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THE LEADING BUSINESS MAGAZINE FOR THE INTERNATIONAL CUSTOM MOTORCYCLE AND PARTS INDUSTRY

King Of The Baggers To Feature Six Rounds In 2022, Including Daytona

After a successful 2021 series debut season that built on the one-off debut race at Laguna Seca in 2020, MotoAmerica, the home of the premier motorcycle road racing series in North America, has announced that the King Of The Baggers Series will double its rounds from three to six for the 2022 Championship.

The 2022 MotoAmerica KOTB Championship will kick off during Bike Week in Daytona Beach, Florida, with the Baggers taking to the High Banks of Daytona International Speedway for the first time, March 10-12, in conjunction with the Daytona 200.

From there, the series will head to Georgia and Michelin Raceway Road Atlanta in Braselton, April 22-24, the site of the thrilling 2021 opening round that was won by Indian Motorcycle's Tyler O'Hara. The championship will then revisit Road America, the site of the 2021 second round, June 3-5, in Elkhart Lake, Wisconsin, 60 miles north from Harley-Davidson's headquarters

in Milwaukee.

The WeatherTech Raceway Laguna Seca is where Kyle Wyman wrapped up the 2021 MotoAmerica KOTB Championship for Harley-Davidson, and the iconic track in Monterey, California, will play host to round four of the series, July 8-10.

The final two rounds of the 2022 series will take place at tracks that are new to the KOTB - Brainerd International

1.1 million views and 43,000 total hours of viewing time on YouTube.

"The popularity of last year's three-round KOTB Series was such that it left our fans, teams, sponsors and racers wanting more," said MotoAmerica President Wayne Rainey.

"So, we are giving them what they want - a six-race championship held at the three tracks that the Baggers competed on last year, with an additional three rounds, including our first visit to Daytona International Speedway added to the series. We know the 2022 season, which will be MotoAmerica's eighth as the home to the AMA Superbike Championship, will be as exciting as ever, and the expanded KOTB Championship will be a huge part of that."

Last year's KOTB Championship came down to a fierce battle between Harley-Davidson's Wyman and Indian's O'Hara, with Wyman winning the decisive final round at WeatherTech Raceway Laguna Seca to take home the title.

www.motoamerica.com

King Of The Baggers Championship 2022

March 10-12	Daytona International Raceway, Daytona Beach, FL
April 22-24	Michelin Raceway Road Atlanta, Braselton, GA
June 3-5	Road America Elkhart Lake, WI
July 8-10	WeatherTech Raceway Laguna Seca, Monterey, CA
July 29-31	Brainerd International Raceway, Brainerd, MN
Sept 9-11	New Jersey Motorsports Park, Millville, NJ

Raceway in Brainerd, Minnesota, the home state of Indian Motorcycle, July 29-31, and New Jersey Motorsports Park in Millville, New Jersey, September 9-11.

The three-round 2021 MotoAmerica KOTB Series generated more than 19 million impressions and an engagement of 1.2 million on social media, with the races delivering over

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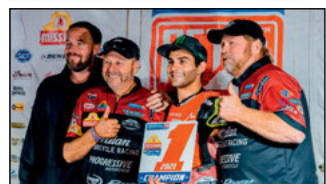
THE BRADLEY REPORT

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Biker Fest, Italy - the 35th Biker Fest drew crowds of close to 80,000 riders and enthusiasts to Lignano Sabbiadoro on Italy's Adriatic coast north of Venice. Nikobikes (Erba, near Como) followed up its win at MBE/Verona by winning through to the next AMD World Championship...for more information, see page 20.

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COMMENT - Hubris or Sage? 4

Robin Bradley speculates on how markets will react to the upcoming Harley and Polaris Q2 Fiscals - reminding us that, when it comes to forecasts, economists were invented to make meteorologists look good!



BIKERFEST - 35th Anniversary 20

Celebrating its ability to have been held in 2020 and 2021 thanks to a date switch from May, BikerFest in Italy is one of the longest established AMD World Championship of Custom Bike Building Official Affiliates.



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Getting adventurous! As Vance & Hines announces its Mojave Desert proving grounds, it launches its first ADV pipe - for the Pan America, of course.



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Economists Were Invented to Make Weather Forecasters Look Good

It's happened again. I find myself needing to write this piece and send it to press the week before both Polaris and Harley are due to unveil their quarterly results (Q2) and trying to figure if I dare to speculate on what you'll likely already know by the time you read this.

The digital edition of AMD will have gone 'live' a couple of days before they report, but even so, moments such as these are a high wire act for magazine folk - with no safety!

If I were a betting man (which, stocks and shares aside, by and large I am not), then my money would be on both manufacturers having had pretty good second quarters. In the case of Harley, I'd expect to be seeing more evidence that CEO Jochen Zeitz' Hardwire corporate strategy (son of Rewire, first of its name) continues to produce results, and in the case of Polaris, its strong position in the still burgeoning Off-Road market (SxS/UTV especially) should inject some excitement into the performance of its shares.

Harley should also see some Wall Street bounce. At the time of writing (Mid October), Harley (HOG) is trading at around the \$36.90 mark, having been as low as \$32 YTD in early February and as high as \$52 in mid-May 2021.

Polaris Industries (PII) is trading at the \$130 mark, having come into 2021 at \$95 in early January, peaking at around \$146 in late April.

Volatility in the Harley share price is something we have come to expect these past five years, but Polaris seemed to be a lot more stable. But with analysts having not liked Polaris' broader powersports portfolio in the context of tariffs (which is a paradox, if you ask me), or appreciating being blindsided by long-term (and very successful) former CEO Scott Wine's decision to slide up the greasy pole a few notches to the CEO job at Case New Holland.

Having guided Polaris' turnover from the \$2bn mark when he took over - just as the 2007-2009 financial crisis wrecked both Polaris' and Harley's balance sheets and share prices - to \$9bn at the time of his decision to move on, CNH marked a considerable leap up that pole. CNH is a \$28bn turnover conglomerate, though is itself only one wheel on the juggernaut that is Fiat Chrysler, which in turn is just one part of the Agnelli family's Fiat Industrial Group.

In terms of Jochen Zeitz, his Puma sneakers to major fashion label and luxury goods brand background saw his greasy pole performance play out in Germany (at Puma) and then at parent company Kering in France (owner of Puma, Gucci, Yves Saint Laurent etc).

So, Scott Wine has taken his formative experience in the powersports industry to try to apply it to altogether bigger boys (and girls) toys. Zeitz has gone from the large to the smaller in turnover terms - from the overpriced luxury goods market to the urn, well - you know what I'm saying!

Even though it is still only 18 months or so since Zeitz stepped into the CEO chair at Harley, he had been a non-executive director since 2007 and, as a very wealthy man in his own right, he has very quickly been able to bring some of his experience

in expensive products and lifestyle brands to Harley.

The maintenance of MSRP, the restoration of scarcity and, above all, the rebuilding of brand desirability have his career hallmarks stamped all over his Rewire/Hardwire process. Sooner or later, analysts will like enough of what they are seeing to reboot Harley's share price. Then, there is no reason why Harley should not enter a new era of convincingly strong Wall Street performance.

It may take some years before Harley is able to restore the S&P 500 upper quartile status that Zeitz' predecessor Matt Levatich was so concerned to try to protect. In the meantime, dividends should continue to remain strong, and, for now at least, the spectre of hostile take-over that had haunted Harley for much of the past decade does seem to have receded (how's that for a hostage to fortune!).

The Rewire/Hardwire process has seen some brutal housekeeping implemented at Harley - though nothing compared to the severe haircut that Keith Wandell inflicted back in 2009. The consensus is that while that worked - adios Buell and MV Agusta - it had long-term impact. The trimming of those other brands and product lines, and the thousand other cuts, did protect the balance sheet, but also resulted in the death of ambition; it bought the company time, but it was not used well.

In Zeitz' case though, there have been no big slices of low hanging fruit to be cut away. Instead, his approach has been more subtly strategic. Despite the effects on the dealer network, the mid-stream new model development course changes and the terminated careers, it is one that has made sense.

The Hardwire strategy is allowing Harley to bring a renewed sense of brand status and integrity along for the ride, and, so far, the model range buttons that his management team have pushed, and the management structure rebuild itself, already has started to yield results.

Personally, I particularly like what Harley has done with its LiveWire conundrum, and with Serial 1, even if Stacys appears vulnerable. As regular readers will know, I had long been an advocate of taking the Bar 'n Shield back to its real roots, indeed to the real roots of 'American Motorcycling' in general and getting jiggy in the ADV space, and bowing out of so-called entry level pricing, but making sure that the new products (Sportster 1200 Custom, LiveWire One and the Pan America) had profitable but still competitive MRSPs is a great deal more logical than anything that was in the 'More Roads to Oblivion' plan.

Indeed, sustaining a better and more profitable pricing and ROI profile, in reasonable volume opportunity developed markets, and doing so while also Chasing Down the Dragon in China (without compromising either brand values or American and European price-points), is 'all good' as far as I can tell.

“ Hubris
or Sage? ”

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NEWS BRIEFS

Originally slated for March 2022 at the Royal Dublin Showgrounds, the Irish Motorcycle and Scooter Show has been postponed to March 3-5, 2023. The hugely popular 'Dublin' Show is host to one of the longest established AMD World Championship of Custom Bike Building Affiliate events - staging the Irish Custom Bike Building Championship. In 2013, Don Cronin and Michael O'Shea (www.medazza.com), winners in Dublin, went to bring the AMD World Championship back to Ireland for the first time with 'Rondine' - a much admired Nuovo Falcone 500 flat single-engined 1971 Moto Guzzi; www.irishmotorbikeshow.com

The popular Bigtwin Custom Bike Show will return to the Expo Center Houten, near Utrecht in the Netherlands (November 5-7), after cancellation last year. Classes include Classics, Custom Modified, Chopper, Clubstyle, Café Racers/Trackers and Freestyle; www.bigtwin.nl

RevZilla, Cycle Gear, J&P Cycles and REVER have unveiled a premium annual membership program. The Comoto brands will co-promote and operate Riders Plus Membership (RPM). The new membership program (\$59.99 annual fee) will span the company's portfolio of brands - "providing premium benefits and experiences for the motorcycle, e-bike and scooter enthusiast."

Volcon ePowerSports in Texas is now a publicly traded company - stock ticker: VLCN. Described as "the first all-electric, off-road powersports company," demand for its inaugural vehicle the Grunt, a two-wheeled, all-terrain, off-road motorcycle, had reached \$1,700,000 in customer orders (277 units) and up to \$4,200,000 in refundable reservations for 708 more; www.volcon.com

Austria - Harley was in 11th spot in large displacement sales terms for the first six months of 2021, with 389 units sold. Indian was in 14th spot with 98 units sold.

Switzerland - Harley was in 7th spot in market share terms for the first nine months of 2021 with 1,554 units sold; Indian Motorcycle was in 10th spot with 569 units sold in what, in European terms, is the home market of its headquarters.

Mees Crowned 2021 Grand National Champion

At a dramatic Progressive AFT Finale at the Charlotte Motor Speedway (Concord, N.C., October 9th), Jared Mees' second place in the SuperTwins Main Event (Briar Bauman having crashed out) was enough to secure him a sixth Grand National Championship title.

Mission SuperTwins presented by S&S Cycle

In the race itself, the two time and defending Champion Briar Bauman (No. 1 Indian Motorcycle/Progressive Insurance FTR750) was in the hunt for a third consecutive title, but the spectacular consequences of clipping a hay bale saw him and Sammy Halbert (No. 69 Coolbeth-Nila Racing Indian FTR750) out of the race. Bauman did try to go again with his reserve bike, but to no avail.

From the forced restart, Mees (No. 9 Indian Motorcycle/Progressive Insurance FTR750) eventually found himself locked in a final lap tussle with JD Beach (No. 95 Estenson Racing Yamaha MT-07 DT) which Davis Fisher (No. 67 BMC Racing/Dick Wall 60 Indian FTR750) exploited to claim his maiden premier class victory, stealing the win from Mees by 0.114 seconds, with Beach third.

The race completed a two-year climb back to the pinnacle of Flat Track racing for Mees, who last won the title in 2018 and further added to his 2012, '14, '15 and '17 wins for a career tally of six premier Flat Track class titles so far; plus having the 2009 and 2011 GNC1 Twins Championships and the 2012 GNC1 Singles Championship to his name. After the race Mees said: "I hand it to Briar [Bauman]. He's definitely one of the toughest competitors - if not the toughest competitor - I've ever dealt with."

Jared Vanderkooi (No. 20 Mission Roof Systems Indian FTR750) took fourth, with Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) completing the top five.



Mees took the title by 15 points from Bauman, with Brandon Robinson third, Jarod Vanderkooi fourth and JD Beach fifth.

AFT Singles

Despite finishing the race in sixth, Dallas Daniels (No. 1 Estenson Racing Yamaha YZ450F) secured a second consecutive title to become the first-ever back-to-back champion in the class. His 20-point Championship gap ahead second ranked Max Whale (No. 18 Red Bull KTM Factory Racing 450 SX-FFE) meant that the only way he would relinquish his #1 plate was if Whale won and Daniels finished lower than 13th. Whale did win, but Daniels did enough, having cautiously stayed clear of the fray in the early rounds.

Kody Kopp (No. 143 Smartop/Jones Honda/Latus Motors CRF450R) was second, Trent Lowe (No. 48 WBR/Suzuki Motor of America RM-Z450) pulled off a spectacular late strike to ace Honda teammates Cole Zabala (No. 51 American Honda/Progressive Insurance CRF450R) for third, with Trevor Brunner (No. 21 American Honda/Progressive Insurance CRF450R) fifth.

AFT Production Twins presented by Vance & Hines

The late-season transition of Jesse Janisch (No. 96 Vance & Hines Harley-Davidson XG750R) from the couch to AFT Production Twins presented by Vance & Hines podium contention ended on the top step of the box. Once regarded primarily as a 450 cc TT ace, Janisch proved he more than

belonged on a twin after being drafted to sub for the injured Dalton Gauthier (No. 79 D&D Cycles/Vance & Hines Harley-Davidson XG750R). With finishes of second, third and fourth to his name in limited duty, Janisch put the cherry on top with a narrow victory in the finale over Ben Lowe (No. 25 Vance & Hines/Mission Roof Systems Harley-Davidson XG750R).

With the class crown already decided in favor of Cory Texter (No. 65 G&G Racing/Yamaha Racing MT-07), Chad Cose (No. 49 Vance & Hines/Ranger/Roof Systems Harley-Davidson XG750R) and Dan Bromley (No. 62 Memphis Shades/Vinson Construction Yamaha MT-07) came into Charlotte set to decide the championship runner-up between them.

Cose was the race's early leader and Bromley joined Cose, Janisch and Lowe in a mid-race tilt for first place. Cose ultimately faded to seventh while Bromley rounded out the podium, but the differential still wasn't quite enough for Bromley to catch Cose for runner-up honors.

Johnny Lewis (No. 10 Moto Anatomy X Powered by Royal Enfield Twins FT) hustled the Royal Enfield to fourth. Meanwhile, class champ Texter added one final top five to a championship-winning season that tallied up seven wins, 11 podiums and 13 top-five spots in 16 races.

Super Hooligans

A Super Hooligans race at the Honda Charlotte Motor Speedway Half-Mile saw KTM 790s 'Duking' it out with Harley Sportsters and 1200s, Indians and a couple of Scramblers - a Ducati and a Triumph.

The win was taken by Scooter Vernon (KTM 790 Duke), with Kevin Varnes second (H-D Sportster), Andrew DiBrino third (KTM 790 Duke), Scott Baker fourth (H-D Sportster) and Robert Lewis fifth (H-D Sportster).

www.americanflattrack.com

2021 Progressive American Flat Track Points Standings

Mission AFT SuperTwins

Pos	Rider	Points	Wins
1	Jared Mees	312	7
2	Briar Bauman	297	3
3	Brandon Robinson	250	2
4	Jarod Vanderkooi	242	0
5	JD Beach	221	2
6	Davis Fisher	202	1
7	Brandon Price	183	0
8	Kolby Carlile	169	0
9	Sammy Halbert	161	1
10	Bronson Bauman	159	0

AFT Production Twins

Pos	Rider	Points	Wins
1	Cory Texter	313	7
2	Chad Cose	228	1
3	Dan Bromley	224	1
4	Ben Lowe	204	0
5	Dalton Gauthier	175	2
6	Ryan Varnes	146	0
7	Johnny Lewis	136	1
8	Danny Eslick	134	0
9	Cameron Smith	113	0
10	Patrick Buchanan	107	0

AFT Singles

Pos	Rider	Points	Wins
1	Dallas Daniels	281	4
2	Max Whale	273	5
3	Morgen Mischler	223	1
4	Michael Rush	203	0
5	Trevor Brunner	202	2
6	Trent Lowe	168	0
7	Kody Kopp	159	0
8	Shayna Texter-Bauman	147	2
9	Cole Zabala	145	0
10	Tanner Dean	138	0



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NEWS BRIEFS

Indian Motorcycle was in 14th spot in Germany in market share terms (1.44%) for the first nine months of 2021, with 1,372 units sold. It does not yet have a model placing in the list of Germany's Top 50 bestsellers.

Vancouver, B.C., Canada based Damon Motors has announced that it will build a cleantech manufacturing and R&D plant in Surrey, B.C. The state-of-the-art, 110,000 sq ft facility is being developed to serve as ground zero for production of Damon's flagship HyperSport, "the world's smartest, safest, fully electric motorcycle."

The Top Mountain Crosspoint motorcycle museum that was gutted by fire in January 2021 is well on the way to a complete rebuild with more than 250 new exhibits planned for a re-opening in November 2021. The highest motorcycle museum in Europe, it sits some 2,200 m (7,200 feet) up at the top of the Timmelsjoch, a high mountain pass that creates a link through the Ötztal Alps along the border between Austria and Italy. Some 200 plus vintage motorcycles were destroyed in the fire, including a significant collection of rare Indian motorcycles.

A 68-year-old Fargo, Nd., man, the son of a former Harley and Indian dealer, recently won the Motorcycle Cannonball - dubbed the world's toughest antique motorcycle endurance run - on a 1911 Harley-Davidson. Dave Currier rode the 3,700-mile, 16-day, 11-State indirect route from Michigan to South Padre Island, Texas, on a bike that had the original engine - including the cylinder, crankcase and carburetor - and rock-hard seat!

Triumph Motorcycles and The Distinguished Gentleman's Ride (DGR) have renewed their partnership for five more years. Described as "one of the world's largest and most stylish charity motorcycle fundraising events," and focused primarily on men's health issues, Triumph has been collaborating with the DGR for eight years, and in 2019 some 116,000 riders raised \$6m "by riding dapper together in an amazing 104 countries across the world." A 2020 "Ride Solo Together" pandemic-driven reimagining of the event saw 65,300 riders from 171 countries and 2,531 locations riding solo together, all connected together through social media, for a \$4.1m total raised. In 2021 the event moved from September to May.

Indian and JD Partner with Klock for Sixth Year

Indian Motorcycle and Jack Daniel's have again teamed up with Mitchell, South Dakota based Klock Werks Kustom Cycles for another Limited Edition Indian Challenger Dark Horse - marking the sixth year of the partnership and limited edition series.

Only 107 of the 2022 Jack Daniel's Limited Edition Indian Challenger Dark Horse will be available - globally! Its custom Rye Metallic paint with gold and green accents nod to the high-touch crafting process of Jack Daniel's Tennessee Rye whiskey, while the bike's premium amenities and state-of-the-art technology are said to deliver unmatched comfort and performance.



Each model will come with a custom, co-branded bike mat with the corresponding motorcycle number (#001-#107). Starting at \$36,999. Each bike will be built as a model

year 2022 with delivery starting October 2021. The order window opened on October 21, 2021 at 12:00 pm EST and all 107 examples sold out immediately.

APVs Could Account for 45% of U.S. Light Vehicle Sales by 2035

While they currently represent just 5% of all U.S. light vehicle sales, new market research by SEMA suggests that sales of alternative power vehicles (APVs) are expected to reach 45% by 2035.

Eighteen of the top 20 global automakers (which together represented around 90% of new car registrations worldwide in 2020) plan to widen their portfolio of APV models and scale up their production of electric vehicles.

However, three-quarters of Americans say they still prefer gas or diesel and have concerns about charging infrastructure, driving range and price. Also, APVs remain a niche market for the specialty-equipment industry, accounting for just 1% of specialty-equipment retail sales in 2020 (\$0.42 billion).

Filled with an in-depth outlook on the landscape of alternative power and electrification in the United States, the "Emerging Trends: Electrification, Alternative Power and Advanced Technology" report helps companies understand potential implications for the specialty-equipment industry and how advanced technologies are becoming part of the new vehicle ecosystem.

Among the key findings, there are currently said to be 4.1 million alternative power vehicles on U.S.



The 2021 SEMA Alternative Powered Vehicles report

roads today. This represents 1% of light vehicles in operation.

While sales are starting to grow, significant hurdles are said to remain around range, charging and electrical power generation in the shift towards more electrified vehicles. "As sales of electric and other alternative energy vehicles increase in coming years, it will take a while for current vehicles to cycle out of operation. The average age of a vehicle today is just over 12 years. "Alternative power currently represents a very small share of the specialty aftermarket sales, but will be more important as their presence grows. Automakers continue to integrate vehicles with advanced technology to increase safety and comfort on the road. This opens

potential growth opportunities for the aftermarket industry in older vehicles. "While 58% of drivers want more safety features, 86% say they are afraid of fully autonomous vehicles. They cite safety and liability as their biggest concerns."

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NEWS BRIEFS

The name of the Belgium based manufacturer formerly known as Bullit Motorcycles has been changed. The owners decided that a new, future-facing corporate identity was required, one that feels more contemporary to take them in new directions and into new markets. The answer? Say hello to Bluroc Motorcycles. At present, the retro modern brand specializes in small displacement Naked style and Scrambler models, selling mostly in the UK, Netherlands, France, Germany, Belgium and Portugal.

The People's Republic of Montana has become the latest U.S. state to legalize Lane Splitting (Lane Filtering). The practice is restricted to passing stationary or slow moving traffic at 20 mph - in the same direction of travel. Montana is the third state to legalize the practise after California and Utah.

Canadian electric snowmobile and PWC manufacturer Taiga has added former Arctic Cat, John Deere, ODG/ARGO, Hayes and Case/CNH executive Doug Braswell as its new VP of Electrification Operations. The company has also announced the departure of COO Bernard Leblanc, and further expansion at its Shawinigan, Québec production facility.

Two high-profile Southern California Harley dealerships have been sold to Rami Yanni and Wise Auto Group, continuing a series of acquisitions for Wise. Orange County H-D in Irvine and Coronado Beach H-D were both owned by veteran H-D dealership owner Mark Smith, but they now become a part of the growing Wise Auto Group family. In June it was announced that Yanni and Wise were purchasing Victorville H-D. The group also owns Death Valley H-D, H-D of Yuba City, Redwood H-D in Eureka, California and Reno H-D, plus 14 automotive dealerships in total.

Indian eFTR

Just as Harley-Davidson looks set to dump its Stacyc mini eBike experiment, Indian Motorcycle has partnered with stand-on scooter and balance bike brand Razor for the eFTR Jr - an electric mini replica of the championship-winning FTR750 Flat Tracker - to provide "an approachable, affordable and safe way to 'Share the Love of Riding' with aspiring young riders."

Manufactured for Indian by Razor USA, it features two ride modes (low and high), a seat height of 23.5 inches and a maximum weight of 175 pounds.

The eFTR Jr can accommodate riders of eight years and older when in low mode, and 13 and over in high mode.



The bike's telescopic front forks and mono-shock rear suspension "provide a smooth, comfortable ride, while the bike's rugged steel frame provides a durable structure for beginning riders." It also features dual-disc

brakes no less!

The eFTR Jr's 36 volt rechargeable battery will run for a claimed 140 minutes in low mode at 10 mph and 65 minutes in high mode at 15 mph.

www.IndianMotorcycle.com

MIC 'Ride With Us' Social Content Playbook for Dealers

The Irvine, California based Motorcycle Industry Council (MIC) has added to its range of 'Ride With Us' new rider resources with a social media content package to allow dealers to leverage their social media channels to promote and engage with current and potential new customers.

"A core principle of 'Ride With Us' is connecting directly with riders and potential riders, and social media is a great tool to do just that," said Cinnamon Kernes, vice president of market expansion at the MIC. "It's also an easy way to welcome new riders to our world of two- and three-wheeling, and it can help them feel a sense of community, which will keep them riding."

This playbook is geared toward dealers

who are managing social media on their own and/or need content ideas and tips to effectively manage social channels, especially on Instagram and Facebook.

MIC members can find the playbook on the MIC website under the Resources tab, or by clicking here and logging in: Social Content Playbook (mic.org).

"This playbook is another component of 'Ride With Us', the powersports industry's market expansion program. This multi-faceted initiative works to inspire people to try riding; helps them explore different types of vehicles and training and riding opportunities; engages them with dealers and other riders; and helps them integrate riding into their lives."

This summer, the MIC announced a new 45-minute experience for people who have never ridden a motorcycle before - the 'Ride With Us' Moto Intro. All the gear and bikes are provided, and Motorcycle Safety Foundation RiderCoaches guide new riders through basic motorcycle controls, helping them experience their first ride in a closed, controlled environment.

The MIC brought the free 'Ride With Us' Moto Intro experience to five locations this summer, including Comoto's Get On! Moto Fest at the Texas Motor Speedway, several of the Progressive IMS Outdoors shows and to Overland Expo East and West.

The rider journey then continues online at RideWithUs.com with information and resources on the next steps and rider education and training, including where to find an MSF Basic RiderCourse.



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NEWS BRIEFS

An online survey by Brussels based FEMA (Federation of European Motorcyclists Clubs) found that a possible ban on the sale of new petrol-powered motorcycles is rejected by 92.91% of the riders who took part. The survey was available in 12 languages and was completed by 23,768 people (1,188 women and 22,580 men). There were differences between countries, but the disapproval rate of a possible ban on the sale of new petrol-powered motorcycles does not fall below 80% in any European country. When asked what they would do if the sale of new petrol-powered motorcycles was banned, a majority of 53.38% would stop riding when they are no longer able to buy a new petrol-powered motorcycle; 38.96% of the respondents said they would buy a zero-emission motorcycle; only 7.67% would already buy a zero-emission motorcycle when there are still petrol-powered models available.

Austin, Texas based Volcon ePowersports is to partner with Martin Technologies, a Tier One design firm in Michigan, whose clients include Jeep, Dodge, Ford, GM, Nissan and Toyota in order to accelerate production of the Stag - an electric Side-By-Side UTV which is set to launch in 2022. Martin will provide chassis and peripheral component development, including working with Volcon on the battery, power electronics systems, vehicle integration methodologies and new eSPDM Smart Wiring Technology.

MV Agusta Roma is the brand's new official flag store dealership in the Italian capital. A collaboration between Timur Sardarov, CEO of MV Agusta Motor S.p.A., and entrepreneur brothers Maurizio and Stefano Celon, it is "based on a dynamic and refined concept, part of a larger, trending complex" and hosts the new MV Agusta Roma Café.

Energica has opened its fourth monobrand showroom - in Taiwan. Opened by Energica local importer Russ Tiger, the 80 sqm showroom joins similar outlets in USA, Italy and Germany.

J&P Cycles UBCBS Round 5 - Nashville



Now in its 40th year, the 2021 Outdoors reimagining of the IMS series rolled into Lebanon (Nashville), TN, for the October 8-10 weekend and the fifth round of the 12th annual J&P Cycles Ultimate Builder Custom Bike

Shows series.

UBCBS has a rich history as the nation's largest motorcycle builder competition, featuring hundreds of motorcycles and offering the chance to win tens of thousands in cash and prizes across the 2021 IMS tour.

"We designed the competition to spotlight professional and amateur builders alike, attracting world-class builders at each stop along the tour that come to showcase their rolling

works of art," remarked Bob Kay, director of UBCBS. "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 U.S."

Each stop along the tour holds a competition at the event comprised of three classes - Custom Street Class, Custom Classic Class and Freestyle

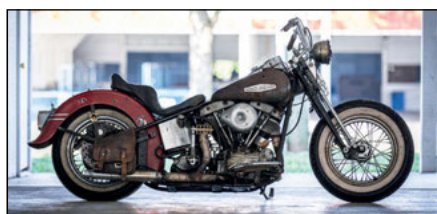


FREESTYLE



Winner: Tim Dixon won with 'Pennie Lane', his 2004 Custom with a 1959 Panhead engine, tube within tube frame, a Model A leaf spring suspension and copper and brass throughout; painted by Flamin Freddy Smith.

Runner-up: Spencer Parr was the runner-up with a 2002 Honda XR650R and took his inspiration from the legendary RS750. Handmade items include number plate, radiator guards, subframe with electronics box, rear tail section/seat and exhaust. For performance, the motor was rebuilt by TZR, and paired with a Lectron carb. Suspension was lowered and rebuilt with the front using CRF Showa forks. It runs 19-inch Excel wheels wrapped in Mitas DOT street tracker tires. Registered and street legal with all lights and signals needed.



CUSTOM CLASSIC

Winner: Mark Clemens won with a 1994 Softail United States Marine Tribute bike named "Midwest Gangster." It has a stock engine with original paper gaskets and 9,000 original miles, in satin black with Ole Skol pinstriping, Springer front end, long Bassani fishtails with custom twisted hangers, air ride with a Hogfoot centerstand, custom dual triangle headlights, custom red 21-inch and 18-inch 80 spoke wires with whitewalls, custom 70s red solo seat by Le Pera, and custom forward controls. This bike was built to pay tribute to all the men and woman Mark served with in the USMC.

Runner-up: Rich Worley secured runner-up with a 1939 Harley-Davidson Knucklehead with Shovelhead heads with a WW2 practice bomb on the left that is wired for a cigarette lighter that also charges a cell phone.



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NEWS BRIEFS

Italy won the 2021 Motocross of Nations, at Mantova, Italy, in September, ahead of the Netherlands in second and Great Britain in third. Started in 1947 and now in its 74th year (last held in 2019), a combative nine-time MX World Champion Antonio Cairoli led the Italian team to top honors, with Mattia Guadagnini (MX2) and Alessandro Lupino (Open class). There have been six different MXoN team champions between 2003 and 2021, with the USA being the most successful winning team, taking seven victories.

Boston based Piaggio Fast Forward (PFF - founded in 2015) has revealed an innovative sensor technology that is expected to debut on Piaggio two-wheelers in 2022, with PFF robots launching in late 2021. "PFF's hardware-software modules offer uncompromising safety by providing robust monitoring in all environmental and lighting conditions. Featuring Vayyar Imaging Radar-on-Chip technology, it is the industry's first ever 4D imaging radar-based motorcycle safety platform. The complete sensor package is developed, built and supplied by PFF for mass production in Piaggio Group motorcycles' Advanced Rider Assistance Systems (ARAS). ARAS applications are on the front line of the battle to prevent collisions and protect motorcycle riders. ARAS technology meets the rigorous technological requirements of traditional driver assist functions, addressing additional motorcycle-specific challenges such as size constraints and seamless vehicle maneuverability at high-tilt angles."

BMW appears set to build on the success of its September 2021 Pure&Crafted event in Berlin by adding its BMW Motorrad Days formula to a hybrid three-day combo BMW fest in Berlin in 2022. July 1st will be a one-day Pure&Crafted event, followed by two days of 'Motorrad Tage' on July 2nd and 3rd, 2022.

Phil Blurton has won a fourth-career UTV World Championship presented by Polaris, after taking top honors in the Saturday Desert Pro Turbo race (October 16) in the 2021 UTV World Championship at Lake Havasu City, Arizona. Kaden Wells and Vito Ranuio completed Pro Turbo podium; UTVWorldChampionship.com



CUSTOM STREET



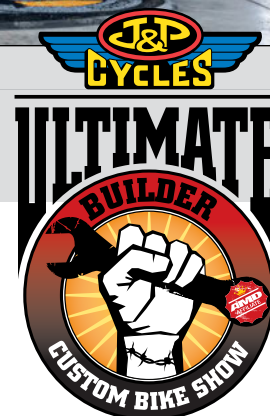
PEOPLE'S CHOICE

Winner: Sanchez Holder won the People's Choice award with his Custom Street class winning 2007 Road King.

◀ Class - and the People's Choice Award. Winners from each category are entered into the championship round, to be held in Atlanta (29-31 October), where they compete for the grand prize and renowned 'King of Builders' title.

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

www.motorcycleshows.com/UBCBS



Round 3 - Pennsylvania

The third round of J&P Cycles Ultimate Builder Custom Bike Show series was staged at Carlisle, PA on September 10-12. Bob Kay, Director of UBCBS said: "Congratulations to the winners in Pennsylvania - this region has a remarkable group of builders, with unique custom bikes that reflect each builder's story."



Jack Deagazio won the Freestyle class with his 1964 Harley-Davidson Chopper, custom painted by Mo Diaz, with engraving, twisted parts, specialty plating, polishing and a silver Harman girder.

Round 4 - Texas

The fourth round of J&P Cycles Ultimate Builder Custom Bike Show series was staged at the Texas Motor Speedway, Fort Worth on October 5. Bob Kay, Director of UBCBS said: "Congratulations to the winners in Texas - officially halfway through the tour, we have seen some remarkable bikes, and this city's bunch had unique custom builds that reflected each builder's story and background."

Larry Curik won the Freestyle class with a 2021 Lone Star Chopper XR1525S, custom-painted by Springel. The motorcycle features a dual front head Shovelhead, exhaust ports moved and left side exit and dual carbs on the right side. Everything on the bike is handmade or modified, including the wheels, brakes and sheet metal. The bike started as a 30-year-old Ness Luxury Liner frame that Larry chopped himself.



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50 Years of Ultima



The history of the St Louis, Missouri area's involvement in the custom motorcycle industry, and in the parts and accessory market specifically, is a rich one. One that has punched above the weight of the Greater St Louis area market's hinterland by reaching out across the continental United States and internationally.

A sister company to Midwest Motorcycle Supply, Ultima Motorcycle Products can trace its origin story back to a business called E&M Motorcycle - a fabrication shop and retail store - in St Louis with Charlie Eckenrodt making parts and wrenching on local bikes. E&M eventually became the foundation for the business that evolved into the Ultima Motorcycle Products operation we know today.

Eckenrodt opened an engine factory a few blocks down the road from his retail store, and this was where Ultima engines started to be machined and assembled.

By 1996, Ultima had become renowned in the world of custom bike building and world class bike builders and celebrity



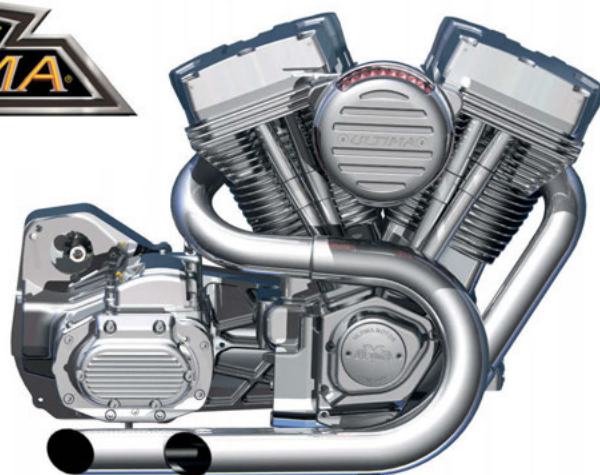
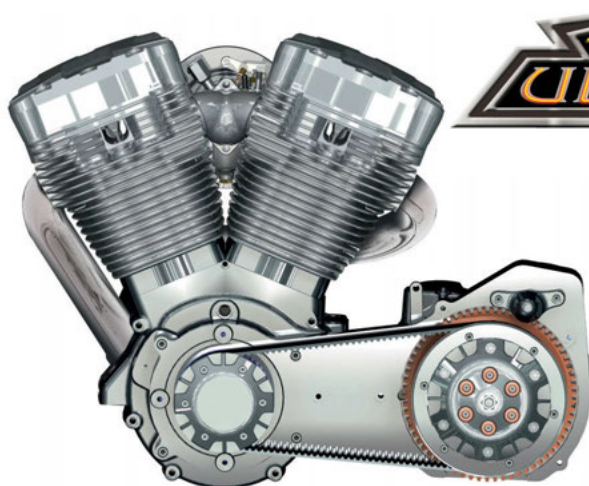
Charlie Eckenrodt - Ultima grew from Charlie's E&M Motorcycle, St Louis fabrication shop.



"Boyd Dingman's custom bike build 'Blackbird' shows us 'how fast is done' with his stealth design work and emphasis on high performance. The dual high-performance Ultima carburetors feeding the 140 ci Ultima Competition Series engine was truly impressive. The fit and finish on this bike is of the highest caliber. 100% Beauty and Beast."

bike builders were using its engines in award-winning show bikes. The brand had also started to evolve to include Ultima frames, wheels, transmissions and more. By the late 1990s its, at that stage, Arnold, Missouri facility was bursting at the seams, and in the 2000s the move to a new-build 100,000 sq ft facility at Pevely, Missouri, saw Ultima able to establish a dyno research facility, multiple CNC machining shops, an engine assembly plant and an engine repair shop.

This is where Ultima was able to develop the latest additions to the Ultima family of engines: the Competition Series Twin Cam replacement engines. We here at AMD had started to see Ultima engines appearing in AMD European and World Championship of Custom Bike Building competitions and the program's affiliated custom bike shows in Europe in the early 2000s, and its El Bruto V-twins were an established 'go-to' for builders seeking that rare trifecta of power, reliability and accessible pricing. The brand's reputation among the 'Builder Community' wasn't





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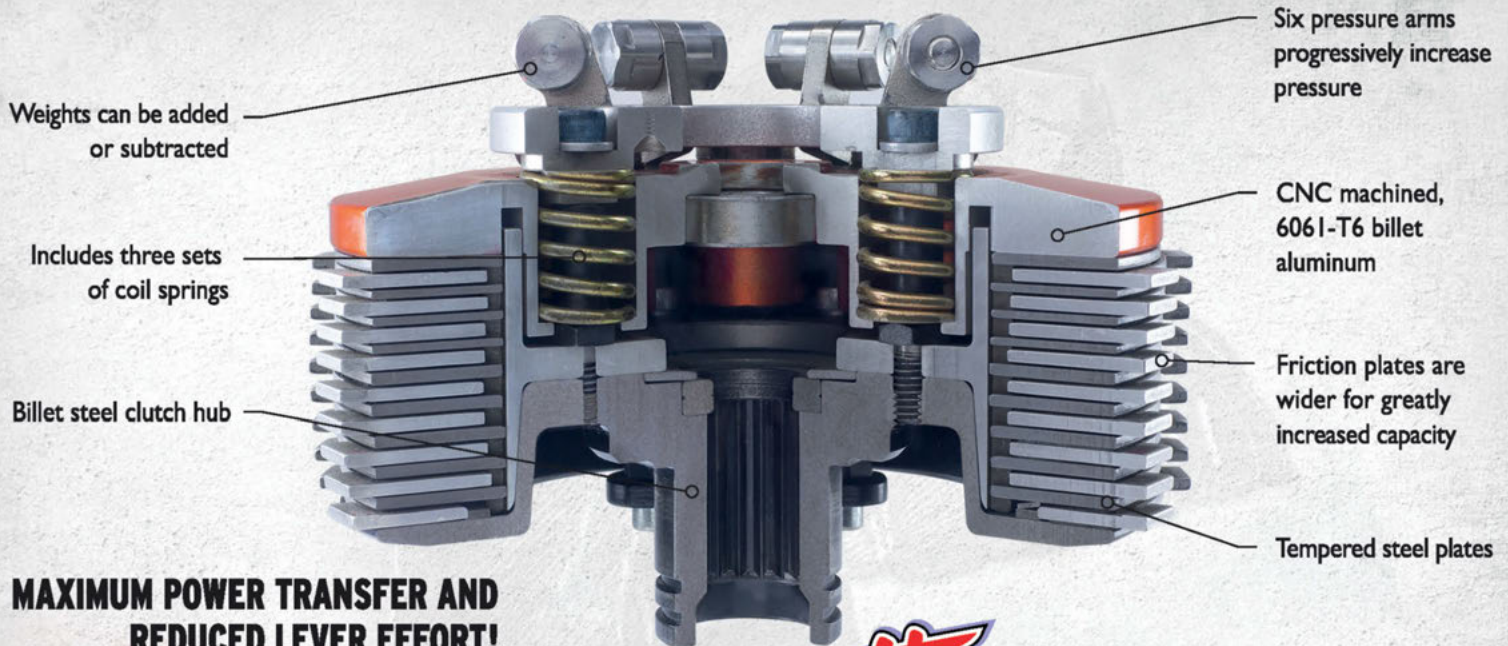
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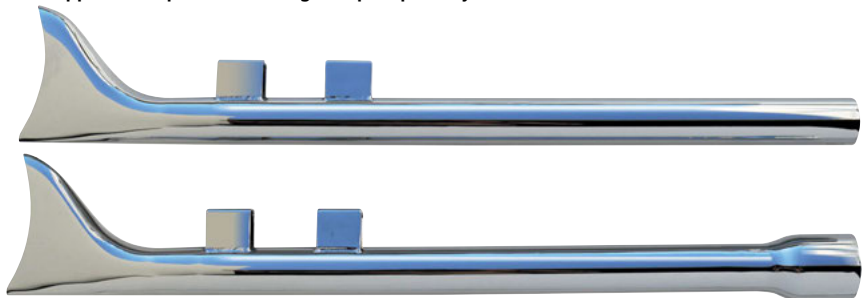
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2 1/4" Radium mufflers for 2017 and up M-8 Touring models feature removable high-flow performance steel baffles and a slotted channel mounting system that allows for easier installation and guarantees fitment and alignment. The ends are straight cut to accept a billet end cap, if further customization is desired; application-specific mounting clamps separately available.



Ultima 1 7/8" fishtail exhaust slip-on mufflers are available in chrome or black in 33" or 36" lengths for 1995-2016 and 2017-up Touring models. Features include a 1 3/4" inside diameter and 1 7/8" outside diameter. Sold without baffles, they ship with all necessary hardware and are available in chrome or black.

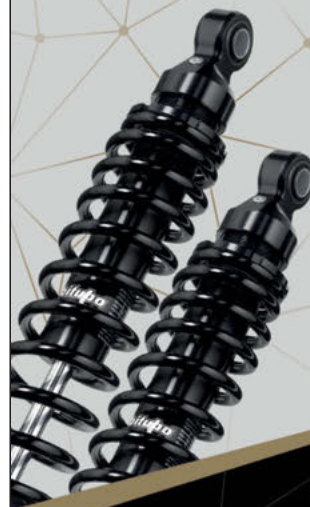


hurt by the fact that the design of Ultima engines has always offered customizers a custom look with styling that suggests they mean business.

Ultima EVO and Shovelhead style engines won major awards. With complete drivetrains that included both left and right-side transmissions, open belt drives and starter motors, Ultima's finger was right on the pulse and its development of the product line has kept it there ever since, even as the market started to change so dramatically in the shadow of a 2007/2009 recession. Many feared that the financial crisis would

consign custom builds to history, but even though the market for complete V-twin engines is way smaller now than it was, it was the 'trickle down' from the positive press and reputation that have seen Ultima powerplants remain a popular stock replacement and performance upgrade platform option.

Indeed, with at least a dozen or more complete V-twin engine options having gone the way of the VHS cassette, Ultima is one of the few left and therefore, actually, has a substantial share of the available market at home and abroad.



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Optional: black and chrome spring covers



WMT02

Rear Twin Shocks

Compression 12 clicks

Rebound 5 or 7 clicks

Spring preload

Available in Dark Edition & Chrome Edition and with adjustable length WMT12 and longer length WMT72

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Rear Twin Shocks

Rebound

Spring preload

Available with full covers



Biker Fest International XXXV

The Italian Bike Week - Lignano Sabbiadoro (Udine), Italy, September 16-19, 2021



Billed as the largest outdoor motorsport event in 2021 in Europe, the 35th annual 'Biker Fest' again played host to the Italian round of the AMD World Championship.

Despite the health concerns that the world is still grappling with, the bikes, the builders and the crowds turned out to again demonstrate that indefatigable spirit of the motorcycle community the world over for three days of music, fun, food, riding and, of course, great custom bikes.

Located on the northern Adriatic coast of Italy, some 100 km/60 miles north of Venice, the event drew enthusiastic crowds locally, nationally and, even in these difficult times, internationally. The excellent organization and program of a weekend that has long since established itself as one of Europe's premier motorcycle events, estimates put the attendance as high as 80,000 guests.

The heart of the event is the seaside Luna Park Strabilia, the vast off-road area and the stadium area (doubled compared to last year), with the presence of the main motorcycle manufacturers and their demo rides nearly equalling the record free rides that were offered in September 2020. Although requiring postponement from its traditional May dates in both

years, Biker Fest is one of the only motorcycle events of any kind that has managed to be held in 2020 and 2021.

This year the manufacturers present included Honda, Kawasaki, Royal Enfield, Socomoto, BMW Motorrad, Triumph, Maxxon Racing directly from Spain, Royal Alloy, NIU, Indian Motorcycle and Boss Hoss Cycles. For the 35th consecutive year, Biker Fest hosted the "most historic" European Custom Bike Show, the Italian Motorcycle Championship, a most important event and so popular among international fans that this edition saw the registration of about 100 special bikes at the location of Luna Park, and more than ever before has involved builders coming from Sicily, Calabria, Puglia, Campania, Piedmont, Lombardy and, of course, the neighboring regions and countries. Seven kilometres of track were dedicated to all lovers of off-road, with Enduro, Mini Enduro, and, for the second year, Garden Tractor Racing, Moped and Ape Cross. In the specially prepared and renovated off-road area, fans could take courses and rent 250

and 450 cc vehicles on site.

There were many stands with clothing and accessories for all types of bikers in the Luna Park area, and, as in previous editions, plenty of other exhibitors to satisfy everyone's taste. The spectacular 'Parade of Lights' through the streets of Lignano was a highlight, and there were Moto Tours that visited famous UNESCO world heritage sites and cities.



New for 2021, the E-Mobility Village allowed all visitors to test electric and hybrid vehicles of all kinds for free. It seems that this was the largest event dedicated to green and hybrid cars ever held in Europe, with a huge potential for growth.

AMD winners, each winning €1,000 and expense reimbursements to visit the next AMD World Championship of Custom Bike Building:





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Piaggio Vs Peugeot

Piaggio has won the first round in a legal dispute with Mahindra Two Wheelers owned Peugeot Motorcycles. The Paris and Milan courts have found in Piaggio's favor in a European patent infringement case. In a parallel to Piaggio's successful attempts in the past to have the unique nature of the Vespa design IP protected, this action against Peugeot concerns alleged infringement of its MP3 Scooter design rights. Specifically, the courts have upheld Piaggio's claim that the Peugeot

Metropolis counterfeited a European patent relating to the technology of the Piaggio MP3 three-wheeled scooter - the control of the system that allows a three-wheeled vehicle to lean sideways like a traditional motorcycle. In France, Peugeot has been ordered to pay compensation for damages quantified at € 1.5m (around \$1.74m), plus further fines for violation and legal costs and banned from the production, promotion, marketing, import, export, use and/or possession of any three-wheeled



scooter that uses the control system patented by the Piaggio Group on French territory (including the Peugeot Metropolis), under penalty of a fine for each vehicle said to be subject to counterfeiting. The Court of Milan prohibited Peugeot

Piaggio has won patent protection actions for the control system of its sideways leaning tech on the MP3 against Peugeot's use of a claimed counterfeit system on its Metropolis.

Motorcycles from importing, exporting, marketing and advertising (also via the internet) the Peugeot Metropolis in Italy, establishing a penalty of €6,000 (\$7,000) for each vehicle sold. Peugeot Motorcycles must withdraw all counterfeit vehicles from the market in Italy within 90 days, under penalty of an additional €10,000 (\$11,600) for each day of delay in carrying out the order.

Royal Enfield to Take Himalayans to South Pole

Founded in 1901 and now manufactured by Eicher Motors in India, Royal Enfield is to back two of its head office executives in an ambitious, maybe even perilous, attempt to ride two Royal Enfield Himalayan models to the Amundsen-Scott Pole station at Antarctica's geographic South Pole. In an effort to commemorate 120 years of Royal Enfield's "pure motorcycling culture", its '90° South - Quest for the South Pole' will see Santhosh Vijay Kumar (Lead - Rides and Community at Royal Enfield) and Dean Coxson (Senior Engineer, Product Development) get cold; very cold! They will set off from Capetown, South Africa, for the Ross Ice Shelf on November 26, 2021. From there they will undertake a 39-day trek across Antarctica on a 478 mile (770 km) ride via the Leverette Glacier on expedition-ready Royal Enfield Himalayans. "Over the last 120 years, we have created and nurtured a thriving culture of riding and exploration around the world," said Siddhartha Lal, Managing Director of Eicher Motors Ltd. "This pursuit of exploration has been a quintessential part of our DNA, and '90° South - Quest for the South Pole' is another chapter in our series of



extraordinary epic motorcycling rides. "In the past, rides like 'Himalayan Odyssey' have paved the way for motorcycling adventure in the Himalayas, and an epic expedition like this to the South Pole will once again inspire people to become adventurers. A test of endurance and perseverance for man and machine, this expedition is the first of its kind to attempt to traverse the 478 mile (770 km) route to the South Pole on a motorcycle." To be conducted in close partnership with Arctic Trucks, '90° South - Quest for the Pole' will be attempted on two purpose-built Royal Enfield Himalayans. Arctic Trucks, a member of

the International Association of Antarctica Tour Operators, are renowned for their expertise in the field and have covered over 350,000 km on the Antarctic Plateau. They have supported and serviced several scientific expeditions and activities, as well as commercial and NGO expeditions in the past. For this expedition, two Himalayans have been modified in-house, with functional upgrades to be able to navigate snow and ice to function under the extreme Antarctic conditions. The Himalayan was tested for this arduous journey at the Langjokull glacier in Iceland, with an

intent to mirror the conditions in Antarctica. Phase one of testing was held in September 2020, with phase two concluded in July 2021. Minimal changes have been made to the Himalayan motorcycles to make them ready for the terrain and weather conditions in Antarctica. For greater torque at the rear wheel, the countershaft sprocket has been changed from a 15- to a 13-tooth unit. A tubeless wheel set-up with studless tires will allow the tires to run at very low pressures, and to increase floatation on soft snow while also providing adequate traction on hard ice. The team has introduced a stronger alternator using rare earth magnets, enabling the Himalayans to produce more current and enable the team to run heated gear off the battery. Launched in 2016, the Royal Enfield Himalayan is a simple, extremely capable and go-anywhere motorcycle. Inspired by the experience of decades of riding in the Himalayas, and traversing thousands of kilometers of challenging terrain, the Royal Enfield Himalayan was built to be a versatile motorcycle that is capable on the road, as well as off the beaten track.

Buell to Start 2021 Hammerhead 1190RX Production

Grand Rapids, Michigan based Buell Motorcycle Co. has announced that the legendary Buell Hammerhead 1190 is going back into production - with reservations being taken from November 1. The Buell Hammerhead 1190 received extensive press coverage and unbridled enthusiasm from motorcycle riders around the world following Buell's spring announcement that "Buell is Back." "When we said Buell is Back, we

meant it," said Bill Melvin, CEO of Buell Motorcycle Co. "We have former executives from Buell, General Motors, Lotus Engineering, Toyota and



Bombardier Recreational Products ensuring we are manufacturing and developing the highest quality products. Now we are putting the finishing touches on our factory and kicking off production of the 'Best American Superbike' on November 1, the Buell Hammerhead 1190. Buell is Back!" The Buell Hammerhead 1190 will have a Grand Rapids, Michigan built and proven 185 horsepower, high-performance 72-degree V-twin engine

with 13.4:1 compression, sporting EFI with four injectors and exerting 101.6 ft-lbs of torque. Buell's new online reservation and delivery system - 'Buellvana' - will also be innovative and exciting for riders and dealers alike. This novel and industry disrupting system will provide the best delivery and service experience for Buell riders, while giving dealers all the advantages in a modern technology and post-COVID world. www.BuellMotorcycle.com

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U.S. based Tech Investor Buys Majority Stake in Energica

Ideanomics, a New York based, NASDAQ listed private equity investor has followed up its acquisition of around 20% of the shares in Italian electric sports bike manufacturer Energica by increasing its stake to a controlling 70% interest.

Ideanomics is a global company that "specializes in facilitating the adoption of commercial electric vehicles" and that supports "next generation financial services and fintech products on a sales-to-financing-to-charging (S2F2C) basis in high-growth potential markets".

Energica and Ideanomics are proud to announce an agreement to launch a voluntary conditional tender offer for ordinary shares and Warrant issued by Energica. As a result, Energica will be delisted from trading on AIM Italy.

"IDEX is increasing its commitment to Energica to further support its growth trajectory while maintaining the Italian footprint and expertise. As Ideanomics continues to expand its global mark in the electric vehicle (EV) industry, especially in the high-growth two-wheeler market, Energica's demonstrated technical, battery and industrial expertise will be vital. A plan was announced on September 20th to more than double Energica dealers in the United States by the end of 2021, targeting markets that have

demonstrated a propensity for early electric vehicle adoption.

"The goal of this expanded partnership is to strengthen the Italian company's position as a global leader in the world of high-performing electric motorcycles, while maintaining the strong Italian heritage that has always distinguished the company. This will be achieved by putting Ideanomics' global footprint, financial resources and growing EV vehicle and infrastructure capabilities together with Energica's highly demonstrated technical and industrial skills.

"The result is an exciting new chapter for Energica and its team, which will

be filled with new resources looking towards continuing and building on their success around the world for this amazing product that was conceived, designed and built in Italy."

Energica's global sales growth in recent years has been dramatic in percentage terms and its involvement as the 'Spec' electric motorcycle provider for the FIM Enel MotoE World Cup - a contract with rights holder Dorna that was recently extended to at least the end of the 2022 season.

With its investments in Energica, Ideanomics continues to expand its



The Energica EVA EsseEsse9 series shares the technology and sophistication of both the EGO and the EVA Ribelle, but is more suitable for casual riding without the demanding hyper-performance of the other two models. The EVA EsseEsse's classic bench seat and relaxed riding position make it the ideal bike for two-up riding and the preferred choice for long-distance electric touring.



Shane McMahon, Ideanomics Executive Chairman and Livia Cevolini, Energica CEO

global footprint in the electric vehicle (EV) industry, especially in the high-growth two-wheeler market, complementing Ideanomics' Treeletrik business, headquartered in Malaysia and serving the ASEAN market.

The global high-performance electric motorcycle market is expected to grow at a CAGR of over 35% from 2019-2024. The announcement came after the company organized its first "Energica Week". Billed as a "seven-day celebration of our electric future", the e-Fest concluded at the Misano World Circuit Marco Simoncelli, for the final 2021 season race of the FIM Enel MotoE World Cup.

NCCR Rotax/Buell 'Helicon' SuperSingle by Ben Purvis

It has been nearly 30 years since Ducati's legendary but limited-production Supermono demonstrated the potential of converting a V-twin engine into a balanced single-cylinder - and now Swedish company NCCR is performing the same trick on the Rotax-made Buell Helicon engine.

The Helicon was the basis of the final

capacity choice of 562 cc or 595 cc, depending on whether it's based on the 1125 or 1190 Helicon, NCCR expects around 70 hp, with the option to increase that to 90 hp with a planned big bore kit to raise capacity to 660 cc - 700 cc.

Why build a single from a V-twin? The answer today is the same one that Ducati explored in its 1992 Supermono: the unused cylinder forms the basis of a balancer mechanism to eliminate the usual single-cylinder vibes. In simplified terms, the piston and cylinder are removed and the conrod is bolted to a pivoting balance weight mounted in a new casting that bolts on where the cylinder should sit.

It's a balance system that worked not only on the original Supermono, but more recently on BMW's parallel twin models, which have a rocking balancer below the crankshaft.

The NCCR engine isn't simply a Ducati Supermono copy, though. The initials stand for Northern Classic, Custom and Race, and NCCR was EBR's European partner. The company also looks after the original EBRWSB race bikes, as well as EBRs that competed at Macau and

the IoM TT.

To create the first SuperSingle, NCCR has opted to remove the V-twin's front cylinder, where Ducati sliced off the rear one. The result is a backward-leaning single-cylinder with a reverse cylinder head - intake at the front, exhaust at the rear. It's an unusual layout, but not unique; Honda's Moto3 race bikes use the same rear-leaning, reverse head idea, as do certain Yamaha motocross bikes and BMW's single-cylinder G310 models. However, there's little reason that the same kit of conversion parts couldn't be used to remove the rear cylinder and keep the front one if the layout works better for some applications.

Jens Krüper, co-founder of NCCR, explains: "The SuperSingle concept gives us some great opportunities, like positioning the working cylinder front or rear, depending on which weight distribution you are looking for. Modern standing Enduro riding styles always generate bad rear wheel traction, that's why we use the rear cylinder position for our first build now. It also gives us excellent packaging possibilities to protect other components like the

radiator and the exhaust system.

"Imagine how reliable that engine will be - three litres of oil plus a clutch and gearbox that can easily handle more than double of the power we're aiming on. The Helicon is a very reliable and long-term proven engine platform. The engines are fairly cheap to find, and last but not least, we have more than a decade of experience with it."

NCCR is initially building the engine into a 'travel enduro' demonstrator, but also envisages a future for the engine in a Sound of Singles race machine using the big bore version of the Helicon based unit.

Birgit Krüper, CEO at NCCR, explains that the company will make the engines available along with chassis kits, and may even offer complete machines: "We see a clear business opportunity in developing the SuperSingle engine concept. In times when most bikes get heavier and heavier and have more and more technology on board, a light and simple but rugged and reliable set-up will have its market. With making engine and chassis components available, we plan to support cost-friendly individual bike builds."



generation of original Buell machines, including the 2007-on 1125R and 1125CR, and went on to form the basis of the Erik Buell Racing 1190 models that emerged from the ashes after Harley-Davidson closed Buell in the wake of the 2008 financial crisis, with power ranging from 146 hp to 185 hp. By turning it into a single, with an initial



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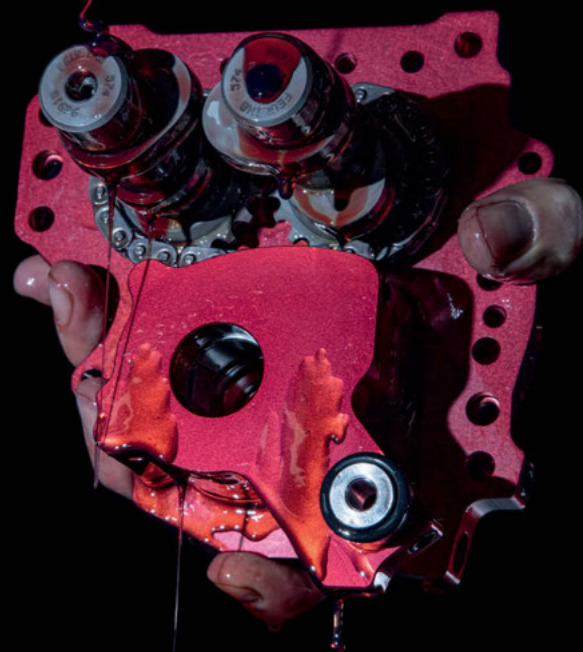
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Successive changes in the emissions (and sound) regulations applying to motorcycles in Europe have made life difficult for dealers and component vendors alike.



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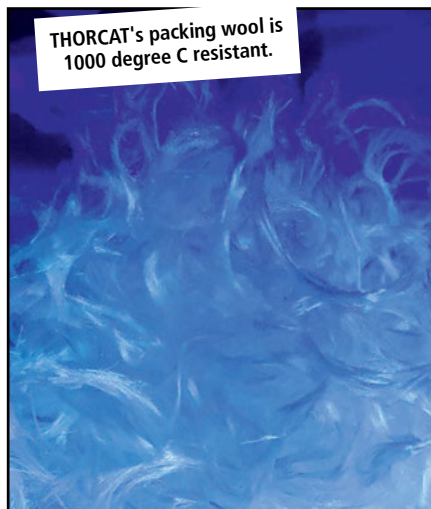
The steady evolution of European regulations from Euro 1 to the Euro 5 we have now, have had the effect of fracturing the unit volume business opportunities available to aftermarket manufacturers in general, exhaust manufacturers in particular.

It would be easy for those outside the European market looking in to assume that the number of 'domestic' aftermarket motorcycle exhaust manufacturers in Europe must have shrunk markedly in recent years, but that really is not the case.

Our sister magazine International Dealer News, which is focused on the 'metric' market, has a database of at least 63 manufacturers making exhausts of one kind or another - in one volume or another in Europe - plus countless additional brands from Japan, Asia and the United States also still selling in Europe.

The common misconception is that once a new level of regulation is implemented, all motorcycles and the products made for them must meet that level of regulation. That is not in fact true. Euro 5 became binding on January 1st, 2021, and as

THORCAT's packing wool is 1000 degree C resistant.



a result all new motorcycles have to meet that level of emissions control. However, pre-December 31st, 2020 models remain subject to Euro 4, and aftermarket (or OEM supplied stock replacement) exhausts 'only' have to continue meeting Euro 4 for the rest of their service life.

Those motorcycles have to comply with the emissions (noise and safety) regulations that were current at the time of their first registration as a new unit - Euro 5 is not retro-active. Similarly, motorcycles made and registered during the Euro 3 era can still use Euro 3 grade exhausts, and so on.

This means that there is still a large and viable opportunity for exhaust manufacturers to sell non-Euro 5 compliant exhausts for pre-registered models. Essentially, there are three ways for an exhaust manufacturer to be able to sell legally in Europe. First, and obviously, ensure that the exhaust system meets the regulations that were current at the time the motorcycle was first sold by a dealer. However, thereafter they will only be able to sell for those motorcycles and priors.

Second, only sell exhausts that meet the most recent level of emissions regulation. In theory this would be the 'Gold Standard' business opportunity, but it is not as practical as it might sound.

Each level of emissions regulation is tighter and technically more difficult to meet, with a different focus on which emissions gases and particulates are being targeted for incremental reduction. Plus, initially, the available business opportunity with



Thorcat remachines new baffles for specific applications.



THORCAT produce its own baffle cores using Sanderson Machine Tools' exhaust core technology. Rather than making them perforated flat sheet, Malcolm Sanderson revolutionized the production and cutting of round cores, producing a better product faster and cheaper than anything else on the market at that time.



At any one time, THORCAT has hundreds of its catalytic convertor options in inventory.

which a manufacturer can liquidate the investment is actually quite small.

It will grow as the bikes concerned age and additional model years join the fleet, but contrary to what one might assume, exhausts meeting new levels of regulations are not necessary an easy retrofit.

A Euro 4 exhaust will not easily produce a wonderful user experience on a Euro 3 bike, and Euro 5 exhausts will not sit as happily on a Euro 4 compliant model as one might hope.

But there is a third way - to give THORCAT of Germany a call!

A family owned and operated business born out of Fanatics Motorcycle e.k., (FMC), a motorcycle garage and workshop business, THORCAT's speciality is to take motorcycle exhausts (typically from outside Europe and especially American brands) and make them compliant for the appropriate level of compliance in Europe.

It is currently grappling with the specific challenges presented by Euro 5, and no doubt will have a solution at some stage in the next couple of years,

but for now its technology is primarily for helping American made exhausts that do not meet global standards of compliance as exhausts that can be sold and used legally on Euro 4 (or earlier) compliant models. Global compliance, single model, all market compliance is the way that the motorcycle manufacturers are going (Harley is increasingly in that place), and in aftermarket terms, global compliance is the direction of travel preferred by S&S Cycle.

The THORCAT technology may sound simple but, meeting the most stringent of domestic German regulatory standards, the requirements set by the German EG KBA (Kraftfahrt-Bundesamt approval) is anything but simple.

However, THORCAT manage to do it, and it can achieve retrofit backward compatibility, at least in terms of compliance - after which it is a question of tuning. It says it can 'legalize' exhaust systems from leading American brands with its patented cartridge system and use the ACTIA power bench - manufactured in the Czech Republic, it was the first approved bench in Europe - with its gas analyzer and

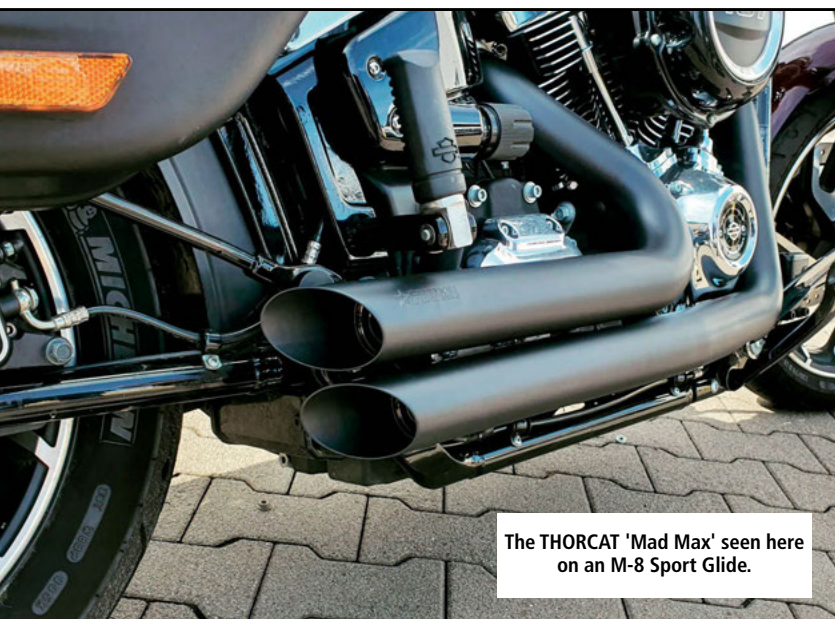
frequency spectral analyzer.

THORCAT Chief Technical Officer Uwe Pfaff told AMD: "We can legalize exhaust systems from Vance & Hines, Cobra, Freedom Performance, and soon TBR, with our patented cartridge system. This gives them Euro 1-4 compliance and, when our R&D is complete, Euro 5 will additionally be available."

But it isn't just 'any old compliance' says Uwe, "it is German KBA approval - the KBA is the leading authority in Europe.

"Over the years we have become one of the smallest big exhaust manufacturers in Europe because we are the only manufacturer in Europe that can do this. We deliver many thousands of systems to customers in Europe and, among other prominent projects, we work very closely with Freedom Performance and Zodiac International.

"Our complete exhaust systems with THORCAT technology impress all who experience them with their quality, their individual design and socially acceptable sound - far away from the usual uniform look and the enormous volume of the thick 'flap-system' [adjustable valve based] systems.



The THORCAT 'Mad Max' seen here on an M-8 Sport Glide.



THORCAT's own Vance & Hines Short Shot 2-into-2 based 'Anarchy' system seen here on the Sportster.



THORCAT offers a range of catalytic converters to bring U.S. made exhausts into the appropriate level of European compliance.



THORCAT anarchy exhausts.

"Our technology uses absorption, reflection and, if needed, a catalytic converter. When fine-tuned they sound great - not too loud, not too quiet - and all in stainless steel for tamper-proof weld-in, we use our own self-developed and tested catalytic converters, and we base our systems on those from BASF and other internationally recognized leading manufacturers.

"We work exclusively with some of the largest U.S. exhaust system manufacturers, working closely with them to produce a wide selection of the most beautiful European street legal exhaust systems for Harley-Davidson models. THORCAT systems are finished at our facility near Koblenz in Germany and so far, in terms of our own products and sales, we have focused on German compliance and the German market only.

"All our exhaust systems for Harley-Davidson are certified, homologated, marked with the e1 country code for Germany and have EG ABE from the KBA. We build purely static systems, without valves/flaps (which are big here in Germany), without electronics, and without additional effort needed by the manufacturer, distributor, dealer or rider. If desired, we can also make exclusive custom-made products.

have approved systems from pre-Euro 1 to the present Euro 4 approvals for all Harleys from 1950 to 2020, with Euro 5 in progress.

"We use V&H exhausts, Cobra and Freedom Performance exhausts from the big importers here in Europe such as Zodiac International, Motorcycle Storehouse and Parts Europe for our needs. We sell thousands of different exhausts from the major U.S. manufacturers to riders and dealers. For Zodiac we build all the approved Freedom Performance exhausts they sell to dealers.

"We use our own names for the exhausts we remanufacture. Some of them need a different identity and technology in order to sell in Europe. For example, we convert the V&H Short Shot 2-into-2 into a 2-1-2 system with XTorque crossover and THORCAT TCM8 cartridge. We then call it the 'Anarchy' - a better sounding marketing name in Europe, but everyone

knows it is based on the V&H original.

"For the future, for Harleys we see demand for the older models such as Shovels and EVO coming back again, and there are no other good looking street legal exhaust option for these models available in Europe. After three decades, the flap/valve controlled noise management systems will no longer be able to be sold in Europe soon - only 'static' systems like ours will survive for models needing compliance.

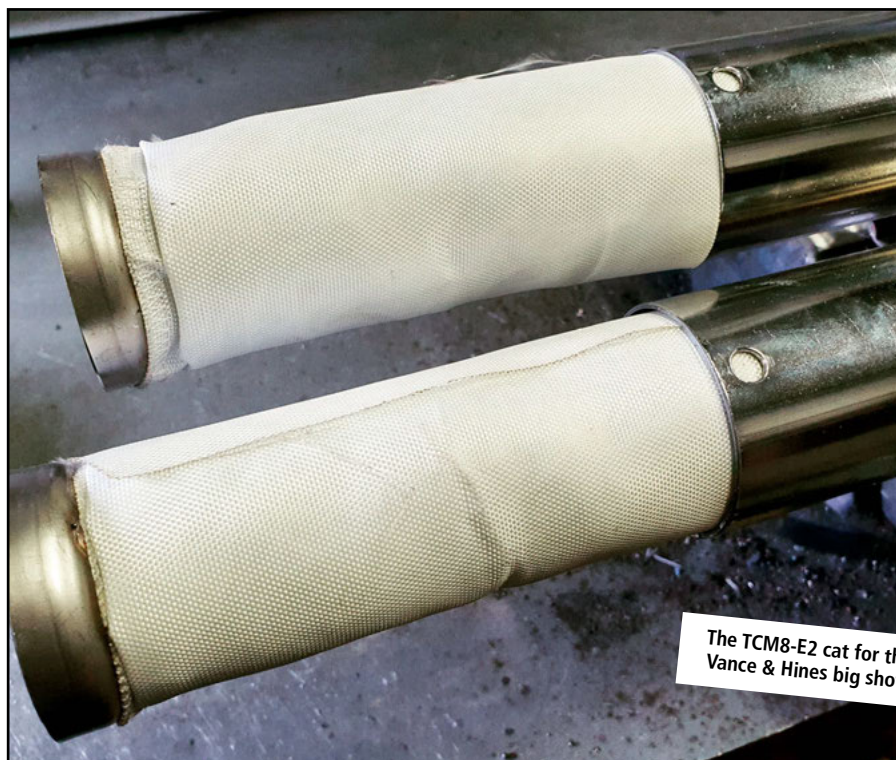
"Euro 5 is a challenge for us all, and we don't know if our U.S. manufacturers will come up with systems that fit the new European needs. However, there will be Euro 5 compliant Freedom Performance exhausts, as we work particularly closely with them. We also intend to try and get something built and approved for the new 1250 cc Sportster S - we think that will be a strong seller here in Europe."

www.thorcat.de

Application-specific cartridge systems:

TCM8	for Sportster
TCM8-E1	for all Shovel, Evo and Twin Cam up to 2005 (non-catalytic Euro 1-2 and pre Euro)
TCM8-E2	for all Twin Cam up to 2006 and catalytic and M8 Softail up to 2020 (Euro 3-4)
TCM8-E3	for all M8 Softail up to 2021 Euro 5
TCM8-E4	for new Sportster S and future 1250 Engines Euro 5

"It takes two years of R&D and investment of many thousands of euro to get to the point where the KBA laboratories are satisfied, and we are able to get all the necessary approvals. We presently have the German e1 country code only, but for Germany we



The TCM8-E2 cat for the Vance & Hines big shot.

Go Fat With Ness Barnett Clutch Spring Compression Tool



Ness Enterprises' 18 x 5.5" fat factory forged front wheel kit is described as "the perfect solution when updating to a 180 mm fat tire on the front of 2020 or newer touring models." It is made with a gloss black powder-coated forged aluminum rim (not cast) with gloss black anodized hubs and disc adapters.

It accepts factory rotors, to save even more cost, but can be upgraded to take Ness' Jagged series rotors (also available from Drag Specialties) for an additional cost.

This wheel does not work with the factory fender - it requires the purchase of an 8" wide front fender from Arlen Ness. It accepts Arlen Ness rotor adapters with factory or aftermarket rotor/disc options.

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This new clutch spring compression tool from Ventura, California based Barnett Clutches & Cables is designed to compress the diaphragm clutch spring on 2001 and later Victory motorcycles - making it easy to remove and reinstall the retainer ring.

This clutch tool makes working on the clutch much easier and efficient and is a "must have" for anybody working on Victory clutches. It is precision machined in the USA from billet aluminum, then hard anodized.

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The Bagger Nation 'Mini Monkey' engine guard "is the perfect complement to our world-famous original Monkey handlebars. Each handcrafted Mini Monkey guard is constructed from 316 seamless stainless steel and TIG welded to assure a lifetime of trouble-free enjoyment.

"Choose from polished, brushed satin or gloss black powder-coat finishes. The Mini Monkey engine guard is a direct bolt-on product and fully reversible install on most touring models - including Street Glide and Road King models 2009 to present.

"2015 and later Road Glides will require the use of a Bagger Nation stealth fairing support bar. Road Glide 'Special' models (2018 - present) require no additional fairing support.

"2009 - 2013 Road Glide models will require the use of a fairing support bar as well. We recommend Drag Specialties' lower fairing support bar."

All needed hardware and installation instructions are provided. Additionally, Mini Monkey engine guards for M-8 Softails will be available soon.

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PERFORMANCE PRODUCTS FOR HARLEY-DAVIDSON

Pan America 'Rally' Saddle and 'Brave' Seat for Indians

Corbin Saddles was one of the first out of the blocks with a new product release for Harley's Pan America - one of the first anywhere with any kind of product. Within weeks it has come up with another application for Harley's ADV - replacing the stock



two-piece seat unit with a single piece base pan to provide a platform with a leaner, flatter profile. The 'Rally' saddle is specifically made for those who also use their Pan America off-pavement and want more ability for body movement and aggressive riding. Notice how the company has eliminated the step to allow the rider to easily position their body further back when they need to lighten the front end. "We include a wide range of material, color and texture options for the saddle at no extra charge. It is seen here with Black Grabber seating, classic leather trim, matte black sides and black stitching. Grabber provides a rugged off-road look and grippy surface texture. This saddle is designed to work with the optional H-D saddlebags and trunk box - it mounts easily and integrates with the factory key lock."

Also seen here for the 2020 Indian Chief, Chief Bobber and Super Chief, the classically styled 'Brave' saddle "provides the Chief with a fast, sporty look while providing excellent rider comfort. The smooth profile of the saddle matches that of the bike,

blending with the overall scheme of the machine and embellishing the Indian design.

"Our high-density Comfort Cell foam allows a sleek, low profile while providing a firm supportive ride that lasts. Ergonomic shaping in the seating provides good ground reach, excellent back support and better weight dispersion for more time in the saddle. This also helps to eliminate the centralized pressure felt from the stock seat. In the nose area, we sculpt the saddle narrow to allow for good ground reach. Passenger area is designed primarily for looks, but is padded and upholstered so it can take passengers for short trips."



Both saddles, the 'Rally' and the 'Brave', fit close to the tank, chassis and fender. This kind of fit is only possible thanks to Corbin's unique Fibertech base pan. "Our rigid base material not only fits perfectly to the bike but provides a firm foundation to support the carefully designed foam shape. Our ergonomic shaping gives a complementary custom look."

CORBIN SADDLES
Hollister, California, USA
Tel: 831 634 1100
corbin01@corbin.com
www.corbin.com

American Suspension RAM AIR 'Fast Up' with P-49 Air Shock

American Suspension says it is introducing "an amazing improvement for Harley Touring bikes. The patent pending Strategic Air Command system with P-49 air shock instantly gives the motorcycle a great air ride."

"Everybody knows the problems caused by car shocks and air bags hooked to electric solenoids. The revolutionary Strategic Air Command system eliminates all those problems forever. Compare any other air shock to the American Suspension Strategic Air Command and you will never want to ride with any other air suspension system."

The P-49 air shock is said to combine "the precision road holding of a racing shock with the butter soft ride of luxury. Adaptive control valving combined with the use of the adjustable Strategic Air Command Module means that the American Suspension RAM AIR is remarkably easy to use and is genuinely plug and play. "Instead of littering multiple components about the



bike, RAM AIR incorporates everything into a single chunk of Made in the USA billet 6061-T6 - just attach two bolts and plug everything in and that's it, done."

"As simple as the RAM AIR is to install, the inner workings of the P-49 involve multiple valving circuits to seamlessly transition the ride from a bumpy backroad to gliding down a smooth slab. The entire billet suspension unit is coated in our proprietary MOS2X coating."

"MOS2X coating eliminates 'sticktion' and creates the slipperiest surface imaginable. This space age coating makes small bumps in the road seem to disappear. MOS2X is a surface engineering, tribological coating used on aircraft aluminum in specialized racing vehicles to reduce friction and ensure long life."

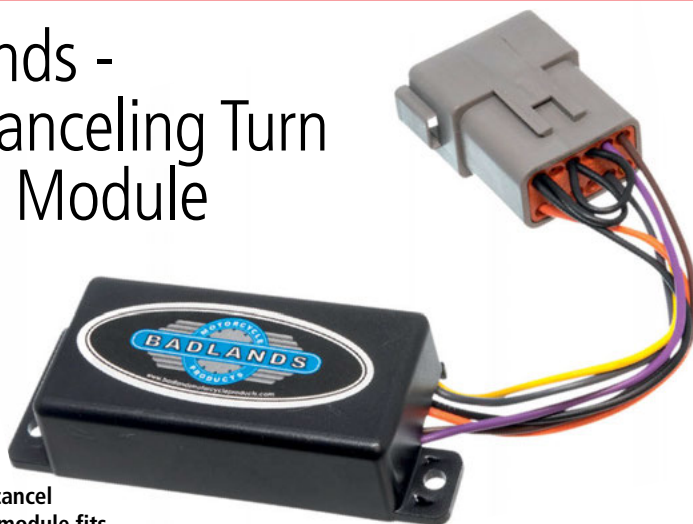
American Suspension says that this kit will also control its AR-70 front air ride conversion. The full kit includes the Strategic Air Command system, P-49 Thunderbolt air shock, RAM AIR SuperTanker with air pump with easy on billet mount and a plug and play ten-minute install wiring harness - plus a limited lifetime warranty. The kit is for 1989-2021 H-D Touring models.

AMERICAN SUSPENSION
Huntington Beach, California, USA
Tel: 321 285 9446
info@americansuspension.com
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Badlands - Self-Canceling Turn Signal Module

Oreland,
Pennsylvania
based Badlands
Motorcycle

Products' auto-cancel 12V turn signal module fits carbureted models with aftermarket ignition modules (only). It works with momentary switches - if using latching switches, the button will need to be pressed again after the signal cancels in order to reset the module. It allows the turn signal to flash for 11 seconds before auto-canceling, comes with installed 12-position male connector and is 100% plug-n-play.



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DISCLAIMER: Exempt from emissions tampering regulations under CARB EO# D-355-27 for all fuel injected models



New Steering Dampers Mean Improved Handling

Italian suspension specialist Matris is noted for manufacturing some of the best "speed sensitive" steering dampers in the world - it has always been a core competency for the brand. Its speed sensitivity design reacts to sudden movements by automatically and progressively increasing the damping without restricting movement at slow speeds.

The short wheelbase and powerful engines of many modern sport bikes are, by their nature, inclined to "nervous" or "uncertain" responses to potholes and other sudden shocks, movements or hard braking - regardless of frame or suspension design.

These **new steering dampers** from Matris improve the control of the front axle and front end stability, giving better damping of all the slow oscillations and rapid changes that the bike setting cannot be tuned for.

The new **SDR series** (racing replica) and **SDK series** (street version) steering dampers **reduce front wheel shake** and provide improved safety at high speed.

**SDR**

Matris steering dampers offer fully adjustable hydraulic braking with 13 or 16 calibrated holes for "active", dynamic and micrometric points of tuning - this is the Matris 'secret sauce' engineering solution that delivers a progressive "speed sensitive" hydraulic damping system.

There is a coaxial twin tube system with titanium external cylinder and aluminum alloy internal cylinder and a high-tensile alloy steel single piston rod with hard chrome coating, lapped finished for, effectively, "zero" stiction. The SDR race replica

series has an additional TIN (Titanium Nitride) surface treatment.

The external reservoir tank design gives vastly improved heat dissipation and control of fluid expansion and is pressurized with nitrogen gas for greater stability at high operating temperatures.

Matris has asked us to remind everyone that there are a lot of product imitations on the internet of all the best motorcycle suspension and performance products and brands - and to advise dealers to make sure they (and their customers) are buying genuine originals through a reputable channel.

We here at AMD are happy to associate ourselves with Matris' remarks - when it comes to safety, impossibly cheap prices are NOT the rider's friend. It is almost always true that something engineered to be cheap is engineered to fail!

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Baker DD7 Slide-in Builder's Kit

Legendary Haslett, Michigan based Bert Baker - an icon among gear box aficionados - has spent decades proving that stock Harley-Davidson transmissions can be so much better. His Baker transmission operation is the custom motorcycle and V-twin industry's 'Go-To' for anyone who wants better shifting, better power transfer and quieter, smoother transmission components that match performance with durability. Baker's direct drive seven-speed builder's kit (DD7) upgrades any existing 2006-later big twin six-speed to a full seven-speed transmission.

The DD7 is more than just another gear added to the mix for the sake of one-upmanship. Gear ratio management enables the motorcycle to make full use of the seventh gear to deliver the torque and power put out by Harley's engines.

"We did not make this transmission a deep overdrive, rather we shortened first gear and tightened up the gears to deliver the riding experience that riders were after when they bought their bike. The gear ratios leave the rider with the experience of smooth, crisp, continuously pulling acceleration from first all the way through fourth gear.

"Then they are able to start getting into the cruising portion of the program in fifth to seventh. No big drops in rpm from one gear to the next or lugging the motorcycle off of a stop light, just smooth, uninhibited acceleration.

"We did not stop at just fixing the gear ratios. We improved the smoothness and crispness of the shifting by reducing the mainshaft mass by only having first gear be a part of the shaft, rather than first to fourth

gears like on the stock unit.

"Reduction in rotating mass for shift quality is a fact that has been utilized in the automotive world for years. We ditched the stock detent arm and spring assembly from the door in favor of a linear detent that decreased friction while increasing smoothness when



coupled with the all-new shift drum design.

"We have tightened up the dog teeth on the gears to prevent the loud clacking noise that accompanies every shift on the factory six-speed. Through the use of a billet bearing door, 28% wider bearings in the door, steel bearing retainer plates and full width gears, the durability and strength of our unit is a drastic improvement.

"By utilizing fully diamond-ground, helical gears in first and fourth to seventh, we are able to deliver a much quieter riding experience. While second and third gears are diamond-ground, spur gears to handle the peak torque that is reached in that range."

The current DD7 kit comes standard with the tapered bearing kit, but can be easily upgraded to the new tapered bearing style main drive gear bearing.

The DD7 includes a Baker shifter pawl, new main drive gear bearing and seal, door, top and side cover gaskets and is compatible with all types of aftermarket hydraulic side covers, as well as the stock Screamin' Eagle versions.

It is a direct slide-in installation - no case modifications are needed - and it clears all exhausts, works with all aftermarket clutches and is backed by a five-year limited warranty.

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V&H Enters ADV Segment with Pan America Exhaust



Santa Fe Springs, California based Vance & Hines has entered the ADV/Dual-Sport exhausts market for the first time with the launch of a new slip-on for Harley's Pan America.

One of the fastest growing sectors of the motorcycle market worldwide, V&H has supplemented the Pan America offering with exhausts for the BMW R 1250 GS and GS Adventure models and announced plans to open its own Off-Road Proving Grounds in the Mojave Desert (see separate report in the NewsDesk section of this edition of AMD).

The Vance & Hines Adventure Hi-Output 450 is said to deliver a performance increase of five foot-pounds of torque and over five horsepower compared to Harley's stock exhaust for the Pan America and reduce the overall weight of the Revolution Max-powered Harley by nearly six pounds.

The product is designed with V&H's distinctive look - a massive 4.5" stepped, high-output canister



Vance & Hines launched the Adventure Hi-Output 450 exhaust for the new Harley-Davidson Pan America motorcycle this week. This is Vance & Hines' first adventure motorcycle product, leading the company's entry into the off-road category.



constructed of 304 grade stainless steel with a brushed finish and a ceramic-coated, CNC-machined billet aluminum end cap. The riveted badge showcases a new laser-engraved logo graphic, which will be used on all Vance & Hines ADV and off-road products.

For rider comfort, the mid-pipe has been designed to improve riders' boot clearance while standing on the pegs. V&H says the new system delivers its "signature exhaust note" while meeting the SAE Standard J2825 sound levels and maintaining the bike's 50-state emissions compliance.

"This is an important launch for Vance & Hines," said company President Mike Kennedy. "In addition to



The Vance & Hines Adventure Hi-Output 450 exhaust features a new badge designed specifically for the company's off-road products.



Vance & Hines President Mike Kennedy tests the new Adventure Hi-Output 450 exhaust on a Harley-Davidson Pan America motorcycle. The launch of the new exhaust signals Vance & Hines' entry into the off-road market.

being a great exhaust for an outstanding motorcycle, the new Adventure Hi-Output 450 product moves us into a whole new category.

"ADV bikes are a hot market, and we are bringing Vance & Hines performance, style and sound to the category. In the coming months we'll be delivering greater exhilaration to riders of all the most popular ADV bikes in the market.

"We are making a significant investment in the off-road segment. Our R&D capabilities are already expanding in preparation for our growth in this category."

The new V&H exhaust is compatible with Harley's factory saddlebags for the Pan America. A US Forestry spark arrestor will be available as an add-on for riders traveling off road.

VANCE & HINES

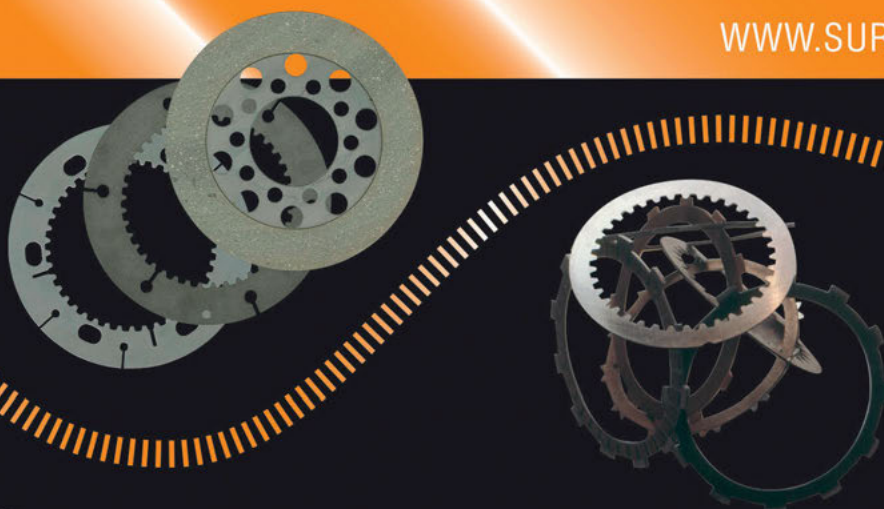
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Drag Specialties Additions

Laced Wheels



Described as a great OEM replacement, these gloss black rims and steel hubs "provide sharp contrast with the 40 chrome spokes and are offered for tube-type tires in both the CMV and SMV valve style. They come fully assembled and trued with bearings installed and end play set. The CMV front wheel measures 21" by 2.15" and fits '84 to '96 FXST, '93 to '96 FXDWG, and '84 to '86 single-disc FXWG (replaces OEM #43671-84). The SMV rear wheel measures 16" by 3" and fits '86 to '96 FXST/FLST, '86 to '94 FXR, and '91 to '96 FXD/FXDWG (replaces OEM #40975-86). The wheels use OEM mounting hardware and are designed to use OEM style rotors, pulleys and sprockets.

Tapered Backrest Pads for Round Sissy Bars



Available from Drag Specialties Seats, these tapered backrest pads are made of high-grade black vinyl on a black powder-coated backing plate. The pads measure 3 1/2" wide across the top, 4 3/4" wide along the bottom, 5 3/4" high and include all the necessary mounting hardware. Available in Double Diamond stitch pattern with black, silver or red thread.

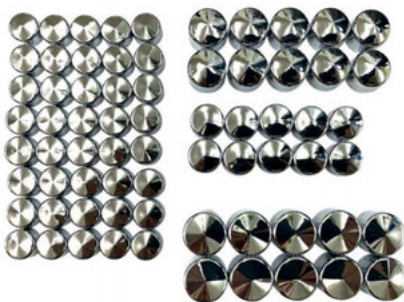
Premium Full Synthetic Oil for Indians

This 100% fully synthetic four stroke oil is specifically engineered to improve clutch performance and

provide you with superior engine protection. This oil was produced as a multi-fill lubricant for Indian Motorcycle motors and is suitable for both air and liquid-cooled motorcycles. It comes in both 15W-60 and 20W-40 weights and meets the API CI-4/SL and JASO-MA standards. The oil is made in the U.S.A. and comes in 1-quart bottles with 12 bottles per case.



M-8 Bolt Cover Kits



Containing "beautifully designed pieces to cover the raw OEM bolt heads on the engine, these bolt covers come in either a black or chrome finish." Made in ABS material, they attach using silicon (not included in the kit) and fit all 2017 to 2021 M-Eight models.

M-8 Soft-Ride Driver Footpegs



These vibration-isolating large diameter driver footpegs (available in chrome or black finish) have a hollow core, with long-lasting neoprene rubber insert cleats isolastically mounted on a special chrome socket-head bolt. They fit M-Eight Softail and Live Wire models.



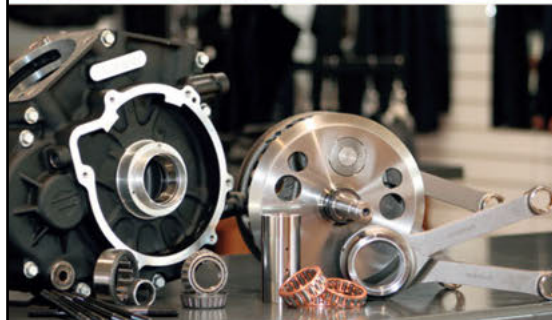
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Making it easy for its dealers to "do it right," Oreland, Pennsylvania based NAMZ Custom Cycle Products' USA made, top-of-the-line 25 ft hose wire spools are sold in the most common sizes of 1/4", 5/16" and 3/8".

They are manufactured using Thermoid brand reinforced rubber hose that is braided with 100% brass, copper and stainless materials "for the NEW or old school look your customer is after."

"In addition to our braided fuel and oil hoses, our selection of colored hose clamps will fit over most manufacturers' rubber or braided hoses. The NHC-C, B, S or N106 kits are designed for use on NAMZ 1/4 and 5/16 stainless or copper braided fuel line.

"Our NHC-C, B, S or N206 kits are designed for use on NAMZ 3/8 stainless or copper braided oil line. Sold in six-packs and available in a variety of finishes such as brass, copper, stainless, chrome and black." This year NAMZ is celebrating 21 years in business,



providing "world class" electrical components, LED lighting (Letric brand), Badlands lighting modules, wiring harnesses and installation supplies.

NAMZ and Badlands products are available through Drag Specialties, Parts Unlimited, Tucker, Mid-USA, J&P Cycles, V-Twin, Parts Canada, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W, Zodiac, Rollies Speed Shop and Performance Cycle Wholesale Limited, or directly from the company's website.

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Andrews M-8 Camshafts from CCE

Custom Chrome Europe is offering a choice of Andrews camshaft options for 107 and 114 cubic inch M-8 models that "unlock the great potential for power gains of the high efficiency four-valve heads.

"Keep in mind that cam timing specs for four-valve heads look very different from camshafts designed for two-valve applications. Engines with four-valve heads have much greater flow efficiency, so cam timing durations are a lot shorter."

Custom Chrome has five Andrews cam grinds in inventory, for 2018 - 2021 Softail and 2017 - 2021 Touring models.

For 107 and 114 ci engines with stock valve springs, 900600 is a bolt-in cam with more torque on 107" engines and a rapid torque rise from 1,000 to 5,800 rpm.

For 107 inchers with stock valve springs, the 900601 is an option that delivers more power from stock engines in the 1,000 to 5,800 rpm range with max. torque of 112 ft/lbs at 3,440 and peak power of 96 hp at 5,360 rpm.

The 900602 is a third option for stock valve springs (107 and 114") for big power - giving 127 ft/lbs and 109 hp from 1,200 to 5,500 rpm.



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For 114 inchers and all-round riding with engines with high lift valve springs, the 900602 delivers more power between 1,600 and 5,700 rpm, while for more power between 1,600 and 5,500 rpm in modified engines larger than 114" with high lift cams, 900603 is the Andrews "go-to." Finally, 919916 (107/114", stock valve springs) is the cam for 117, 124 and 143 engines with increased power and torque throughout the entire rpm range.

CUSTOM CHROME EUROPE
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info@customchrome.de

www.custom-chromeurope.com



Exfil-18 for Universal Utility

California based helmets and accessory specialist Biltwell's EXFIL soft luggage line has been a 'hit' with riders for years.

Known as a rugged, durable and ergonomic solution for those who ride hard, co-founder Bill Bryant told AMD recently:

"We've taken the knowledge gained from years of designing and abusing rider-oriented luggage and poured it into two all-new saddlebag designs.

"Now, hauling a full camping set-up or daily commuting kit is a lot more convenient, durable and attractive."

Biltwell's new EXFIL-18 saddlebags are visually similar to the ten-year old EXFIL-7 design they replace because the versatility of the original design "set a standard" for universal design and all-round service right out of the gate.

Looking good on just about any bike, the 18 clears most turn signals and can be zipped off without removing the mounting yoke. Fully supported by compression straps and surrounded by MOLLE, "this thing is ready to rock," says Bill.

"EXFIL-18 is packed with rider-oriented features like a low-key zipper pocket that's accessible without



even getting off the bike, flo-orange interior so you can see your stuff, hidden cord pass-thrus and a fitted rain cover for each side."

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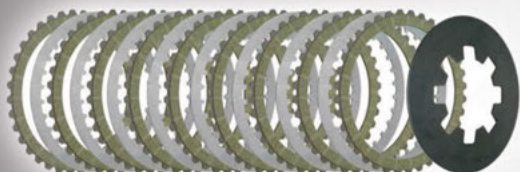
BTX-5



Fits 1941 - 1984 Big Twin. Includes 6 friction plates with 6061 T6 aluminum cores and 5 tempered steel drive plates. Also includes 10 zero crush coil type clutch springs. Stack height is pre-set for easy, accurate installation. Can run wet or dry. 20% more surface area than stock!

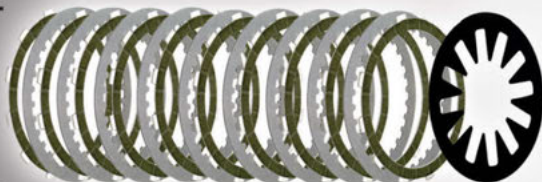
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BTX-11



Fits 1990 - 1997 Big Twin and 1991 to present Sportster and Buell through 2002. Includes 9 friction plates on tempered steel cores, starburst groove pattern for maximum heat dissipation and oil circulation, and 8 tempered steel drive plates. Pre-set stack height for easy installation. 15% more clutch area for high performance strokers. Also included is a 15% stronger than stock diaphragm clutch spring. This kit eliminates the double riveted steel plate.

BTX-14



Fits 1998 Big Twin and Twin Cam models through present. Kit includes 10 friction plates on 6061 T6 aluminum cores, 9 tempered steel drive plates and a 10% stronger than stock diaphragm spring. Pre-measured stack height for easy, accurate installation. 11% more surface area than stock.

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BAGGER
'97 - '20



SPORTSTER
'10 - '20

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Dyna pictured with "Pleated" style.
FXR pictured with "Gripp Tape" style.
Bagger pictured with "Diamond" style.
Sportster pictured with "Basket Weave" style.
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Lithium (LiFePO4/LFP) batteries deliver great starting power and are a fraction of the weight of lead-acid batteries. Best of all, they do not need continuous battery maintenance like lead-acid batteries ... but wait ... *that needs a little more explanation.*

Martin Human, CTO/CEO of TecMate, says: "Once a lithium battery has been fully charged after delivery, and then stored in a shop or warehouse, it won't need recharging possibly for a year or more. However, when in the motorcycle, a lithium battery will discharge faster than the lead-acid battery it replaced - simply because it has less Amp-hour (Ah) capacity to support the parasitic draw of always-on circuitry.

"Furthermore, if it is allowed to deep discharge, then that lithium battery also has a higher possibility of suffering permanent damage. The best solution? Maintain it like a lead-acid, or at minimum recharge, frequently.

"When to charge is the question, but one that is easily answered *on the vehicle* with the OptiMate O-127 smart battery lead that comes with a built-in battery monitor. The three state of charge LEDs will warn when it is time to recharge - a blinking red means 'now'!

"The SAE charge port accepts charge from any OptiMate battery charger appropriate for lithium batteries. It also has an overcharge warning light to alert the rider that the charging system may be delivering a voltage that's too high for lithium. Overcharging above 14.6V is the kryptonite of lithium batteries.

"And for the rider out on their adventure, it's always better to charge than jumpstart, especially if that battery's voltage is so low that the ignition/dash lights barely turn on. Lithium batteries don't like high current when they are vulnerable, but it won't take

long to get the smaller battery (typical true Ah rating ranges from 3 to 6Ah) up to start level as another advantage of lithium is that it can deliver almost its max cranking amps from as low as 10% charge.

"OptiMate DC to DC (TM500) is the perfect 2 amp 'jump charger' that draws power from another vehicle's 12V battery. It will wake up the BMS if necessary or deliver the right charge to that flat lithium battery.

"For the service technician or technically minded rider an easy service option is the OptiMate TEST cranking power and alternator that checks the battery's performance on the vehicle. This easy-to-use hand tester records the lowest cranking voltage (ideally 8V or higher) when starting up, and then the charging voltage when the engine is running. The safe charging voltage range is 14V to 14.5V, higher than that spells real trouble for lithium LFP."

OptiMate has different smart charging options for lithium LFP batteries, from the easy-to-use OptiMate 1 DUO battery maintainer, to the more powerful OptiMate 2 DUO and the advanced OptiMate lithium range of chargers that are recommended by multiple motorcycle OEMs.

OptiMate



DUO means charge and maintenance of both 12V lead-acid (STD or AGM) or 12.8V LFP lithium batteries. The DUO program adjusts according to battery type, but all the rider has to do is connect it to the battery. The OptiMate 1 DUO is ideal for long-term storage maintenance, with the OptiMate 2 DUO the more powerful option, delivering 2A of charge current.

There are also multi-station options available, the OptiMate 2 DUO x 2 and the OptiMate 2 DUO x 4, great for battery preparation in-store and for riders with multiple vehicles.

"When it comes to advanced care that includes saving a battery from 0.5V, or resetting the battery management system (BMS), and then performing a diagnostic health test on the battery to make sure it has been recovered safely, an OptiMate Lithium 4s battery charger is the best choice. The rider's charger is the OptiMate Lithium 4s 0.8A, with the 'pro' choice the OptiMate 4s 5A, or the ultimate choice is the OptiMate 4s 10A with TUNE mode - a stable battery support for diagnostic troubleshooting or service.

"We have the knowledge and the tools that will guarantee a lithium LFP battery will perform as expected, but more importantly, to not have that battery's life cut short prematurely due to poor or long-term storage or vehicle usage practices."

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NEW KB SUPER DUTY M8 PISTON SERIES Featuring LINE2LINE COATINGS

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

KB M8 Series Feature:

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

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



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

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



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Small But Perfectly Formed

The new DB EX-03 speedometer from KOSO is a high quality, compact, lightweight, multifunctional precision instrument that packs a serious punch - serving as a speed indicator, odometer, (operating) hour meter, clock, stopwatch and voltmeter.

The calibrations show trip and maintenance mileages and record values such as maximum speed, maximum voltage and average speed.

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oil, low fuel level, water temperature, high beam, indicators and engine light, the 70 g light DB

EX-03

speedometer impresses across the board with a size of only 120 mm x 38.8 mm x 34.2 mm - so much from something so small!



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NoviStretch - Stretching the Life of the Harley's Paint Job

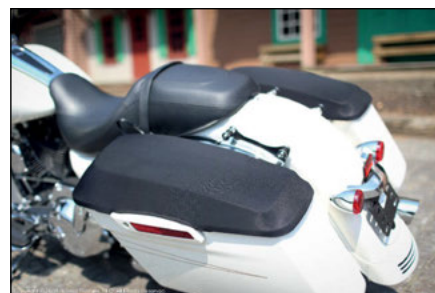
Nashville, TN, based Novigo Designs' NoviStretch stretch-to-fit protective covers have been developed specifically for Harley-Davidson applications, are the only American-made product of its kind, and offer one-of-a-kind protection for Harley paint jobs. Created with breathable, durable fabric, they protect Harley touring motorcycles equipped with Batwing fairings and factory hard saddlebags.

"When developing NoviStretch, we wanted to make sure the fairing mask was made of a material that would protect the front of the motorcycle and fit tight so that it would not rub, chaff or damage the paint

even at high speeds," said Andrew Holeman, owner and creator of NoviStretch.

"Whether the paint is factory or custom, bikes are way too expensive and too much of an investment not to care for the paint. So we created an easy, affordable and patented way to protect from everything - from bugs to boot scuffs - that requires no hardware to install and won't eat up space in the bags when not in use."

NoviStretch fairing masks are made in America and have a stretch fit design for H-D Batwing fairings from 1969 to present and select aftermarket fairings.



NoviStretch lid covers fit all 1994 to current Touring series hard saddlebags and have the same quick installation and removal, with a washable and compact size and one-year manufacturer's warranty. NoviStretch performance protective covers are distributed by Mid-USA Motorcycle Parts and available online from the manufacturer.

NOVIGO DESIGNS
Nashville, TN, USA
info@novigodesigns.com
www.novigodesigns.com



'TailWhip' for Sportsters

Californian custom seat designer Le Pera's 'TailWhip' is now available for 2004-2006 and 2010 and up Sportsters and is designed to "take the KickFlip one step further."

"Delivering comfort for the driver, with 6" of back support, a little extra comfort for the passenger, and a platform for more adventurous customers," the 'TailWhip' is available in Basket Weave Double Diamond and Pleated. The driver seating area is a generous 10.5" wide with 6.5" for the passenger.

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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TBR Pan America Slip-On



Corona, California based exhaust manufacturer Two Brothers Racing (TBR) is taking pre-orders for production of a slip-on muffler for the 2021 Pan America S1R.

"Like all of our products, our Harley-Davidson Pan America exhaust system was developed to surpass what is offered on the market today. Engineered to complement the quality and performance of H-D products, this handcrafted system delivers unparalleled sound and performance for the ultimate race experience."

Features will include a durable ceramic stainless steel construction that is tuneable for "unparalleled" sound, with a Teflon coated magnesium end cap, stamped spring-fit inlet, CNC-machined aluminum outlet, rubber-lined styled mount and spiral-wound perforated core.

TWO BROTHERS RACING
Corona, California, USA
Tel: 714 550 6070
www.twobros.com

Merlin Fall/Winter '21 Range

We have news from British apparel specialist Merlin about its fall/winter 2021 collection. Highlights of the comprehensive new 'Explorer' range include the D30 protection equipped 'Nomad' jacket. The multi-season 'Nomad' jacket is constructed from



Cotec - a technical waxed cotton made by Halley Stevensons and developed in partnership with Merlin. Cotec is lighter in weight and more breathable than traditional waxed cotton (8 oz vs the traditional 12 oz), making it a good choice for all climates.

A seven-piece D30 armor set is pre-fitted to the shoulders, elbows, back and chest; a zip-out Reissa waterproof membrane is attached to a 125 g thermal liner. Zipped vents on the chest can be opened and the weatherproof liner removed for full, all-weather wearability.

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Performance Machine

This 'Sierra' front wheel from Performance Machine is available in Black Ops finish for dual disc applications without ABS. Designed for discs with 3.25" x 5.00" bolt pattern, it is CNC-machined from forged aluminum and has a 21" rim diameter (21" x 3.50"); fender brackets included.

Also seen here, in Gold Ops finish, Performance Machine's 'Phatbar' and riser kit for internal wiring comes complete with a fly-by-wire ready aluminum handlebar and a billet riser set that mount to most Harley-Davidson models.

The 'Ape Hanger' style bar features a 1-1/4" (32 mm) clamping area tapered down to 1" (25.4 mm) to accommodate stock hand controls without any modifications. The bar is made from 7050-T6 aluminum with a 3" rise and slots for internal wiring. The bar has a 2-1/2" (64 mm) rise and 32" (81.5 cm)

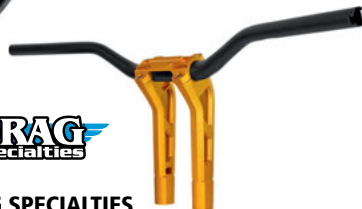


width, with a 3" (76 mm) pullback/sweep and 12" (30.5 cm) height. This is a 1-1/4" (32 mm) tube handlebar.

The risers feature a 9" rise, are made from 6061-T6 billet aluminum and are compatible with cable throttle and electronic throttle applications.



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Harley Front Speaker System

Oxnard, California based BOSS Audio Systems, "a leader and innovator in 12 volt aftermarket audio and video products," is offering a Harley-Davidson front speaker system for select 1998-2013 Electra Glide, 1998-2013 Road Glide, 2014+ Street Glide and 2015+ Road Glide models. Included in the system are a pair of full range and weatherproof 6.5" two-way speakers, model-specific speaker grilles (excluding 1998-2013 Road Glide), and a Class D, four-channel 600W amplifier with a model-specific mounting tray and wiring harness.

"We are very excited to see people loving the BHD3F kit. This one audio system that fits three different Harley-Davidson models will definitely save space on your shelves,"

said Greg Orlando, National Sales Manager. "The model-specific speaker grilles match the fit and finish of each bike for a factory look and feel, and the opening price point makes it accessible to all Harley riders." The full range 6.5" speakers pump out 300W max - "which means they are plenty loud to clearly cut through engine noise, wind, and even a helmet. The 600W max amplifier is tucked away in a factory location utilizing a model-specific tray for a perfect fit every time."

"Engineering all the parts of this kit to fit specific Harley-Davidson models means the installation process will be that much easier - you won't need to spend time trying to



figure out how to fit parts. Every component of this kit is weatherproof, which means you can ride wherever you want without worrying about the elements getting in."

Additional features include 1" (25 mm) Dome Tweeter: rubber surround, poly injection cone and stamped steel basket.

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Motorcycle Storehouse Additions

Arlen Ness - Method 'No Flex' Fork Legs for '14-'20 Touring



Designed for 2014-2020 Touring models, these 'No Flex' fork legs are stronger and give improved stability when used to replace the stock Harley legs. These 'Method' style lower fork sliders are machined from billet aluminum and come complete with an integrated non-slip fork brace. They are compatible with OEM or components for OEM style forks and allow the installation of stock and Arlen Ness fat fenders for 18" wheels. They are available for use with OEM calipers or for custom radial mount calipers.

Sissy Bar Uprights

Motorcycle Storehouse recently upgraded its sissy bar line-up. They are now available in a square or custom round tubing design, in various heights and widths, with a custom 'pointed' or more 'regular' top.



The necessary model-specific side plates are available in a 'rigid' or 'detachable' style with clearly arranged docking hardware and turn signal relocation kits. Universal docking point bushings are available to replace old and worn existing bushings. Additional sissy bars and components are available from MCS from suppliers such as Westland Customs, Kuryakyn, Burly and Cycle Visions.

TÜV Approved 48 Fat Spoke Radial Wheels

These competitively priced and ready to run wheels are built with a chrome-plated or black powder-coated steel rim and an aluminum hub. Laced with 48 chrome-plated 8 mm diameter steel spokes and nipples, they are pre-sealed and suitable for tubeless tires, with 1" ID roller bearings pre-installed. The brake rotor/pulley flanges come in the H-D style mount pattern with a 56 mm center. Rear wheels are available in 16" and 18" from 3.50 to 8.50" wide, and front wheels in 16, 18, 19, 21 and 23" and 2.15 or 3.50" wide. All wheels are TÜV approved.



Rear Wheel Isolator Rubber

All 2008 Touring models received compensator isolator rubbers in the rear wheel, however there were issues with them, and for 2009 the isolator rubber became a redesigned one-piece design that is still used by Harley up to this day. It still remains a maintenance item and must be replaced when play is no longer within factory specifications. This stock replacement will restore and even improve new-condition vibration reduction on all 2009-2021 H-D Touring models.



Rough Crafts - Sportster Gas Tank

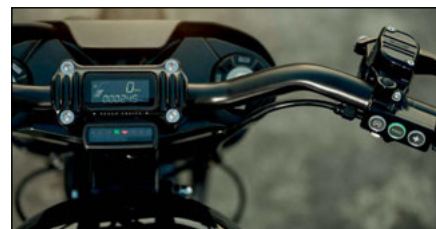
Fabricated in raw steel, this design is the famed original Sportster Iron Guerilla fuel tank that won Winston his first bike building accolade at the AMD World Championship. A slim design that resembles a classic Sportster tank - but one with so much more that proves Winston's internationally recognized originality and creativity.



This tank will complement a bone stock Sportster, but will also shine as the centerpiece on a wild custom; compatible with all OEM and OEM style fuel pump components and screw-in gas caps. There are options available for '04-'06 carbureted models and '07-'21 fuel injected models, both have a nine litre (2.4 gallon) capacity.

Rough Crafts - Parts selection

Almost every day is different at Rough Crafts, with ideas and new creations fighting for machine time! Among the designs seen here are a 1.3" finned riser set for M-8 Softail FXBB Street Bob and FXBRS Breakout models. They are fully compatible with the digital gauge and will bring a finned Rough Crafts air cleaner cover look to Arlen Ness Big Sucker stage I air cleaners. The finned derby cover fits '99-'17 Dyna; '99-'18



Softail (excl. 2018 FLSB) and '99-'15 Touring and Trike models (excl. 2015 FLHTCUL, FLHTKL). The points cover is for all M-8 models and the fiberglass, long Ducktail rear fender kit, with a similar to stock curvature, and fits narrow frame M-8 Softails (not Fat Boy, Breakout or FXDR).

Wannabe Choppers - 'Wannasucker' Air Cleaners



These 'Wannasucker' air cleaners are hand-built in-house from hand-cast aluminum with an unpolished 'stone washed' finish. They are available in aluminum or brass in a 'CFLH' (Chopper-Faith-Love-Hope) or 'Wave' design for 1993-2006 Big Twins with CV carburetor or injection; 1991-2021 CV or fuel injected Sportsters; 1993-2021 Big Twins with S&S Super E/G and Super B/D carbs, and with a back plate for pre-1988 Keihin, Bendix and Tillotson butterfly carbs.

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BDL - Stronger Compound Final Drive Belts

California based Belt Drives Ltd (BDL) says it has "taken another leap forward" with its new collection of final drive belts. The latest belts are constructed using a X7N material and carbon chord.

This advanced compound is stronger and more durable than the previous X3N currently used by other belt manufacturers and is now

used in all BDL Gates belts from 1-1/2" wide down to 24 mm wide belts.

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Zodiac International Additions

RBW-Skull Ride Mode Selector for Throttle By Wire Models

This easy to install Ride By Wire accessory allows the rider to change throttle response through five different performance modes with just a turn of the skull handlebar-mounted switch. It works with stock EFI-tuning but also with flashed tuning, piggyback

in 10-20 minutes. It is available in black or chrome and in throttle or clutch side versions for 2008-present.

Vity's Billet Instrument Housings



Designed and made in Italy by Matteo Vity, these instrument housings are designed to take stock instruments. They are rake-adjustable to give the best view and are available in black or silver anodized for 2015 to present Road Glides and 2018 to present FXLR and FXLRS Low Riders. They only fit with Vity's adjustable risers.

Vity's Adjustable Risers

Vity's risers are 10 inch (25.4 cm) high, precision

machined billet aluminum, with an adjustable head and one-piece top clamp for use with handlebars that are 1" in diameter at the riser mounts. They come complete with M12-1.5x70 mm riser bolts.



Zodiac Giga Nuts



Zodiac sprocket lock nuts are the cure for a loose front pulley or front sprocket nut. These high tensile strength nuts are a versatile built-in lock plate design that can also be secured in several additional places by an easy drilling and tapping operation. They fit 1993 to present Sportster, 1993-2010 air cooled Buell, 1993-2000 FXR, 1993-2005 Dyna, 1993-2006 Softail, 1993-2006 Touring, 2006-2017 Dyna, 2007 to present Softail, 2007 to present Touring and 2009 to present Trike models.



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EFI tuners, Diag4Bike, Thundermax and PowerVision. The five different modes are designed to cater for most riding styles and circumstances. The standard mode makes no change to throttle response - everything remains exactly as it was pre-install; 'Easy-Rider' is the lazy-ride mode - smooth and relaxed, perfect for city use, it reduces engine temperature and fuel consumption; 'Storm' mode is the rain setting - it ensures 100% stress reducing safe riding in adverse weather conditions; 'Freedom' sports mode offers a sporty and comfortable ride, capable of catapulting you out of corners with maximum speed combined with maximum comfort; finally, 'Anarchy' mode is the race or track mode for experienced riders who want all the power right away.

The RBW-Skull is plug-and-play and can be installed

MEC 'Explorer' Pan America Slip-On

Back in the summer (AMD August) we published news that MEC in Germany (The Motorcycle Equipment Company - the joint venture between German sound management exhaust manufacturer KessTech and Austrian custom parts specialist Cult-Werk) had been the first-to-market to announce plans for an 'Explorer' slip-on for Harley's Pan America ADV models. That prototype is now production-ready and MEC says it is now shipping the 'Explorer'.

Furthermore, it has also now released a pre-series version of its adjustable exhaust for the Pan America and is already taking pre-orders, with the series production version expected to be ready to ship by the end of 2021.

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Dutch parts maker and custom bike builder Westland Customs is the real deal - hard core wrenchers who fabricate in base materials "to make life so much easier, everything is professionally made and easy to weld."

Parts include bolt-on engine guards, sissy bars and side plates, aluminum and steel sheet metal plates, frame tubing of various thickness in complete builder sets or separate tubing components, frame hoops, rigid axle plates, hardtail struts, fender supports, weld-on passenger footpeg brackets, mount tabs, solo seat mount



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brackets, turn signal relocation brackets, an axle-mounted license plate holder for behind the rear wheel and various side mounts - with more parts coming in the near future. All in stock or available to order at Motorcycle Storehouse.

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Indian Leaf Spring Style Springer

Designed for custom applications, this Hardbody Indian leaf spring style springer comes fully assembled in black powder-coat finish with the in-line top bracket and without built-in rake (0 degree rake).

The standard length is 20", measured from the bottom of the lower tree to the axle center and is comparable to the vintage FL model fork length. The riser mounts are on 4 3/4" centers and threaded 1/2 - 20.

The 1" O.D. steering stem is designed for Timken type neck bearings; Mid-USA has a neck cup conversion kit available for installation on K Models and 1952/1981 Sportsters; it includes a 3/4" O.D. axle.

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Performance Risers



These two-part performance risers from LA Choppers (Huntington Beach, California) feature 10" (25.5 mm) of pullback x 1/14". They are for use with all Harley models with 3-1/2" on-center handlebars. Manufactured in aluminum, they have a 1 1/4"/32 mm clamping diameter.

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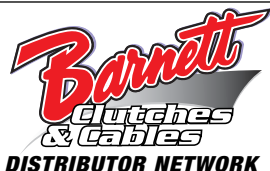


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NEWS BRIEFS

The MIC has stated that powersports could be facing a return of tariffs. The United States Trade Representative is to consider reinstatement of selected, expired China tariffs that threaten small-displacement motorcycle engines, electric motorcycles, helmets, apparel, accessories, insulated electric conductors, parts for internal combustion engines and starter motors, among other products. In a recent speech, USTR Ambassador Katherine Tai said that imports previously excluded from tariffs will be re-evaluated for possible reinstatement on a case-by-case basis.

H-D is stepping up its infrastructure in China with the appointment of the Shanghai office of Golin (Interpublic Group) as its domestic Chinese PR agency of record - "to maintain its corporate reputation in China. Golin will implement a scaled, earned media strategy throughout China for Harley, supporting the brand's growth in the country by providing tailor-made solutions including product launches, brand campaigns, dealer communications, brand partnerships and consumer activations." Golin got the gig after a competitive pitch process.

Germany - Harley was in 6th spot in market share terms in September with 6,011 units sold for a 6.30% market share (down from 8,394 units sold for an 8.32% share for the same first nine-month period of 2020). In the absence of its Sportsters this year, its bestselling model remains the Sport Glide (685 units sold YTD), followed by the Breakout 114 (630 units). They are now Harley's only two models among the top 50 bestsellers in Germany.

V&H Announces Mojave Desert Proving Grounds Facility

Santa Fe Springs, California based Vance & Hines is making a major play on the fast growing off-road and, specifically at this stage, ADV/Dual-Sport exhausts market.

Parallel with its announcement of a new Adventure Hi-Output 450 slip-on for Harley's Pan America (see separate report in the ProGuide section of this edition of AMD) and Hi-Output 500 slip-ons for the BMW R 1250 GS and GS Adventure motorcycles, the company has also announced the opening of a new Off-Road Proving Ground (ORPG) in the Mojave Desert. Slated to open towards the end of 2021, the V&H ORPG is being created at the well-known Zakar Overland Terrain Park and Event Center in the Mojave Desert, about two hours from the company's Santa Fe Springs, California headquarters.

The ORPG will be the company's private test site for off-road products, and will include a test lab and service facility, where company R&D staff will develop and evaluate future Vance & Hines off-road products.



"We are focused on bringing Vance & Hines exhilaration to all types of off-road riders. Our new proving grounds is an example of our commitment to create a steady flow of great products for off-road fans," said company president Mike Kennedy.

"This is a robust, strategic and timely move. It will enable V&H to develop a range of product offerings for a wide range of applications - dirt bikes, MX, enduro, supermotard and scramblers as well as Dual-Sports or 'Cross-Over' models, as they are also known."

In ADV terms, BMW and now Harley, aren't the only volume unit sellers in

that space. Honda, especially, Yamaha, Triumph, Suzuki and even Ducati all have convincing ADV platforms. Other brands such as Indian, Moto Guzzi, Benelli, MV Agusta (even) and a slew of Chinese manufacturers, who are now getting into the large displacement market, are likely to follow - as seen at the recent CIMA Show in China.

Additionally, Triumph's recent announcement that it is about to enter (in fact re-enter) the dirt bike market will not have escaped Vance & Hines' attention.

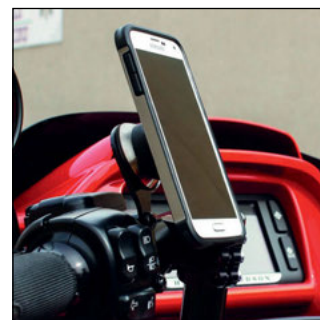
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Klock Buys iOmounts

Mitchell, South Dakota based Klock Werks has had such success selling the iOmounts universal magnetic mounting system that Brian Klock has bought the product line. Available for smartphones, tablets and other devices, Brian is quoted as saying: "We have now acquired this company and are going to be pushing it harder than ever, because it works. It's universal, it's sleek and it's innovative. This product

range is great for powersports, but the patented iOmounts system can be used on cars, trucks, boats, pretty much any vehicle, as well as in the home and office. We are so, so excited about this new business adventure."

The adapter snaps to a magnetic "core," which rotates in practically any direction. No clips, no cables, no hassle, just a simple magnet, infinite rotational adjustment and a



sleek, modern design. "Crafted in solid steel, iOmounts is universally compatible with almost any device."

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