic feet per minute.

DNA FILTERS
Athens, GREECE
Tel: +30 210 555 9983
info@dnafilters.com
www.dnafilters.com



Legend Evo Touring Boots

Italian specialist brand Stylmartin has two waterproof touring options with a "vintage flavor," the Legend Evo full length boot (seen here) and the Legend Mid ankle boot.

They share the same technical features, including black hydro grain leather, a waterproof and breathable lining, malleolus PU internal protection on both sides, with fastening by concealed side zip and straps with metal buckles.

There is an anatomic, changeable and breathable microperforated footbed and a Vibram rubber, grip rock, anti-slip black sole. The boots are crafted entirely from full grain black leather, enhanced by an oiled effect "giving it that aged look."



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Bolt-on M-8 Supercharger Adds 75% More Power



ProCharger (Accessible Technologies) has announced that its new bolt-on supercharger system for M-8 models is now shipping. Boosting stock power output by a claimed 70 to 75% hp, "bolting on 75% more horsepower has never been easier," says the Lenexa, Kansas based manufacturer. "The wait is over for our all-new Milwaukee-8 supercharger. This system delivers big power and big reliability. Unlike other high-performance options, idle quality and riding range are unchanged for nothing but smooth, predictable and repeatable power." According to Sales Manager Walt Sipp: "ProCharger high-output intercooled

systems are designed with durability in mind and provide 10 psi of engine-friendly boost from the B-1 supercharger, providing years of trouble-free use while being incredibly easy to install with common hand tools once the engine guard is taken off."

A 100% stock 107" M-8 is said to get a boost to 140 rwhp and as much as 169 rwhp with a cam and a 2-1 exhaust. "No fluff, no hype, just the real world numbers you can expect to make. These are the kind of numbers you FEEL every single time you twist that throttle back."

ProCharger has made some drive changes to its latest supercharger systems for late-model H-D Touring bikes (Baggers) that use two dry belts (not running in oil within the bike's case) with the same "proven and reliable B-1 supercharger head unit and a large air-to-air intercooler."

The high-output intercooled system is said to produce the coolest charge air temps and largest power gains with "smooth boost/power on-demand, for superior riding performance. The air-to-air intercooling provides consistent, reliable power, with no moving parts. The all-new dry belt design provides a long lasting belt life, even in extreme environments."



A high-output tuner kit is also available, which Sipp says "makes sense for someone wanting to perform custom tuning of the bike and push the envelope in performance. They would most likely be experimenting with alternative fuels and changing engine components like heads, headers, exhaust and cams for the engine." Optional upgrades for the supercharger include polished or black finish.

ATI PROCHARGER
 Lenexa, Kansas, USA
 Tel: 913 338 2886
sales@procharger.com
www.procharger.com



Zodiac International Additions

Bitubo Remote Adjustable Shocks for Touring



This Italian designed and manufactured Bitubo WME22V3 shock absorber set has been developed specifically for Touring applications. One shock features remote adjustable rebound and spring preload, the other one has been set up and tuned to work seamlessly with the adjustable shock. They are available for all 1980 to present Touring models in a choice of three lengths - 12" (305 mm), 12.4" (315 mm) and 12.85" (326 mm).

DK Custom 'Rocker Lockers'

Banish those irritating top end tapping blues with 'Rocker Lockers' - they do exactly what the name implies, locking the rocker shafts and stopping the tapping sound that so many Harley engines have. They also center the rocker plate so that it is always located in the same position, eliminating different wear patterns on the rocker arm and valve while also providing a better alignment of the pushrod in the holes. Easy to install with the included Teflon centering tool and step-by-step installation instructions. Available in versions for all 1986 to present Sportsters; all 1984-2000 Evolution Big



Twins; all 1999-2017 Twin Cam engines with OEM or aftermarket rocker arm supports.

Micro LED Turn Signals



LED technology allows for the creation of very small but still functional turn signals. These EU- approved Micro lights feature clear lenses and one super bright shining amber LED. They come pre-wired and are just 2 1/2" (7 cm) long and 5/8" (1.5 cm) high. They feature a rubber-mounted M-8 stud mount and are sold in sets of two in chrome or black.

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www.zodiac.nl



Brake Cleaner Removes Oil Residues

The Ognibene company (Italy) has been in the brake spare parts sector for years with its Trofeo brake pads. For 2021 it has added a specialty brake system maintenance product - a specific brakes cleaner.

"It's an ideal, quick and practical product for the removal of oily, greasy residues of brake pad compounds - including the dust produced by the friction and the different types of road dirt that the brakes can be affected by and that can adhere to the oil and dirt that is produced in all weathers.

"It's not only for the maintenance of the disc and the brake pads, but can also be used for the clutch, the gearbox, the bearings and for cleaning engine components - anywhere that removal of oily residues is needed. It leaves surfaces perfectly clean and dry."

OGNIBENE SPA
Bologna, ITALY
Tel: +39 051 534225
commerciale@ognibenechaintech.it
www.ognibenechaintech.it



Kodlin Takes it Higher

German custom bike builder and parts designer Fred Kodlin has introduced this lift kit/shock extension for M-8 Softail models. Simply by using a spring compression tool, it attaches to the shock absorber to raise the bike up by 1".

It is a simple, fully reversible 'plug & play' install that requires no modifications to the stock (or replacement aftermarket) shock absorber set-up. It includes pre-installed new bearings, instructions, and fits all M-8 Softails except FXDR, FXFB and FLHC.



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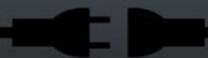
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M-8 Shorty Options

Under the new ownership of Jason Browne since 2019, Sawicki Speed's redesigned Softail Short Cannon systems are now manufactured in North Carolina and backed by a lifetime warranty.

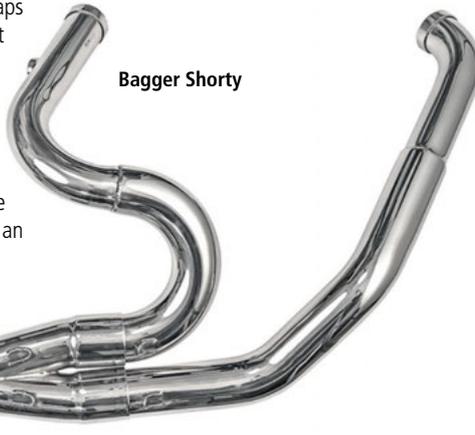
Available through HardDrive's national six-warehouse network in the United States, laser CAD supported engineering has allowed Sawicki to re-engineer its entire line of exhaust systems from the ground up. Aircraft-grade 304 stainless steel is used across the entire line, with ceramic black coating and electro polishing finish options.

All fabrication is TIG welded, by hand, with components such as the billet aluminum end caps precision CNC-machined and black powder-coat finished - meaning they are fully serviceable, though the sealed cap mufflers remain non-serviceable.

The Sawicki Bagger Shorty has become regarded as one of the best M-8 exhausts on the market, according to Jason, and the addition of the M-8 Short Cannon has been widely regarded as an

important signal of intent for the brand. Furthermore, adding newer mid and full length options to sit in the range alongside the 'Shorty' exhaust has meant that "Sawicki now has a strong offer for late models right out of the gate," says Jason Browne, ushering in a new era for the brand.

"The M-8 Cannon that we additionally now have for M-8 Softails has added to the opportunity dealers have with Sawicki. We have kept the original Dyna/Bagger Shorty, but have refined the design to give them better reliability and finish. "In fact, thanks to what our dealers have been telling us, we have a 'Sporty Shorty' to come soon, and we are also working on options for Indian Motorcycle models - for the Challenger initially."



Bagger Shorty



Softail Short Cannon

All Sawicki exhausts have 18 mm O2 bungs in them, "and we include O2 sensor reducers with every exhaust we ship. This means aftermarket wideband sensors or factory sensors can be used. Exhaust port gaskets will be included soon and if a bike doesn't have O2 sensors, then an 18 mm sensor plug will get it done - though dealers can request custom pipes without sensor bungs if they prefer.

"Our exhausts will provide performance gains across the rpm range. The results will vary based on displacement, compression and any performance modifications done to the engine, but dealers and



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Müller Lowering Kit Shock Strut Press Tool



Noted German specialist Müller Motorcycle AG is internationally well known for its lowering kit designs - indeed the company, now run by the founder's son Fabian Müller (a successful custom bike builder in his own right), Werner Müller is widely credited with having invented the lowering kit category back in the 1990s.

Based on its decades of experience in mounting (and removing) its lowering kits, the company is now additionally offering this shock strut press for assembly of lowering devices.



"Make it easy for yourself," says Fabian, "our shock absorber press for mounting the Müller lowering bracket is an important tool for all garages and mechanics to install the Müller lowering device on Milwaukee-Eight models.

"The shock absorber is securely clamped in the press so that all steps can be carried out comfortably and easily. This makes the installation of the lowering device a breeze."

Made in Germany from high-grade, high-strength precision machined components, it works with all of the stock shocks used in the M-8 Softail family, providing safe and fast mounting of the Müller lowering device.

An adapter is also now available for use on Evo and Twin Cam lowering kits.



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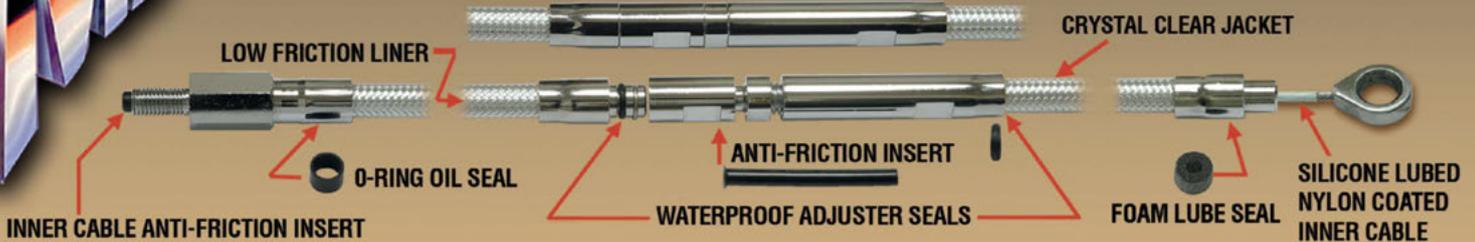
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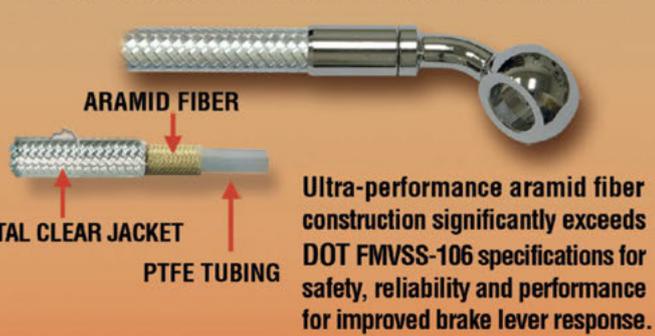


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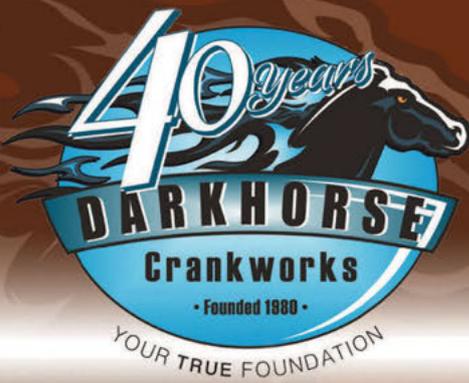
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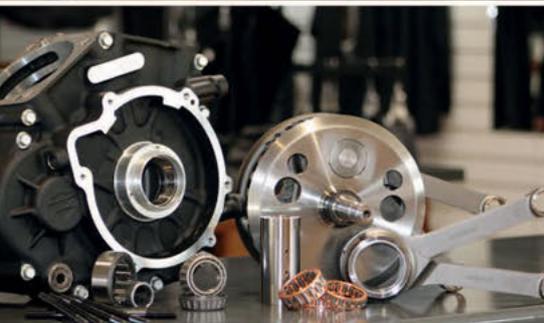
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"We've Got the Belts"

In addition to its 1.125" 136-tooth and 1.75" wide 101-tooth replacement belts, Santa Fe Springs, California based transmission and clutch components specialist American Prime Manufacturing offers 1.75" 8 mm 138-tooth replacement belts for Softail and Dyna models using the Primo Brute III enclosed belt drive.



Leveraging president Ben Kudon's 40 years of industry experience as a dealer, custom bike builder, distributor and manufacturer of a wide range of transmission parts and related components, Kudon says: "I started American Prime to fill a void that exists in the motorcycle aftermarket industry.

"Down the years I have had experience of not being able to source particular products either because they are scarce and hard to find, only available as cheap imports or knock-offs, or simply not offered anymore.

"American Prime fills in those gaps and offers a range of performance upgrade replacements backed by superb customer service." In the past we have featured some examples of the kind of hard-to-find replacement parts that API specializes in, from the Comp Master clutch kit assembly for all pre-Evo Big Twins with early dry style clutches (1936 - 1984) to the Comp Master 304 stainless steel base advance assembly with center post, pivot pins and weights coated with a specially formulated polymer coating and 8, 11 and 14 mm made belts in Kevlar or fiberglass cord.

"Many of our belts are seemingly impossible to get, especially when you need them in a hurry," says Kudon. "We have final drive belts in 24 mm (used on current manufactured Harleys), 1.125" and 1.50" wide with carbon fiber cord, which is even stronger than Kevlar, and in a huge range of different tooth configurations."

Made in the USA by Gates, belts available include the 1.125" wide (14 mm) APM final drive belt with 136 teeth with polychain carbon fiber final cord that fits selected Sportsters; the 1 3/4" wide 11 mm smoothback Kevlar corded polychain primary drive



belt that fits selected enclosed primary, electric start Primo Brute III Extreme belt drives and Primo Slimline open belt drives; and the 1 3/4" (8 mm) 138-tooth Kevlar replacement belt for Softail and Dyna.



AMERICAN PRIME MANUFACTURING
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M-8 Softail Wheel Alignment Tool

Rear wheel alignment accuracy is difficult to achieve on the '18 and up H-D Softails, but it remains essential for safe handling and helps to reduce wear on drive belt and pulley.

With no graduated markings on the rear swingarm to indicate the axle distance on either side, the good news is that Motion Pro provides a simple and accurate way to check rear wheel alignment with this new wheel alignment tool specifically for M-8 Softails.

An axle plug feature centers the tool body into the axle bore, the precision stainless steel indicator rod can be slid to the desired position and locked into place with the set



screw. The supplied O-ring on the tool can then be used to indicate the distance. Simply flip the indicator rod position and check the opposite side to determine proper alignment.

This innovative tool is built with premium materials and carries a lifetime limited warranty. It is convenient to use and does not require the removal of most exhaust systems.



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

Drag Specialties Additions

T-Bar Mini Gauge Mounts

These two-piece design Drag Specialties T-Bar single mini gauge mounts are made for 1.5" T-Bar style handlebars that have a 3.5" on-center pullback riser and fit 2.375" and 2.4" mini gauges. They are made from billet aluminum and come in chrome, gloss black and flat black finishes.

Cam Chain Tensioners



Clutch Master Cylinder Cover Kits



Drag Specialties cam chain tensioners are high quality replacement components for 1999 to 2006 Twin Cam engines (excluding the 2006 Dyna models) and can be purchased separately as a primary or secondary chain tensioner; it replaces OEM numbers 49953-99 and 39954-99A, while the secondary tensioner replaces OEM numbers 39964-99 and 39964-99A.

OEM-Style Indian Chief Replacement Air Filter Element



An upgrade for the original covers, these new black Drag Specialties clutch master cylinder cover kits come with gasket and mounting screws for '17-'21 FLHT/FLHR/FLHX/FLTRX/FLTRU/FLTRK and '19-'20 FLHTCUTG models (repl. OEM#36700130) and '14-'16 FLHT/FLHX/FLTRX models (repl. OEM #36700094).

Convertible EZ Glide II Backrest

New from Drag Seats, these convertible EZ Glide II backrests come with a built-in rain cover and adjust to fit the angle of your back - moving fore and aft up to 2". The 10" wide x 7 1/2" tall pad features solar-reflective leather on the contact area, while the sides and pouch are made of high-quality automotive grade vinyl. Backrest includes a built-in 300 x 300 denier polyester fabric with urethane coating and a rain-resistant cover that pulls out of the pouch and covers the entire seat. The cover is secured in the pouch by two snaps and can be removed for cleaning, or to provide you with an oversized pouch for storage. All the exposed hardware is polished with a chrome finish, along with a 14 gauge steel base for a secure and safe connection to the bike's frame.

This Drag Specialties OEM-style replacement air filter is made of high-quality paper filter medium and meets or exceeds OEM specifications. It can be used with 2014 to 2021 Indian Chief Classic, Chief Vintage, Chieftains and Roadmasters with the stock OEM air filter housings.

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Avon's timeless, classic, designed grip, that is both ergonomic, and functional. Now available with matching foot pegs and shifter peg. Now available with new styles of end caps.

'Pyramid' Style by Hardbody



These chrome-plated Wide Glide Hardbody 'Pyramid' style billet front fork triple tree sets fit 4-speed Big Twins from 1949 and later and Softails from 1984/1988 (when used with the Mid-USA lower fork bearing cup with built-in fork stop) and custom applications.

Fully sculpted from billet aluminum "these upper and lower brackets feature a stainless stem bolt that mounts through the lower bracket, thus eliminating the conventional style top stem nut.

"This type of mount provides an uncluttered look, and the bearing preload is much easier to adjust than OE style fork brackets. The top bracket is machined for the rubber style handlebar riser bushings and is slotted for the handlebar switch wiring."



Also seen here, these matching single disc Hardbody 'Pyramid' style fork legs for 41 mm forks are precision CNC-machined from billet aluminum and feature



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 the separately available caliper mount bracket. They fit 1984/1999 FXST, 1985/1986 FXWG, and 1993/1999 FXDWG.

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'Swoop' Rear End Kits - With Integrated Billet Skid Plate

These Swoop rear end kits by Bagger Nation (for 2014 and up) are made from lifetime manufacturing defect warranty composites and feature an integrated skid plate.

Available with or without five sets of Bagger Nation lighting plotted and drilled bolts in black or silver, each Swoop rear end kit is drilled at the factory and requires NO major modifications before installation for a fully reversible bolt-on install.

"Our hidden LED Stealth 2 license frame is included with each fender, as well as an incorporated steel

internal plate at the passenger seat mount point if one is needed," says Paul Yaffe.

"What sets Bagger Nation apart is that we only manufacture high-quality, durable composites by Arizona craftsmen right here in the USA. Bagger Nation makes the world's finest body parts for your Harley.

"The finest rear end kits for your H-D touring bike are now even BETTER! Save time and money by using the kit because it all fits together the way it should - precise, robust and stylish! Your painter will love us, and so will your customer."

Each kit includes the rear fender, pair of saddlebags with new, extended rear Swoop, a pair of side covers for that all important clean look, the license plate frame, a Bagger Nation pair of lights (unless ordered smooth) and the new, integrated skid plates that are built into the structure of the bag.

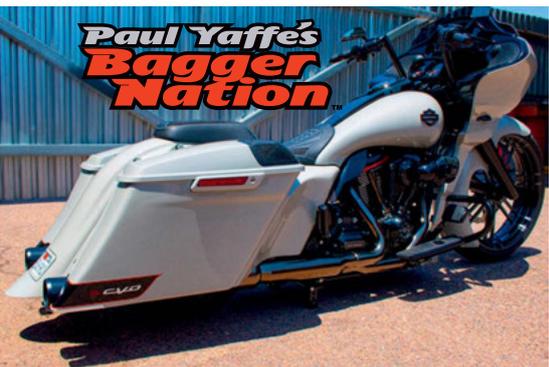
"Simply choose your kit, mock it up and paint it. We have done everything else for you." These kits have been a popular, durable option for building a quality custom bagger for a few years now. However, Paul wanted to take it a little further by giving them a bit more SWOOP - without that weird taper at the bottom. "You know," says Paul, "that pinched look

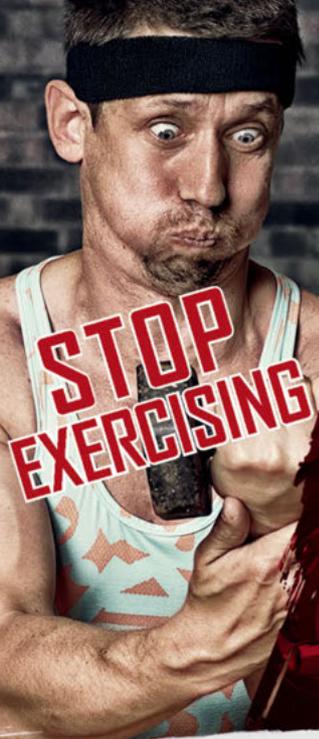


at the bottom of many of the stretched bags out there. Then we designed them with built-in skid plates - a Yaffe original concept - which is yet another of our ideas that will likely be widely copied, but nobody can copy our quality and originality.

"This innovative idea incorporates a thick billet skid plate that is the outside corner of the bag. Paint it, chrome it, heck, dip it in gold if you want - the day of the skid plate as accessory has now come. Let us know what you do with this option."

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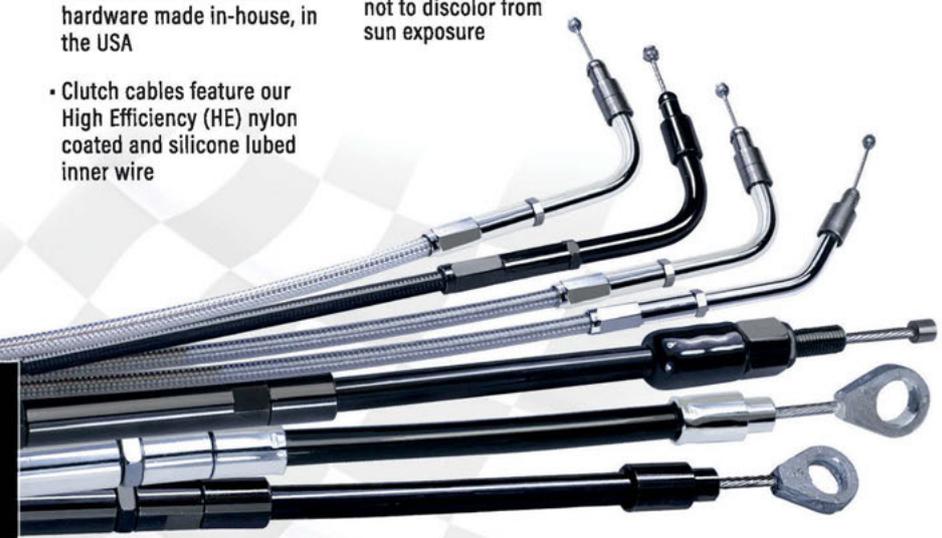


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Parts Europe Adds New S&S Inventory

EC Homologated Grand National Slip-On - Euro 5 FTR 1200



S&S Cycle's Grand National exhaust line now includes the 2019-2022 Indian FTR 1200. Designed exclusively for the European market and EC homologated for all FTR1200 models, it is a 4" stainless steel muffler (for that "Works" finish) with exposed TIG welds for factory race system styling. Features include an elegant carbon fiber heat shield that covers the unsightly junction on the stock cat box. It delivers a weight saving of 45% over the stock muffler.

High Performance Manifold for M-8



The updated S&S high flow cast aluminum manifold for M-8 applications is ideal for Big Bore engines where flow is all important - more air/fuel mixture in, and more exhaust gases out, anything that slows that down, robs horsepower - and while the factory M-8 intake manifold does a decent job in stock applications, it starts to show its constriction of airflow when used with 124" or larger kits. The S&S manifold adds 3-5 hp with a simple bolt-on install and fits M-8 models (Softail and Touring) from 2017 to 2021.

Tuned Induction Air Cleaner for M-8

Another airflow booster from S&S, its updated, tuned induction air cleaner replaces the less than lovely and rather restrictive stock unit with not one, but two performance air filters mounted to highly engineered runners. The TIG welded, tuned induction system utilizes laser-cut tubes merged into a single collector and is fed by high flow air filters are placed directly in an unobstructed air stream. Offering twice the filtering area over stock, horsepower and torque are



increased 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 brushed stainless; fitment available for most M-8 powered models as well as 2008-2017 Twin Cam Touring and Softails.

Qualifier 2:1 Stainless Exhaust System for the Royal Enfield 650 Twin



S&S Cycle was among the first, if not THE first aftermarket manufacturer, to have a range of performance options available for the popular and well received Royal Enfield 650 Twin. Its latest exhaust for the RE 650 Twin is the Qualifier, a handcrafted, TIG welded, all brushed stainless 2:1 "that is designed to make real power, and not just noise." It can be matched with an RE 650 Twin model-specific S&S high flow air cleaner.

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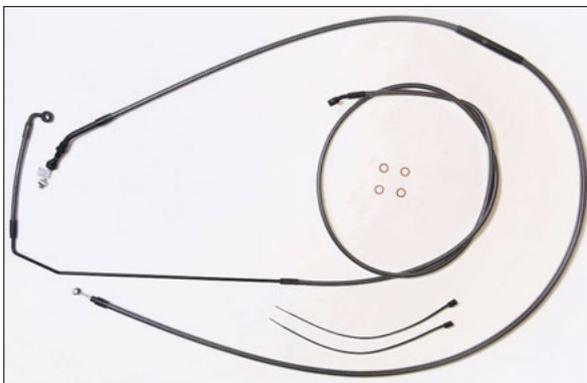
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Magnum Indian Motorcycle Handlebar Installation Kits

Upstate New York based brake line and control cable specialist Magnum Shielding has introduced handlebar installation kits specific for most 2015+ ABS and non-ABS Indian motorcycles - including Scout and Chief models with 10" to 16" ape hanger style handlebars and 2020+ Challenger models with 16" to 18" ape hanger style handlebars. These kits alleviate the problems that occur when locating the components needed for handlebar swaps on Indian motorcycles.



Magnum's kits are available in the premium Designer Series with three Signature braids, STERLING CHROMITE II, BLACK PEARL and KARBONFIBR, and have matching chrome or black chrome plated fittings.

The KARBONFIBR braid is created from metallic wire with distinct black tone colors, blended and interwoven to mimic the distinct look of carbon fiber. Kits are also offered in the XR Stainless product line with three color combinations allowing the customer to find something that will suit their taste.

Choices include clear coated stainless steel braid line with chrome fittings, and a black coated line with either chrome or black chrome plated fittings. The fittings used in all kits are highly polished before plating.

Magnum Shielding says that it ensures that the clutch cable and brake lines included in the kits "provide a precise fitment. Be confident that the quality construction uses fittings and tube assemblies that are specifically selected for trouble-free installations, while providing professional looking results."

Each kit includes everything for a handlebar replacement - DOT brake lines, a clutch cable, copper crush washers and any necessary hardware.

Also available for selected Indian Motorcycle applications, Magnum Shielding's premium brake lines incorporate PTFE tubing, braided with DuPont Kevlar aramid fiber reinforcement - a Signature Magnum braid - and a crystal-clear PVC outer jacket

that will never discolor.

Aramid fiber reinforcement greatly reduces line expansion for the ultimate in high performance braking, a real benefit for your customers.

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

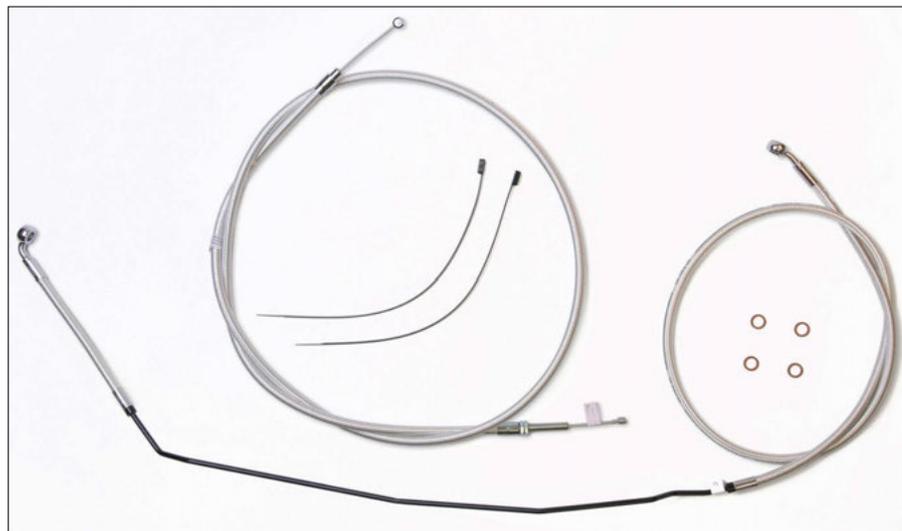
"All Magnum brake line coatings offer exceptional protection for paint and chrome and every brake line is pressure tested and fully DOT FMVSS-106 compliant.

"Our premium Designer and economical XR clutch cables are a low effort, high-efficiency design that provides excellent quality, fitment, construction and endurance. Regardless of whether it's the premium Designer Series or the cost-effective XR Stainless product line, Magnum's handlebar installation kits for Indian motorcycles offer a great fit and finish, outstanding quality, DOT compliance and ease of installation, making these products the best choice for handlebar changes."



MAGNUM SHIELDING
Pittsford, New York, USA
Tel: 585 381 8380

info@magnumshielding.com
www.magnumshielding.com



Boom Mat Tape

Avon Lake, Ohio based sound and heat management specialist Design Engineering Inc (DEI) says that motorcycle dealers and customizers can "add a finishing touch to any noise-blocking or sound-damping project with versatile Boom Mat tape."



Described as offering the same qualities as its Boom Mat damping material, multipurpose Boom Mat tape helps reduce vehicle road noise, sound system vibrations, rattles, dashboard plastic-to-plastic chafing and more. Use it to cover seams, fix leaks and to secure and protect cables, wires and lines.

"Boom Mat tape is ideal for those hard-to-reach areas, as well as for covering wire and cable harnesses running on or along the sides of floorboards," says Mike Buca of DEI. Made from 2.5 mm thick butyl rubber with aluminum facing, Boom Mat tape is offered in 2" wide by 20 foot black rolls as well as 1.5" wide by 20 foot in silver.

DESIGN ENGINEERING INC
Avon Lake, Ohio, USA

Tel: 440 930 7940
sales@designengineering.com
www.deipowersports.com

'Texas' jeans

New from Spanish manufacturer Rainers Sports are these slim fit motorcycle jeans made from "very comfortable elastic cotton fabric with CE memory foam protectors in the knee and hip area."

They have zippers in the lateral of the knee area to insert and remove the protectors, and there are Kevlar fabric reinforcements at the knees and hips. They are also available in a slim fit women's version called 'Alexa'.



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SIT BACK AND ENJOY THE BATTLE!



As Harley-Davidson sets out on its journey to invade the ADV 'space' that BMW leads (in unit sales number terms), the German manufacturer continues its march to steal a corner of Harley's traditional hinterland with additions to its burgeoning R 18 series of 'Big Boxers'.



B BMW's efforts to take sales from Harley started some 15 years ago with the Boston bred, then BMW Head of Design, David Robb unveiling a modular cruiser concept declaring that the Bavarian behemoth was "coming after you Harley-Davidson."

While the full details of why that project never saw the inside of a production line remain as shrouded as the reasons for David Robb's 19-year stint as BMW Motorrad's President of Design coming to an end in 2012. The 2007/2009 financial crisis took all such bets off the table anyway.

Robb had a dramatic effect on BMW, turning it from purveyor of 'Flying Bricks' to master of the ADV, dual-sport and touring markets, and making it an emerging force in the hitherto Japanese dominated sport bike market. He was replaced at BMW by long-time protégé Edgar Heinrich.

One man who was a constant in the BMW motorcycle design team throughout that transition and brand evolution period was Ola Stenegard who, in 2018, would go on to become Director of Product Design for Indian Motorcycle after 15 years in Munich.

It was Stenegard, himself a former customizer

(principally of Indians), who is widely credited with being the driving force behind the 2014 launch of the all-conquering R nineT Roadster. Initially a 2013 special edition to celebrate the 90th anniversary of BMW's post-WWI entry into the

motorcycle market, the R nineT has become a 'blank canvas' favorite among the global customizer community. It has gone on to spawn a whole family of models - no less than six design iterations are in production for MY2021.



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BMW Motorrad has trodden a similar path with its R 18 'Big Boxer'. Work started in 2015, while Stenegard was, effectively, Heinrich's deputy in the BMW motorcycle design department. A 2018 concept custom by Custom Works Zon ('Departed') and Revival Cycles in April 2019 - 'Birdcage') were followed in May that year by the unveiling of an official Standard R 18 pre-production prototype at the Concorso d'Eleganza on the shores of Lake Como.

In what was already threatening to become one of the most long drawn out product launches in motorcycle industry history, the clothing came next - with the BMW Motorrad 'Heritage Collection Line' apparel collection unveiled in October 2019. It was widely expected that this move was designed to trail the launch of the bike itself at the following month's EICMA 'Milan Show'.

However, dashing any expectations of the bike being seen for MY2020, and despite dealers in Europe

taking pre-orders for a year already by then, what the industry got instead was a second 'official' factory pre-production concept, the R 18/2 (or "Slash Two" as BMW pimped it - "one engine, two characters" was the sales pitch). Both the concepts were then subsequently seen in a rare factory foray into the custom bike show scene at the December 2019 Custombike Show at Bad Salzuflen, Germany. That was followed by a press blitz for the "Biggest, Baddest Boxer" engine (1,802 cc, 91 bhp, 116.5 ft lb torque, 107.1 mm bore, 100 mm stroke), with March of 2020 seeing the release of patent filing design drawings.

Finally, after 18 months of tease, BMW announced a live streaming unveil for the production cruiser on April 3rd, 2020, with Heinrich up front and center in the launch video. The launch was accompanied by a ready-to-go accessory program thanks to partnerships with the likes of Roland Sands, Mustang Seats and Vance & Hines among others.

That first model had an initial base model MRSP set at \$17,495.00 and the reaction was mostly positive on both sides of the Atlantic - though in the United States there did appear to be some confusion by then about exactly what BMW was up to, confusion which

was to deepen by what came next.

A first custom special edition in BMW's 'Soul Fuel' series followed later that summer - a factory-backed Roland Sands 'Dragster' iteration, along with another R 18 custom bike interpretation - Bernhard Naumann's 'Blechmann R 18' two weeks later.

The scope of the program's ambition and the long run that BMW was coming in on started to become fully apparent when, in October 2020, BMW added a second model to start the process of turning the R 18 platform into a "range."

The addition of the new R 18 Classic as a "nostalgic touring bike that echoes the beginnings of the great touring cruiser models" (large windscreen, passenger seat, saddlebags, additional LED headlights and 16-inch front wheel) was, in turn, followed in January this year by the second factory backed custom in the "Soul Fuel" series - Dirk Oehlerking's outstanding Kingston Customs Art Deco inspired 'Spirit of Passion' (see AMD August). Are you still with me? The story to that point? Simply put, from first design work in 2015 to the start of this year, we had two official pre-production concepts, five factory or semi/quasi factory backed customs (at least) and two production models.



However, the latest turn of the page is the July announcement of the R 18 'Transcontinental' and R 18 'B' - is it just me or is the 'Transcontinental' Touring brand Munich's revenge dig in the ribs for Milwaukee's 'Pan America' ADV brand?

Billed as a "Grand American Tourer for luxurious traveling" and as a "Bagger for cool American highway cruising" that "combine the thrilling power of the 'Big Boxer' with a classic chassis concept based on historical models, exclusive equipment and

a stylish design," the pitch is that the R 18 Transcontinental is "ideal for traveling and long-distance rides in American riding style - both for riding solo and with a pillion and luggage."

The R 18 'B', on the other hand, is designed as a "rider's machine" delivering "emotional driving pleasure and ideal for cool touring and cruising."

So, the stage is set. For a soap opera that features a battle between an American manufacturer, led by a German, that is going after the core ADV market of a German manufacturer, the foundations for whose program to go after the American manufacturer's core Touring and Cruiser market was initially set in motion by an American designer (with help from a Swedish designer who skipped bail to work for the American Manufacturer's principal domestic rival). Confused? You will be!



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NEWS BRIEFS

H-D will pay a cash dividend of \$0.15 per share for the third quarter of 2021 on September 24 to shareholders of record of the company's common stock as of September 10, 2021.

Owned by Revzilla and Cycle Gear owner Comoto, J&P Cycles has embarked a program of 'Brick and Mortar' custom parts store openings to complement its facilities at Daytona and Sturgis. Two new stores have opened so far - at Taylor, Michigan (outside Detroit) and deep in the heart of Dolly Parton country at Pigeon Forge, TN., just north of the Great Smokey Mountains - one of America's most popular riding areas.

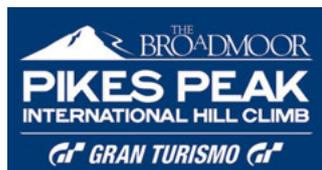
Harley has reclaimed 6th spot in market share terms in Germany for the period January to July 2021 with 5,037 units sold for a 5.95% share. With the withdrawal of the air-cooled Sportsters from the German market this year, its top seller has been the Sport Glide (576 units sold YTD), followed by the Breakout 114 and the Street Bob 114. Indian has slipped to 13th spot with 1,235 units sold YTD for a 1.46% share.

PSB reports that MotorCity H-D has been acquired by Paul Veracka - the dealership becoming the newest and 10th member of his PVM Enterprises operation, it will now be a sister store to the Motown H-D outlet Veracka already owns in the Detroit Metro area. PVM additionally owns Harley outlets in Massachusetts, New Hampshire, Pennsylvania, Maryland, New York, Florida and Michigan. Collectively, it is reported that Veracka's company will sell more than 10,000 H-D motorcycles this year.

Pikes Peak Motorcycle Program Canceled Permanently

Having only recently announced 26 June 2022 as a planned date for the 100th running of the Pikes Peak International Hill Climb, the Board of the Directors of the PPIHC has made the decision to discontinue motorcycle competition as part of the annual 'Race to the Clouds'.

"Motorcycle competition has been part of the history of the race off-and-on since 1916 and has been both thrilling and tragic for competitors and fans alike," explained Fred Veitch,



Interim Chairman of the Board. "After two years of research, deliberation, thoughtful consideration and advice from colleagues in the motorsports industry, this has been a difficult decision, but we believe it is the right decision and one that is in the best interest of the organization at this time."

The PPIHC is the second oldest race in America. The invitation-only event is held annually on Pikes Peak - 'America's Mountain' - near Colorado Springs, Colorado, USA. The famous 12.42-mile course consists of 156 turns, boasts an elevation gain of 4,725 feet, and reaches a finish line at 14,115 feet above sea level. The PPIHC's automobile categories feature a wide variety of vehicles representing multiple forms of motorsport, everything from production-based Time Attack challengers to purpose-built Open Wheel racers and state-of-the-art unlimited vehicles take on 'America's Mountain'



Carlin Dunne was a matter of yards away from recapturing his record time for the PPIHC when he was killed in 2019 on the final turn (at around 14,000 feet) in what we now know will have been the last ever running of the 'Race to the Clouds' to have involved a motorcycle program.

pursuing victory. Ever since the program to pave the road up the mountain (it was completed around 2011), the event started to change in character, with an ever greater diversity of motorcycles and powersports vehicles taking part - including Quads and electric motorcycles - and speeds and times getting ever faster.

Tragedy struck in 2015 and 2016, with two consecutive year motorcycle fatalities. In the last race before the pandemic forced cancellation in 2020 and 2021, in 2019, Ducati rider, four-time winner and former outright lap record holder Carlin Dunne was killed on the final turn en route to a new sub-10 minute record.

Following his death, an initial decision to suspend motorcycle involvement for 2020 was taken by the Board of Directors, pending consideration of the long-term viability of the event in general and the ongoing involvement of motorcycles in particular.

In a statement at the time, Tom Osborne, Chairman, stated: "Motorcycles have been a part of the PPIHC for the past 29 years, and their history on 'America's Mountain' dates

back to the inaugural running in 1916. That said, the motorcycle program hasn't been an annual event. They have run 41 of the 97 years we've been racing on Pikes Peak. It's just time to take a hard look at every aspect of the race, including the motorcycle program, and determine whether or not the event may change."

Now we know that the 100th and subsequent running of the PPIHC will be without motorcycles, Australian rider Rennie Scaysbrook's 2019 winning time, in a new record of 9:44.963 on his Aprilia 1100 cc Tuono V4, will remain the record in perpetuity.

Lucy Glöckner, Rookie of The Year in 2018 and the only woman to enter the motorcycle program in 2019, was the second fastest overall riding a BMW S1000R - she was the first woman to break the 10-minute mark and will remain the fastest woman ever to compete on Pikes Peak.

Carlin Dunne will remain the fastest ever rider to complete the course on an electric motorcycle, having set a time of 10:00.694 in the Pikes Peak Challenge on a Lightning electric Superbike in 2013.

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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