



AMDTM

AFTERMARKET MOTO DESIGN

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

HardDrive Parent Company Western Power Sports Acquired by Arrowhead Engineered Products

Citing a "synergy of brands, global distribution and financial strength to fuel growth," Blaine, Minnesota based Arrowhead Engineered Products (AEP), "a global leader in aftermarket parts distribution," has announced the acquisition of Boise, Idaho based powersports distributor Western Power Sports (WPS) - the owner of the HardDrive V-twin industry parts and accessory distribution brand and of a six strong distribution center network around the United States.

Founded in 1960, originally as a snowsports specialist, WPS distributes over 150,000 products that include off-road and street motorcycle, ATV, snowmobile and watercraft parts and accessories to around 12,000 dealers in the United States, and has a team of more than 150 sales reps.

Currently seen as the fastest growing of the market's distributors, its national coverage warehouse network includes some one million plus sq ft of

space at facilities in California, Georgia, Pennsylvania, Indiana, Texas and at its Boise, Idaho headquarters.

"This acquisition is an important step in our growth strategy and aligns with our mission to be the largest off-road aftermarket parts supplier in the world," said John Mosunic, CEO of

ARROWHEAD
ENGINEERED PRODUCTS

WPS

HardDrive
AMERICAN V-TWIN PRODUCTS

Arrowhead. "WPS, a leading powersports distributor in North America, has a tremendous reputation with its dealer network and I'm thrilled to have their team lead our powersports segment. The combined power of WPS with Arrowhead's additional brands, global distribution

footprint and best-in-class supply chain network creates a powerful team giving dealers a wider selection of quickly available products."

Newly appointed Chief Operating Officer, Steve Lester, replacing former owner Craig Shoemaker at the helm of WPS, is quoted as adding: "Through the sale process, we spoke with several quality companies that expressed interest in WPS - Arrowhead was the only company with an excellent cultural fit and matched our commitment to customer service."

Familiar global powersports brands built by Arrowhead include those under the All Balls Racing Group (ABRG) umbrella, including the All Balls Racing program, Vertex Pistons, Cylinder Works, Hot Cams, Hot Rods, Pivot Works and Tiger Lights, plus around a dozen other brands also owned by Arrowhead that are focused on outdoor power equipment, agriculture, arborist, golf cars and other specialty equipment.

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FEB 2022

ISSUE #271

MY2022 PART I



RECORD YEAR FOR DUCATI



AFT - 2022 SCHEDULE



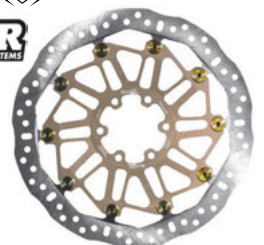
EL CAMINO

El Camino - a 1946 Indian Chief with 2014 111" Thunderstroke engine by RSD; see pages 31-33...



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POST MASTER

AMD (ISSN 1465-7627) is published monthly by Dealer World, 5, Rendlesham Mews, Rendlesham, Woodbridge, Suffolk, IP12 2SZ, United Kingdom. Subscription price £200 per year.
Postmaster: Please send address changes to: AMD, Dealer World, 5, Rendlesham Mews, Rendlesham, Woodbridge, Suffolk, IP12 2SZ, United Kingdom or e-mail to sara@dealer-world.com

PRINT BY WARNERS MIDLANDS
BOURNE, LINCOLNSHIRE, GB

ISSN 1465-7627



COMMENT - Not Insane - Just Unrealistically Optimistic 4

Based on the feedback to his January Comment piece, Robin Bradley revisits his view about Harley's LiveWire unit sales volume forecasts and remains unrepentant.

PRODUCT EXTRAS



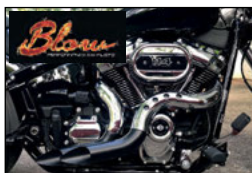
OptiMate 40

Making sense of the cable and connector chaos that is making battery charging and maintenance, and accessory use, way more difficult than it needs to be.



HardDrive 52

Full steam ahead as the Boise, Idaho distributor continues to add aggressively to its product offer.



Blow Performance Exhausts 46

More on the Australian exhaust brand - this time some horsepower and torque gain numbers.



APM 44

Giving those SU carbs the love they deserve.

PROGUIDE: The new, the best and the must-haves 34-58



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Not Insane - Just Unrealistically Optimistic

I've had quite a reaction to my comment of last month. It was written just after the news that Harley was to 'float' its LiveWire operation, turning it, in effect, into a joint venture with private equity investors and South Korea's KYMCO - in which it will still own 74%.

Rather than a conventional IPO, private offering or direct listing, Harley's choice has been to use a SPAC (Special Purpose Acquisition Company) to bypass some of the scrutiny and uncertainty that other routes to market generally involve - especially the IPO route.

The news was reported (as we would normally do) based mostly on Harley's own widely propagated news release and, as I usually do, I reserved my primary personal observations (be they good, bad or indifferent) for my Comment piece. I was almost entirely complimentary - talking mostly about how advanced its plans already were and discussing the S2, S3 and S4 'Arrow' powertrain platforms that now make this iteration of the LiveWire project a viable, forward-facing and, above all, modular proposition. One that rescues the brand from its doomed initial price-point trauma (\$30k) and makes it a versatile offer that can speak to multiple potential user groups, demographics and price-points.

All good. The only issue I raised was what appeared to me to be pretty ambitious, indeed unrealistically ambitious forecasts for how many units Harley will be selling and how quickly it would be getting there.

Harley's forecast is to be selling some 100,000 LiveWire units (worth around \$1.7bn) by 2026 and some 190,000 units by 2030. My strong belief being that (as with cars), until there is compulsion in primary markets, namely until markets like the United States and Europe have regulated new internal combustion engine models out of showrooms, such forecasts are the stuff of dreams.

The reactions I have had have fallen largely into different camps. First, and most silly, are those who have misinterpreted my remarks as a call for soonest possible regulation for an end to ICE production. As the proud owner of a gas guzzling 20-year-old V8 Jaguar, I am far from being a conventional tree hugger.

A second group of reactions, and another that is equally as wide of the mark, assumes that I just don't understand shares, trading, Wall Street, investment vehicles and all that good stuff. For the record, and in the interests of full disclosure, I am in fact a Harley stockholder. I also have shares in Polaris (Indian Motorcycle), PIERER Mobility of Austria (the KTM, Husqvarna and GasGas parent company) and in the Volkswagen Audi Group (VAG) - for the only reason that that is the corporate entity that is the ultimate (and therefore tradable) beneficial owner of Ducati.

I quite openly admit to not being an expert investor. Quite the opposite in fact. Everybody needs to recognize their limitations, and I became sanguine about my limited abilities as a stock picker a long time ago.

The other reactions that I received are split between those who simply assume I just don't like America (get a life!) and, interestingly, those who say "Hurrah! Thank goodness there is still someone who'll speak up when the emperor is wearing no clothes."

Among that latter group, the reactions from European readers have been the

most instructive. Europe is at least a decade closer to accepting the need to eliminate tailpipe carbon emissions than the U.S. is, and their response has been "Harley is insane!"

Unless it is banking on some 60,000 a year or more of those 100,000 units being LiveWire badged low cost, "low displacement" urban sales in Asia - in which case the dollar sales value forecast is way off beam. I hope I'm wrong. My shareholding will doubtless prosper if I am.

But realistically? Nah. I stick to my opinion that until or unless there is compulsion, demand is going to remain as slow to build as the numbers of available product offerings and the places to charge them are also proving to be.

Harley has pushed a lot of good buttons this past couple of years and, I dare say, that by the time the print edition of this month's AMD is hitting desks and dealer doormats, they will have pushed some more too. Its "Further.Faster." MY2022 Part Deux new model launch is due ten days after this edition goes to press.

The faster part of that branding likely refers to a second Sportster S model, or to the 117" engined 'ST' badged Touring and Softail variants that were absent from Harley's "Part the First" MY2022 announcement, or both; or maybe something along the lines of the Bronx will after all see the light of day? But maybe the "Further" hints at an additional new LiveWire model to sit alongside the \$20k LiveWire One.

A model that convincingly addresses the range issue - so will go "Further" between charges. Who knows - I clearly don't, but either way, Harley/LiveWire will need to 'Get on The Gas' (!) with additional electric model announcements if they are going to stand any chance of even being able to wave lovingly in the distance at its six-figure unit numbers forecast five years

from now.

This whole business of LiveWire, the SPAC and the forecasts were going to be among the (many) subjects I was looking forward to being able to talk with people about on my end of January first trip back into the United States in 24 months. I had two weeks planned. I was going to fly out from the UK to Las Vegas for AIMExpo, then spend a week on the West Coast visiting vendors, then take in the Drag Specialties Louisville NVP on the way back.

However, as reported, LeMans took the very difficult decision to cancel its show, and at short notice too. Having already taken the personal decision that the first two legs of the trip were overly ambitious at this time, there was much additional disappointment surrounding its decision to can Louisville - but, to be fair, it was the right decision.

Drag Specialties, Parts Unlimited and their parent company are to be complimented for having the chops to put the real interests of their employees and guests above all else. Kudos!

“pushed a lot of good buttons”

Robin Bradley

Co-owner/Editor-in-Chief
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AMD UPCOMING SCHEDULE

ISSUE	ART DUE	PUBLICATION*
March 2022 (272)	Feb 7	Feb 14
April 2022 (273)	Mar 14	Mar 21
May 2022 (274)	Apr 18	Apr 25
June 2022 (275)	May 9	May 16
July 2022 (276)	Jun 13	Jun 20
August 2022 (277)	Jul 11	Jul 18

* this is the date when the digital edition goes live online, the print copies typically go into the international mail on a priority service five days later.



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**RICKS C-THRU DERBY COVER
MILWAUKEE EIGHT**

Art. no. 757421

Window shows your clutch

**RICK'S
MOTORCYCLES**



**BERINGER BLACK 4 PISTON REAR
CALIPER FOR 2018 TO PRESENT SOFTAIL**

Art. no. 702256

BERINGER



**CIRO CROWN TAILLIGHT
FOR TOURING**

Art. no. 754296

LED taillight with programmable
light effects



**ROUGH CRAFTS CAM COVER
MILWAUKEE EIGHT**

Art. no. ARC610002



**ROUGH CRAFTS
PERFORMANCE AIR CLEANER**

Art. no. ARC600012

ARLEN NESS



**ROUGH
CRAFTS**

**ROUGH CRAFTS ROCKER
COVERS MILWAUKEE EIGHT**

Art. no. ARC610000



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FAT T-BAR**

Art. no. 763554

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in chrome or black

Burly
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PERFORMANCE PRODUCTS FOR HARLEY-DAVIDSON

NEWS BRIEFS

PIERER Mobility has announced an 11th consecutive record year. The KTM, Husqvarna and GasGas owner has reported 332,881 total motorcycle unit sales for 2021 (+23% compared to the 270,407 sold in 2020) with an additional 102,753 bicycle sales (+40%), of which 78,916 were E-bicycles (+37%). Once all the money has been counted, revenue is expected to be IRO +30%, with an EBIT margin of around 9%. Around 120,000 of motorcycle unit sales were in Europe with around two thirds (approx. 210,000 sold in markets outside Europe), with North America, India and Australia the strongest export markets.

RumbleOn, Inc. (NASDAQ: RMBL), "the nation's first technology-based Omnichannel marketplace in powersports," has completed its acquisition of a Beach Boulevard, Jacksonville, FL based powersports retail location - giving it 'Brick & Mortar' franchises for Yamaha Powersports, Yamaha Marine and Boats, Yamaha PWC, Suzuki, Benelli, KTM, CFMoto, Zero Electric Motorcycles, Ranger Boats and Tidewater Boats. Last year RumbleOn "merged" with the Tempe, AZ based dealer group RideNow and additionally has acquisition of Kevin Lackey's Texas based Freedom Powersports dealer network pending as it continues to shift from being an entirely online operation.

Polaris Inc. (NYSE: PII) has taken advantage of historically low interest rates to enter into an incremental \$500m 364-day unsecured term-loan facility, "further enhancing the company's strong liquidity position," according to VP & CFO Bob Mack. "The proceeds will be used for general corporate purposes, providing additional flexibility to execute our capital allocation priorities of organic growth investments in our businesses and the execution of our \$1bn share repurchase authorization."

<<< Continued from cover

Brands owned, built or exclusively distributed by WPS include FLY Racing, Sedona Tire & Wheel, Open Trail, Shinko Tires, FirePower, HardDrive,



Highway 21, SP1, LC, GMAX, Rale, ScorpionEXO, Alpinestars, POD and more.

"Western Power Sports is a strong strategic fit with a complementary product offering and a passion for providing great service to dealers and consumers," concluded Mosunic. "We will work together to ensure this combination supports our customers and benefits the entire industry." Arrowhead says it currently has distribution and sourcing locations in North America, Europe and Asia, selling to over 90,000 customers globally.

Steve Lester is newly appointed Chief Operating Officer.

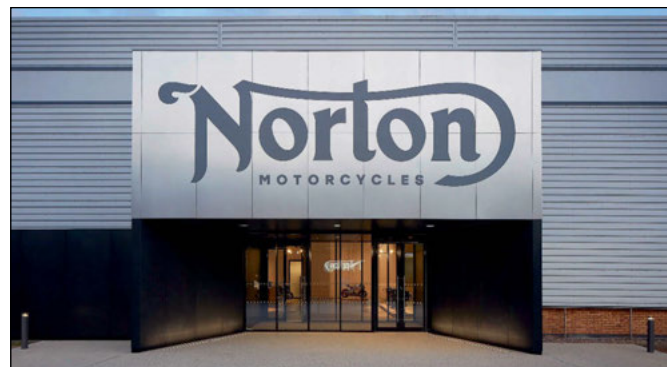


John Mosunic, CEO of Arrowhead: "This acquisition is an important step in our growth strategy and aligns with our mission to be the largest off-road aftermarket parts supplier in the world."



Norton HQ Opened

The reborn, TVS-owned iteration of Norton has opened the doors of its new Solihull, UK factory and headquarters to reveal a production facility that makes a mockery of the previous Donington Hall operation. Spread over 73,000 square feet, the building contains a production line with the capacity to make 8,000 bikes per year, along with an on-site showroom doubling as a heritage center and offering a view onto the production line. More than a mere assembly line, the factory encompasses everything from welding frames and building engines to final quality inspection and testing. The same building also houses Norton's R&D center, albeit hidden from view,



where future models are to be developed.

Initially, production will focus on the V4 superbike, redeveloped into the V4SV after a host of flaws were



discovered in the original V4SS model. Only 200 of those are due to be made, with most already spoken for, with the naked V4CR café racer expected to follow once the run is complete. Norton is planning to slowly raise production - of a variety of models - towards its 8,000-per-year target by 2024.

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TIMELESS

A large, stylized logo for the 40th anniversary. It features the number '40' in a bold, white, sans-serif font. The '4' is slightly larger than the '0'. To the right of the '0' is the word 'YEARS' in a smaller, white, sans-serif font. The entire logo is enclosed within a thick red outline that forms a circle around the text. The background of the logo is black, and there are checkered flags (white and black squares) visible on the left and right sides of the red outline.



#PSi40

#PSiAnniversary

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<<< Continued from page 64

TFT screen (one of the few criticisms of the launch iterations so far), extended Vehicle Hill Hold Control active time from 10 seconds to 3 to 5 minutes under normal conditions and a new "Fastback Blue/White Sand" color option for the Pan America 1250 Special (only).

Cruiser Category

There are new paint options across the range, with model-specific changes kept to the minimum.

Softail Standard: new for 2022, Annihilator cast aluminum wheels



Street Bob 114

with silver finish replace laced wheels. Heritage Classic 114: new chrome trim version; the existing black trim version gets a wrinkle black finish for the upper rocker covers, camshaft cover, transmission cover and primary cover, with contrasting gloss black lower rocker covers. The chrome trim model is offered with black 9-spoke cast aluminum or chrome laced wheels; the black trim version is offered with black 9-spoke cast aluminum or black laced wheels.

Street Bob 114: new for 2022, Annihilator cast aluminum wheels with gloss black finish replace laced wheels.

Fat Boy 114 model: the Lakester cast aluminum wheels are restyled with 11 turbine-like spokes and an open center and a revised badge.

Fat Bob 114: new "waterslide" fuel tank graphic.

Grand American Touring Category

All get new paint options and feature "a smooth-running Milwaukee-Eight V-Twin engine; emulsion-technology rear shock absorbers feature a single knob to hydraulically adjust preload for optimal ride and control; 49 mm forks with dual bending valve suspension technology that delivers linear damping characteristics for a smooth ride and Reflex linked Brembo brakes with ABS as standard."



Fat Bob 114



Fat Boy 114

Cornering rider safety enhancements are an option for all Touring models; the option packages include electronically linked brakes, cornering-ABS, cornering-traction control with standard and rain mode, drag torque slip control, vehicle hold control and Tire Pressure Monitoring (TPMS).

Electra Glide Standard: Milwaukee-Eight 107 engine.

Road King: Milwaukee-Eight 107

engine.

Street Glide: features a Boom! Box 4.3 infotainment system; Milwaukee-Eight 107 engine.

Road Glide: frame-mounted, aerodynamic shark nose fairing equipped with dual Daymaker LED headlamps; Boom! Box 4.3 infotainment system; Milwaukee-Eight 107 engine.

Road King Special: Daymaker LED

headlamp; Prodigy custom wheels; Milwaukee-Eight 114 engine.

Street Glide Special: choice of blacked-out or chrome finish; Daymaker LED headlamp; Boom! Box GTS infotainment system; Prodigy custom wheels; Milwaukee-Eight 114 engine. Road Glide Special: frame-mounted, aerodynamic shark nose fairing; blacked-out or chrome finish; dual Daymaker LED headlamps; Boom! Box GTS infotainment system; Prodigy custom wheels; Milwaukee-Eight 114 engine.

Ultra Limited: Tour-Pak luggage carrier; Boom! Box GTS infotainment system; heated hand grips; cruise

control; Daymaker LED lighting; Slicer II custom wheels; twin-cooled Milwaukee-Eight 114 engine.

Road Glide Limited: frame-mounted, aerodynamic shark nose fairing; dual Daymaker LED headlamps; Tour-Pak luggage carrier; Boom! Box GTS infotainment system; heated hand grips; cruise control; Slicer II custom wheels; twin-cooled Milwaukee-Eight 114 engine.

Trike Category

Freewheeler: Milwaukee-Eight 114 engine. New for 2022 is a chrome and gloss black tank medallion in a classic "V" shape. A new optional two-tone paint scheme in Midnight Crimson/Vivid Black for the front and rear fenders and the fuel tank.

Tri Glide Ultra: twin-cooled Milwaukee-Eight 114 engine. New for 2022 is an intricate Cloisonné tank medallion in chrome with black and red glass fill, and optional two-tone paint schemes in Midnight Crimson/Vivid Black or Gauntlet Gray Metallic/Vivid Black, each with a dual pinstripe.



Street Glide Special

2022 **FatBook**TM

Cover Bike

2018 H-D Road Glide

Customized by DD Custom Cycle

ARLEN NESS: Knurled Shift Peg,
10-Gauge Lifter Block Covers

CUSTOM DYNAMICS: TruBeam Headlight
Assembly, ProBeam Front Turn Signals

DRAG SPECIALTIES: Vented Pop-up Gas Cap,
Black Nylon Brake Line

DRAG SPECIALTIES SEATS: EZ-On Mount
Solo Seat for Yaffe Razor Back Tank

HOGTUNES: Front Speaker
Grilles, Speaker Lid Kit
w/o Speakers

KLOCK WERKS:
6" Sport Flare Windshield,
The-One Rear Fender,
License Plate
Frame w/light

**PAUL YAFFE'S
BAGGER NATION:** Razor Back
Stretched Fuel Tank Kit, Fairing
Support Bar, Lightning Boltz Red LEDs

PERFORMANCE MACHINE:
Revolution Front & Rear Wheels, Contrast Cut Fork Leg Kit, Slider Covers,
Cam Cover & Saddlebag Hinge Covers, Vision Transmission Top Cover,
Derby Cover & Grips w/LED Turn Signals, Scallop Horn Cover,
Rocker Box Covers & Windshield Trim, Radial Clutch Master Cylinder,
Mid Controls, Brake Calipers, Front & Rear Brake Rotors

PIRELLI: Night Dragon Front & Rear Tires

THRASHIN SUPPLY: Militant Footpegs, P-54 Slim Footpegs

TRASK PERFORMANCE: Rake Chin Spoiler, Billet Swingarm Kit,
Assault High-Flow Air Cleaner*, Big Sexy 2-into-1 Exhaust System*,
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NEWS BRIEFS

The MIC (Irvine, Ca.) has announced that Chuck Boderman, vice president, General Administration Business Unit at American Honda Motor Co., Inc., has been elected chairman after Paul Vitrano, senior assistant general counsel, Indian Motorcycle and Polaris Inc., stepped down. Bill Jenkins, senior vice president of sales and operations for Kawasaki Motors Corp., U.S.A., was elected vice chair. Jim Woodruff, CEO of National Powersport Auctions remains the board's secretary/treasurer, having been re-elected for another two-year term - along with Dealernews editor Robin Hartfiel and Dealernews and Triumph Motorcycles America general manager Rod Lopushnak. Vitrano has also resigned from the AMA Executive Committee and Board of Directors.

Ducati has reported 59,447 motorcycles sold worldwide in 2021 - its best ever year and +24% over 2020 and +12% over 2019. It reports double-digit growth in all major countries including the United States, which regains the place of top market (9,007 units sold, +32% on 2020), with Australia +50% compared to 2020. They were +23% in Italy (8,707 sales); German sales were 6,107 units (+11% on 2020), and 4,901 units in China (+23%). The Multistrada V4 is its best-seller in 2021 (9,957 units sold), followed by the Ducati Scrambler 800 family (9,059 units) and the Monster with 8,734 motorcycles sold.

With such an enlightened, worldly-wise and "connected" 21st century renaissance man as Jochen Zeitz in charge, it is no wonder that the "Woke Revolution" ESG culture that is shaping boardrooms worldwide has washed up against the shores of the Milwaukee C-Suite. The latest iteration is a change of job title and (presumably) focus for Julie Anding - until recently the Chief Administrative Office (CAO). That title appears to have gone the way of so many other "does what it says on the can" corporate nomenclatures. She is hereby and henceforth to be referred to as the Vice President, Inclusive Stakeholder Management (ISM). Reporting to Andy Benka, President Jochen Zeitz' Chief of Staff, Julie will "lead this critical role with a focus on championing the company's diversity, equity and inclusion initiatives. Do manufacturing robots dream of electric motorcycles with rainbow paint schemes?

2022 Louisville NVP Product Expo Canceled

In the United States, Drag Specialties and Parts Unlimited (LeMans Corporation) has announced the cancellation of the planned 2022 Louisville, Kentucky NVP Product Expo that had been scheduled for January 29-30, 2022.

Citing the "unmanageable risks associated with the Omicron variant of the global COVID-19 pandemic," the company said that "it is with heavy hearts that LeMans Corporation announces the cancellation of the show."

"After very careful consideration, the decision was made in what we feel is in the best interest and safety of the industry. We sincerely apologize for any inconvenience this decision may cause."

This is the second consecutive

year LeMans has had to cancel what has become a staple of the vendor selling season; this time at very short notice. In theory, Drag Specialties' next such event will be its (also theoretically annual) season starting NVP at Madison, Wisconsin, after Sturgis in August.

"Parts Unlimited and Drag Specialties continue to look forward and plan for the future with one goal - "continue to support our dealers and vendors as we work through these challenging times."

The global pandemic has disrupted the motorcycle events calendar for 24 months now and, for as long as public health issues need to rank as the most important of considerations for event organizers, it is becoming



increasingly apparent that 2022 may not yet see the global schedule return to pre-pandemic levels of activity. This has been a brave decision by LeMans, especially at such short notice, and kudos to the company for taking the decision.



RSD Super Hooligans - Three Rounds in Conjunction with MotoAmerica



Roland Sands Designs' Hooligan Series will join MotoAmerica in beginning its 2022 Championship at Daytona International Speedway in March.

The road racing portion of the 2022 Super Hooligan National Championship (SHNC) Road Race Series will be held in conjunction with the MotoAmerica Series in an expanded four-race, three-round schedule that will begin with a doubleheader on the high banks of Daytona International Speedway in March.

Super Hooligan racing features 750 cc and up twins, 420-pound-plus, air-cooled and water-cooled high-bar motorcycles with racers competing on a multitude of surfaces. Last year's four-round series included three flat track races (a Half Mile dirt track, a TT and a paved short track) and the lone road race, held in conjunction with MotoAmerica's round at WeatherTech Raceway Laguna Seca in July.

This year the Super Hooligan National Championship introduces a road race-focused series and includes four races at three MotoAmerica road racing events, starting with the doubleheader at Daytona International Speedway,



Andy DiBrino (62) leads eventual race winner Chris Fillmore (11) in last year's Super Hooligan round at WeatherTech Raceway Laguna Seca. Photo by Brian J. Nelson.

March 10-12.

From there the action will return with an SHNC round at Michelin Raceway Road Atlanta, April 22-24, and conclude with a return to WeatherTech Raceway Laguna Seca, July 8-10.

"We're pumped to have Roland Sands and his Super Hooligan series back with MotoAmerica for 2022," said MotoAmerica COO Chuck Aksland. "The RSD Super Hooligans at Laguna had a good vibe, cool sounds and the racing turned out to be great. Having the series participate at Daytona will definitely add to the atmosphere of the

event, which was already going to be big with the Daytona 200, Mission King of The Baggers and MotoAmerica Twins Cup." Roland Sands Design says it will soon be announcing a West Coast Short Track series to support the historically dirt-focused SHNC Series.

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MP 22 Motorcycle Show

Helsinki, FI • Feb 4-6

www.mp.messukeskus.com

Swiss-Moto

Zurich, CH • Feb 17-20

www.swiss-moto.ch

MotorBeurs

Utrecht, NL • 24-27 Feb

www.motorbeursutrecht.nl

Motosalon

Brno, CZ • Mar 3-6

www.bvv.cz/motosalon

Mama Tried

Milwaukee, WI, US • Mar 4-6

www.mamatriedshow.com

Daytona Bike Week

Florida, US • Mar 4-14

www.officialbikeweek.com

Warsaw Motorcycle Show

Warsaw, PL • Mar 11-13

www.motorcycleshow.pl

Mecanic Show Pecquencourt

Pecquencourt, FR • Mar 13-14

www.mc-pecquencourt.fr

Tokyo Motorcycle Show

Tokyo, JP • Mar 25-27

www.motorcycleshow.org

Donnie Smith Invitation Bike Show

St. Paul, MN, US • Mar 26-27

www.donniesmithbikeshow.com

Arizona Bike Week

Scottsdale, AZ, US • Apr 6-10

www.azbikeweek.com

Handbuilt

Austin, TX, US • Apr 8-10

www.revivalcycles.com

The One Show

Portland, OR, US • Apr 28-May 1

www.the1moto.com

Myrtle Beach Bike Week - Spring Rally

Myrtle Beach, SC, US • May 13-22

www.myrtlebeachbikeweek.com

BikerFest

Lignano Sabbiadoro, IT • May 19-22

www.bikerfest.it

Bike Shed Show

London, GB • May 26-30

www.bikeshedmoto.com

Isle of Man TT

IOM, GB • May 29-Jun 10

www.iomtt.com

Custombike Show

Norrtälje, SE • Jun 4

www.custombikeshow.se

Bonus Round of the J&P Cycles UBCBS

The first annual Progressive IMS Outdoors show series came to a close with a bonus round of the J&P Cycles Ultimate Builder Custom Bike Show at Costa Mesa, California, November 19-21, 2021.

Styled as the powersports industry's leading consumer motorcycle tour "connecting enthusiasts with top brands," it wrapped an inaugural year for the outdoors concept of the IMS show tour with winners of an extra round of the 11th annual J&P Cycles Ultimate Builder Custom Bike Show (UBCBS) series qualifying for the 2022 championship.

"The competition in



Southern California was an excellent ending to an incredible year," said Tracy Harris, SVP of Progressive IMS Outdoors. "The raw talent and pure passion these builders infuse into their custom bikes is remarkable and we applaud everyone who participated. We're proud to celebrate the hard work and artistry these builders put into their bikes and showcase the creative side of our sport." Winners of the Custom



Winner - Jon MacDowell with a 1967 Triumph stripped down TR6R hardtail. The bike featured front and rear running Shinko 705 tires, dual Amal carbs with hard lines, custom drag bars and footboards, a foot clutch with a jockey shift and cupronickel hard lines. The Lowbrow oil tank includes a modified original Triumph gas tank, with a Joe Hunt magneto, a Patina frame and antiqued brass and aluminum parts.

Runner-up - Dustin Kott with a 1979 Kawasaki KZ750 that features a CB750 swingarm, a GSXR front end and a custom-built seat and rear set; paint by Cali Paint Co.

Custom Classic



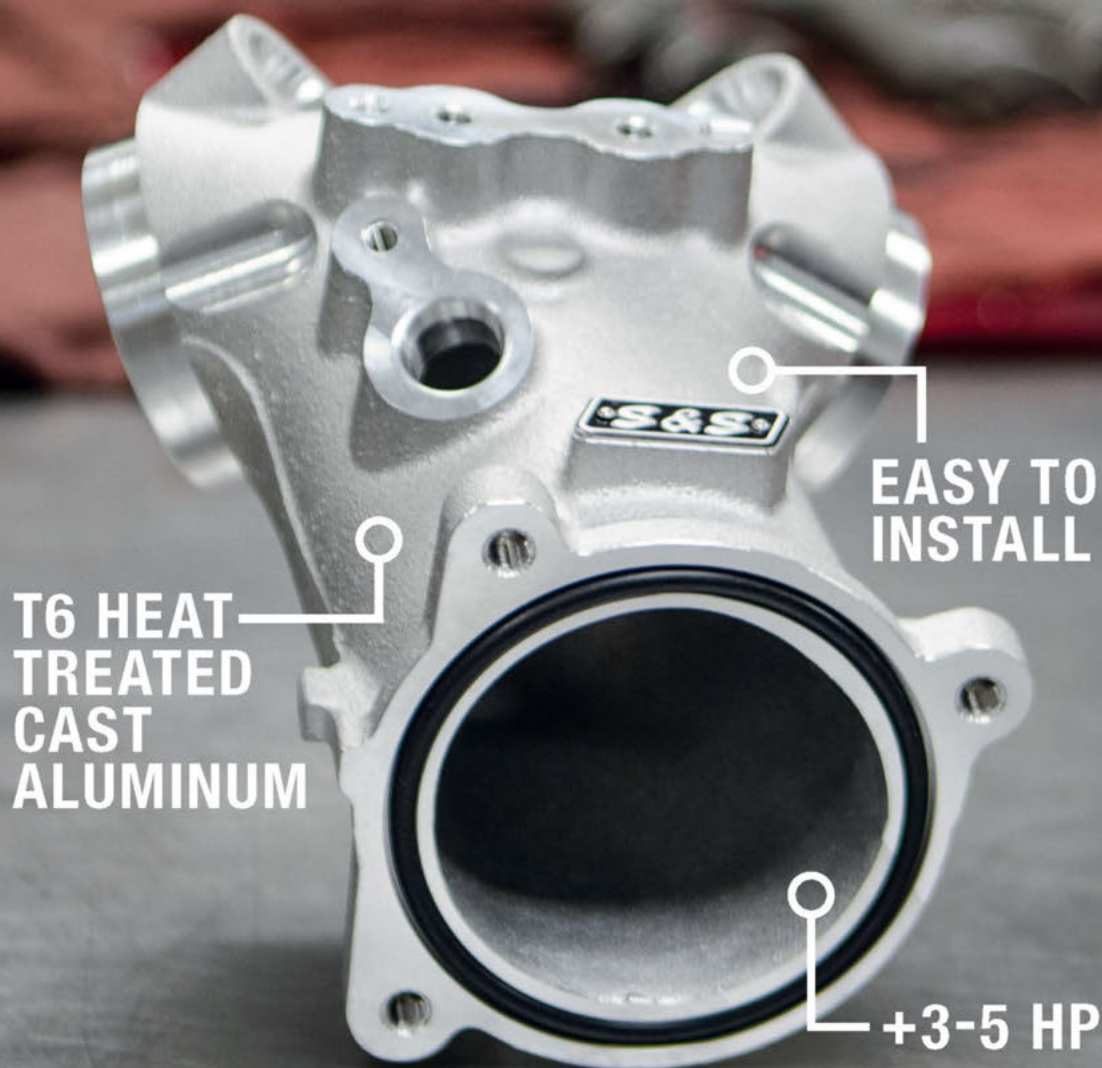
Winner - Mikey Loko with a 2017 Harley-Davidson Street Glide with a Rose Gold Bagger.

Runner-up - Dustin Kott with a 2006 Triumph Speedmaster, featuring a reversed cylinder head, monoshock conversion, a custom subframe, a shaped aluminum tank and custom fairing, with paint by Bryan Collins and Cali Paint Co.

Custom Street



55MM PERFORMANCE MANIFOLD [FOR 2017-2021 M8 MODELS]



Big bore engines are all about the flow, and the factory M8 intake manifold does a decent job in stock form, but starts getting in the way when trapped between 124" and larger cylinders. The stock polymer unit is also less tolerant of the additional heat that a big bore engine can make at full noise. The solution is the new S&S high flow cast aluminum manifold and a must have for top level performance in the M8 platform.




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SHOW ZONE

Americade

Lake George Village, NY, US • Jun 7-11
www.americade.com

Laconia Motorcycle Week (99th)

New Hampshire, US • Jun 11-19
www.laconiamcweek.com

Republic of Texas Rally

Austin, TX, US • Jun 9-12
www.republicoftexasmotorcyclery.com

Born Free

Silverado, CA, US • Jun 25-26
www.bornfreeshow.com

AMA Vintage Motorcycle Days Ohio, US • Jul 22-24

www.vintagemotorcycledays.com

Sturgis Motorcycle Rally (82nd)

Sturgis, SD, US • Aug 5-14
www.sturgis-sd.gov

Hometown Rally

Milwaukee, WI, US • Sep 1-5
www.harley-davidson.com

Glemseck 101 & Reload 22

Glemseck, DE • Sep 2-4
www.glemseck101.de

European Bike Week

Lake Faak, AT • Sep 6-11
www.harley-davidson.com

Italian Bike Week

Lignano Sabbiadoro, IT • Sep 15-18
www.italianbikeweek.net

INTERMOT

Cologne, DE • Oct 4-9
www.intermot-cologne.com

Biketoberfest

Daytona Beach, FL, US • Oct 13-16
www.biketoberfest.org

Salao Duas Rodas

Sao Paulo, BR • Nov 1-6
www.salaoduasrodas.com.br

Bigtwin Bikeshow & Expo

Houten/Utrecht, NL • Nov 2-4
www.bigtwin.nl

Lone Star Rally

Galveston, TX, US • Nov 3-6
www.lonestarrally.com

EICMA (#79)

Milan, IT • Nov 8-13
www.eicma.it

Custombike Show

Bad Salzungen, DE • Dec 2-4
www.custombike-show.de

Irish Motorbike & Scooter Show

Dublin, IE • Mar 3-5, 2023
www.irishmotorbikeshow.com



Freestyle



Winner - Mark Shell with a 2018 custom bike that featured a custom floorboard shifter and brake and titanium pipes; custom paint by Creative Auto.

Runner-up - Yuanda Xu with a 1966 Harley-Davidson Softail, featuring a stretched swingarm by Chassis Design, custom girder forks by Voodoo Fabrications, and a platinum airride. More features include one-off pipes, handlebars, fairing, air dam, oil tank, and seat; custom paint by Jon Schroder.



People's Choice



Lily Karapetyan with a 2019

Harley-Davidson Softail Slim, with all bodywork performed with fiberglass, added bags and fairing, LED lights, raised handlebars and a custom seat; custom paint by Karapetyan.

Paul Devine Leaves S&S Cycle

After seven and a half years, industry veteran and former Harley-Davidson stand-out Paul Devine has decided to leave S&S Cycle in search of "challenges new".

During his time at the Viola, Wisconsin home of "Proven Performance" Paul held various leadership positions in sales and marketing, including business development roles, key accounts, and OEM customer responsibilities in the United States and internationally. Most recently, Paul served as the Interim President after Paul Langley stepped down in 2021. "I have enjoyed my time with S&S Cycle and am grateful for the many opportunities my roles have provided. It has been a privilege to represent an exemplary brand on a global stage. I am proud of the work that was accomplished during my tenure and confident my efforts have positively contributed to the future



success of S&S Cycle." During his time at S&S, Paul helped achieve the company's strategic plan and goals that will propel the business for years to come. He led initiatives that included a successful entry into the hugely competitive motorcycle and UTV aftermarket exhaust industry, updating of its authorized dealer policies, implementing 'forward facing'

programs including international product approvals and procedures, and helping S&S to engage with Original Equipment Manufacturers and become a considerable player in racing (not least in the AFT series with its support for the Indian Motorcycle 'Wrecking Crew' team) while still maintaining its market leadership in the custom performance parts aftermarket.



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MOTO FUTURE

In addition to a slew of key hires, Austin, Tx. based Volcon Inc. (NASDAQ: VLCN), "the first all-electric, off-road powersports company," (of 'Grunt', 'Runt' and 'Stag' EPTW fame) says it has received over 250 dealership applications (as at early December) and had officially signed another six, totaling 25 secured tier-one brick-and-mortar stores in USA since launching its Dealer Program in November. Volcon's Liberty Hill factory location will be situated on 70 acres in Northwest Austin, Texas, consisting of a vast trail network through a dense mix of cedar and oak trees that will soon become the company's proving grounds. "Along with a dry creek bed and running river, the property will serve as the perfect location to continually test and refine Volcon's two and four-wheeled vehicles." www.volcon.com

Canadian electric sports bike manufacturer Damon Motors (Vancouver, Bc.) was named as a CES 2022 Innovation Awards Honoree. The company was recognized in the Vehicle Intelligence and Transportation category for its proprietary HyperDrive, "the world's first monocoque-constructed, 100 percent electric, multi-variant powertrain," says founder & CEO Jay Giraud. "Damon was selected for a CES Innovation Award from a record high number of over 1,800 submissions. In an elite class of its own, the HyperDrive boasts some incredible numbers - 200 hp, 200 mph, 200 mile range, 0-60 in three seconds, with virtually no maintenance." This followed receiving a 2021 'Good Design' Award from the Galena, Illinois based and internationally respected Chicago Athenaeum Museum of architecture and design. www.damon.com

Canadian "off-road vehicle manufacturer" Taiga Motors (TSX: TAIG) has announced that it has completed production of its first customer-ready electric snowmobiles at its 130,000 sq. ft. Montreal, Qc. based facility and is "working with governing agencies on final approvals to begin first deliveries to pre-order customers in early 2022," according to CEO Sam Bruneau. "With the sleds soon ready for the snow, we are excited by the idea of our customers being able to ride on these cutting-edge machines that embody winter exploration without compromise." www.taigamotors.ca

Ducati Tests 'V21L' MotoE Prototype Race Bike

As if any proof were needed that the decision for Ducati to replace Energica as the 'Spec-Bike' provider of choice for the Ducati MotoE bike that takes to the track for the FIM Enel MotoE WorldCup from 2023 had been 'in-play' long before the October 2021 announcement, Ducati press released news that the prototype was already being tested on the Misano World Circuit Marco Simoncelli track before the year was out.

Code-named 'V21L', the electric motorcycle prototype is the result of the joint work of the Ducati Corse team and the Ducati R&D engineers, led by Roberto Canè, Ducati eMobility Director. "It was taken out on track by Michele Pirro, professional rider and Ducati test rider since 2013, who evaluated the technical characteristics and potential of Ducati's first electric motorcycle."

Roberto Canè is quoted as saying: "We are experiencing a truly extraordinary moment. I find it hard to believe it is reality and still not a dream! The first electric Ducati on the track is exceptional not only for its uniqueness but also for the type of undertaking: challenging both for its performance objectives and for its extremely short timescales, and we are certainly not



finished yet, but in the meantime, we have laid an important first 'brick'." Pirro stated: "Testing the MotoE prototype on the circuit was a great thrill, because it marks the beginning of an important chapter in Ducati history. The bike is light and already has a good balance, and the throttle connection in the first opening phase and the ergonomics are very similar to those of a MotoGP bike."

"If it weren't for the silence and for the fact that in this test, we decided to limit the power output to just 70% of performance, I could easily have imagined that I was riding my bike." Canè went on to say that "the most important challenges in the development of an electric racing

motorcycle remain related to the size, weight and range of the batteries. Ducati's goal is to make electric motorcycles that are characterized by their lightness and high-performance available to all FIM Enel MotoE World Cup participants."

"Additionally, the focus of the project is on the consistency of power delivery during the race and the development of a cooling system that is suitable for the objective. Our experience in the FIM Enel MotoE World Cup will be a fundamental support for product R&D. "As soon as the technology allows it, the goal is to create a Ducati electric vehicle for road use that is sporty, light, exciting and able to satisfy all enthusiasts."

2022 BMW K1600 updated

When BMW failed to upgrade the K1600's unique six-cylinder engine to meet Euro 5 emissions rules (in time for 1st January 2021 implementation) there were fears that the bikes could be phased out - but BMW has launched an emissions-friendly K1600 range for 2022.

While the line-up is unaltered, with the K1600 GT, K1600 GTL, K1600 B and K1600 Grand America in the range, all the models have been improved for next year.

It turns out that getting the 1,649 cc inline six to pass Euro 5 limits wasn't too hard. An additional set of lambda sensors in the exhausts, allied to a pair of knock sensors and some reprogrammed electronic controls were all it took, resulting in no loss of peak power. In fact, the 160 hp maximum - modest for the engine's size and six-cylinder layout - now arrives 1,000 rpm lower than before at a mere 6,750 rpm, with peak torque rising from 129 lb-ft to nearly 133 lb-ft and arriving at 5,250 rpm. The engine updates also include the

addition of adjustable engine brake control, helping to prevent rear wheel lock-up on downshifts, and the ability to run on lower-octane fuel than the recommended 95 RON when necessary.

Chassis-wise, the electronic suspension is improved for 2022 with a six-axis sensor that helps automatically adjust the front and rear damping, but from a rider's perspective the biggest updates are the on-board

technology - comprehensively updated, including the addition of a new TFT screen - measuring 10.25" corner-to-corner - with a split-screen function to allow instruments and navigation to share the same space. Programmable buttons in the fairing side can be assigned to a variety of functions, and since the display has phone connectivity, BMW has even incorporated a phone cubby above the dash.



www.AMDchampionship.com

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AMD NEWS

Dynamic Induction Charging Becoming a Reality?



STELLANTIS

Though once the stuff of science fiction, induction charging has already been finding its way into consumer electronics products in recent years. Despite academic interest and much research investment by transport authorities and automotive corporations, finding a way of making it work "out in the wild" has generally been dismissed as a viable solution to the complex charging challenges that are so far holding back widespread consumer EV adoption.

The principles of the concept have

'equipped EVs can be charged wirelessly'

been well understood for a long time, but effective implementation remains a huge challenge. It is a hugely expensive undertaking that would require comprehensive infrastructure replanning and renewal, to say nothing of the immense energy demands that all EV charging solutions share.

But that isn't stopping some consortiums from trying to prove the concept - one such is headed by Stellantis, the 2021 rebranded Amsterdam headquartered car group formed by the merger between Fiat Chrysler and the French Peugeot Group (PSA).

In association with an impressive line-up of partners, it has inaugurated the innovative "Arena del Futuro" ('Arena of the Future') circuit near Brescia in northern Italy where dynamic induction charging is being field tested.

The 1,050 m long circuit is powered with an electrical output of 1 MW and, using DWPT (Dynamic Wireless Power Transfer), electric vehicles can be charged "wirelessly" by driving them in wired lanes over innovative technology that has been installed under the road surface. Testing the viability of such a system is now under way.

To do so, the first vehicles (a new Fiat 500 and an Iveco E-Way bus) have been fitted out with the necessary receiving kit "and have already clocked up many kilometers, with more than encouraging results," according to Turin based Stellantis.

"DWPT receiver equipped electric vehicles can be charged 'wirelessly' by driving them in wired lanes with an innovative system of turns installed under the tarmac. This technology can be adapted for all vehicles equipped with the special 'receiver', which transfers the energy incoming from the road infrastructure to the battery, aiming at a 'zero-emissions' mobility system. At the same time, the advanced connectivity over IOT (Internet of Things) technologies will guarantee maximum road safety, made possible by constant dialog between the freeway and the vehicles traveling along them. The road surface will also be optimized to make it more durable without altering the efficiency and effectiveness of the inductive charge."

Time magazine recently cited the "Arena del Futuro" as one of the 100 most important inventions of 2021. The combined Stellantis group is currently the world's 6th largest car maker with brands ranging from Chrysler, Jeep, Dodge and RAM to Fiat, Peugeot, Citroen, Opel, Alfa Romeo, Lancia, Abarth, Vauxhall and Maserati.

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MOTO FUTURE

Having stepped down as MIC chairman, Indian Motorcycle and Polaris Inc., senior assistant general counsel Paul Vitano will be joining the executive leadership team of the new company operating the GEM and Taylor-Dunn businesses being divested by Polaris. Vitano also resigned from the AMA Executive Committee and Board of Directors.

H-D subsidiary STACYC, the electric balance bike specialist, has extended its partnership with Monster Energy AMA Supercross as the Official Electric Balance Bike for kids for a third year. It will again be sponsoring the STACYC Live segment, where "Little Rippers from all over will be submitting videos in hopes of having theirs aired live and on the big screen. Each round of Supercross 2022 will feature a different weekly submission. After all the submissions have been collected, STACYC will select two Grand Prize Winners who will win airfare and accommodation to the Salt Lake City Finale, Round 17 on May 7th, 2022, where they will get a coveted spot on the starting line for a chance at being the 2022 STACYC Holeshot Challenge Winner.

The NHTSA has issued a recall for certain Zero Motorcycles models due to possible installation of the incorrect rear brake pads. The move affects 45 2022 Zero SR, SR/V and SR/S models.

Lexus Europe has revealed a unique hydrogen-powered side-by-side concept which is said to deliver "near zero emissions" and "extreme off-road capability." The company states that it "reflects a commitment by Lexus to ensure that exhilarating driving can co-exist with a carbon-free society centered on responsible mobility."

As part of its 60th anniversary program, Brembo is "planting a forest of more than 14,000 trees and donating them to group employees around the world." The Brembo Forest will rise in Kenya, near Lake Victoria, where Brembo will work in partnership with web platform Treedom - "the first such system to allow trees to be planted remotely and their stories followed online." It is estimated that the 14,000 fruit and non-fruit trees will sequester more than 7,000 tons of CO2 from the atmosphere over 10 years. The project will involve about 1,300 farmers who will take care of the forest, with the help of an NGO.

Royal Enfield Successfully Completes Quest for the South Pole

Commemorating "120 years of adventure and exploration on motorcycles," Royal Enfield has succeeded with its 90° South - Quest for the Pole on the Royal Enfield Himalayan.

On December 16, 2021, two riders, Santhosh Vijay Kumar and Dean Coxson, reached the geographic South Pole in 15 days. Departing from Cape Town, South Africa, the team arrived at Novo in Antarctica for four days of acclimatization, loading of supplies, checking equipment and the motorcycles. From Novo, the team covered an overland distance of 3,200 km (1,988 miles) over the next nine days, braving extreme weather conditions with temperatures between -30° to -25°C (-22° to -13°F) and wind speed of 60 km/h (37 mph) towards the Ross Ice Shelf. The Ross Ice Shelf was the designated start point for the riders, however, an unexpected blizzard forced the team to alter their course. Instead of starting the ride from 86 degrees South,



the team started the 400 km (250 mile) ride from 87 degrees South, completing the ride at the South Pole on December 16, 2021.

Two Royal Enfield Himalayan motorcycles were modified in-house with functional upgrades to be able to navigate snow and ice and function under the extreme conditions of Antarctica. The motorcycles were ridden on a compacted snow track from the Ross Ice Shelf to the South Pole, to reduce motorcycle drag and

limit emissions to an absolute minimum. Royal Enfield is consciously ensuring no footprint is left behind by the expedition team, except wheel tracks that will be quickly lost to snow drift. In line with its #LeaveEveryPlaceBetter initiative, the team is ensuring all waste is brought back for appropriate disposal. From the South Pole, the team headed towards the western part of Antarctica, Union Glacier, from where they flew out to Punta Arenas, Chile.

Moto Guzzi V100 Mandello

Moto Guzzi isn't generally associated with cutting-edge technology, but the company's new V100 Mandello - which marks the brand's centenary - is an intriguing combination of traditional ideas and futuristic thinking. The bike's stance and styling are traditional sports tourer, avoiding the trend towards high-rise, adventure-bike-inspired machines, and the V-twin engine's cylinders poking out on either side leave no doubt that it's a Guzzi. But that engine is completely new, and the bike hides technical elements that

aren't just new to Guzzi, but new to motorcycling altogether. Measuring 1,042 cc, the engine differs from previous 'small block' Guzzis by using water cooling, helping it along to a peak power of 115 hp and max torque of 77 lb-ft. Not earth-shattering numbers, but plenty for a bike like this. It drives through a shaft hidden inside a newly designed single-sided swingarm and differs from previous Guzzis by having cylinder heads rotated 90 degrees, with the intakes in the middle of the 'V' and the exhaust

pointing downwards. Those heads hold twin camshafts and four valves per cylinder.

However, it's the bodywork that, despite its conventional appearance, hides the V100's big news. As well as an electrically adjustable screen, there are automatic, electric wind deflectors mounted on either side of the 17.5 liter tank. These flaps shift position depending on speed and the selected riding mode, deflecting air around the rider and creating genuinely 'active' aerodynamics. Guzzi says that they help reduce wind blast on the rider to make the V100 feel like a machine with a much fuller fairing.

Elsewhere, there are four riding modes, four traction control settings, three engine braking levels and three power maps for the engine, plus cornering lights and an IMU to ensure the ABS and traction control work even when the bike is banked over.

Guzzi will offer two versions, with the base V100 supplemented by a higher-spec version using Öhlins Smart EC 2.0 semi-active suspension, a quickshifter and multimedia control through the TFT dashboard.



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AFT BRIEFS

Former factory rider and championship-winning privateer Bryan Smith has been added to the AFT management team as Director of Industry Relations. A primary charge for Smith will be serving as a liaison within the Progressive AFT community. The appointment is intended to more closely connect Progressive AFT with its various stakeholders - riders, teams, manufacturers, sponsors, racetracks and broadcasters. He will support all aspects of the Competition department, including managing rider and team relationships, new rider evaluation, track prep, safety and rules development. Smith will also be available for the series to call on as an elite-caliber test rider, whether to fine-tune the rulebook or assess the viability of potential new venues. The 2016 Grand National Champion and 2012 and 2013 GNC1 Twins Champion, Smith won 33 races during his career and is tied for eighth on the all-time win list.

With support from KTM, Wally Brown Racing (WBR, North Carolina) will run the KTM 890 Duke platform to compete in the 2022 Production Twins class. In its first two years of flat track racing, WBR fielded Suzuki RMZ450s in AFT Singles, scoring eight top-five finishes, three podiums and a victory. The team will focus solely on R&D and testing for the first part of the season and plans to debut the new race bike at The Red Mile in Lexington, KY, in late May 2022.

G&G Racing, a 2-time X AFT Production Twins Championship team, has announced a continuing partnership with Yamaha Racing for a 7th consecutive year, a father and son who have built their own Yamaha MT-07s for the AFT SuperTwins and AFT Production Twins series (and who sponsor amateur and pro riders in flat track and speedway). With Cory Texter as pilot, the past three seasons have seen G&G claim two AFT Production Twins championships and 14 victories among its 27 podium finishes; previous success includes with JD Beach, Mikey Rush and Chad Cose for a total of 29 podiums, 36 top fives and 50 top tens during its six-year partnership with Yamaha to date.



Polaris has confirmed the 2022 line-up of its Slingshot reverse-trike range of roadsters with the reintroduction of the SLR model as the highlight. An all-new vented sport hood "adds aggressive, one-of-a-kind styling while improving aerodynamics and cockpit airflow," while a new excursion top provides owners with a factory accessory option "at a competitive price point." Additionally, Brembo brakes are now standard on its top-of-the-line R model and available as an upgrade kit for S, SL and SLR models. "Featuring four trim levels and

countless accessory options that enhance the drive, style and sound, the 2022 Slingshot line-up offers endless personalization options that empower owners to make their mark," said Chris Sergeant, Polaris Slingshot Vice President.

"There's no wrong way to enjoy a Slingshot. Whether attracting attention with head-turning styling or escaping for an adventure, nothing on the road allows drivers to make their mark more than a Slingshot.

"We're excited to bring the SLR back to expand the Slingshot line-up and

provide our owners even more personalization opportunities with thrilling new factory accessories.

"Blending style with performance, the Slingshot SLR model sits between the show-stopping SL and top-of-the-line R model. Featuring the critically acclaimed ProStar four-cylinder engine with 203 horsepower and a sporty exterior two-tone paint scheme, the SLR delivers unrivaled style for the driver looking to turn heads without sacrificing premium amenities like Slingshot's Sport Interior Package and seven-inch display powered by RIDE COMMAND.

The four trim packages are the Drive, Escape, Show and Design Series of accessory levels and styles, aimed at four different types of Slingshot ownership and driving use and experience, with technology and infotainment package levels additionally available as standard or options according to the model.

Mid-USA 2022 En-Cycle-Pedia

Hazelwood, Missouri based Mid-USA Motorcycle Parts' 2022 'En-Cycle-Pedia' parts and accessory catalog features 1,152 pages of "custom, chrome and cool."

The 38th catalog edition from the distributor showcases Mid-USA's impressive stable of brands, which include the company's exclusive V-Factor, Power House, Power House Plus, Hardbody and its



US-made Hardware ranges, alongside famous name brands including market leaders such as S&S Cycle, Cometic Gasket, Baker Drivetrain, JIMS, Motion Pro, Progressive Suspension, Andrews, BDL, Daytona Twin Tec, Pingel, K&N, Paughco and Kibblewhite.

Mid-USA sells stock replacement and performance parts and accessories all the way from current M-8 and late models right back to Knucklehead, Panhead and

Shovelhead, offering dealers access to many hard to find OE style and upgrade components for older bikes as well as late-model parts and accessories.

www.mid-usa.com



Shayna Texter-Bauman Joins Wrecking Crew

Reigning five-time AFT Manufacturers Champion, Indian Motorcycle Racing has signed Shayna Texter-Bauman to its 2022 AFT SuperTwins factory race team.

With the signing, Indian Motorcycle will welcome the AFT Singles winningest rider as the third member

of the Indian Motorcycle Wrecking Crew - joining her husband and two-time AFT SuperTwins Champion Briar Bauman and reigning 2021 AFT SuperTwins Champion Jared Mees.

Piloting the Indian FTR750, Texter-Bauman will pit under the Factory trailer as Dave Zanotti will serve as the

crew chief for both riders. Former AFT Champion Jake Johnson will serve as her mechanic.

For 2022, Texter-Bauman looks to become the first female rider to reach an AFT Twins or AFT SuperTwins podium and win an AFT event within the sport's premier class.

Wrecking Crew rider Jared Mees ended the 2021 season with his seventh career Grand National Championship, while Bauman is a two-time Grand National Champion. Collectively, Mees and Bauman own the last five AFT SuperTwins championships. The Indian Motorcycle Wrecking Crew is excited to welcome back Progressive Motorcycle Insurance as presenting sponsor, as well as support from S&S Cycle, Indian Motorcycle Oil, Mission Foods, J&P Cycles, Parts Unlimited, Drag Specialties, Alpinestars and Bell Helmets.



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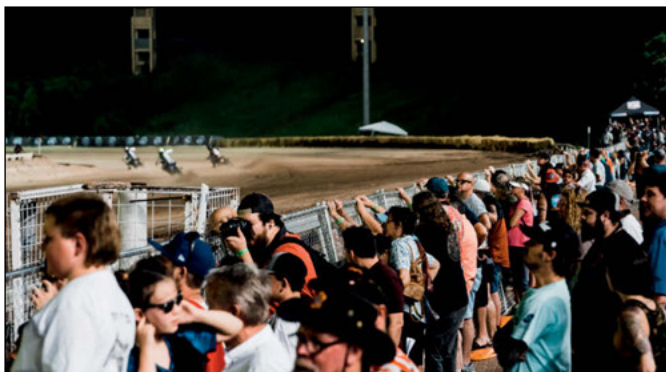
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AFT - 2022 Schedule



Progressive American Flat Track (AFT) has announced an 18-round schedule for the 2022 season that will "bring the world's premier dirt track motorcycle racing series to new venues in new markets as well as a return to the major motorcycle rallies, fan favorites and new venues."

Described as being "ideally balanced in its March-October dates, coast-to-coast locations and blend of eight Half-Miles, five Miles, two TTs and three Short Tracks, the '22 slate is set to establish Progressive AFT as a highlight attraction at some of the world's biggest motorcycling events." As previously trailed, the series is planned to kick off with a Daytona Bike Week Half-Mile doubleheader on Thursday, March 10 and Friday, March 11 at Volusia.

The season will see Progressive AFT rounds reinstated as key components

of the massively popular Laconia Motorcycle Week and Sturgis Motorcycle Rally, with the 2022 Grand National Championship battle finishing with a return visit to Daytona Beach during Biketoberfest for the Volusia Half-Mile III season finale.

Several other events will have a "celebratory feel with high-profile showdowns on holiday weekends including Memorial Day, Independence Day and Labor Day. The annual legendary Midwest events, the Springfield Mile doubleheader, Peoria TT and Lima Half-Mile all return on their same weekends, while four events will move to new weekends in 2022.

"After a rain-out in 2021, the Texas Half-Mile moves to a new date in March to be a part of IndyCar weekend at Texas Motor Speedway. The New York Short Track and Port Royal Half-

Mile will both move to new weekends in July, and Cal Expo will play host to the Sacramento Mile in August.

"A number of fan and rider favorite venues are back following temporary absences. The Red Mile, Laconia Short Track and Black Hills Half-Mile last took place in 2019 and are set to make a return to the calendar in 2022."

The Castle Rock TT, meanwhile, is back following a lengthier pause. The '22 edition will mark the 28th inclusion of the race on the Progressive AFT schedule and a return to the Pacific Northwest for the first time since 2014. "The event is sure to be a unique and

popular event on the tour thanks to a collaboration with Thor Drake, renowned for his ability to curate motorcycle art, racing and culture and deliver highly entertaining events such as The One Moto Show and The Wild One."

There will also be two new additions to the slate: the I-70 Half-Mile at Odessa, Missouri, and the Cedar Lake Short Track in New Richmond, Wisconsin.

The stop in Odessa is Progressive American Flat Track's first in Missouri since 2005, while the race in New Richmond will be the series' first in Wisconsin since 2003.



AFT 2022 Mission Production Twins Challenge, Unified Premier Class in 2023

In announcing the technical rules for the 2022 season, AFT has confirmed the debut of a Mission Production Twins Challenge - laying the groundwork for merging the Mission SuperTwins and AFT Production Twins classes in 2023.

"To successfully combine the two existing twin-cylinder classes into a dynamic premier class in 2023, Progressive AFT has implemented a set of technical adjustments in Mission SuperTwins and AFT Production Twins for 2022 that will align the performance envelopes of production-based and race-only machines.

"While the technical changes serve as the first step to a single twin-cylinder championship, the Mission Production Twins Challenge will act as a bridge between the classes in 2022.

"Following the AFT Production Twins Main at each event, the top four finishers will be granted provisional starting positions for the Mission SuperTwins Main Event on a dedicated Mission Production Twins Challenge row.

"The inclusion of the top AFT Production Twins entries in the premier-class Main will allow for repeated head-to-head comparisons between the Mission SuperTwins contenders and the most competitive AFT Production Twins machines, providing critical data to guide the future evolution of the technical rules."

Along with acting as an ongoing evaluation program, the Mission Production Twins Challenge will aid in the development efforts of AFT Production Twins teams by providing



an opportunity to earn over \$100,000 throughout the season. The top Mission Production Twins Challenge riders at each round will be eligible to earn \$72,000 in potential Mission SuperTwins purse payouts plus \$28,800 in race bonus awards from Mission Foods.

In addition, the top three riders in the Mission Production Twins Challenge point standings at the conclusion of the season will also be eligible for a \$26,000 year-end points fund from Mission Foods. To qualify for the year-end bonus, Mission Production Twins Challenge riders must compete in every Mission SuperTwins Main Event for which they are eligible.

"We are committed to providing a level playing field for manufacturers and teams to compete at the sport's highest level," said Gene Crouch, COO of Progressive American Flat Track. "Mission Foods shares that vision, and we truly appreciate the support they've pledged as we work towards a unified Mission SuperTwins class in 2023."

www.americanflattrack.com

2022 Progressive American Flat Track Schedule

1	March 10, 2022	Volusia Half-Mile I, Volusia Speedway Park, Barberville, FL
2	March 11, 2022	Volusia Half-Mile II, Volusia Speedway Park, Barberville, FL
3	March 19, 2022	Texas Half-Mile, Texas Motor Speedway, Dallas-Ft. Worth, TX
4	April 23, 2022	I-70 Half-Mile, I-70 Motorsports Park, Odessa, MO
5	May 28, 2022	Red Mile I, The Red Mile, Lexington, KY
6	May 29, 2022	Red Mile II, The Red Mile, Lexington, KY
7	June 11, 2022	Laconia Short Track, New Hampshire Motor Speedway, Loudon, NH
8	June 25, 2022	Lima Half-Mile, Allen County Fairgrounds, Lima, OH
9	July 2, 2022	New York Short Track, Weedsport Speedway, Weedsport, NY
10	July 16, 2022	Port Royal Half-Mile, Port Royal Speedway, Port Royal, PA
11	July 30, 2022	Peoria TT, Peoria Motorcycle Club, Peoria, IL
12	August 6, 2022	Black Hills Half-Mile, Black Hills Speedway, Rapid City, SD
13	August 13, 2022	Castle Rock TT, Castle Rock Race Park, Castle Rock, WA
14	August 20, 2022	Sacramento Mile, Cal Expo, Sacramento, CA
15	September 3, 2022	Springfield Mile I, Illinois State Fairgrounds, Springfield, IL
16	September 4, 2022	Springfield Mile II, Illinois State Fairgrounds, Springfield, IL
17	September 24, 2022	Cedar Lake Short Track, Cedar Lake Speedway & Arena, New Richmond, WI
18	October 15, 2022	Volusia Half-Mile III, Volusia Speedway Park, Barberville, FL



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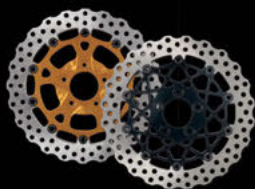
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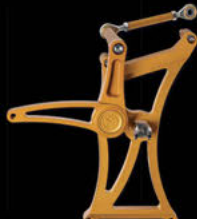
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EL CAMINO OLD CAN BE NEW

Roland Sands Design (RSD) has excelled itself with El Camino.

In collaboration with Mike Tomas at Kiwi Indian, RSD has taken a 111" Indian Thunder Stroke engine and introduced it to a gnarly old original 1946 Indian Chief frame. May and December are not always grounds for a successful relationship, but in the hands of Roland and his team, the two have managed to get on well.



An outstanding match in fact. They managed to get the Old 'un straightened out, and though it took a while (a year), the result is a most successful marriage!

"In order to keep growing, one has to move out of the comfort zone," says Roland. "We know Indian Thunder Stroke engines, we've been building around them for years, but for this project we wanted to use as many stock vintage 1946-48 components as we could. It was a new type of challenge, not one of high performance and shorter lap times, but one of heritage and history.

"We located an original fork and crashed, bent an



original 1946 Chief frame from our good friend Mike at Kiwi Indian - a perfect donor for the project.

"These vintage stock frames have castings for the neck and frame joints that were connected with straight steel tubes, tack-welded and brazed together, which meant we were able to grind off the tack welds, then heat up the joints to melt the brazing and easily disassemble the stock frame.

"The modern engine is much larger, so we modified the stock castings a bit, to get the correct angles needed. Some of the stock joints wouldn't work, due to the angle changes and different motor mount locations, so new chromoly versions were made and



BUILD SPECS

Make/Model Indian Chief, VIN# 00009 (ninth bike off production line).

BODYWORK

Fabrication: RSD

Gas Tank: Kiwi Indian reproduction 1946 split gas tanks - split, narrowed and notched around motor.

Gas Cap: Kiwi Indian reproduction 1946 gas caps.

Seat: Kiwi Indian reproduction 1946 solo seat.

Fender: Lowbrow Stingray ribbed rear fender.

ENGINE

Size/Year: 111 cubic inch/2014.

Ignition: Altmann Micro Machines Haan P3 ignition system; 3 ohm mini dual fire ignition coil.

Carburetor: Mikuni HSR45 flat slide carburetor (45 mm); Todd's Cycle billet enricher knob and choke bracket.

Intake: RSD hand fabricated aluminum intake manifold; RSD-modified reproduction Linkert Indian bird deflector.

Exhaust: RSD hand fabricated 2-into-2 exhaust system with Cone Engineering mufflers.

Battery: Antigravity lithium 16 cell small case battery.

Sprocket: RSD hand fabricated chain sprocket (modified from stock belt pulley).

FRAME

Make: Crashed 1946 original Indian Chief donor frame - used neck and other castings by heating and removing tubes; RSD hand fabricated frame. Multiple chromoly frame joints - hammered to look

cast. RSD brazed. New joints with different angles required to fit modern engine.

Rake: 26 degrees.

Swingarm: RSD hand fabricated chromoly swingarm using airplane aero tubing.

WHEELS AND COMPONENTS

Front Wheel: Roland Sands Racing Traction flat track wheel and TT race hubs.

Size (front): 19 x 3.0".

Front Disc: Galfer Yamaha R1 floating rotor 320 mm.

Rear Wheel: Roland Sands Racing Traction flat track wheel and TT race hubs.

Size (rear): 19 x 3.5".

Rear Disc: Galfer Yamaha R6 floating rotor 300 mm.

Sprocket: Rebel gears custom 50T w/ offset carrier.

BRAKES

Front Caliper: Performance Machine Vintage 4-piston caliper; RSD hand fabricated caliper bracket (welded to fork).

Rear Caliper: Performance Machine Vintage 4-piston caliper.

Front Master Cylinder: Exile Cycles remote mount cable operated master cylinder 9/16" bore, mounted in frame between gas tanks.

Rear Master Cylinder: Reproduction Wagner Lockheed vintage master cylinder 3/4" bore.

Brake Lines: Spiegler USA - custom.

FRONT SUSPENSION

Make: Original 1946 Indian Chief girder fork - rebuilt with Kiwi Indian reproduction bushings and hardware.

Year: 1946

Shock: Penske Ducati Panigale shock.



ROLAND
W W W . R O L



aged to match. We then fabricated a swingarm and added suspension, replacing the original plunger system with something that would radically improve handling.

"In the end, the bike represents the best of two very different worlds. It's custom, it's creative, it looks like a WWII-era Indian, but it's reliable, starts with a button, and it's a hell of a lot of fun to ride."

www.rolandsands.com

CONTROLS

Throttle: Biltwell throttle housing - single cable. Cable actuates stock throttle-by-wire potentiometer hidden behind front # plate.

Front Brake Lever: Kiwi Indian reproduction 1946 Indian Chief front brake perch and lever.

Clutch Perch: Kiwi Indian reproduction 1946 Indian Chief clutch perch and lever.

Foot Controls: Kiwi Indian reproduction 1946 Indian Chief floorboards; Kiwi Indian reproduction 1946 Indian Chief brake pedal; RSD custom fabricated shift lever.

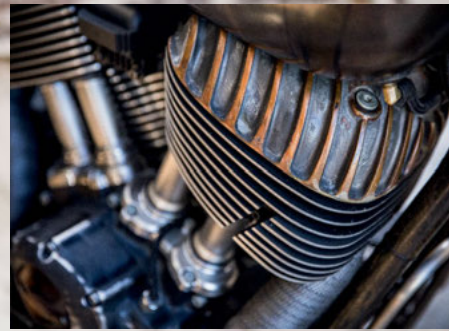
FRONT END

Handlebars: Kiwi Indian reproduction 1946 Indian Chief handlebars.

Grips: Kiwi Indian reproduction 1946 Indian Chief grips.

Headlight: Kiwi Indian reproduction 1946 Indian Chief headlight.





Two-Piece Pointed Top Batwing Fairing Handlebar Kit

These patented 14" easy-install, two-piece pointed top chrome handlebars (by Fat Baggers Inc., Chariton, Iowa) feature an adjustable 1-1/2" collar next to the handlebar controls for a custom look.

Described as having a "revolutionary bolt-together, two-piece handlebar design that takes up half the shelf space," they are CNC mandrel-bent from 1-1/2" diameter x .095" wall heavy tube steel. The billet machined, non-welded top corner with a large internal machined radius allows for EZ pulling of wiring.

"The kits include everything needed to install the handlebars in half the time of other kits, due to a design that only extends the existing clutch cable/clutch line and brake lines - plus they are knurled and notched for TBW applications and accept the OEM heated grips and work with the Harley hydraulic clutch." They fit Batwing style fairings, have a 35" width, 10-1/4" center width and an 8" pullback sweep, a 1-1/2" diameter, 1-1/4" clamping diameter and accept the 1" diameter controls.



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Feuling Twin Cam Rocker Shafts



These new rocker shafts from Oceanside, California based Feuling Parts are available for Twin Cam engines and designed "with strength in mind," says CEO Luke Leatherman.

"We decided to source the best possible material and heat-treat process available to create the best rocker shaft on the market. With over double the strength of the factory rocker shafts, and of any of our competitors' shafts, we precision-grind them from 4140HT steel - gas nitrated and final surface treated for greatest possible quality finish and durability."

Feuling recommends these shafts for all Twin Cam engines and especially for engines running higher lift camshafts and heavier valve spring pressures. The kit includes Feuling's ARP bolts, and M-8 rocker shafts are also available.

FEULING PARTS
Oceanside, California, USA
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www.feulingparts.com

J&H Euro 5 Softail 'Bomb' Options

Dutch sound management exhaust specialist The Jekill and Hyde Company has released a Euro 5 compliant update to its "classic" Jekill Bomb electronically adjustable exhaust systems for M-Eight Softails.

Designed to deliver "a more vintage and distinct look," it is available as a slip-on for the OEM headers and for use in combination with the J&H 'V-Strike' header on the 107" Softail Standard and Slim and 114" Street Bob and Low Rider S, and with the J&H 'V-Strike' header only on the Fat Boy, Breakout, 107 and 114" Heritage and 114" Fat Bob.

To get these electronically adjustable exhausts Euro 5 approved, J&H developed a mandatory extender with a O2 sensor, placed between the body and the end cap. This solution (extender for the O2 sensor) is an important upgrade which guarantees Euro 5 compliance, "and, equally important, ensures the same exceptional sound and product quality that the rider is used to from Dr. Jekill & Mr. Hyde.

"Because of the different locations of the O2 sensor/Lambda

probe, this extender is not needed when your customer chooses a J&H V-Strike header."

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Updated Biltwell EXFIL Luggage Options



California based Biltwell has updated two of its award-winning EXFIL throw-over soft luggage saddlebag options with enhanced features and ergonomics.

Both the options seen here are available in black and manufactured in a durable, UV-treated 1680-denier ballistic nylon exterior that resists moisture and fading. They have strong, flexible EVA foam panels inside to maintain main compartment structure and durability.

MOLLE system on the exterior provides options for attaching accessories and extra gear; one main and two secondary compartments are secured with rustproof nylon zippers and a zippered clamshell cover on the main compartment locks closed with two 1.5 inch wide (36 mm) reflective polyester straps and Duraflex quick-release buckles; the high-vis orange interior lining makes spotting contents easier.

The EXFIL 18 has a 10" wide x 8" deep (254 mm x 203 mm) zippered pocket on the clamshell top and a two-piece mounting yoke with adjustable hook and loop panel fastens to both bags with extra large, heavy-duty nylon zippers.

Universal fit means they are compatible with a variety of aftermarket saddlebag supports; multiple D-rings and MOLLE points on bag exterior provide options for carabiners/bungee cords and there is a



Exfil-18



Exfil-36

hidden cable port into the main compartment; waterproof nylon rain covers with elastic gathers and drawstring closure provide extra protection in extreme conditions.

The EXFIL 18 weighs in at 5.55 lbs (2.5 kg) and measures 9" high, 16.5" long and 15.25" wide.

The double capacity EXFIL 36 has an extra large 15" long x 7" wide PVC-treated main compartment door featuring double zippers with a single paracord pull for speedy closure. The bag bottoms are reinforced with heat-resistant, heavyweight canvas panels; the main compartment features three elastic mesh pockets and one vertical pocket and adjustable straps inside main compartment to secure rolled clothing, fuel bottle or other gear. There is a mesh document pocket with two zippers inside the waterproof security flap.

There is also a 15.25" wide x 7.25" deep (388 mm x 184 mm) exterior pocket beneath security flap for documents and small essentials with a 9" wide x 4.5" tall (240 mm x 114 mm) clamshell pocket with double zipper pulls beneath security flap that is accessible without opening the main compartment. Double-sided straps are included for securing the bag to appropriate mounting points on the motorcycle; additional features include hand-sewn seams with high-strength polyester thread.

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The HP Corse 1 into 2 slip-on is a hand TIG-welded masterpiece with a beautiful partial carbon cover, emphasizing the sinuous curves that HP Corse is able to achieve by using advanced hydroforming, "guiding the eye towards the two beautiful overlapping Hydroform-Short mufflers.



Hydroform Short for FTR 1200: available with or without dB killer. The craftsman-built 1 into 2 slip-on replaces the stock catalyst and has 25 hand TIG-welded pieces.



Seen here in ceramic coated black steel, the stylish octagonal silencer body of the 'SPS Carbon' for the Pan America integrates perfectly with the retained stock heat-protection cover; features include watertight stainless steel rivets - essential on ADV exhaust designs.

"The HP Corse de-cat is a work of art made up of 25 pieces, welded together by hand. Its function is to replace the stock catalyst for an even more powerful engine with irrepressible torque. We can say with great satisfaction that the HP Corse exhaust system completely changes the rear part end of the FTR - making it absolutely aggressive and even more iconic for an absolutely unique, stylistic lay-out." The homologated version has the dB killer and keeps



For the 1250 cc Pan America, HP Corse has a model-specific version of its Euro 5 compliant double outlet, dB killer equipped 'SPS Carbon' slip-on with highly sound-absorbent packing. Lighter than stock, it weighs just 3.4 kg (7.5 lbs) - seen here in Satin Titanium.

the original catalyst, with replacement fittings between the catalyst and the double exhaust made in steel. The racing version eliminates the catalyst "for an even greater power gain." The company says a black ceramic version will be available soon. Also seen here is the 'SPS Carbon' slip-on we first featured in AMD at the end of 2021 with "guaranteed increased durability and performance compared to the stock muffler that Harley is using, with improved hp and torque - especially at the low and mid-range revs."

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AMD PRO GUIDE

JIMS Product Additions

Piston Jet Test Stand



Stock piston jets sometimes fail. Fact. Sumping oil on Twin Cam and M-8 engines, noisy tappets at start-up, excessive top end heat - all of these conditions can easily be diagnosed incorrectly, which can lead to wasted time, money and effort or, worse yet, an expensive engine failure.

The check valve inside can be open at idle, adding too much oil to the crankcase, resulting in a sumping condition. Or, worse yet, the top end of the engine can be oil starved causing heat and premature damage or engine failure. JIMS has now updated its piston jet test stand to include BOTH applications - Milwaukee-Eight and Twin Cam.

"Before you spend time, money and effort chasing a problem in the wrong direction, be sure that the piston jets are functioning properly. For more quick and concise information on piston jet failure rates

and how this test stand works, check out our Baxters Garage 'JIMS Piston Jet Test Stand' video on YouTube."

Magnetic Tappet Holder



Changing or upgrading cams, cam support plate and the oil pump is one of the most common tasks done on Harley-Davidson engines. This new and simple low-cost tool will easily hold the tappets in the tappet bores when the cam is removed.

Simply install the tool over the tappet cover and the rare earth magnets will magnetically hold the tappet in place while performing any cam chest work - a time saver for any technician. This tool is designed to work on both Twin Cam and Milwaukee-Eight engines. Included with the tool is a form fitted tray that will protect the magnets from damage when stored in the technician's toolbox.

JIMS
Camarillo, California, USA
Tel: 805 482 6913
sales@jimsusa.com
www.jimsusa.com

Comp-S 2:1 for Sportster S

In April 2021 we featured the new Comp-S 2-into-1 complete exhaust system from Corona, California based Two Brothers Racing (TBR) for 2000-2017 Softails.

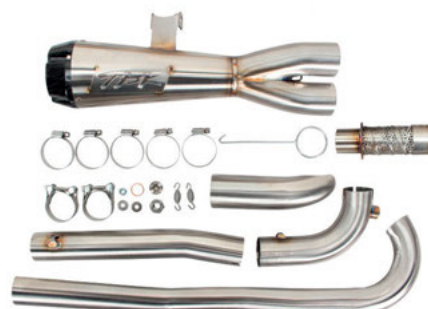
TBR has now released a Comp-S system for the all-new Sportster S in choice of brushed stainless steel or ceramic black finishes, with an optional Sportster S fender eliminator kit additionally available.

With stainless steel construction, it includes a removable baffle and comes in at 15 lbs lighter than stock, with full-length heat shields and carbon fiber end cap. Additional features include a stamped spring-fit inlet, spiral-wound, perforated core and 'Cat-delete'.

To complement the 2:1 system, TBR says that its fender eliminator kit design is significantly lighter than stock and features a durable, powder-coated, heavy-duty bracket and integrated signals and brake light. It utilizes the existing connectors and mounting holes.



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Specialties

Getting Connected - "Bringing Order to Chaos"

In the business of charging or drawing power from the battery, making the right, secure and safe 'connection' is important. However, with so many different connectors in use in powersports, it's not as straightforward as it needs to be ...

TecMate saw this problem coming and down the years has planned its platform connectivity carefully and developed a range of premium cables and adapters that can connect most of the different connection systems together - "bringing order to the chaos."

Says **Martin Human**, CEO/CTO of TecMate: "We can't prescribe to OEMs what connector they should use - they all have their own and generally differing



O-01 premium quick-connect permanent battery lead for powersport batteries, with weather protected connection system and cable.

reasons for the choices they make. So, our job is to make life easier for dealers and riders by making adapters that cover most of the options and requirements needed so riders can hook up to the vehicle's battery, be it to charge or draw power".

OptiMate battery chargers utilize the **industry standard 2-pin SAE connection system** - "and we have made sure that the OptiMate SAE connector fits all other SAE 2-pin connectors."

OptiMate's 'O' SAE is a little **better than**



O-19 Ø12 mm DIN power socket adapter.

standard, it's designed to accept in-line or end cap seals that protect the SAE connection against ingress of dirt and water.

"Often overlooked and misunderstood, **cable temperature rating** is important too," says Martin. "OptiMate is now standardizing on SPT-2W - the 'W' signifying a -40°C/°F rating and the SPT-2 signifying thicker insulation of 1.1 mm (0.045").

"OptiMate's **waterproof fused battery leads** are a popular choice for OEMs and dealers alike. Fitment of a good battery lead makes it easy for the rider to connect a battery charger when storing their vehicle. Ring sizes from M6 (1/4") to the **innovative**



O-20 SAE front mount panel connector.

dual ring (M6-M8/1/4" - 5/16") system allow for connection to any powersport battery, including larger batteries used on Side-by-Sides, with bulk quantities 4, 20 or 120 available."

OptiMate offers a range of SAE-to-SAE **extenders** from 180 cm (6 ft) up to 460 cm (15 ft), with an even longer 762 cm (25 ft) extender coming during 2022. OptiMate's range of SAE-to-SAE **panel mount sockets** include the unique front mount O-20 socket with rubber expander system, designed for when it is difficult to reach behind and tighten that nut. Mounting and connecting is from the front - simply drill the 25 mm (1") hole, make the connection, push the socket into the hole and then tighten the nut on the front and the rubber expander jams it in position. The conventional O-40 socket line fits an 18 mm



O-30 tankbag connector.

(0.7") hole. Short (15 cm/6") and long versions (100 cm/40") are available for both.

Rounding out the panel mount options is the O-30 tank or pannier bag 12V **power-pass through**, a low profile panel mount system that fits the cross hair entry on most tank bags.

"The ISO/DIN 4165 Ø12 mm connector - used extensively on BMW, Ducati and Triumph motorcycles - creates a vibration resistant connection ideal for motorcycle and even marine use. OptiMate's red BIKE 'DIN' connectors are a perfect fit with **two fully encapsulated plug styles** on offer - in-line (with cable exiting at 180°) and low profile with cable exiting at 90°." The O-09, O-19 and O-29 adapts from 'DIN' to SAE, whereas the O-39 adapter adapts from 'DIN' to DC2.5."

The DC2.5 connector is an axial 5.5 x 2.5 mm DC **socket and plug system** "used by many heated gear and apparel companies, with a few also using the smaller 5.5 mm x 2.1 mm system. OptiMate's DC2.5 and DC2.1 adapters include the 100 cm



O-77 Euro 5 adapter.

O-39 adapter for heated apparel.

O-21 battery lead made with 1.32 mm² (16AWG) cable designed to pass up to 13 amp of current.

"The most common 12V outlet used in the powersports industry is the 21-22 mm diameter 'AUTO' J563/SAE563 connector," says Martin.

"OptiMate offers **fused SAE to AUTO adapters**, the O-02 that can also adapt to DIN/Ø12 mm socket, and a standard O-12 adapter." Coming during 2022 is the O-22 plug with an **adjustable perimeter expander system** that will keep the plug firmly in the socket during 'hard' hi-vibration riding.

"And then there are the **diagnostic connectors** - found on different motorcycles - that also have a 12V power feed from the battery.

"OptiMate offers a fused O-47 adapter for Ducati motorcycles and the O-57 for MV Agusta, as well as the latest Euro 5 connector that is meant to reduce the number of different diagnostic connectors on European motorcycles to one - OptiMate's O-77 - that has been tested and approved by Ducati." Martin says there are yet more adapters due for release by OptiMate during 2022, and that this reflects on the complexities caused by the way that power use on motorcycles is evolving.

These will include the **high current EC5 range**, utilizing the same connector as used by the majority of lithium jump starters, a magnetic connection system that utilizes the **Magcode connector** that is popular in motorsport, and a line of 'DIN' sockets delivered with handle and panel-mount hardware.

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Zodiac International Additions

MCJ Adjustable Exhaust for RH1250S Sportster S

This E-approved exhaust system has an adjustable exhaust valve that allows you to tune the sound, but still get back to what is legal. These exhausts come complete with a manually operated adjusting lever that can be placed on either the handlebar or below the tank.

Simplified Air Suspension

After a long time, this height-adjustable air suspension for Evolution and Twin Cam Softail models is now available again. "Air suspension has never been as simple as this, as these are fully self-containing units. The simplified air suspension has a



built-in compressor and consequently no hoses and no airline fittings. Installation is easy as there is just one remote air breather to route, four bolts to secure and four wires to connect to the included handlebar



switch. That's all!

"The ride height can be adjusted from stock to two inches lower at the push of the button. The ultimate solution for those looking for clean looks and comfort, style and a good handling." It comes with a black and clear anodized finish for both 1984-1999 Evolution Softails and 2000-2017 Twin Cam Softails.

Two Brothers Racing Slip-On for Pan America

"Like all Two Brothers Racing (TBR) products, these easy to fit slip-on mufflers were developed to surpass what is offered on the market today. Engineered to complement the quality and performance of the Pan America, this handcrafted system delivers unparalleled sound and performance for the ultimate race experience."

It features durable stainless steel construction and a black ceramic coated muffler body with Teflon coated



magnesium end cap, retains the OEM catalytic converter and fits 2021 to present RA1250 and RA1250S Pan America models.

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Ultima 124" Twin Cam Engines

Noted for nearly three decades as one of the leading aftermarket V-twin replacement engine and component options, this new 124" Twin Cam from Ultima "features the same high quality, affordable price components that have made our Evo style engines such a popular stock replacement or custom build option."

The Ultima cases for its Twin Cam style engines use Timken sprocket shaft bearings and late model style cam bearings and pinion bearing. Manufactured to close machining tolerances from prime A360-T6 aluminum for excellent tappet bore wear resistance, they have counterbored stainless Allen head case bolts. "A tried, tested and trusted design, these are the same crankshaft assemblies that Ultima has been building for years.

"Our state-of-the-art designed crankshaft incorporates a massive 1.670 diameter pin that is pressed into the one piece, heat-treated 4140 steel flywheel half - making these crankshafts some of the strongest available on the market today; crank pins are installed with .008" press fit.

"These crankshafts feature lightweight 7.67" long H-Beam rods with 0.927

diameter wrist pins to handle all the power you can throw at them - they are balanced using our exclusive, proprietary methods, making these some of the smoothest engines in the industry.

"The C356-T6 casting heads feature conical valve springs (2.100 stainless intake and 1.700 stainless exhaust), chromoly retainers, manganese bronze guides, compression releases and stainless steel valves with high Silicon wire valve springs. All the fins are machined for excellent cosmetic appearance."

The bore is 4.125" by 4.625" stroke with 10:1 compression; intake and exhaust cam lifts are .570" and the high-quality pistons are forged dome designs by Mahle Motorsports. The flywheel is a 3-piece construction; the rocker boxes are Ultima designed with 1.6575" ratio. Valve train components include an Andrews 67H set of cams and Ultima's 4140 steel adjustable pushrods, topped off with 4140



forged steel roller rockers. The cam chest components include a billet oil pump and billet cam support plate with late model style hydraulic chain tensioners for reliability and durability. These 124"/2,032 cc competition series engines come with a six-month warranty; finish options include black, blackout, polished or silver.

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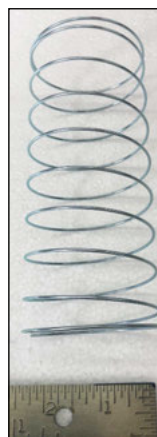
Back To the Future - APM Takes Up the Mantle Of the Legendary SU Carburetor



For over 50 years, the SU carburetor in modified form, known as the SU Eliminator II, has been a 'go to' for early American V-twin motorcycles.

American Prime Manufacturing's (APM) Ben Kudon says: "It provides smooth, even power and torque throughout the entire power band, with excellent cold-start characteristics and drivability. Although originally intended for aircraft and automobile use, the SU carburetor has proven to be unmatched in performance when adapted for use on American V-twins such as Harley Knuckle, Pan and Shovelhead motorcycles.

"The SU gives added potential over the entire rpm range where other carburetors fail to perform. APM is stepping up to the plate by adding a lot of replacement and service parts for the SU, and we are



going to be adding more every month.

"So, good news for all you diehard SU fanatics out there - and the generations of vintage H-D fans who want the authenticity of the ultimate in old school looks and performance."

The story of the SU is a part of V-twin industry lore - one that goes right back to 1908 when George Skinner got a patent for a carb with a 'collapsible chamber' and a 'fuel needle valve' and formed the "S.U.

Company Ltd" in 1910, (S.U being a contraction of 'Skinner's Union').

Fast forward to 1970 and Mel Magnet reworked automobile SU carbs in his garage for Harley motorcycles. Mel's first SU customer was Bianchi Motors of San Francisco in 1972.

There have been many successes for the SU on Harleys ever since - a highlight coming in 1978 when Dave Mackie's 1974 74" Shovel was the fastest stock production H-D with an SU carb.

Since then, much has changed in the performance aftermarket, but "one thing that hasn't changed," says Ben, "is the legendary status of the venerable SU and its 'old school' authenticity."

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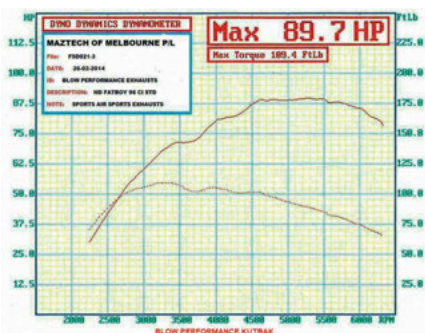
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Four Steps to Heaven

"Today's environment has become even more difficult for custom style motorcycle dealers than it usually is," says Dom Pompeii, founder and Managing Director of Australian custom exhaust manufacturer Blow Performance Exhausts.

"Aside from Covid, the latest issues to shape the business environment are little matters such as inventory shortages, freight delays and rising inflation. Increasing costs and shortage of product are a toxic combination at the best of times - but for most authorized and aftermarket dealers it just adds to what is already a complex matrix of business challenges.

"One of the most difficult challenges, of course, has always been the cost of inventory, and that doesn't only mean the bikes on the showroom floor. Shops that want to stay serious about optimizing the aftermarket exhaust system sales opportunities are operating in a hugely competitive environment - one where inventory, even if it is only sample inventory, is itself no small overhead.



With just the addition of a Screamin' Eagle heavy breather air cleaner, the blow performance 'KUTBAK' 2:2 made 89.7 hp and 109.4 nm compared to the 2011 90 cubic inch stock Fat Boy's 65.8 hp, 85.8 nm with the stock factory exhaust.



EXHAUST COMPARISON RESULTS - 2011 98 ci stock Fat Boy

Factory exhaust - 64.8 HP, 85.8 TQ

Vance & Hines 'Big Radius, 2:2 - 77.6 HP, 99.5 TQ

Bassani 'Road Rage' 2:1 - 79.7 HP, 104.2 TQ

Blow Performance 'Kutbak' 2:2 - 89.7 HP, 109.4 TQ



Our 'KUTBAK KITS' mean dealers can cover most Harley-Davidson Big Twin model applications with just four exhaust systems. Our systems connect with a center bolt and connection housing and attach to the gearbox, not to the chassis.



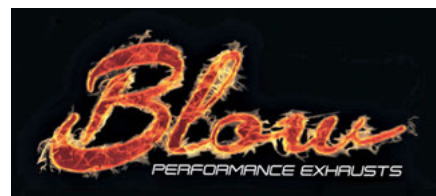
Standard baffle



Pro Performance catalytic converter

"When we built the Blow Performance business model, we did so in such a way that we could balance the need for a dealer to let the customer see and get their hands on the product, with the sometimes prohibitive expense of being able to hold examples of as many of a manufacturer's designs, applications and fitments as possible.

"These days nobody can afford to have the kind of inventory needed to keep anything up to a dozen exhausts on the wall, or on the shelf outback, just for customers to be able to make their choice. That would be a lot of capital tied up, and it can also create complex sales issues, too." "Which one is right for



my bike? Which design do I like best?" "We have met that problem head-on and are able to make it far easier for our dealers to be able to answer those questions for their customers without breaking the bank."

With Blow Performance Exhausts' "KUTBAK KITS", just four exhaust systems will cover most of Harley-Davidson Big Twin applications - 80 ci to 131 ci Evo and Twin Cam Big Twins from 1984 right up to 2016, as well as 107 ci to 131 ci Milwaukee-Eight applications - from their introduction in 2017 right up to 2022 models.

"Our systems connect with a center bolt and connection housing and attach to the gearbox, not the chassis," explains Dom. "This allows our product to suit most of the Harley Big Twin range - we had this in mind from the 'get-go' when designing our exhaust systems. We are working on new designs to incorporate Sportster models (Evo engines with forward controls) and H-D 2021 models with three and four oxygen sensors, and we are hoping to have these available by mid-2022.

"But different and better our systems truly are, and different and better engaging with the Blow brand truly is - and that logistics problem? We keep permanent, well stocked inventory levels in North America and Europe, so dealers in the primary markets won't need to keep their customers waiting."

Dom says that in order to find out exactly how good the Blow Performance exhausts really are, they hooked up with Anthony Rodrigues (Maztech of Melbourne), one of, if not the most highly respected dyno tuners in Australia ("or anywhere for that matter," says Dom), for an independent analysis and comparative test.

"Under controlled conditions we compared our exhaust systems with the factory system on a stock Harley-Davidson 2011 96 ci Fat Boy with our own and with two of the world's biggest motorcycle exhaust system brands - Vance & Hines (Big Radius 2 into 2) and Bassani (Road Rage 2 into 1).

"Several comparisons were performed on various Harley models and engines, but we like using the 2011 Fat Boy data because it is 'real world' representative of a lot more of the bikes on the road ▶

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worldwide at this time than a late model.

"Rodrigues tuned each set of pipes under the same controlled conditions. We left the original Harley-Davidson stock air cleaner with the stock pipes for our first test, for the other three exhaust systems we simply swapped the stock air cleaner with a Screamin' Eagle Heavy Breather.

"We found that all three of the replacements added power and torque compared to stock, but that the Blow Performance exhaust put on an additional 24.9 hp (a 38% gain) and 23.6 ft lbs of additional torque (a 28% gain) over the Harley-Davidson factory exhausts. That's like adding an extra cylinder! All we did was to add a performance air cleaner and our 3-step performance exhaust system.

"Admittedly, Rodrigues is one of the best, and it is extremely important that when changing air or



exhaust you do retune the engine to optimize the return on the customer's investment, but you can see for yourself by simply searching for the Maztech of Melbourne Facebook page and listening to what Rodrigues has to say about our product, rather than just taking our word for it!"

BLOW PERFORMANCE
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www.blowexhausts.com

'Dominator' Performance Bagger Triple Trees

HHI Hawg Halters Inc.

Georgia based Hawg Halters (HHI) says it offers dealers "the most complete line of billet triple trees for H-D Baggers" and that the line "just grew once again with the HHI 'Dominator' performance triple trees for street and track applications."

The stock style triple tree comes in machine or black finish, with an HHI designed and precision-machined clamping system that delivers stronger clamping force for improved handling and safety. "This billet replacement tree, which reduces weight, also stiffens the front end and accepts

factory fairings."

Also seen here, the HHI track style triple tree also comes in machine or black finish



Stock style



Track style

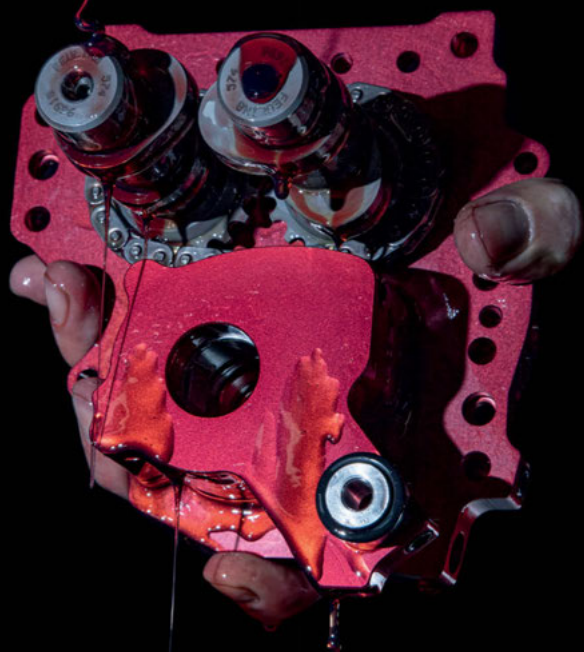
and fits 49 mm forks. It too features HHI's improved and superior clamping system for weight reduction and a stiffened, more responsive front end. It can be ordered as a set or top clamp only.

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Galfer Floatech Brake Disc System

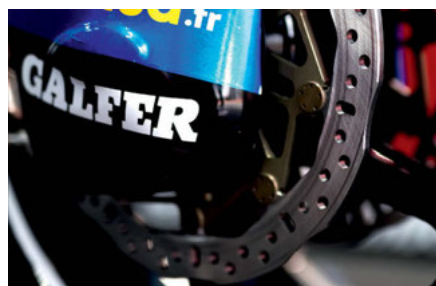


One of the new product highlights at EICMA in November 2021 was to be found at the Galfer booth. The internationally respected Spanish brake components manufacturer's in-house R&D and Innovation team have an established record of developing solutions for problems that the motorcycle brakes industry didn't even realize it had, and kudos to the Galfer team for their latest innovation.

Floatech is a high-tech system of improvements that looks closely at the interaction between the brake disc track and the carrier and answers several weaknesses that are built-in to most conventional floating disc designs.

Ivo Bristot, Galfer's International Sales and Marketing Director, is a long-time motorcycle brakes industry innovator - his fingerprints are on several design advances that the industry and riders take for granted now, including the classic Disc Wave design. One of the main features of the Floatech system is improved thermal behavior. Ivo explained that "at high temperatures (above approx. 200 °C) the brake rotor tends to expand in all directions. The new GALFER Floatech system makes it possible to control this growth and avoid potential problems caused by the rotor surface becoming locked-up in relation to the hub."

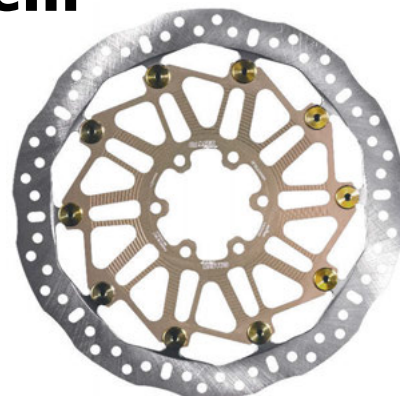
He went on to explain that "the system allows the rotor to expand freely and avoids the loss of floatability by incorporating a set of parts that consists of washers and a pre-loaded spring. The spring presses on and fixes the brake rotor so that it maintains the same position at all times and is



correctly aligned with the brake pads in any situation. "This eliminates the free movement that occurs with the majority of racing disc brakes on the market and avoids the problem of the brake pads being applied in an uncontrolled way and causing braking difficulties - even when faced with the strong vibrations or gyroscopic forces that occur at high speeds.

"The new Floatech system ensures perfect self-alignment between the brake discs and pads at all times so that the caliper pistons always maintain the position set by the brake manufacturer and braking is far more stable."

Having studied the braking forces and the possibility of being able to design specific directional discs (left/right), Galfer says it has additionally been able to determine the key points for optimizing the design of the disc hubs (the carriers), providing greater rigidity with the minimum weight possible. Galfer has innovated the design of directional brake discs that are specific for each side of the wheel - delivering an optimized left/right structure.



Also improving the heat management of the rotor/carrier system, Galfer has improved the thermal break between the two components by using a new gold-nitrided pin design to join the two parts of the disc brake.

It is made out of titanium and improves the thermal barrier between the two parts due to its low thermal conductivity. Other materials such as aluminum are more conductive and transfer heat more directly.

The new GALFER Floatech system allows the disc brakes to exhibit "improved and more stable behavior in any position and at any temperature. What is more, they reduce weight, which provides better bike handling and increased rider confidence."

"Several world-class MotoGP and WSBK riders have already used the new Floatech disc brakes during the 2021 season, including Italian rider Dennis Foggia (Leopard Racing), who took five victories and five podiums in Moto3, and South African Steven Odendaal (Evan Bros), who achieved five victories and six podiums in Supersport 600.

"They all say they experienced the effectiveness of braking with the new Floatech disc - with real improvements and differences to their braking and cornering feel."

GALFER plans to extend this exclusive technology to all teams by the 2022 season and to make it accessible to the general public on medium to high-capacity motorcycles in the medium term.

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HardDrive Product Additions

Dynojet Power Vision 3 from HardDrive



Dynojet's line of Power Vision EFI tuning devices are available through HardDrive's six-strong domestic U.S. warehouse network.

The Power Vision 3 for the Indian has an easy-to-read, high contrast screen that gives full control over how your customers can tune their ride. With the ability to flash the motorcycle from the road, riders will be able to achieve the ride they are looking for. The Power Vision 3 comes with unlimited tech support, backed with a one-year warranty.

"With this new addition to the '22 catalog, HardDrive is looking forward to supporting the Indian market in the growing years to come."

GALFER Cubiq Brake Rotors



"The masterminds at Galfer have raised the bar even further with the introduction of their innovative stainless steel, laser-cut rotors," says the Boise, Idaho based distributor.

"These new rotors combine state-of-the-art technology with a modern design that is significantly lighter than the factory rotors. Creating less unsprung weight, reducing gyroscopic effect, which makes the bike more maneuverable.

"This internationally acclaimed and award-winning design also improves the contact surface between pad and disc, promoting uniform pad wear and better heat dissipation. Designed for street or track,

these rotors are for the rider that wants more than what the stock brakes can provide. They are longer lasting, extremely predictable and consistent with a drastic increase in lever feel, modulation and brake torque."

The Cubiq design is available in floating, solid and perimeter styles, ranging from 10.5" - 13".

Ken's Factory Perch Helmet Lock



Ken's Factory says it saw a need in the industry for an elegant and functional way to secure helmets to the bike, so it designed the "seamlessly custom" Helmet Lock & Perch - which is exclusively available through HardDrive.

"Its low profile will keep the lock discrete and out of your way and replaces the stock perch halves on '84-up Big Twins and '04-up Sportsters. The black clamp half set replaces the stock brake master perch w/lock and clutch perch and the tamper-proof hardware with lock and key. It's all about the details," says Ken's.

MotoPockets

HardDrive has announced a new and exclusive partnership with Adventure Pockets' MotoPockets motorcycle utility bags. The MotoPockets product line is manufactured from durable 600 Denier nylon with a silicon lining that offers an above average UV rating, secure Velcro straps with PVC back plate and electronic device



pockets that allow fingertip operation.

"MotoPockets bags were made with the rider in mind, so to help with maximizing the opening of the bag, MotoPockets have a double zipper to help access your contents. MotoPockets' sleek, rider-driven designs will help keep these popular T-Bar bags out of your way and the contents safe."

Sawicki 2:1 for Big Inch FLT's Running Mid-Control



Sawicki Speed Shop is at it again "with its vision of performance and style," says HardDrive's V-twin Director Kryz Brown.

It has two new styles of 2-into-1 exhausts for M-8 and Twin Cam Baggers that are running aftermarket mid-controls, "that will rumble your soul and chatter loose your inner child."



"This exhaust is designed specifically for enhancing the performance on 124" and up displacement motors. The mandrel-bent aircraft quality 304 stainless steel tubing, with a hand-formed merge collector, allows for precise flow and performance.

"From the swept-up muffler for enhanced ground clearance to the by-hand TIG welds, these exhausts are proudly made in the USA and offer a limited lifetime warranty."

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Solo Saddle for Sportster S

Always among the first to market with new model applications and designs, the Corbin R&D team had its work cut out to come up with a seating option that blends flawlessly with the contemporary styling of Harley's new Revolution Max powered Sportster S, but they were up to the challenge.

"The result is a flawless fit that integrates perfectly with the tail section with a clean, low profile sculpted seat shape for long range support that cradles the rider's body to eliminate hot spots.



"Our optimized seating posture helps reduce the tendency to slide forward in the saddle while on the brakes. This will greatly enhance the rider's riding range by reducing the strain on their wrists and knees. Corbin saddles are designed to help hold you



Corbin

in the sweet spot on the bike, but still allow for a range of movement for more spirited riding styles. Ergonomic dish shaping provides more square inches of body contact and better weight dispersion.

"We've greatly enhanced comfort by building the saddle up with our high-density Comfort Cell foam but kept the track styling and fit to the tail section. Not only is the shaping already designed to fit the contour of the human body, but our exclusive foam material will adapt to take on the rider's shape upon break-in. Our exclusive high-density material allows us to build a seating platform that provides good support even with a low profile appearance.

"Our patented manufacturing process allows us to

create a shape that fits perfectly to the bike and contours every curve of the tank and tail section. Our Fibertech basepan provides a rigid foundation that supports the foam shape to assure the carefully crafted ergonomics remain intact." Underneath, the baseplate rides on rubber bumpers to protect the paint and the saddle mounts like the stock unit and integrates with the factory key lock.

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Brembo Braking System for Sportster S

Described as "cutting-edge components for the new generation of Harley-Davidson Sportsters," Brembo says a new braking system designed for the Sportster S "reflects the hallmarks of Brembo braking systems - performance, light weight and style."

the caliper, Brembo was also able to improve the ventilation channels, thus increasing cooling.

"Combined with a race-bred radial brake master cylinder (15 mm diameter) with pre-applied reservoir, self-bleeding optimized reservoir connections, extremely compact signal microswitches and an axial rubber dust boot with low axial clearance, the response of the lever is immediate with

adjustable deceleration in all riding conditions.

"For the rear, Brembo has a brand-new caliper with larger braking surface area pads and volume to increase service life and the braking efficiency of the system - a dual mounting pin makes pad servicing easier.

"A 320 mm diameter front brake disc and rear master cylinder with retained pushrod complete the new Brembo Sportster S braking system."



The 4-piston (32 mm) monobloc radial front caliper "boasts a unique design and strong personality. Its shape combines sharp edges with softer curves to create a style that matches the personality of the bike. This silhouette was developed through the use of topological optimization software, which optimizes caliper stiffness while minimizing weight.

"The result is a new geometry that takes full advantage of the material's characteristics. During the design phase of



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Paint it Black with these Arlen Ness Additions



This 18 x 5.5" front wheel is described as "the perfect solution when updating to a 180 mm fat tire on the front of a 2020 or newer touring model," this gloss black, powder-coated, forged aluminum rim (not cast) from Arlen Ness additionally features gloss black anodized hubs and disc adapters.

It accepts factory rotors but can be upgraded with Ness' award-winning 'Jagged' rotor design series and accepts Arlen Ness rotor adapters with factory or aftermarket rotors/disc options - including these 14" front, left Ness Big Brake rotors.

Featuring a CNC precision-machined 6061 billet inner carrier, each kit "drastically improves braking performance, upgrades the style and provides an

anodized color accent to factory, Ness or any compatible aftermarket branded front wheel.

"These Ness 14 inch/356 mm full floating rotors have a 420 high-carbon stainless steel outer disc that is drilled for optimum performance and ship with 14" specific billet brake caliper adapter bracket included in each kit - to properly relocate the factory caliper to the correct position.

"They utilize the factory brake caliper, rotor hardware and brake hose and are a bolt-on install without the need to rebleed the brake system on FLT Touring models with factory wheels equipped with spoke mounted rotors."

Also seen here, the award-winning all black 'Crossfire' air cleaner in all black utilizes an inverted backing plate with proprietary Ness next generation hidden breather design.

Manufactured in billet aluminum, the ergonomic design improves legroom, and a durable clear top polycarbonate allows the rider to view the internal workings of the intake system. They come complete with a high-performance black, pre-oiled paper air filter.



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Red Thunder Exhaust Teams with Yaniv Evan on an FXR One Piece 2:1 Full System

Noted customizer Yaniv Evan's Hollywood, California based Powerplant Motorcycles has a limited quantity of Italian made Red Thunder exhausts available - a 2:1 one piece full system for FXR models, 1989-2000.

They are said to feature the "signature Red Thunder sound and performance combined with Powerplant's impeccable design and unique aesthetic," according to Yaniv, "making for an extremely high-quality product with amazing sound and unique torque curve." Shipping with a dB killer included, these P16 Red Thunders are available in polished, satin or black. The Monaco based Red Thunder brand owner told AMD that "this is the first time that Red Thunder has done a 'Monolithic' pipe, and while these are FXR specific, there is something similar in the planning for M-8 models - again in collaboration with Powerplant."



Red Thunder has its own R&D team based at its Monaco headquarters and owns its own tooling at one of Italy's best known performance and race exhaust manufacturers.

Red Thunder co-founder Violeta Stratan told AMD: "We teamed up with Powerplant at

the end of 2020 and the idea we devised was to have Powerplant style with Italian craftsmanship.

"Powerplant created a raw first prototype of how it should look and fit, and we used the experience we have in our in-house R&D department to turn the concept into production reality. None of the final design or engineering decisions were a compromise - everything was developed between Powerplant and Red Thunder, with every angle and curve precisely made to measure.

"Each exhaust is a piece of hand-crafted art with decades of top-end manufacturing experience guaranteeing quality and durability. We are proud of the results achieved and the close relationship that we have built between the two brands - a relationship that has delivered an authentic product for a model that is an icon for so many 'motoheads'."

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Custom Chrome Europe Adds G&A

They look good and they work "on and off the road": TORC products in hard use while road-testing the new Harley-Davidson and Triumph models.

Custom Chrome Europe continues to invest in its G&A programs, including its popular TORC riding gear, with a trifecta of additions - the TORC "T-3" retro helmet, "Americana" and "Hawthorne" gloves and



The TORC "T-3 Retro-Cross" helmet is a "practical, high quality every-day helmet" weighing just 1.85 kg.



Americana gloves "combine comfort and safety".

Pi-Wear "Arizona" goggles.

Choosing only two glove options from the huge TORC program in the CCE catalog, the "Hawthorne" and "Americana" gloves "stand out for their simplicity and practicability," says CCE Director of Purchasing Guenther Mueller.

"While the black 'Hawthorne' is a more conventional looking, understated design, with the colorful 'Americana' being a true classic style 'show-glove', don't be fooled - both are high quality, fully featured riding gloves that combine comfort with safety." They are both made in high tear resistance premium aniline goat leather, with a 100 percent polyester lining and palm and finger reinforcement. The "Americana" features curved finger structure, internal knuckle protectors, screen-friendly fingertips and a waxed finish with fashionably "used" look.

Described as an "all-purpose glove for everyday use," the "Hawthorne" has been designed for a classic workman's glove look with added knuckle padding, removable "faux suede" liner and high tensile strength nylon stitching in critical areas.

The TORC "T-3 Retro-Cross" helmet is described as a "practical, high quality every-day helmet" that weighs just 1.85 kg. Features include removable soft "faux suede" leather liner, air vents, standard D-ring closure, padded chin straps, fiberglass outer shell with metal mesh air intakes and exhaust vents and a chromed frame. The T-3 is DOT and ECE 22.05 approved.

The huge range of additionally available replacement parts and accessory options include frame and strap color choices that mean the Pi-Wear "Arizona" goggles can be configured in some 130 different possible color variations.



"Hawthorne", an all-purpose glove for everyday use.



Pi-Wear "Arizona" Goggles can be configured in some 130 different possible color variations.

Features include anti-fog coated, optically correct 'Toric' lenses with a wide field of vision; high-quality three-layer foam padding; skin-friendly fleece outermost layer; spectacle-friendly fit and silicone and PU coated adjustable strap with a fit-friendly frame that molds to the rider's face.

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Indian Challenger Heat Shield Liners

Avon Lake, Ohio based sound and heat management specialist Design Engineering (DEI) has added to its range of motorcycle heat shield liners with this fitment for Indian Challenger models.

DEI precision CNC-cuts each piece for a perfect fit in between the exhaust pipe and the heat shield, blocking heat transfer and lowering the surface temperatures of the outer shield. Easy to install, with no permanent modifications needed, the aluminum and proprietary Dura 2000 dual layer insulating material construction is said to offer a 60% reduction in heat.

"Heat from the exhaust system can become uncomfortable, especially riding in slow traffic," says DEI's Powersports Manager John Gabriel. "This issue really comes into focus for those with shorter legs. Not wanting to disrupt the attractive lines and appearance of the exhaust, our heat shield liner kit insulates the outer heat shield without disturbing the looks of the bike."

Completely hidden when installed, the durable, long lasting materials do not produce the kind of smoke

or odor that is often associated with inferior materials. By reducing the heat radiating from the exhaust system, the rider and passenger get a cooler ride - especially noticeable when the rider stops and puts their feet on the ground.

The liners install inside the head pipe heat shields, so attention should be paid to the brand of head pipe being run rather than the brand of muffler. These kits are designed for use with the stock and popular aftermarket Challenger exhaust applications and compatible with black or chrome head pipes.

Like the other heat shield liner kits from DEI, the Indian Challenger kit is complete and will line all the heat shields on the head pipe. Since they are hidden inside the heat shields, they will work with black or chrome exhaust systems.

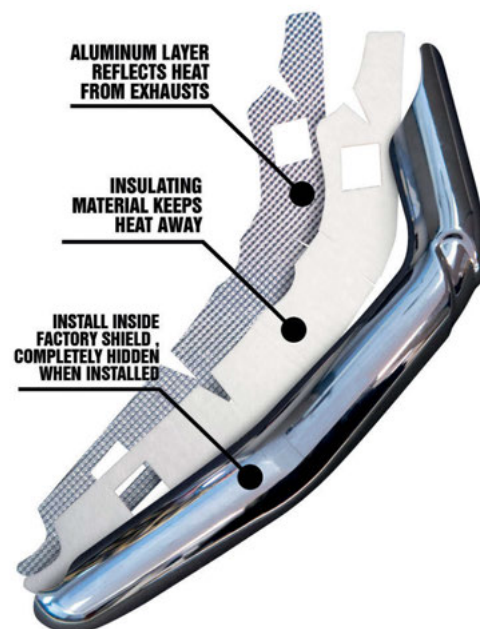
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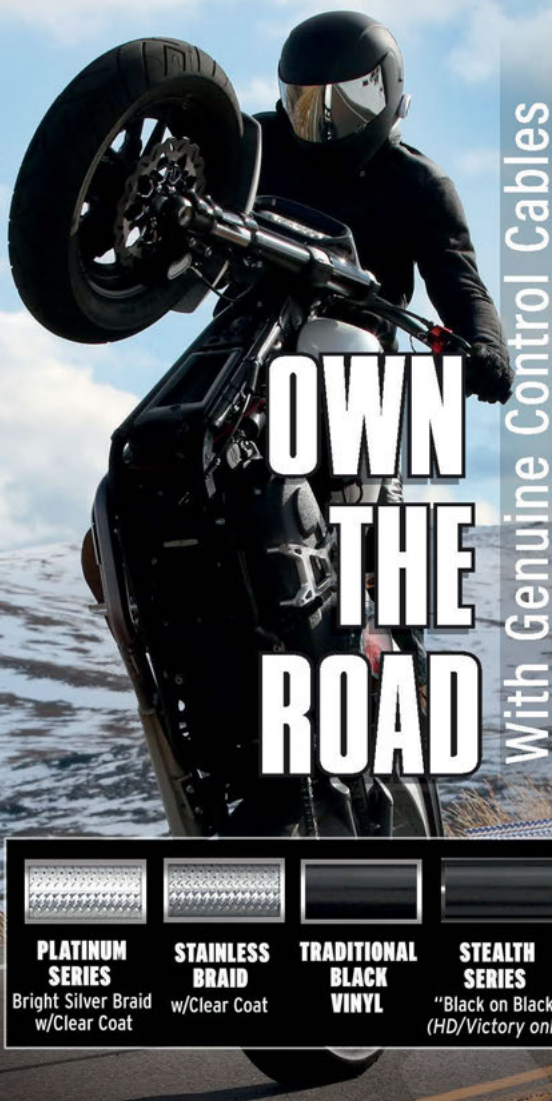
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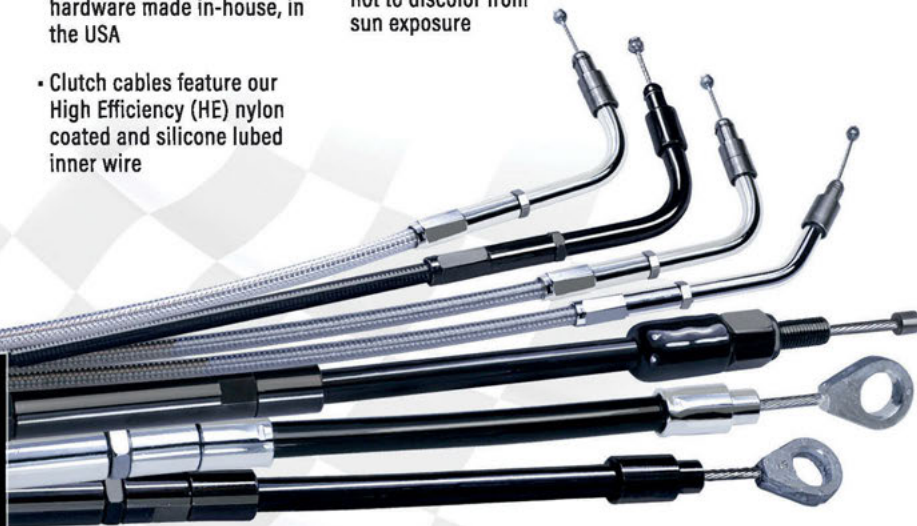
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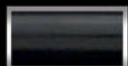
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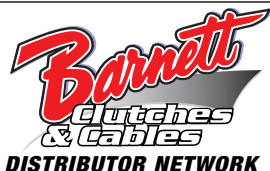


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NEWS BRIEFS

This year sees Brian Klock celebrating 25 years in business of his Mitchell, South Dakota based Klock Werks, parts, accessory and custom bike building operation. Best known for its Flare branded windshields, Klock has diversified his range and gone into new sectors in recent years such as the burgeoning UTV P&A segment. His company has successfully leveraged its close custom bike building program with Indian Motorcycle (its limited edition Jack Daniel's series has been an annual highlight for several years now) by additionally developing a fast growing parts and accessory program for Indian models as well as Harleys. Congratulations Brian! www.getklocked.com

Citing data from its Retail Sales Reporting System, the Irvine, Ca. based MIC has said that new on-highway motorcycle sales among leading brands through Q3 2021 were up by +13.7% compared to the year-ago period. The MIC's data capture provides a strong indicator of total sales trends by gathering new motorcycle retail sales data from 14 leading manufacturers and distributors in the United States.

After 22 years, Rommel Harley-Davidson of Annapolis, Maryland, has closed down. Locations at Salisbury, MD, and Smyrna, DE, are still trading.

Harley Confirms 2022 Carry-Over Models in Advance of All-New Models World Premiere Event

In advance of a new models global unveil two weeks after this edition of AMD Magazine went to press, Harley quietly slipped out a low-key announcement confirming largely cosmetic changes to the carry-forward product line for 2022.

Already arriving in authorized dealers in the United States, and due to start getting into international showrooms through February, Harley stated that "the limited-production 2022 models from Harley-Davidson Custom Vehicle Operations (CVO) and more new Harley-Davidson motorcycle models will be revealed during the "Further. Faster." World Premiere Event on January 26 at 10:00 a.m. CST."

This Stage I announcement is dominated by new paint options throughout the range and upgraded wheels on selected models. Plans to offer new Touring and Softail engine combinations with the previously CVO only 117-inch being propagated deeper into the range (ST models), and the 107-inch M-8 largely disappearing, appear either to have been shelved or, at the time of writing, are being held back for the Stage II new model unveil.

Where offered, the 883 Iron and Forty-Eight get another year in production.

Sport Category

The Sportster S model "performance cruiser" retains the 121 hp launch platform Revolution Max 1250T engine and is offered in two new additional colors - "White Sand Pearl" and "Mineral Green Metallic."

It is thought likely that the new model announcements will see a second Sportster S added, also on the 975 cc



platform, with the name "Nightster" having been widely touted in recent months.

Adventure Touring Category

"Since launching in February 2021, the Pan America 1250 Special and Pan America 1250 adventure touring motorcycles have taken the ADV world by storm. In fact, the Pan America 1250 Special has become the #1 selling adventure touring motorcycle in North America and was named Best Adventure Bike and Motorcycle of the Year by Motorcycle.com."

With higher production numbers and wider availability expected for 2022, it



Pan America 1250 Special

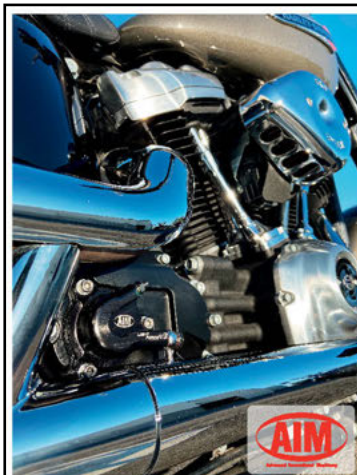
is very much a "steady as she goes" message from Milwaukee on this first foray into territory where Harley is going head-to-head with serious competition.

Harley has made a good start with its ADV sector offer, so both models are retained for 2022, with an improved

Continues on page 8 >>>



Sportster S



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