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Harley Confirms a Second 'New Gen' Sportster - with a First Version 975 cc Revolution Max Engine

The second iteration of the 975T Revolution Max platform, Harley's new MY2022 "Nightster" model is rather more conventionally styled than the Sportster S, staying closer to the legacy XL look - perhaps with a hint of V-Rod thrown in for good measure.

Claimed to be starting a "new chapter" in the venerable H-D Sportster motorcycle story - one that started in 1957 with the original 55 ci, Model K derived Sportster - Harley is claiming a "leap forward in performance and design" compared to the prior (theoretically) lower-cost range of 883 and 1200 cc Sportsters that the company has now largely retired, "while remaining an accessible entry point to motorcycling and the brand."

"This all-new motorcycle combines a

classic Sportster model silhouette with the on-demand performance of the new Revolution Max 975T powertrain and a host of contemporary electronic rider aids and features. The 2022 'Nightster' model redefines the Sportster motorcycle experience for a new generation of riders.

"The 'Nightster' is an instrument of expression and exploration, underpinned by performance," said Jochen Zeitz, Chairman, President and CEO of Harley-Davidson. "By building on the 65-year Sportster legacy, the 'Nightster' provides a canvas for creativity and personalization, offering the ultimate platform for customization and expression for new and existing riders."

The liquid-cooled, 60-degree 975 cc Revolution Max 'T' V-Twin is said to have a torque curve that "stays flat through the broad powerband - with engine performance designed to deliver strong acceleration and robust power through the mid-range. The length and shape of the intake velocity stacks, combined with the airbox

volume, are tuned to maximize performance across the engine speed range. The profiles of dual overhead camshafts and variable valve timing phasing on the intake valves are designed to match the performance of this engine."

It is said to deliver 90 hp (67 kW) @ 7,500 rpm and 70 ft. lbs. (95 Nm) peak torque @ 5,000 rpm from the 97 mm bore x 66 mm stroke, 12:1 compression ratio stock configuration, but we already know from the early Sportster S customs that are now starting to emerge regularly that there is tuning a plenty to be had.

"Hydraulic valve lash adjustment ensures quiet operation and eliminates the need for costly, complicated service procedures. Internal balancers help reduce engine vibration to enhance rider comfort and improve vehicle durability. The balancers are tuned to retain just enough vibration to make the motorcycle feel alive." In other words,

Continues on page 6 >>>



The new 975 cc Sportster



MAY 2022

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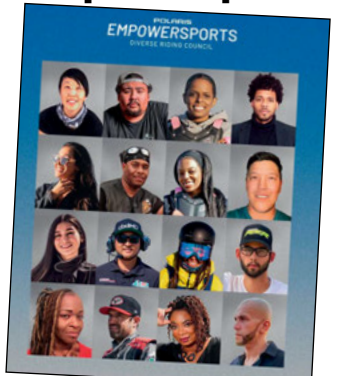
Biltwell 100



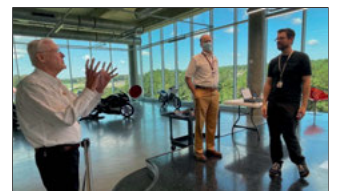
Yamaha electric power steering



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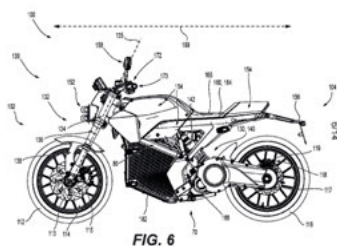
COMMENT - Are We Really Trying to Win? 4

Robin Bradley wonders how come sanctions against Russia can still be ramped up? In defence of freedom we went straight in as hard and fast as we could, surely? Apparently not. If anyone thinks the cost of defending freedom is high - try not doing so! Oh, and there's some info on the latest European registration stats here too.



TUCKER POWERSPORTS - Electrification Part II 26

There has been much news coming out of Fort Worth, Texas based Tucker Powersports concerning its push into the EV market. Last month we featured its partnership with Eric Buell's Fuel electric bike enterprise; this month we circle back onto the slew of product news it announced at AIMExpo in January - including North American distribution for the Italian Fantic brand.



CAN-AM 14

BRP CEO José Boisjoli has confirmed the long-expected news that the Canadian manufacturer is to bring the Can-Am name back into the motorcycle market with a range of electric models that should be in dealer showrooms by mid 2024, following a 2023 unveil to coincide with the 50th anniversary of a brand that exited the PTW market in 1987.

AMD PRO GUIDE

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Are We Really Trying to Win?

It feels a bit 'off' to be talking about routine matters such as the registration stats for the start of the year in Europe, while freedom and democracy are under assault. For the record though, motorcycle sales have started well in 2022 - possibly in response to the spikes in petrol prices as much as anything else.

Those price increases are not, or at least were not initially, triggered by the war in Ukraine. However, as the conflict looks set to deepen and lengthen, it might well be that - rather like the effects of the pandemic on consumer attitudes to urban mobility in 2020 - the motorcycle market in 2022 could again be an unwitting beneficiary. This time as international wholesale petroleum prices continue to harden in response to supply uncertainties as well as increased demand.

The latest new motorcycle registrations data available from the national trade associations for four of Europe's 'Big Five' markets (which between them account for some 80% of annual registrations) show 2022 starting strongly.

For once, the comparables are not distorted by any (or certainly not many) regulatory issues. The start of 2021 was impacted by the final stages of the long drawn-out transition from Euro 4 to 5 - one that affected two or three year ends.

At press time, we had January and February data for Italy, Germany and the UK, and January to March for Spain.

In the case of all, except Germany, the start of 2022 is up on the beginning of 2021, up on the start of 2020, up on the start of 2019 (crucially) and equally significantly ahead of any comparable period since the financial crisis triggered a meltdown in the period between 2007 and 2013. In Germany so far this year the market is up over 2021 (by better than 22% in fact), but still down by around 1,500 units over 2020 and some 500 units over 2019.

In the interests of completeness, the Spanish market for Q1 is up by nearly 17%, in Italy by nearly 26%, and Germany by better than 22% - with the UK data clearly being anomalous, posting +76.30% for the first two months of 2022 after recording a massive and much delayed Euro 5 statistical hit at the start of 2021 - with Brexit issues also complicating UK statistics.

The data represents a whole bunch more helmet, apparel, boots and glove sales volume for dealers and their vendors, and a nice increase in the 'Park' for interval service and, eventually, repair and upgrade spending. Up is up at the end of the day, and up is good. We like 'up'!

All that said, the most certain of certainties remains the age-old, time-honored cliché that uncertainty is the only thing we can be sure about.

There is no telling how the war in Ukraine is going to play out, but there is no such thing as a "good" outcome for anyone in such circumstances - for either of the combatants nor for anybody else.

As yet, the effects of conflict contagion are unknown, and probably won't be fully understood until some time after the conflict is resolved. Whatever the end does look like and whenever that comes, for sure there will be contagion of some kind. There always is.

This is no Kuwait, Syria or Sudan, no Afghanistan, Iraq or Libya. Then though, there was the Balkans. While this isn't directly comparable to the Balkans mash-up

when, liberated from Communist hegemony, Yugoslavia dissolved into rivalry and anarchy - but there are similarities.

That sequence of wars in Europe started out as conflict between what had been provinces of an artificially unified single Balkan mega-state. It was on the continent of Europe, on the fringes of NATO and the EU, and it too was an example of the failure of the parties on either side of the Cold War to resolve opposing ideologies and world views.

The West may have thought it had won the Cold War, but even thirty years on, it certainly has still not yet managed to win the peace.

Personally, I have always been 'bullish' where defence of the democratic and liberal values of freedom, equality and justice are concerned - reserve me a place at the barricade!

You don't have to be a PhD student of history to understand that it is generally as much the interests of trade that have taken us into wars as it is religion, ethnicity

and bigotry. Bigots start wars, but invariably lose them. It is almost always, eventually, the needs of trade that generally ends wars though. It is wealth that has driven successful outcomes where nationalist, ideological or imperial rivalries have been concerned. They who spend most, win most.

Western politicians are often guilty of not giving the production of surplus the place of primacy in the affairs of man that it warrants. While it is good to see the "allies" reaching for the spreadsheets before the shells this time round, as with pregnancy though, war is something in which trying to be a little bit successful is not a viable strategy.

Every time the EU, NATO, UN, G7/G20 talk about applying even more sanctions against the aggressor, my unfiltered automatic immediate reaction is to ask why we left anything on the table in the first place? The weaker we are, the higher the number of people who will end up paying the ultimate price and the harder (and more expensive) it will be to stabilize the world once it is over.

There are no quick, easy single answers, but it is utterly beholden on the world to find the most effective combination of answers and apply them to the max - hard and fast - and that includes boots on the ground and planes in the air if there is no other way of ending it quickly.

Yes, switching off the flow of gas and oil, minerals and ores, coal and grain will be expensive - but time is money, and the sooner we embrace what it takes to get this ended, whatever that is, then the sooner we'll be able to get back to selling all parties our bright and shiny things.

If we think trying to win is expensive, it will be as nothing compared to failing to do so - the anaemic response to the fall of the Berlin Wall teaches us that.

“reserve me a place at the barricade”

Robin Bradley

Co-owner/Editor-in-Chief
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NEWS BRIEFS

Founded in 2009, Big Island H-D (Kailua, HI) has closed its doors effective immediately, with customers being referred to Pacific Harley-Davidson instead.

In pursuit of retirement after 30 years of Harley dealership ownership, Shelton and Sharon Davis have sold their Shelton's H-D of Smithfield and Goldsboro, Nc., stores to Carson Baker of Baker American Cycles (Fayetteville, Nc.) with the Smithfield outlet now renamed as Bulldog H-D.

Yamaha Motors' President Yoshihiro Hidaka has gone on the record to state that, in his view, the priorities of the market should be Biofuel first, EV second, saying that "CO2 may be treated as a 'Bad Thing', but I believe that the engine itself is not." Those remarks came in a magazine interview and followed the news that Yamaha and, initially, Kawasaki are to invest heavily in exploring the potential of hydrogen power for PTWs. Honda and Suzuki are expected to come on-board with the research effort before too long.

Sweden's Trelleborg Group has agreed to sell its Wheel Systems unit, incorporating its entire global Trelleborg off-road tire business, to Japanese tire giant Yokohama Rubber for \$2.3bn in a deal that will more than double Yokohama's existing \$970m off-road tire sales. Yokohama will absorb Trelleborg tire plants (ten of them) in seven countries - China, Czech Republic, India, Italy, Serbia, Sri Lanka and the USA. The brands sold include Maximo, Cultor, Interfit and, the best known in the motorcycle market, Mitas - which Trelleborg has only owned since 2015.

BRP has reported record 2021 full year revenues of CAN \$7,647.9m (+28.5%) and has outperformed FY22 guidance with EBITDA of CAN \$1,462.1m (+46.4%), resulting in diluted EPS of CAN \$9.92 (+ CAN \$4.53/+ 84% per share). Q4 revenues were CAN \$2,347.5m (+ CAN \$532.4m/+29.3%). The company reported NA market share gains in Snowmobile, SSV and PWC. Altogether BRP will return CAN \$726m to shareholders through share repurchase and dividend payments, has started SSV production at its third facility at Juarez, Mexico, and confirmed that it is to launch a range of Cam Am branded electric motorcycles in 2024.

<<< Continued from cover

it is confession time: yes, the old Sportster engine was noisy and vibrated like a sex toy.

"The 'Nightster' model pairs a nimble, lightweight chassis with a powerful engine tuned for strong mid-range performance, an ideal combination for navigating urban traffic and charging along curving backroads. Mid foot controls and a low-rise handlebar put the rider in a centered, comfortable posture on the bike. Unladen seat height is 27.8 inches. The low seat height combined with a narrow profile makes it possible for most riders to confidently place feet down flat at a stop.

"The Revolution Max 975T powertrain is the central, structural component of the 'Nightster' motorcycle chassis, which significantly reduces motorcycle weight and results in a very stiff chassis. The tail section structure is lightweight aluminum. The swingarm



is formed of welded rectangular steel tubing and is an attachment point for the dual rear shock absorbers.

"Front suspension are 41 mm Showa Dual Bending Valve conventional forks designed to provide improved handling performance by keeping the tire in contact with the road surface. The rear suspension features dual outboard emulsion-technology shock absorbers with coil springs and a threaded collar for pre-load adjustment."

The 'Nightster' model is equipped with

a suite of Harley-Davidson rider safety enhancements, all of which, to be fair, is a great step forward for the story of the venerable Sportster and for Harley's ability to compete in the customer expectation stakes a lot more convincingly than in the past. It also makes further sense of its positioning as "entry level" new production, but not "price-point" - now that Harley has successfully harnessed and rebuilt its used program as the base-line brand pathway.

Monimoto Security Device

Vilnius, Lithuania security device maker Monimoto - maker of Europe's fastest growing anti-theft GPS tracker - is warning against using Apple's AirTag to secure motorcycles.

In a release issued in the United States by distributor Tucker Powersports that points to a report published recently by Monimoto, the company has detailed the challenges of using Apple's AirTag to secure a motorcycle versus using a GPS-based tracking device such as the Monimoto 7.

"Apple is wise to take steps to stop the use of AirTags as a way to stalk someone," said Andrius "Bruno" Rimkunas, a motorcycle security expert and co-founder of Monimoto.

"However, these procedures, and the AirTag's reliance on other Apple devices for location and communications, are exactly why motorcycle owners should select a different device - one that provides immediate alerts and ensures owners never need to worry about losing the motorcycle they love."

Andrius explains that Apple AirTags use Bluetooth technology to connect to any Apple device in a nearby area. When an owner realizes that his or her protected item is missing, the owner can request a signal from the AirTag to provide its location.

"This could be hours after a theft occurred and the protected vehicle could be far away from its original location. To avoid stalkers from using AirTag, Apple has programmed the product so anyone with an iPhone can see if an AirTag is nearby, which alerts

thieves to find and remove the tag from a vehicle they have stolen.

He says that, in contrast, GPS tracking devices like the Monimoto 7, will immediately alert owners that their motorcycle is being tampered with. In one recently documented case, a Monimoto user in New York City was able to disrupt a potential theft by checking on his bike after receiving an alert.

"Our Monimoto 7 stands out among GPS trackers in that it uses both global positioning from viewable satellites and also 4G/5G cellular signals to identify the specific location of the bike and to communicate with the owner by phone calls and notifications on a smart phone.

"The device is not connected to a vehicle's electrical system, which means it continues to operate for 12 months on its internal battery, even if the motorcycle's battery is disconnected. The weatherproof case makes it perfect for the rigorous environment of a motorcycle and our rating on Trust Pilot, the Apple Store and Google Play store are tops in this field.

Founded in 2016, Andrius says that "the Monimoto 7 is more than just a smart anti-theft GPS tracker for two-wheelers. It's small, easy to install and uses the latest eSIM, 4G/5G IoT connectivity combined with a sophisticated backend and mobile app. It comes with an embedded, international eSIM card and is powered by two autonomous, long-life batteries, so it won't drain the



Anti-theft GPS trackers like the Monimoto 7 have proven to be much more effective at protecting vehicles such as motorcycles and bicycles than the Apple AirTag. Monimoto devices use both GPS and 4G/5G cellular technology to help determine the location of a stolen bike, assisting authorities with a prompt recovery.

battery on a motorcycle or e-bike and never falls victim to a thief who cuts the battery cable."

The report is posted to Monimoto's website and includes links to source material from Apple and other news sources to explain AirTag features and anti-stalking measures, as well as reference materials for GPS trackers.

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NEWS BRIEFS

Indian Motorcycle has gone with Metzeler Cruisetec tires as original equipment for its 122 hp and 128 ft-lbs of torque Pursuit Dark Horse and Pursuit Limited. Indian and Metzeler have also extended their partnership to include the recently added Scout Rogue and Rogue Sixty models.

Indian Motorcycle Leipzig, Germany, (aka ReWa Mobile GmbH) has signed on as an official Zero Motorcycles dealer - two years after Polaris signed a ten-year exclusive 'REV'd up' electric powertrain technology partnership agreement with Zero. At the time Polaris stated that it intended "to be in a position to offer customers an electric vehicle option within each of its core product segments by 2025." The first result of the collaboration was the all-new full-size electric RANGER UTV in 2021. Expect to see many more Indian Motorcycle dealers signing up with Zero in the years to come.

What is believed to be the last batch of original \$30k/€30 LiveWire bikes has been sold by the four-store authorized H-D Factory Group dealership in Germany. They are being offered with a choice of one of five add-on incentive packages worth €5k - one of which, the 'Electric package', includes a free Serial 1 e-bike. With LiveWire headed for SPAC heaven, the first iteration of a new model for the brand as an independent (though still 74% H-D owned) business is slated for a July 8th public debut at the Irvine, Ca., IMS Outdoors. That will likely be an S2 middleweight iteration of its proprietary and scalable 'Arrow' drivetrain platform architecture named the Del Mar.

Lexus Europe has unveiled a Recreational Off-Highway Vehicle (ROV) concept - "a unique hydrogen-powered vehicle offering near zero-emissions driving combined with extreme off-road capability. It reflects a commitment by Lexus to ensure exhilarating driving can co-exist with a carbon-free society centered on responsible mobility. For demanding off-road driving, the first Lexus hydrogen ICE will meet all the carmaker's stringent requirements for QDR (Quietness, Durability, Reliability)."

Biltwell Inc. Hosts 2nd Annual Biltwell 100 Motorcycle Desert Race in Southern California

April 2 saw Temecula, California based parts and riding gear manufacturer Biltwell Inc. host its second annual Biltwell 100 motorcycle race at the Football Field Off-Highway Vehicle (OHV) park 15 miles southeast of Ridgecrest, California.

The park is located on the westernmost edge of the Mojave Desert and has hosted off-road fun in California for decades. The Biltwell 100 pits men and women of all ages and skill levels aboard every kind of motorcycle you can imagine on a closed loop that offers a bit of everything: rocks, sand washes, whoops, high-speed service roads and cactuses. Depending on each rider's skill level and style of motorcycle, Biltwell 100 competitors run one to four laps on the 25-mile course. This year over 270 men and women in 24 individual classes took the Biltwell 100 challenge. Race organizers tried hard to create classes for everyone and to include a wide range of motorcycles - everything from vintage Triumphs and late-model Ducati Scramblers to minibikes, modern motocross and ADV machines and Hooligan Sportsters.

"The latter division was particularly stacked," says Biltwell co-founder Bill Bryant. "With nearly 20 novices and



experts racing alongside each other, banging elbows on custom Harley desert sleds in the SoCal sun."

To help run the event, Biltwell 100 organizers commissioned desert-racing professionals DP4 to oversee course design, race management and scoring. This allowed Biltwell staff and volunteers to focus on what they do best: free camping, big prizes and good fun. After closing the course an hour before sundown, 1,500 campers and spectators joined racers, organizers and volunteers for an impressive trophy presentation for podium finishers. After the accolades, people partied in the desert just like they've done at Biltwell events for 15 years.

To see scoring for every class at this year's Biltwell 100, visit www.mototally.com/BW100/Results.aspx. For a comprehensive explanation of the classes and race format, visit Biltwell100.com.

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NEWS BRIEFS

A January SEMA Future Trends research report examined supply chain disruptions, their impact on the specialty-equipment industry and provided industry trends and forecasts for the future. Conclusions included an expectation that supply chain issues that have impacted the automotive [and motorcycle] industry should largely have eased by the end of 2022. Nearly three-quarters (74%) of industry companies expect sales growth in 2022. Over 80% of SEMA members report supply chain disturbances severely or moderately impacting their business in 2021. However, prices are likely to remain high into 2023. Product shortages, shipping and transport delays and higher rates (shipping container rates are up 400% compared to October 2019), along with elevated input and commodity prices (steel is up 262% from October 2019), will be factors to watch in the automotive market.

After a successful debut at Atlanta in 2021, Powersports Business magazine has announced Orlando, Florida for its second annual Powersports Business Accelerate Conference on November 14-16, 2022, designed to "bring together dealers and industry leaders to focus on key issues, business growth and future planning."

RawHyde Adventures is celebrating its 20th year "serving the adventure motorcycle community." Founded and still operated by Jim Hyde, Las Vegas based RawHyde is "the nation's premier adventure motorcycle training & tour organization. We have trained nearly 20,000 motorcyclists to become more proficient and confident in their riding skills since we started and have led hundreds of guided adventure tours worldwide." The company has multiple strategically located properties, including its 100-acre, California City, California facility on the edge of the Mojave Desert. This property was transformed into the Zakar Terrain Park and Event Center.

Lighting specialist J.W. Speaker has announced an Official Lighting Partnership with Gard Hollinger and Keanu Reeves' Hawthorne, California based ARCH Motorcycle Company. J.W. Speaker will provide its premium LED headlights for all ARCH Motorcycle units built in 2022, including the ARCH KRGT-1 and the upcoming ARCH 1s and ARCH Method 143 models. They will also partner in developing customized LED lighting technology for future ARCH models.

Polaris - "Empowersports Diverse Riding Council"

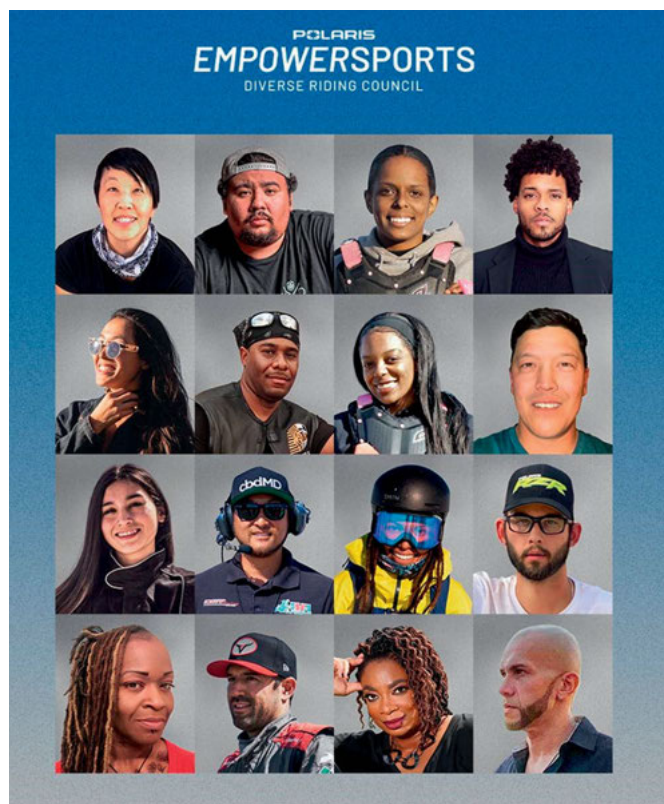
Aimed at expanding the market and to "elevate multicultural perspectives and insights in powersports," this new Polaris initiative will "bring together 16 riders from diverse backgrounds to foster participation and increase diversity within the world of powersports."

"Polaris is focusing on understanding different types of customers - passionate, trailblazing multicultural riders - and inviting more people to enjoy the outdoors in new ways while ensuring participation is a great experience for all."

Polaris says the council will "unite influential riders, adventurers, leaders and entrepreneurs who bring multicultural perspectives and insights to the powersports space. They will be advocates for building community, sparking adventure and fostering safety when riding. The council will meet regularly with Polaris leaders to build a deeper understanding of a broader array of customers. The full list of the 16 initially invited to participate can be found online."

Not Polaris' first rodeo where commendable diversification outreach is concerned, in a message that many more businesses could take note of, the company is honest about the intended benefits of inclusion.

"The creation of the Empowersports Diverse Riding Council is part of Polaris' broader growth initiative, which aims to grow its customer base by more than 50% over the next ten



years by introducing new customers to Polaris and continuing its commitment to supporting diverse riders.

"During 2021, the company saw an influx of new riders, with 70% of customers being new to Polaris, fueled by significant increases with women and families as well as younger and multicultural customers."

Polaris Inc. Senior Marketing Manager,

Tommy Hillman is quoted as saying "with the growth in diversity in the industry comes a responsibility to amplify the voices of all riders so that riders can see themselves represented across all powersports - no matter the terrain or vehicle. Honest and open conversations will instill actionable change and strengthen the industry now and in the future."

AMA Flat Track Grand Championship Returns July 7-13

The AMA Flat Track Grand Championship is "already the most prestigious amateur flat track event in the country," according to the AMA, "but 2022 promises to be the best iteration of the event since its inception in the mid-1970s."

In a return for operating and promoting the event, the AMA will stage the Flat Track Grand Championship from 7-13 July at the Du Quoin State Fairgrounds in Du Quoin, Ill., with modified class structures and new race and entertainment schedules to improve the multi-day program for riders and fans alike.

"This year's AMA Flat Track Grand Championship will be bigger and

better than ever," said AMA Track Racing Manager Ken Saillant. "With four challenging racetracks, combined with the fastest amateur and youth flat track racers in the United States, it will be an epic week."

The week-long event will host different age groups across multiple racing classes, all of which will compete in the four dirt-track disciplines - Short Track, TT, Mile and Half-Mile.

Multiple AMA National No. 1 plates will be awarded at the conclusion of the event. Along with the class championships, the Nicky Hayden AMA Flat Track Horizon Award - given to the most promising amateur rider on the cusp of a professional career - will be one of the most coveted honors awarded at the event. The Vet/Senior Racer of the Year and Youth Racer of the Year will also be determined at the event.

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DISCLAIMER: *Qualified manufacturer declared U.S. 50-State legal emissions replacement part on all MY 2009-2022 FL Touring models. See S&S website for applicability to additional model year fitments.



NEWS BRIEFS

Having grown from \$37.18bn in 2020 to \$47.89bn in 2020 (\$46.20bn in 2019), SEMA is projecting annual retail sales of automotive "specialty-equipment" products in USA (aftermarket P&A) to have been worth \$49.38bn in 2021. They forecast further growth to \$50.36bn in 2022, \$52.38bn in 2023, rising to \$55.00bn in 2024.

Two years ago, Triumph announced that it would move the bulk of its production for all markets to Thailand, with arising lay-offs at its Hinkley, UK factory (with still further subsequent pandemic triggered UK job losses in June 2020). Triumph now appears set to respond to what it says is a big rise in UK and European sales by increasing target UK production to 20,000 or more bikes a year (from approx. 4,500 largely specials at present) and hiring 100 new production staff to build them! CCO Paul Stroud says: "Sales were just over 81,500 motorcycles in 2021, 29% growth on the previous year."

Brembo reports 2021 full year revenues +25.8% at €2,777.6m (+7.2% compared to 31 December 2019), with net profit +57% to €215.5m and EBITDA at €502.7m on a margin of 18.1%. Brembo decreased net financial debt by €71.5m and made net investments of €236.2m, completing two significant acquisitions, adding SBS Friction (Denmark) and J.Juan (Spain); inaugurated its Inspiration Lab in Silicon Valley, Ca., and introduced a new intelligent braking system called SENSIFY.

December 2021 saw sales of electric cars in Europe overtake diesel models for the first time, with the switch to battery-powered vehicles enjoying record growth on the back of government subsidies and emissions regulations. More than 20% of new cars sold across 18 European markets, including the UK, were powered exclusively by batteries, while diesel cars, including diesel hybrids, accounted for less than 19% of sales. Some 176,000 battery EVs were sold in western Europe during December, an all-time record and more than 6% up on the year-ago number.

New Barber Design Center Looks to the Future

The Barber Vintage Motorsports Museum is more than just a showcase for the motorcycle and automotive history, but is set to look into the future too with the opening of a new Advanced Design Center (BADC) to facilitate future-facing state-of-the-art design.

George Barber created the stunning Barber Motorsports Park complex in Birmingham, Alabama, around the world's biggest and best motorcycle museum. "Echoes of the past will resound at the museum's new facility - built to inspire new generations of creative thinkers.

"The intention of the new center is to encourage and explore design via the latest computer-aided design (CAD) as well as old school clay modeling, with the capacity to turn concepts into product reality.

"The BADC was created to open the door to thinking," Mr. Barber stated about his latest vision. "We need people to think beyond what's happening today and see how we can improve on it, and not just motorcycle



George Barber (left) inside his latest vision, the Barber Advanced Design Center.

design."

The new 11,000 sq ft facility is a high-tech workspace for industrial design exploration located on the top floor of the Barber Vintage Motorsports Museum. Inside are workstations, 3-D scanners and 3-D printers that have dramatically streamlined design processes. These tools not only speed

up design work, they also allow highly accurate reverse engineering of vintage components.

The BADC will be open by appointment for students and designers from around the world. Public access will be restricted except for weekend open houses to be announced.

www.barbermuseum.org

AMA Sanctions Esports Competition

Partnering with Init Esports, the AMA has sanctioned its first esports tournament with participants able to win AMA national titles in the discipline - "while the racing environment will be virtual, the competition and AMA National No. 1 plate up for grabs could not be more real."

"The AMA's mission includes promoting the motorcycle lifestyle, and that extends to the digital universe," said AMA Chief Operating Officer James Holter. "We're pleased to partner with Init Esports, a specialist in online competition, to develop the rules, structure and fairness of play that elevates online motorcycle racing to a recognized AMA discipline."

RiMS Racing, by NACON and Italian studio RaceWard, is the street bike simulation game that will serve as the platform for the competition.

Along with a copy of the RiMS Racing game, players will be required to purchase an AMA esports digital license - a step to increase accountability in esports and introduce gamers to the motorcycle industry. Non-motorcyclists who participate in the competition will be further exposed to the real world of AMA competition and amateur events,

working toward the goal of turning gamers into riders.

"We created the digital competition license to encourage accountability in the gaming world," said Stefy Bau, Init Esports founder and CEO. "To drive or race a car or motorcycle in real life, you need a license, and by replicating this model in the digital world, our hope is to combat the toxicity we see in parts of the gaming industry. With greater accountability for the gamers, my hope is to provide a safe and fair environment that stimulates more diversity and inclusion in motorsports and gaming."

AMA esports license holders also enjoy discounts on gaming accessories and virtual perks. As part of the registration process, participants will link their Xbox, PlayStation or

Steam/Epic account to their AMA esports license to have their lap times recorded for the challenge.

Phase 1 of the challenge will have competitors race at Laguna Seca (USA), Silverstone (UK), the Million-Dollar Highway (USA) and the Great Victoria Desert Road (AUS). Presenting the opportunity to improve track times from the first stage, Phase 2 will revisit Laguna Seca, Silverstone and the Million-Dollar Highway, with the fastest combined time on the four tracks determining the winner.

Road, track and weather conditions will vary throughout the competition. Along with the AMA esports championship, the winner will have the chance to experience two days with a U.S. Superbike team.

www.initesports.gg



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Can-Am returns to two wheels in 2024 By Ben Purvis

Bombardier Recreational Products (BRP) is finally bringing its storied Can-Am brand back into the motorcycle market in mid-2024 with the launch of a whole range of electric motorcycles that will rival the next-generation LiveWire machines from rival Harley-Davidson.

The LiveWire 'Arrow' platform, due to form the basis of the upcoming LiveWire S2 'Del Mar', shows how the adoption of a modular electric platform means multiple different styles of bike can be made around a single, shared core section. BRP's new Can-Am bikes will follow the same thinking with its own patent-applied-for construction system.

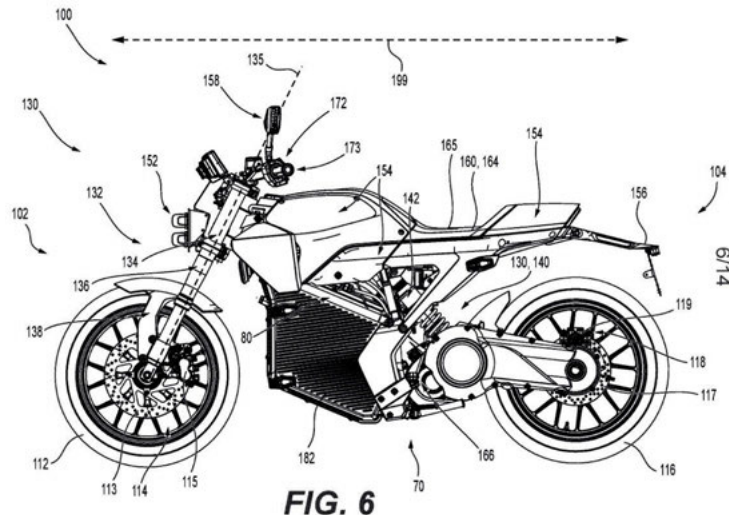
José Boisjoli, President and CEO of BRP, has confirmed the Can-Am motorcycle plans, releasing a statement alongside a teaser video that shows glimpses of some of the upcoming models. He said: "With the motorcycle industry shifting to electric, we saw an opportunity to reclaim our motorcycle heritage and to re-enter the market. This new product category is extremely important to us, and we are thrilled that Can-Am motorcycles are the first EV models in BRP's electric line-up to be confirmed to consumers. Many of us have very fond memories of riding the early 'Can-Am' dirt bike models, and now we look forward to building on the rich history of the Can-Am brand to inspire and impress a new generation of motorcyclists and electric vehicle enthusiasts."

The bikes will reach dealers in mid-2024, but we can expect a full unveiling of the machines in 2023 to coincide with the 50th anniversary of the Can-Am brand, launched by BRP in 1973. Can-Am ran as BRP's motorcycle arm until 1987 when the last Can-Am branded machines, by then made by CCM in the UK, were discontinued. Can-Am came back in 2006, focused on ATVs and three-wheelers, but the new electric models will be the first production motorcycles to wear the badge since the 80s.

The teaser video shows four models: a naked street bike, an adventure bike and two more shadowy machines - one potentially a retro roadster or cruiser, the other a faired sports bike or sports tourer. Bombardier's patent is explicit about the company's shared chassis design being intended for a naked street bike, a sports bike, a trail or adventure bike, a cruiser and a retro model.

The LiveWire Arrow modular platform includes a battery case that doubles as the structural part of the chassis, with bolt-on subframes to alter the bike's steering geometry and rear structure, as well as a variety of different motors, forks and swingarms.

BRP's design follows similar thinking, but with a slightly different approach, using a tubular steel frame to hold the battery and control electronics, as well as the steering head, while the motor is mounted in the swingarm. That



means the front frame section, battery and electronics can be shared across all models, with different motor/swingarm units, forks, seat subframes, footpegs and bars to change the geometry and riding position to suit each model. The angle of the whole frame/battery is altered to adjust the rake, where the LiveWire Arrow has bolt-on steering head subframes to achieve the same goal. BRP's combined motor/swingarm is also innovative. It positions the motor near the pivot, so while it moves with the suspension there's relatively little inertia. The motor drives a main reduction gear in the front of the swingarm that's attached the front sprocket, with a chain final drive to the rear sprocket. Unusually, the whole

chain is enclosed, protecting it from dirt and allowing it to run in an oil bath to vastly reduce wear, with an automatic tensioner to keep it taut. Enclosing the chain also reduces its noise. Chain rattle is normally drowned by exhaust roar on a petrol bike, but on an electric model it can be unpleasant to listen to. The use of a chain, rather than a belt, hints that the BRP machines are relatively high-performance.

Notably, the naked bike pictured in the teaser video closely matches the design in BRP's patent, right down to the distinctive three-bolt system used to attach the rear wheel, so it's almost certain that the designs shown in the patent document are representative of the planned production models.

Valeo reveals bargain electric powertrain

Valeo is one of the biggest automotive parts suppliers on the planet, so its decision to create a low-cost, compact, off-the-shelf powertrain for electric bikes could turn out to be a pivotal moment in the spread of battery-powered two-wheelers.

While previously focused on cars rather than bikes, Valeo is a giant by any standards with 187 production facilities in 33 countries, 63 R&D sites and more than 100,000 employees. What's more, its motorcycle powertrain design is based on mass-made components already being made for hybrid and electric cars, making for economies of scale that could radically slash prices, allowing small motorcycle brands around the world to grab a ready-made motor and transmission that's suitable for widely used 48-volt battery packs.

Valeo demonstrated its powertrain in a modified Super Soco TC Max, replacing the original Chinese 60-volt

battery and 5 kW motor with its own 9.4 kW, air-cooled motor and a suitable 48-volt battery, upping performance to something close to a 125 cc petrol-powered bike.

Valeo already has a market share of more than 30% of the global market for 48-volt hybrids, and the air-cooled motorcycle motor is derived from a starter/generator that also provides an electric power boost for mild hybrid cars. The same unit is also in mass production as the power unit for the Citroen Ami electric city car.

For the motorcycle application, it's incorporated into a single-speed reduction transmission, in a package weighing less than 17 kg. With multiple motorcycle manufacturers converging on the idea of a 48-volt standard for swappable battery packs - such a standard has already been drawn out in Japan and a European consortium is hammering out similar specifications at the moment - the

Valeo motor/transmission, with integrated control electronics, promises to be perfectly placed to capitalize on that.

While the petrol engines powering today's motorcycles are an integral part of their character, often used by brands to distinguish themselves from rivals, future electric models won't be able to use that tactic.

Riders aren't likely to notice or care about who made the whizzing electric motor driving their bikes, or to be able

to distinguish one from another, opening the door to opportunities for a host of new brands, bolting off-the-shelf suspension, lighting, instruments and powertrains to their own frames and styling in a way that's likely to see the most significant shake-up in the motorcycle manufacturing status quo since the rise of the Japanese industry. Valeo might remain a name that goes under the radar, but its powertrain could be a driving force towards that revolution.



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AFT BRIEFS

For the first time in nearly a decade, Parts Unlimited AFT Singles presented by KICKER will compete alongside the Mission SuperTwins presented by S&S and Mission Production Twins presented by Vance & Hines classes at the "World's Fastest Mile" when the series arrives at the Illinois State Fairgrounds for the Springfield Mile I & II on September 3-4. The "crown jewel of the annual AFT calendar, the first Springfield Mile was staged in 1937."

AFT has announced Daytona Beach based Solar-Fit as the Official Solar Installer for 2022 of Progressive AFT for the upcoming season.

KTM will again be an Official OEM AFT Partner for the 2022 season. Since its inaugural season of factory participation in 2019, KTM, led by the Red Bull KTM Factory Race Team, has been a genuine force in the hotly contested Parts Unlimited AFT Singles presented by KICKER class. Last season, KTM 450 SX-F-mounted riders accounted for a full eight of the 16 available Main Event wins and placed second and third in the championship fight. KTM looks set for another huge season in 2022, as back-to-back championship runner-up Max Whale will be joined on the factory squad by 2021 Progressive AFT Rookie of the Year Kody Kopp. KTM is also supporting the initiative by Wally Brown Racing to develop a Mission Production Twins racer based around the KTM 890 Duke - piloted by 2020 class champion James Rispoli. KTM will back up its ever-increasing paddock presence with a scaled-up contingency program, which will jump up by more than \$200,000 to reach a potential payout of \$537,200 across all three Progressive AFT classes in 2022.

Thom Duma Fine Jewelers (TDFJ) will remain the Official Jeweler of Progressive AFT for a ninth consecutive season - handcrafting custom-designed championship rings, commemorating the achievements of the class champions in the Mission SuperTwins presented by S&S Cycle, Mission Production Twins presented by Vance & Hines and Parts Unlimited AFT Singles presented by KICKER.

Mees Strikes Back in Texas AFT Round 2 - Texas Half-Mile



Reigning AFT SuperTwins Champion Jared Mees (No. 1 Indian Motorcycle/Progressive Insurance FTR750) rebounded from his Round 1 fifth place at the Daytona season opener to take the win at the Mission Texas Half-Mile presented by Roof Systems at the Dirt Track at Texas Motor Speedway on March 19.

SuperTwins presented by S&S Cycle

Mees looked virtually unbeatable all night long, making it clear that anybody who wants to take his #1 plate from him is going to have to race hard. Mees drove underneath a quick-starting JD Beach (No. 95 Estenson Racing Yamaha MT-07 DT) to take control of the Main Event while still in its opening stages.

The defending champ pulled clear and cruised to the checkered flag, only suffering a minor scare when Beach (second) and his third placed Estenson teammate, Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07 DT), used traffic and their own battle for second to reduce the gap to back under a second over the race's final two laps.

The AMA says that the Yamaha 2-3 was another sign that the series' attempts to balance the field are working as hoped, while also providing positive feedback for Estenson Racing with regard to its off-season MT-07 DT upgrades.

It also underlined the potency of the talented Beach-Daniels tandem. That was made especially clear when Mission SuperTwins rookie Daniels not only diced with fourth placed two-time

class champion Briar Bauman (No. 3 Indian Motorcycle/Progressive Insurance FTR750), but got the better of him.

With Vanderkooi, Robinson and Fisher in fifth, sixth and seventh respectively, it fell to Bronson Bauman to bring home the leading H-D XG750R in eighth, ahead of Brandon Price in ninth on an FTR750 and Ben Lowe on an XG750R in 10th.

Production Twins presented by Vance & Hines

While reigning Mission Production Twins presented by Vance & Hines champion Cory Texter (No. 1 G&G Racing/Yamaha Racing Yamaha MT-07) got his own title defense off to a bit of a quiet start at Daytona, all it took was a return to the scene of his maiden class victory in 2019 to get back to the top of the podium in Texas. Ben Lowe (No. 25 Helipower Racing/Mission Foods Harley-Davidson XG750R) kept Texter honest in the final leg of the Main and was well positioned to capitalize on any mistake. While that mistake never came, Lowe did finish as the runner-up, earning a strong result at his primary sponsors' home round.

The still-mending Kolby Carlile (No. 36 KC36 Las Vegas Harley-Davidson XG750R) rounded out the podium. He did so only after fending off last weekend's surprise winner, Nick Armstrong (No. 60 Competitive Racing Frames/Lessley Brothers Yamaha MT-07), who finished fourth, with new class contender Cole Zabala (No. 51

Memphis Shades/Corbin/Vinson Yamaha MT-07) in fifth, followed by Johnny Lewis (No. 10 Moto Anatomy X Powered by Royal Enfield Twins FT) sixth.

Parts Unlimited AFT Singles presented by KICKER

Best known for epic, come-from-behind rides exploiting the high line, Morgen Mischler (No. 13 American Honda/Progressive Insurance CRF450R) won in the complete opposite fashion on Saturday night. After beating polesitter Max Whale (No. 18 Red Bull KTM Factory Racing 450 SX-FFE) into the opening corner, Mischler immediately set about what would ultimately prove to be a race-long defense of the low line.

Kody Kopp (No. 12 Red Bull KTM Factory Racing 450 SX-FFE) took second from teammate Morgan Mischler third, with Mischler's teammate Dalton Gauthier fourth and Michael Inderbitzen (No. 54 1st Impressions Services of Florida Honda CRF450R) fifth.

There is a five week gap now until after Easter when the 2022 season makes an inaugural AFT stop at the I-70 Motorsports Park, Odessa, Mi., Saturday, April 23 (Round 3); then another five week gap until Red Miles I & II at Lexington, Ky., on May 28 & 29 (Rounds 4 & 5), after which regular weekly or alternate weekly racing gets going for the summer with the Laconia Short Track (Round 6) at Loudon, Nh., on June 11.

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www.myrtlebeachbikeweek.com

BikerFest

Lignano Sabbiadoro, IT • May 19-22
www.bikerfest.it

Bike Shed Show

London, GB • May 26-30
www.bikeshedmoto.com

Salao Moto Brasil

Rio de Janeiro, BR • May 26-29
www.salaomotobrasil.com.br

Isle of Man TT

IOM, GB • May 29-Jun 10
www.iomtt.com

European Super Rally

Oland, SE • Jun 1-5
www.superrally.com

Custombike Show

Norrtälje, SE • Jun 4
www.custombikeshow.se

Americade

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

Republic of Texas Rally

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

European H.O.G. Rally

Portoroz, Slovenia • Jun 9-12
www.harleysite.de

Laconia Motorcycle Week

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

Born Free

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

Wheels & Waves

Biarritz, FR • Jun 29-Jul 3
www.wheels-and-waves.com

BMW Pure & Crafted

Berlin, DE • Jul 1
www.pureandcrafted.com

BMW Motorrad Days

Berlin, DE • Jul 2-3

World Ducati Week

Misano World Circuit, IT • Jul 22-24
www.ducati.com

AMA Vintage Motorcycle Days

Ohio, US • Jul 22-24
www.vintagemotorcycledays.com

Royal Enfield Renews as Official AFT OEM

Milwaukee based Royal Enfield North America (RENA) has announced an extension of its wide-ranging partnership with AFT - "2022 marks Royal Enfield's third season as an Official OEM Partner as it continues to expose its line of modern classic motorcycles to a wider audience.

"In its first two seasons of involvement with America's original extreme sport, the historic marque has been welcomed with open arms by AFT fans across the country.

"RENA has made a major impact on the track as well, as it has rapidly developed its striking Twins FT custom racebike into a force to be reckoned with. Johnny Lewis and the Moto Anatomy X Royal Enfield team backed up their race-winning maiden season in Mission Production Twins presented by Vance & Hines competition by scoring six more top-fives in 2021, highlighted by a victory at the prestigious Lima Half-Mile."

Along with its professional flat track endeavors, Royal Enfield has further dedicated itself to growing the sport at the grassroots level.

RENA has done so both by supporting regional amateur riders and by introducing flat track to a more diverse



audience through its hugely popular Build. Train. Race. (BTR) program, which highlights, celebrates and encourages the empowerment of women in flat track racing. BTR will be bigger than ever in 2022, featuring 15 riders who will design and modify customized Royal Enfield INT 650s and then race them at seven rounds on the Progressive AFT calendar.

Royal Enfield will also showcase its unique range of twin-cylinder motorcycles at select rounds again in 2022.

"We are excited to once again join Progressive American Flat Track for the

2022 race season," said Adrian Sellers, Head, Custom Program at Royal Enfield. "Participating over the past two years has exposed a whole new audience to the potential and capabilities of Royal Enfield's motorcycles. We look forward to building on our unique approach to the sport, with the Moto Anatomy Powered by Royal Enfield team going toe-to-toe with the best in Mission Production Twins presented by Vance & Hines, and an expanded grid of Build. Train. Race. riders continuing to bring a new and accessible approach to flat track racing."

S&S - Official AFT Exhaust, SuperTwins Presenting Sponsor



AFT has announced that S&S Cycle will once again serve as the Official Exhaust of Progressive AFT as well as the presenting sponsor for the Mission SuperTwins presented by S&S Cycle class.

In addition to being a dominant force in the V-twin performance aftermarket, S&S is now also a dominant force in AFT racing, as evidenced by the essential role it has played in the development of both the

all-conquering Indian FTR750 and race-winning Royal Enfield Twins FT.

"S&S Cycle is a proven innovator with a long history of success at the highest levels," said Gene Crouch, COO of Progressive AFT. "We appreciate their continued support and investment of the series, and we're pleased to have them as an integral partner as we continue to grow the fanbase of America's Original Extreme Sport."

S&S Cycle will again have a huge presence in the Progressive AFT paddock for competitors and fans alike. S&S has offered a race and championship contingency bonus package of \$76,000 to qualifying racers for the 2022 season.

"Proven Performance has been our battle cry for over six decades, and nothing proves it more than winning races," said David Zemla, S&S Cycle VP Marketing. "We're proud to support AFT and the Mission SuperTwins class for the 2022 season."

www.sscycle.com

Continued on page 22

Dates/venues subject to change or cancellation. (*) Some dates provisional. "Check before you buy"

Take the scenic route

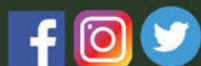
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Continued from page 20

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

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

Glemseck 101
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

Myrtle Beach Bike Week - Fall Rally
Myrtle Beach, SC, US • Sep 26-Oct 2
www.myrtlebeachbikeweek.com

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

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

Salaos Duas Rodas
Sao Paulo, BR • Nov 1-6
www.salaosduasrodas.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
Milan, IT • Nov 8-13
www.eicma.it

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

AIMExpo
Las Vegas, NV, US • Feb 15-17, 2023
www.aimexpousa.com

Irish Motorbike & Scooter Show
Dublin, IE • Mar 3-5, 2023
www.irishmotorbikeshow.com

Moto Festival
Bern, CH • Feb 16-19, 2023
www.motofestival.ch

MotorBeurs
Utrecht, NL • Feb 23-26, 2023
www.motorbeursutrecht.nl

Daytona Bike Week
Florida, US • Mar 3-12, 2023
www.officialbikeweek.com

Wiseco and Rekluse in AFT Partnership Deal



Mentor, Ohio based Race Winning Brands (RWB) has signed a multi-year AFT partnership focused on the Rekluse Racing and Wiseco Performance Products brands - serving as the Official Clutch and Official Piston of AFT respectively. The deal is for three years, through and including the 2024 season. Scott Highland, Director of Powersports and Marketing for Race Winning Brands, said: "Through our AFT partnership we are proud to get back to some of our longest standing roots in racing. We are racers

and enthusiasts ourselves, so helping to promote one of the most exciting and historic racing properties is an honor." The Wiseco name has been synonymous with American Flat Track dating back to the original Grand National Championship, helping power legendary racers to record-setting performances, supporting the likes of Jay Springsteen, Randy Goss, Ricky Graham, Chris Carr, Joe Kopp, Brad "The Bullet" Baker and "The Jammer" Jared Mees. Clutch products made by Boise, Idaho based specialist Rekluse

"have played an integral role in the success of several competitors in both the AFT Twins and AFT Singles classes throughout recent years, lending a hand in championship titles. Rekluse and Wiseco have built their winning traditions on innovative technology, superior performance and outstanding reliability." At select rounds, Rekluse and Wiseco teams will be onsite to provide product education, trackside support and to share the passion with fans and racers. www.racewinningbrands.com





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Tucker Expands ePower Offerings - Electric Bicycles, Scooters and Skateboards

Among the initiatives embraced in the past two years, Tucker's decision to get into the burgeoning EV market may prove to have been one of the biggest opportunities for expansion.

At AIMExpo, Tucker announced a "dramatic expansion of its industry-leading portfolio of ePower products with the addition of new Fantic e-bicycles, UBCO utility e-bikes, Evolve electric skateboards, additional models of e-scooters from Dualtron, Speedway, and underwater scooters from Jet Pilot.

"The company's offering of e-vehicles

'training and operational change requirements'

and accessories was launched in early 2021 and has had overwhelming acceptance by forward-looking retailers from throughout the United States."

The expansion of the program includes the addition of three additional e-bike models from legendary and resurgent Italian off-road motorcycle manufacturer Fantic - including mountain bikes, a commuter e-bike and the revolutionary Issimo, a step-through e-bike that has won design awards across Europe, featuring 20" fat tires, mid-motor and front suspension.

A line of UBCO utility e-bikes features two-wheel drive and built-in



embedded tech that allows over-the-air updates to the bike via a smartphone app.

Tucker's e-skeboard line-up adds seven new premium boards from Evolve, including its Carbon GTR, Bamboo GTR and Stoke series. Each series features a dramatic look and both GTR series include both off-road and street models.

Described as "the ultimate accessory

Yamaha Sea Wing II and Yamaha RDS250 are licensed products manufactured by Jet Pilot. Tucker has also added new e-scooters from its current suppliers, Dualtron and Speedway.

Jamie Kempinski, Tucker's Director of Business Development, says that the company "recognizes that a dealer's addition of e-bikes and scooters to its business doesn't come without questions. The training and operational change requirements can be significant, so we have also launched a training series specifically designed to help dealers add ePower

'all-wheel drive'

items to their business operations.

"The education program will assist employees in understanding the products and working with customers that may be new to the dealership and to ePower products. The training is part of a redesigned Tucker University, an online portal that is available to all Tucker dealers and their staff.

"Electric products are a part of our future and they deserve a place alongside a dealership's current product offering. Our growing line-up of ePower products, our online training tools and our knowledgeable field sales team make us a great partner for dealers preparing for an electric future."

www.tucker.com



components which make them suitable for everything from work, hunting and outdoors, to commuting and family travel. All UBCO bikes have

for a scuba diver or snorkeler," Tucker has added three models of underwater scooters to its ePower and Water portfolios. The Yamaha Explorer,

Marc McAllister on eMarket Dealer Opportunities

Interviewed at AIMExpo by Dealernews' Robin Hartfiel, CEO, President and former H-D executive Marc McAllister addressed the issue of electrification and the business opportunity it represents for the market's dealers head-on.

"Is it the 'next big thing'? We do not regard the decision to carry ePower products as an either/or for any kind of dealership. It is an additional business opportunity and sits alongside products for internal combustion engine [ICE] motorcycles and their riders.

"We need to see the market get to a position of maturity in ePower terms, and that will take at least a decade, in which some [vendors and brands] will come and go. We are very happy with the partners we have been able to select. Manufacturers such as UBCO, Fantic, Dualtron and Speedway are

quality businesses who will stand the test of time.

"In the case of UBCO, we are seeing the benefits of new technology. The idea of all-wheel drive has been with us for years, but UBCO's in-hub motors are finally making it an accessible idea, one that gives UBCO access to new engineering and to all-new thinking about platform architecture."

Asked about his take on whether

'dealers need to be more fluid'

getting involved in sectors such as eBikes ['Pedelecs' etc] sees the powersports industry encroaching on the sectors traditionally dominated by independent bicycle dealers (IBD), McAllister doesn't see it as a battle for dominance between sectors, he sees it



as a symptom of wider market changes.

"Bicycles, motorcycles, scooters, UTV segments are all merging together. Whereas the motorcycle and bicycle markets went their own ways 40-50 years ago, the market is now changing again with dealers needing to be more

fluid and participating in as many of the available sectors as possible.

"There is no more black and white - the lines between market segments are going grey. Consumers are changing their buying habits, so retailers need to track them and deliver what they are looking for."



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H-D 500 Twin Appears in China

By Ben Purvis



Harley-Davidson's project to create an entry level model in partnership with China's Qianjiang was officially announced back in 2019, and while there's been little official news since then, it now appears that two machines are now under development, with a larger 500 cc model joining the 350 cc model that was originally planned.

The plan was originally part of the 'More Roads to Harley-Davidson' strategy that then president Matt Levatich launched in 2018, and sketches of the initial model were shown the following year.

While the 'More Roads' roadmap for the company was dropped in 2020 when Jochen Zeitz replaced Levatich as CEO, and several new model projects - including the Bronx streetfighter - were closed, the Qianjiang partnership was retained. The first Qianjiang-made Harley was originally intended to be a 338 cc parallel twin, dubbed 338R, and based on a chassis and engine that's already in production in the form of the Benelli 302S. Benelli is, of course, wholly owned by Qianjiang.

The chassis was directly from the Benelli, and the larger 338 cc capacity was achieved by combining the bigger 69 mm bore of Benelli's 500 cc twin with the 45.2 mm stroke of the 300 cc 302S model. Later in its development, the engine was enlarged to 353 cc, with a version of the twin that has since appeared, with the same Benelli-based frame, in some Chinese market models under the QJMotor brand.

Although near-finished versions of the Harley 338R were spied in China in 2020 (the name appears to have been kept despite the 353 cc engine), two years later (in 2022) the bike has still to be officially launched, but a second Qianjiang-made Harley has also been

spotted in China.

The new H-D is a 500 cc twin, again based on existing Qianjiang components that are best known from a Benelli, but this time it's the Leoncino 500 that lends both its engine and chassis to the cause. Images of the new bike have circulated on Chinese social media and appear to be stills taken from a video of the bike undergoing dyno tests. The Bar 'n Shield is clearly seen on the tank, which is finished in the same grey paint scheme that was previously seen on the 338R. The bike's codename - HD500 - is chalked onto the swingarm-mounted licence plate bracket.

Mechanically, it looks like every component is identical to those on the Benelli Leoncino. The frame, engine, swingarm, forks, wheels, brakes and even the footpegs are the same. However, the Harley iteration has completely new bodywork, including a different tank, a Sportster-style rear fender and a small, circular headlamp with a single round instrument above it.

While the 'HD500' name and the similarities with the Leoncino suggest this will be a 500 cc machine, with a European A2-licence-legal 35 kW on tap, Qianjiang has also developed a slightly more powerful 550 cc version of the same engine. With around 37 kW, it's currently offered in QJMotor's 550 Scrambler model in China, which also borrows the Leoncino's frame, but features different wheels, styling, suspension and brakes as well as the enlarged engine.

The bigger engine is due to reach European markets powering the Qianjiang-made MV Agusta Lucky Explorer 5.5 - which combines the 550 cc motor with the chassis of Benelli's best-selling TRK502.

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Tucker Adds INNOVV Dual Camera Systems



Tucker Powersports has added the INNOVV range of 'Do It All' dual camera systems. Jessica Shine, the United States Brand Manager for the range, says: "The INNOVV K3 and K5 dash cam systems are a front and rear facing dual camera system that have been built specifically for powersports - allowing riders to protect their vehicles and record their road trips to relive every memorable moment."

Seen here, the INNOVV K5 is "packed with versatile features that no simple 'action camera' offers. It is designed and built for those who demand more. The professionally designed installation kit and detailed installation INNOVV instructions make their systems an easy install solution that brings top-end capabilities and

robust construction within every motorcycle rider's or ATV/UTV driver's reach."

Features include 4K ultra-HD and 1080P full HD recording; dual-band Wi-Fi (2.4 Ghz/5.0 Ghz) support; a smart remote control and full-featured INNOVV app; stylish IP67 waterproof design and industry-leading 5 Hz GPS receiver.

The field of view is a massive 120 degrees with TF card storage of up to 512 GB; the front camera has 4k maximum resolution (1080P rear) and MP4/TS video format.

The kit includes the front camera (integrated with DVR), rear camera (9 ft long video cable), remote control, GPS module, external microphone, 12V/5V converter, rear camera mount,

DVR/remote control mount and a spare parts package that includes 3M double-sided tape, waterproof rings and thumb screws.

Jessica says that "the external microphone delivers higher grade audio input - the microphone cable features better tensile strength and longer flex life, which means the cable could stand thousands of stretches with its strong and durable design. An open foam cover around the microphone could reduce wind noise effectively. It captures voices clearly, with high quality engine sounds or exhaust sounds during the road trip, making it a great gadget for motovlogging."

Internationally recognized for their simple and rugged, yet stylish design

values, the INNOVV range features durable and lightweight aerospace aluminum alloy construction with a "stylish appearance and durable performance."

"Features include automatic incident detection with the built-in G-Sensor. When significant movements are detected during road trips, an accident video will be saved separately to ensure that it will not be overwritten when the TF card is full."

"With the smart converter, the parking mode functions properly when impact or motions are detected by the G-Sensor. It provides around-the-clock protection when you are away and even when the engine is not running." Designed as a "Fit and Forget" install, it performs an automatic start/stop recording with the ignition on/off - no need to worry about manually charging the battery or turning it on like conventional action cameras.

www.tucker.com
www.innovv.com



London - Indian and Krazy Horse Partner for Kensington Flagstore

Indian Motorcycle has announced a partnership with well-known UK multi-dealer Krazy Horse to establish a London flagstore at a prestigious, high profile Kensington location.

Described as the UK's first dedicated Indian Motorcycle Brand Experience Center, 'Indian Motorcycle London' opened on February 7th on Kensington

High Street, West London.

The prestigious landmark site was, for over 50 years, the home of the Bristol Car Company. The iconic corner showroom, part of the Hilton Olympia Hotel, has been fully refurbished over two floors, incorporating the basement which had never been accessible to the general public.

Located close to London landmarks such as Harrods, Kensington Palace and the Victoria and Albert Museum, the extensive refurbishment has doubled the available sales space and allows a complete range of Indian motorcycles, accessories, clothing and heritage to be displayed in a highly sought-after central London location. In addition to the latest Indian Motorcycle models on show, there will be demonstration motorcycles available and exclusive one-off bikes on display from the 'Krazy Horse Custom' collection. Customers will be

able to build their dream Indian motorcycle in the configuration area and browse the latest Indian Motorcycle apparel and accessory lines.

Paul Beamish, founder and Managing Director of Krazy Horse, said: "It is fantastic to have the opportunity to create the UK's first Indian Motorcycle Brand Experience Center, in partnership with America's first motorcycle company, in such an iconic location. We have partnered with Indian Motorcycle on many exciting projects since the relaunch of the brand, including The Wall of Death with Guy Martin, developing and campaigning in the Hooligan series in the DTRA and the opening of three stores in Suffolk, Oxfordshire and South London. The opening of this store firmly puts a focus on this great brand, and I am proud that Krazy Horse is a part of it."



Grant Bester, VPGM On-Road International, for Indian Motorcycle: "We are extremely proud of our long association with the dynamic team at Krazy Horse, what better partner to become the custodian of the Indian Motorcycle brand in the UK's capital. Exposing our portfolio to high-street consumers in this prestigious location is sure to raise Indian Motorcycle's profile still further, which perfectly complements our delivery of a newly refined line-up of premium American motorcycles for 2022. We look forward to welcoming customers to experience the stunning new location."





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Yamaha electric power steering revealed By Ben Purvis

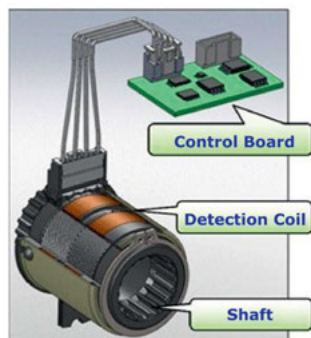
Yamaha has officially unveiled its electric power steering system for motorcycles - promising to use the system throughout the year on its works machines in the All-Japan Motocross Championship before spreading it across more machines in the future.

You might initially wonder whether power steering is really something that bikes or riders are asking for, but its development is potentially a huge step forward for motorcycle safety systems. Modern electronics can already intervene in braking via ABS, acceleration via traction control and deceleration via electronic engine

"The final piece in the rider-aid jigsaw falls into place"

braking control systems - preventing lock ups or wheelspin, even during cornering with the latest designs assisted by inertial measurement units (IMUs).

Although less widespread, we've also seen electronically controlled clutches



and gearchanges, which leaves steering as the only remaining element of purely human-operated control on some bikes. Yamaha's electric power steering (EPS) means that now there's a way for computers to intervene there, too.

Traditionalists might rail at the idea of a computer stepping in, but when it comes to ABS and TC systems, there's no shortage of evidence that such rider aids can be lifesavers without being obtrusive - and EPS is likely to be the same. That's why its proving ground is motocross, throwing the system directly against the toughest possible challenge.

Mechanically, Yamaha's EPS is quite

simple. There's a powerful electric motor attached to the front of the headstock, geared to the steering stem to work as an actuator. A 'magnetostrictive' torque sensor measures how much effort the rider is putting into moving the bars, while a computer measures that force and decides whether to use the actuator to help.

It's basically the same as the technology used on e-bicycles, which measure the pedaling effort being put in by riders to decide how much electric assistance to add. In its simplest form, the system - which was first run covertly during races in last year's All-Japan Motocross Championship before being publicly adopted by the works team this year - acts as the ultimate steering damper. Because it can tell the difference between the rider's inputs at the bars and external influences like bumps that are trying to change the course of the front wheel, it can assist with the former while counteracting the latter. Yamaha says that the power steering side of the system is most significant at low speeds - when large movements at the bars are more common - while at high speeds the

steering damper effect is more pronounced.

Even in this, relatively simple form, the system is hugely promising. It should be able to eliminate tankslappers, potentially enabling bike designers to adopt more aggressive steering geometry for sharper responses. As it



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Man Who Saved Harley Buys Store #9

assists in steering, it also means geometries that would otherwise make the bars harder to turn can also be considered - opening the door to different rake, trail and front wheel and tire sizes to maximize grip and cornering ability.

Looking further into the future, the system could also become more active, perhaps with programming to step in and help if a rider's inputs are likely to cause an accident. The idea of 'target fixation' - where riders unconsciously steer towards whatever they're looking at - is already well proven, and often blamed for crashes, particularly single-vehicle accidents where a bike runs wide on a corner. With the right combination of active steering control assisted by camera or radar technology, there's potential for a bike to step in and help in those situations.

Yamaha's MOTOBOT project, where a robot rider was given control of an R1 superbike on track, shows that the technology for auto-riding is already available. Honda and BMW have also both demonstrated self-riding bikes with servo-operated steering, and electronics giant Bosch is working on a similar set-up.

Active steering control is coming, and Yamaha's EPS is a huge leap towards getting it onto real-world machines.

Eyeing retirement, Jim and Linda Schlier have sold their Tannersville, Pennsylvania based Pocono Mountain H-D store to Steve and Anne Deli's American Road Group (ARG) - marking their ninth full-service Harley dealership acquisition.

Steve Deli is the man who is often credited with keeping Harley-Davidson in business in 1985. As Managing Director of Chicago based American stock brokerage and securities firm Dean Witter Reynolds, Deli was approached by then Harley CFO Richard Teerlink to help refinance the company. In doing that, he suggested that the best idea for Harley at that time was to take the company public. It was initially considered an unlikely solution by Teerlink and then CEO Vaughn Beals, given the precarious position in which the Motor Company found itself at the time, but in 1986 that is exactly what happened, with Steve Deli leading the IPO - and the rest, as they say, is history.

Anne Deli herself has a place "in

the annals" at Harley. In the early 20th century, her family had lived "down the street" from the Davidsons and, growing up in Milwaukee, her next door neighbor had been the founder's son William J. Harley.

After a hugely successful career in the advertising industry on Madison Avenue, New York, Anne became Harley's first female VP as head of Marketing and Licensing.

Steve Deli went on to create the business unit that became HDF5. Steve and Anne eventually found themselves in the dealership game and created their American Road Group in 2000.

ARG stores include their first acquisitions, Orlando H-D, Laconia H-D at Meredith, NH (home of the longest running motorcycle rally - Laconia Motorcycle Week) and Wildcat H-D at London, KY.



The company additionally owns merchandise stores at Walt Disney World, Key West, and elsewhere.



Industry First "Stand-Alone" Fuel Injection System



Designed by electrical guru Jeff Zielinski and the team at NAMZ Custom Cycle Products in association with Thundermax and Dakota Digital, this fuel injection system "allows anyone with an OEM or aftermarket Twin Cam motor and (throttle-by-wire) throttle body to run a Thundermax EFI system on any custom build," according to Jeff.

"To get all of the features of a Thundermax wide-band and self-tuning EFI system, along with a NAMZ 100% plug-n-play wiring harness and exclusive twist grip assembly, is a huge step forward for dealers and custom-built bikes. This kit will offer a speedometer data wire for use with any electronic speedometer and the use of a Sportster or Big Twin fuel pump while providing a ground switched, 'low fuel' output wire for an LED or gauge of your choice."

All the components are made in the USA and the product is slated for release around May/June 2022.

This is a stand-alone fuel injection/engine management kit only. The lighting and switching functions of the bike wiring is not included. NAMZ does offer complete wiring harnesses in three different configurations - the NAMZ NCBH-01-A is the

most robust with self-canceling turn signals, a combined run and turn signal front wiring option, and combined run and brake wiring functions on the rear (RED) turn signals.

The second, (NCBH-01-B) is less fully featured as it is intended for amber front and rear turn signals ONLY, and the third (NCBH-01-C) is a "bare-bones" full bike harness without any turn signals but, like the rest, provides headlight, taillight, key switch and all other basic functions to run the motorcycle.

Celebrating 21 years in business, NAMZ and Badlands products are available through Drag Specialties, Parts Unlimited, Tucker, Mid-USA, J&P Cycles, V-Twin, Parts Canada, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W, Zodiac, Rolli's Speed Shop in Australia and Performance Cycle Wholesale Limited in New Zealand.

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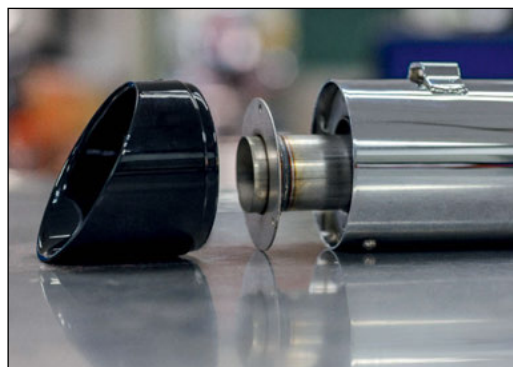
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Mk45 Cutlass Touring Slip-Ons

The Mk45 line of touring slip-ons from S&S Cycle gets a third tip design with the addition of the new Cutlass.

"Perfectly angled to match the bags or reversible for a slash-down look, the Cutlass is powder-coated using a heat-resistant gloss black. Like all of the S&S Mk45's, this 4.5" muffler includes our removable dB Reducers that allow you to tune for sound and back pressure.



"Available in Guardian Black (a dead match to the factory header) or show chrome finish, the Mk45 uses a RaceTEX packing for a low, throaty rumble that wakes up the sound of the bike without creating a droning note on the highway."

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SW-MOTECH - Pan America accessories

Twelve months after its debut, German accessory specialist SW-MOTECH has followed up its contract with Harley to manufacture the hard luggage for the Pan America, with a range of aftermarket model-specific and universal fit accessories.

The model-specific PRO tank ring allows riders to easily mount a wide selection of PRO tank bags on the Pan America - five different size versions of tank bag are available, and thanks to the innovative Fidlock magnetic system, PRO tank bags are a genuinely secure, ergonomic one-handed option.

Alternatively, or additionally, waterproof PRO Enduro tank bags can be lashed to the gas tank for extra capacity.

Known for its protectors, SW-MOTECH has a suite of critical component protection available for the Pan America, including robust crash bars - bent and welded from high-quality steel with a beefy 27 mm (1 inch) outside diameter for the main bar and 22 mm (7/8 inch) for the support arms. The bars have

been designed to blend seamlessly into the Pan America's lines, protect critical components and provide a convenient attachment point for additional accessories such as the DryBag 80 or EVO lighting upgrades.

Also available, slider sets for the front and rear axle and an aluminum alloy engine guard - available in either black or silver. Other guards include a header pipe guard, a left heel guard and a brake fluid reservoir guard.

As the original equipment manufacturer, SW-MOTECH produces bespoke aluminum cases for the Pan America, which are available exclusively directly from Harley-Davidson dealers. In addition, SW-MOTECH's proven TRAX ADV aftermarket accessories include expansion bags, lid nets, interior bags, bottle holders and a canister kit.

For improved ergonomics and safety, SW-MOTECH will be offering handlebar risers, an adjustable gear lever and its EVO footrests. The side-stand foot



extension and easy to install center-stand offer improved footing for the bike and its EVO lighting solutions "help point the way."

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Hawg Halters - Wave Style Cog Drive Brake Rotor

Hawg Halters has developed these new cog drive true floating wave style brake rotors in 11.8 and 13-inch sizes.

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420 stainless steel rotors feature a unique pentagram cut-out on the friction ring that delivers improved heat dissipation and a lighter weight than

standard brake rotor configurations.

"The new cog drive rotor is available in black, chrome, Phantom Cut and Aztec Gold finishes in designs that match the center designs to the over 40 HHI, Renegade Custom and Replica wheels.

"Built and designed in the USA, these wave cut cog drive rotors provide full brake pad contact when using stock or HHI brake calipers."



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**NEW
PRODUCTS**

SCULPTED COMBAT 2-INTO-1 TURNOUT
NEW INDIAN CHIEF
PART# IN00376

BSLi-02 BS Lithium Battery – "The New Powersports Market Reference-Point"

Photo
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GASTAL



BS Battery has been investing heavily in all racing activities since 2017, expanding its technical sponsorship and R&D programs in road race, enduro and rally racing - "all the most demanding disciplines and the harshest of conditions," says General Manager Benjamin Sebban.

"I think it is now possible to say that the BS Battery line-up is firmly established as an industry reference-point throughout the international powersports market.

"For us, after many years of development work and cooperation with many of the leading vehicle makers, we have decided to invest the very specific results of our research and development in the lithium battery sector.

"We have developed a unique, ultra-resistant casing and ultra-robust terminals to make sure our batteries can be used in the most extreme conditions. Because our DNA is in racing, we know the demands that the racing environment places on batteries and now have the most advanced real- world solutions to make our BSLi-02 BS lithium battery the most robust, reliable and durable available.

"The BS lithium BSLi-02 has a unique design with robust brass terminals and a composite fiber material case that can resist up to -230 degrees C. These



batteries are a waterproof design, are lightweight and have an extensive life cycle covering most of the existing circulating park fitments with 12 models in the range."

Approved, validated and used by many teams, such as GMT94 Yamaha Team (WorldSSP), Sherco Racing

Factory Team (Rally - Enduro) and the Monster Energy Yamaha Rally Team, BS lithium batteries are "developed for the most demanding riders - those who are looking for higher performance, high resistance and longer life."

In 2022, BS Battery has continued the expansion of its sponsorship program with a new partnership with Kawasaki Bud Racing - the well-known French MX team - as its Official Technical Sponsor.

"Validated and homologated by Kawasaki Bud Racing engineers, BSLi-02 will also be used by the KX450 and KX250 models in the 250 cc European Championship and other international motocross races."



BS BATTERY SAS

Paris, FRANCE

Tel: +(33) 1 83 62 45 60

sales@bs-battery.com

www.bs-battery.com

HP Corse for Scout Bobber

Italian performance exhaust specialist HP Corse has a selection of options available for the Indian Scout



Bobber - seen here the company's 2-into-2 V-2 is said to "totally reinterpret the character and styling at the rear of the bike, giving it a uniquely aggressive character."

Available in polished or matte black ceramic coated, it features removable dB killers, a manually TIG-welded bracket, CNC-machined billet aluminum end caps, a stylish laser-etched logo and robust, durable slip-on connection for the stock collectors.

HP Corse says that the V-2 "delivers increased hp in all rev ranges and a deeper sound that emphasizes the iconic pedigree and design of the historic Indian Motorcycle brand."



HP CORSE

Bologna, ITALY

commerciale@hpcorse.com

www.hpcorse.com



Motor Coater Kit



Currently available in 39 colors, the KBS Motor Coater Kit provides motorcycle engines "with a beautiful and protective finish. This all-inclusive and user-friendly system consists of KBS Klean to clean surfaces, RustBlast to remove rust and corrosion, and Motor Coater, which is a durable engine enamel that has deep and rich pigment for excellent coverage."

KBS Klean is a concentrated, water-based and biodegradable cleaner that deeply penetrates to remove stubborn dirt, grease and grime - said to be an excellent alternative to flammable solvents and hazardous chemicals.

RustBlast is a powerful rust remover, zinc phosphate pre-primer and metal etch that effectively dissolves rust, corrosion, metal oxides and tarnish from most metal surfaces while leaving a surface best for paint adhesion.

KBS Motor Coater is described as a "high performance and high gloss paint that can withstand temperatures of up to 450°F. Impervious to oil and gas, it matches OEM standards, and with proper surface preparation will not blister, flake, crack or peel.

"It has excellent spread ability and is easy to apply by brush, roller or by spraying, offering superb coverage, and it is self-leveling to provide a beautiful and smooth finish without leaving brush marks."

The kit also includes #1 Thinner, which is used to thin Motor Coater for spray applications. Matching caliper and transmission-specific paint kits also available.

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Zodiac International Additions

Riser Clamp for 1 1/4" Touring Fat Bars



This forged billet aluminum riser clamp for 2008 to present Touring and Trike models features a one-piece base and top with 1/2" x 13 UNC threads in the base, a silver anodized finish and is for use on 1 1/4" bars. It includes eight 1/4-20 UNC riser cap screws for increased clamping grip.

P16 Powerplant FXR Brake Pedal



New from Yaniv Evan's Powerplant in southern California, this cast aluminum brake pedal is a replacement for the (OEM 42523-82) mid-control FXR rear brake pedal. Threaded to take any 5/16-24 UNF threaded shifter peg, the pedal is available black coated, polished or in raw cast.

Linkert Tool Kit

This Linkert tool kit includes six special drill pivots with brass knurled handles, an idle shot tool and a



venturi tool for use on all years of brass Linkert carburetor bodies; drills and tool blades are for hand use only. The use of an arbor or hydraulic press is recommended.

Vity's Adjustable M-8 Softail Risers



Made in Italy by Vity's Design, these adjustable CNC-machined billet aluminum risers for M-8 Softails feature 10" rake (25 cm) with an adjustable head and one-piece top clamp. Designed for use with handlebars that are 1" in diameter at the riser mounts, they come complete with M12-1.5 x 70 mm riser bolts.

The top clamp is ready to take the OEM instrument cluster. They fit 2018 to present FXBB and FXBBS Street Bob, 2018 to present FXBRS Breakout, 2020 to present FXST Standard and 2022 to present FXLRST Low Rider ST, and are available in silver, gold, black, blue, red and purple.

Reda Jerry Can for Bagger Bags

Designed specifically for H-D saddlebags with one gallon (U.S. - nearly 4 l) capacity, the can fits left and RHS



bags, so two will give riders an extra 70-80 miles (110-130 km) of emergency driving range. It is custom made to fit perfectly in that "hard to reach" back corner of the bag, so they hardly take up any space.

The spill proof pouring spout sits under the cap inside the can, so it is there when you need it. The can is EPA and CARB certified - meeting these standards makes this gas can 100% vapor proof and 100% spill proof.

VPerformance for Sportster S



This Italian made E-approved VPerformance exhaust design for the Sportster S comes from the mind of QD Exhaust maestro Manuel de Liso.

His VPerformance brand exhausts are manufactured to the same exacting tolerances and quality control standards that have made the QD line one of the most sought after 'Sport and Street' performance exhaust programs in Europe.

This set of collector and two mufflers with built-in catalysts replaces the stock silencer unit and re-uses the stock front and rear exhaust header. Mufflers feature removable dB killers, but note that removal of the dB killers voids the E-approval.

Zodiac also offers an optional under tail plate holder that is compatible with this exhaust - for use with 3-into-1 tail/brake/turn lights and license plate lights.

MCJ Adjustable Exhaust for RH1250S Sportster S



Designed and made in Italy, this E-approved exhaust system with an adjustable exhaust valve allows the rider to tune the sound of the new Sportster S while still being able to get back to legal levels when and where needed.

They come complete with a manually operated adjusting lever that can be placed on either the handlebar or below the tank.

Also available through Zodiac, the MCJ rear fender license plate kit for the Sportster S comes complete with easy to install bracket and E-approved taillight.

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'TailWhip' for Sport Glide and Lowrider

Designed for 2018 and up Sport Glide and Lowrider, the 'TailWhip' by boutique Californian motorcycle seats craftsman Le Pera "takes our 'BackFlip' one step further with a 'whipped-up' tail in the back for a passenger."

It offers 12.25" of width for the driver and 7" for the passenger and is available in Basket Weave, Double Diamond and Pleated. "If it's more comfort for the

passenger or just another platform to let your adventurous side explore, the whipped-up tail of the TailWhip will give you what you are looking for."

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

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Dynojet Power Vision Stage 2 Kit for Indian Thunderstroke Models

Available with or without optional airbox lid, Dynojet says its Stage 2 kit for Indian models "gives owners the performance and looks they want. The Dynojet airbox lid keeps the engine breathing fresh air and the Power Vision brings it all together to deliver more

power and smoother acceleration."

With tunes already loaded, the Power Vision 3 is an "easy-to-use device" that "can start optimizing the bike right out of the box." The PV3 can hold multiple tunes and riders can build and save their own tunes - it ships with expert technical support included - and can be mounted as an extra diagnostics panel.

"We've raised the bar when it comes to what you should expect from a fuel tuner for the Indian Thunderstroke engine. Power Vision's easy-to-read, no-nonsense display puts performance at your fingertips, empowering you to choose from our vast library of pre-tested tunes.

"The Power Vision fuel tuner updates the tables directly within the ECU to optimize the air/fuel ratio, keeping you in sync and in control. When you're back in the garage, performance data can then be clearly seen using our Power Core software to help improve the next ride. The Power Vision device holds multiple tunes at once and allows you to optimize your ride

for power, speed or fuel efficiency.

"After you've flashed your ECU, you can either unplug the device or head out with Power Vision attached as an extra live diagnostic instrument panel. Power Vision is weather and shock-resistant and easily connects through the OEM-style connectors, so installation won't keep you away for long."

Features include easy-to-read, high-contrast screen, the ability to flash the motorcycle from the road whenever you want, quickly build your own tune or choose from the wide variety of trusted Dynojet-engineered tunes, and it comes with its Power Core software.

DYNOJET RESEARCH
North Las Vegas, Nevada, USA
Tel: 702 399 1423
www.dynojet.com



VStream Options for Pan America

Maywood, Illinois based National Cycle has added VStream windscreens and deflector sets for Harley-Davidson Pan America models.

National Cycle is no stranger to what it takes to design a great ADV windshield and with two sizes available, these new VStream stock replacement windscreens include polycarbonate deflectors that are taller and wider than the OEM components.

The windscreens and deflectors are made from 2.0

mm Quantum hardcoated polycarbonate, and the windscreens are offered with either a plain edge or an E43R EU-compliant beaded edge.

"This high-quality material, along with state-of-the-art manufacturing techniques, provides outstanding clarity, impact strength and scratch resistance unmatched by any windscreen maker worldwide.

"Quantum hardcoated polycarbonate is the material

of choice for serious motorcycle riders. It is 10 times more abrasion resistant than FMR hardcoated polycarbonate, and 30 times more than windscreens made from commonly used acrylic or 'aircraft plastic'.

"VStream gets its name from its unique patented shape. The advanced 'V' profile and dimensional contours push the wind vortex out and away from the rider's helmet, resulting in a peaceful, quieter riding environment." VStream windscreens are easy to install and are protected by a 3-year warranty against breakage; available clear, in 13.74" 'low' and 16.38" 'mid' heights.

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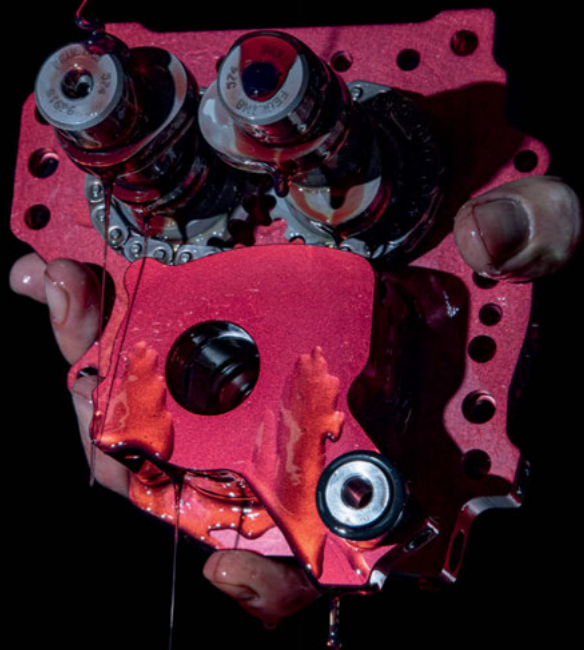


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1998-'17 Harley Davidson Twin Cam

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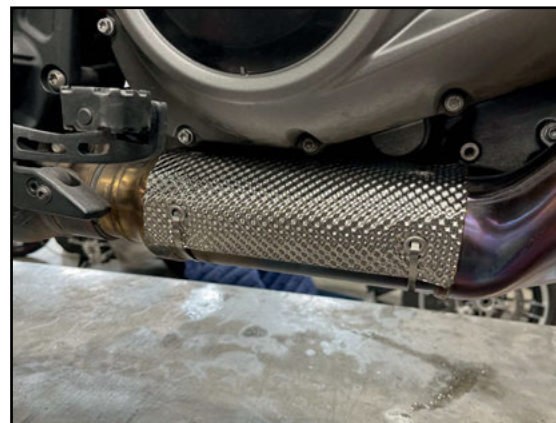
Pan America Heat Shield Kit

Avon Lake, Ohio based sound and heat management expert Design Engineering (DEI) has a huge range of heat shield kits available for Harley and Indian Motorcycle (and aftermarket) exhausts and has just added a design for Harley's well received Pan America adventure tourer.

Covering the exposed catalytic converter area of the stock exhaust "it will substantially reduce the heat near your foot and peg, making for a more comfortable ride."

"Our exclusive DEI heat shield liner improves the factory rear cylinder heat shield while keeping the stock shield look. The catalytic converter shield is an OEM quality shield with premium insulation enclosed in 306 stainless steel."

"This type of shield is far more effective than conventional metal shields and will reduce heat by



more than 50%. The rear cylinder heat shield liner uses a combination of our Dura 2000 insulation and dimpled aluminum - a proven dual layer combination that delivers optimal heat resistance and dispersal."

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Replacement Primo Primary Belt



BDL's new primary belt drive (#BDL 138-175) is an 8 mm-138 tooth direct replacement for the popular and often hard to find 138-1 3/4 enclosed Primo belt. The belts feature a new Gates Performance composition, which provides the ultimate in durability, strength and longevity. Belt Drives Ltd, USA, www.belt drives.com

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Ness - 'Deep Cut' Back in Stock

Dublin, California based Ness Enterprises has its popular Black Contrast 'Deep Cut' parts and new Rough Crafts collections back in stock. Seen here, Ness' forged billet 'Deep Cut' inverted air cleaner design maximizes airflow by pulling in air from all directions, including the face of the air cleaner. Each performance air filter features an inverted pleated top and is handmade from black synthetic filter element wrapped in a stainless steel mesh. Featuring the Ness patent-pending hidden breather system and oil catch/reservoir, the design is shown to increase horsepower, torque and mileage, eliminating oil blow-by on M-8 engines. Each hidden breather in the CNC-machined forged billet aluminum backing plate is O-ringed at the heads, passes through the backing plate and exits inside the mouth of the throttle body through proprietary shooter tubes. This eliminates the need for any

external hoses or hardware for a virtually closed-loop system. The 'Radius' air inlet makes for unobstructed airflow and specially designed breather bolts hidden under the billet covers give that sought-after clean look. CNC-machined from a single piece of forged billet aluminum, the air filter housing features an inverted face that acts like a velocity stack by pulling in air into the top of the performance air filter. The CNC-machined style features run from the face of the intake to the backing plate "for eye-catching style at every angle". Matching black 'Deep Cut' parts include driver and passenger floorboards, horn kit, a selection of shift pegs and grips, including 'Fusion' style grips and pegs, and control components such as shift rod, solo shift arm, heel/toe shift arm, brake arm, inner shift lever and flat shift rod.



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| Part Number | Application | Cubic In | Bore | Stroke | Rod | Compression Height | Dome CC Volume | Comp with 88.6cc Head |
|--------------|-----------------------------------|----------|--------|--------|-------|--------------------|----------------|-----------------------|
| KB542LCA.STD | M8 114" & 117" to 120" conversion | 120" | 4.125" | 4.500" | 8.015 | 1.083" | 1.2 Flat Top | 11:1 |
| KB542LCA.010 | M8 114" & 117" to 120" conversion | 120" | 4.135" | 4.500" | 8.015 | 1.083" | 1.2 Flat Top | 11:1 |
| KB542LCA.020 | M8 114" & 117" to 120" conversion | 120" | 4.145" | 4.500" | 8.015 | 1.083" | 1.2 Flat Top | 11:1 |
| KB542LCA.030 | M8 114" & 117" to 120" conversion | 120" | 4.155" | 4.500" | 8.015 | 1.083" | 1.2 Flat Top | 11:1 |
| KB542LCA.040 | M8 114" & 117" to 120" conversion | 120" | 4.165" | 4.500" | 8.015 | 1.083" | 1.2 Flat Top | 11:1 |
| KB542LCA.060 | M8 114" & 117" to 124" conversion | 124" | 4.185" | 4.500" | 8.015 | 1.083" | 1.2 Flat Top | 11:1 |

LATEST NEW APPLICATIONS

| Part Number | Application | Cubic In | Bore | Stroke | Rod | Compression Height | Dome CC Volume | Comp with 88.6cc Head |
|--------------|-----------------------------------|----------|--------|--------|-------|--------------------|----------------|-----------------------|
| KB576LCA.STD | M8 107" to 124" conversion | 124" | 4.250" | 4.375" | 8.015 | 1.155 | -2 Dome | 11.4 |
| KB576LCA.005 | M8 107" to 124" conversion | 124" | 4.255" | 4.375" | 8.015 | 1.155 | -2 Dome | 11.4 |
| KB595LCA.STD | M8 107" to 124" conversion | 124" | 4.250" | 4.375" | 8.015 | 1.155 | -6.5 Dome | 11.8 |
| KB595LCA.005 | M8 107" to 124" conversion | 124" | 4.255" | 4.375" | 8.015 | 1.155 | -6.5 Dome | 11.8 |
| KB596LCA.STD | M8 114" & 117" to 128" conversion | 128" | 4.250" | 4.500" | 8.015 | 1.083 | -2.5 Dome | 11.7 |
| KB596LCA.005 | M8 114" & 117" to 128" conversion | 128" | 4.255" | 4.500" | 8.015 | 1.083 | -2.5 Dome | 11.7 |



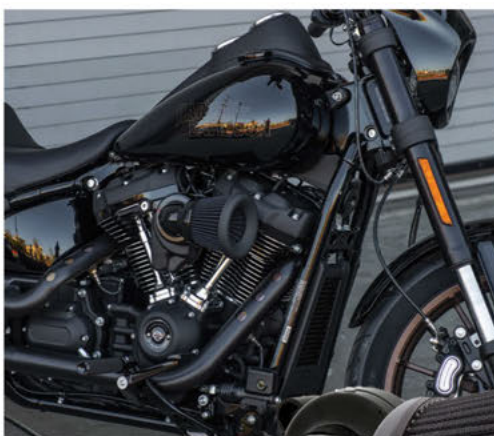
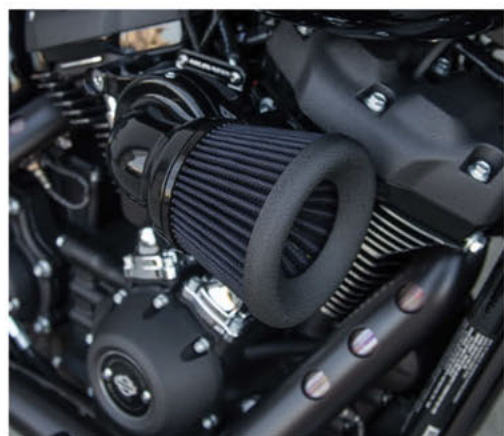
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M8 Pistons feature Line2Line abrasable coating standard. Line2Line is applied the thickness of the piston-to-wall clearance for a ZERO install clearance.



The coating abrades in on start-up to hone for the perfect fit per cylinder, and eliminates piston rock for the best possible ring seal with no piston slap noise.



VELOCITY SERIES INTAKES

Velocity Series performance air cleaners feature a forward facing intake design positioned at 65° & 90° angles. The intake's angle options & proprietary Velocity filter result in massive performance gains while keeping ample legroom for aggressive riders. See the full Velocity 65 & Velocity 90 performance intake line at ArlenNess.com

V&H - Next Generation FP4 "Connect. Tune. Ride."



Vance & Hines has announced a next generation FP4 engine tuner update with the latest Bluetooth technology. An engine control module (ECM) flash tuning product, FP4 features an all-new circuit board, case, firmware and mobile app, all of which were designed and manufactured in Santa Fe Springs, California.

"The FP4 brings greater control and optimum performance tuning to Harley-Davidson Touring and Softail models because it's the only app-driven tuner in the market," said Vance & Hines President Mike Kennedy.

"We know riders want the best setup for their Harley-Davidson, just like we do for our race bikes. Think about it, the bike's stock ECM is set for a stock

exhaust and factory air intake. When changes are made, like adding a different exhaust or air intake, you need the right tune to get the full performance potential out of the engine."

The heart of the FP4 is the ability to dial-in the motorcycle's ECM tune to match the performance upgrades that a rider adds to their motorcycle - such as an aftermarket exhaust system and a high flow air intake. Owners of the FP4 may choose from a vast library of model-specific V&H maps created in the company's dyno-tuning lab in California - created using actual parts on real motorcycles, not projections made from previous tests. Owners can further develop those maps with a number of customization options found in the FP4 app.

"The FP4 unit has a slimmer and smaller case and a longer wiring harness than its predecessor, Fuelpak



FP3, allowing more options for locating the hardware on the motorcycle. It features simplified LEDs on the unit, which display the communication between the unit and the bike.

"The FP4 also uses the new red OBD II connector, which is now standard on 2021 and 2022 Harley-Davidson Touring and Softail models.

"With FP4, it's as simple as connect, tune, ride. That's the mantra that guided us in developing the next generation of our industry-leading ECM tuner. The FP4 is the most intuitive, easy to understand, rider-friendly tuner in the market, and we're really proud of that."

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www.vanceandhines.com

Street Bob Gauge



Instrumentation specialist Koso has this D2 speedometer and tachometer application available for the 2018 and up Street Bob. It is a 'plug and play' gauge, featuring a combination speedometer and tachometer with programmable shift light, gear indicator and a complete set of indicator lights - plus a choice of eight colorways so

riders can match their instrumentation to their paint job.

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Intelligent ABS 21" 'Atlantic' Front Wheel



Available with intelligent ABS bearings that are "linked brake ready," the design of this 21" x 3.5" 'Atlantic' front wheel from Coastal Moto means that no ABS system reprogramming is required. Drag Specialties says that "this 'cast' one-piece aluminum wheel is available at a fraction of the cost of billet or forged wheels and comes with Coastal Moto pre-installed bearings and valve stems."

The wheel is available in solid black gloss, black cut finish for dual-disc set-ups.

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APM Advance Assembly

This Comp Master brand advance assembly from American Prime has a 304 stainless steel base, center post and pivot pins.

The weights are coated with a specially formulated polymer that protects from heat saturation, reduces friction, and, in most cases, strengthens the component to make it more efficient. The special CNC-coiled springs hold precision tolerances controlling spring rates to within 5% of specification to provide the maximum advance and retard applicable to the model. They are manufactured with precision-drawn wire,

then zinc plated for corrosion protection with post baking for relieving any potential of hydrogen embrittlement. The kit includes the center bolt, is made in the U.S.A. and assembled at the APM facility in Santa Fe Springs, California. Rebuild and spring replacement kits are also available.

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Suspension Maintenance in a Box II

Internationally recognized Italian suspension specialist Andreani Group is good at a great many things - one of them is getting it right where the ergonomics of the suspension technician's life is concerned!

This latest Andreani professional workshop suspension tools and testing set-up optimizes workshop space and efficiency. The Andreani universal toolbox contains "all the most important and most often used suspension-specific tools and accessories" and will also accommodate either of its two additionally available specialty suspension tool kits for street or off-road suspension maintenance, repair and tuning.

On top is the new Andreani hydraulic spring disassembler (for easy removal of the shock absorber or front fork springs) and the WP shock pressurization tool - necessary to inflate WP shocks. The toolbox includes the most recent tools developed by the Andreani R&D team, including a fork tube disassembler kit, and (included in the ST package) its fork grub screw removal kit.

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Andreani



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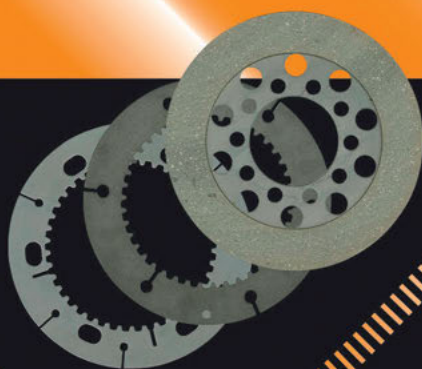


DRAG
 Specialties

Machined from solid billet aluminum, this two-part Slyfox, California, T-bar is designed for batwing style fairings and bolts directly to the triple tree and allows for the installation of taller risers in addition to T-bars. The adapter moves the handlebar 2 1/2" closer to the rider and raises the handlebar 1". No modifications to the screen are necessary, but it requires removal or relocation of the ignition switch and removal or modification of the front dash panel.

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Drag Specialties Additions

Predator III for Early XL Models



Constructed with a high-quality automotive-grade vinyl cover and molded polyurethane foam for maximum comfort, this seat features a 5 1/2" tall driver support that gently slopes down to the passenger seat area - designed narrower at the front for better leg clearance. Features include a 3/16" thermoformed, carpeted ABS seat base and classic stitch style. It measures 25 1/2" L overall (12" L x 9 3/4" W front, 8" L x 6" W rear). It fits with most sissy bars and includes all mounting hardware.

Charging System Kits



Included in these 48 amp kits are an OEM-style rotor, three-phase stator and regulator in either a black or chrome finish. They fit '17-'21 FLHT, FLHX, FLHR, FLTRX, FLTRU, FLTRK, FLHTCUTG and FLRT models.

Replacement Rod Set



These heavy-duty replacement rods "are perfect for stock motors and meet or exceed the OEM specifications." They come completely fitted, ready to install and include crankpin, aluminum retainers, bearings, nuts and forged, heat-treated tapered end steel rods. This set fits '07-'16 FLHT, FLHR, FLHX, FLTR models, '07-'17 Softails and '07-'17 FXD, FXDWG models.

Clutch Shell

Eliminate the worn clutch shell with this high-quality replacement - comes with a starter ring gear, center bearing and snap rings for '11-'17 Twin Cam models.



Saddlebag Support Brackets



Fasten these brackets to the fender struts to hold throw-over saddlebags away from vital components. Finished in chrome or gloss black, they fit '18-'21 FXBB, FXBBS, FXST and FLSTL models, replacing the OEM PART #90201777. Sold in pairs, necessary mounting hardware is included.



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Touring Universal License Plate and 'Sleek' Lights



This new universal license plate kit design for Touring models features a curved horizontal motorcycle license plate with low profile aluminum construction frame and "very bright" white LEDs.

The frame is 7-3/16" long x 4-1/4" wide, ships with hardware and is described as a "great addition to the Kodlin 'Sleek' 3-1 rear indicators," also seen here.

Featuring "super bright" German engineered COB (Chip on Board) LEDs with run, turn and brake



function, they have CNC-machined billet aluminum housings in black or chrome finish.

They replace the rubber antenna grommets when the factory antenna is relocated or removed and come with all necessary installation hardware - "we recommend the use of the Kodlin curved Touring license plate kit."

Dealers in Europe can order approved European style

and specification versions direct from Kodlin Motorcycles in Germany.

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KessTech for Pan America

Described as the "world's first adjustable and non-adjustable exhaust for the Harley-Davidson Pan America," the stainless steel 'Explorer' by German sound management exhaust specialist KessTech is said to be "lighter than OEM with super short modern design."

With deliveries slated to have started in March 2022, both versions are available to order. The adjustable design features three modes and is "always legal with EU type approval." "KessTech started out with mechanically adjustable exhaust systems more than 30 years ago, and our made-in-Germany systems are now a high-tech solution to the Harley sound issue."

The company says it is the expert when it comes to adjustable exhaust systems with



an EU-type approval for motorcycles with "more than 50,000 adjustable exhaust systems sold - especially for Harley-Davidson motorcycles."

As of 2021, KessTech added non-adjustable systems to its portfolio through its collaboration with Austrian manufacturer Remus. KessTech exhausts are sold by MEC (The Motorcycle Equipment Company), a collaboration with Austrian custom parts and accessory manufacturer Cult-Werk.

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Cardo Updates Product Range

Cardo Systems, the wireless helmet communication specialist for powersports riders, has announced a brand-new range of Bluetooth communicators.

Featuring what Cardo claims is "the most advanced Bluetooth 5.2 chip on the market," new features include over-the-air software updates - meaning no cords or cables are needed - and fast charging via USB-C, which can deliver a two-hour top up charge in as little as 20 minutes.

"The Cardo Spirit is a brand-new product line that delivers all the qualities that made Cardo recognizable as the high-quality brand it is today. Powered by the latest Bluetooth technology, it brings all the essentials needed by a rider and combines them with unprecedented attention to detail, build quality and durability including the ability to connect two riders at up to a quarter of a



mile."

The higher-spec Cardo Spirit includes "high-quality sound from powerful 40 mm HD speakers, FM radio and 13 hours talk time."

"While the waterproof Cardo Freecom 2x establishes itself as the firm favorite in the line-up for mid-range - the best Bluetooth communicator for two riders - added benefits include premium sound by JBL, live intercom and analog jog-dial, live intercom, an auto-reconnecting Bluetooth connection for two riders and over-the-air software updates."

At the top of its new range, Cardo claims that its Freecom 4x is "the world's best, fully featured Bluetooth communicator with a range of three-quarters of a mile for up to four riders. All the benefits and features you'd expect from Cardo are standard with the addition of an auto-reconnecting Bluetooth connection for four riders."



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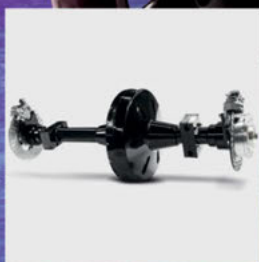
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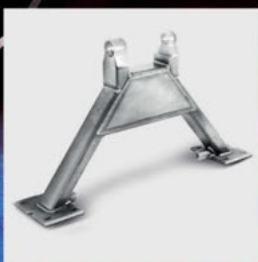


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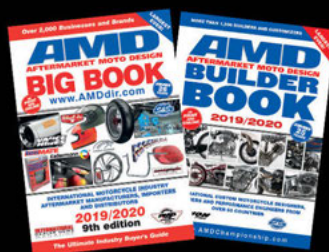
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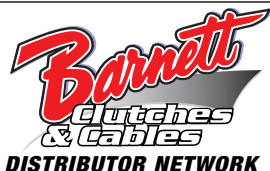


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NEWS BRIEFS

The rumors are that the April 12 announced 975T engine second new Sportster range model will be followed in short order by a 975/965S Pan America. Apparently there have been brief H-D website appearances of upcoming accessories that referenced an RA975.

H-D has started the year in 7th spot in market share terms in Germany, with 725 new units registered in January and February 2022. The Sportster S is its top seller with 138 units sold, making its first appearance in the charts as the 16th most popular motorcycle in Germany so far this year. H-D has two more models in the Top 50 best sellers YTD - the Street Glide Special in 48th spot (79 units), and it's a big fat welcome to the party for the Pan America in 49th spot (78 units sold YTD).

According to the FCAI, the motorcycle sales boom in Australia appears to have peaked - motorcycle, scooter and ATV sales were down by -10.7% in Q1 of 2022 (24,338 units). Off-roaders were the strongest segment, accounting for 39.6% of the available market, but at 9,644 units were down by -17.2%; road-going motorcycles (9,723 units) were up by +12% and were 39.9% of the available market.

Indian Motorcycle is in 14th spot in market share terms for the first two months of 2022 in Germany with 144 new units registered there for a 1.18% market share. BMW is market share leader in its German home market with seven models in the top 20 - the R 1250 GS being the best seller in Germany so far in 2022.

Arrow Architecture will Debut with the LiveWire S2 'Del Mar'

By Ben Purvis

LiveWire is now a separate subsidiary brand that's due to be listed on the New York Stock Exchange later this year, 74% owned by Harley-Davidson, 17.3% by AEA-Bridges Impact Corp, a special-purpose acquisition company (SPAC) that has injected \$400m into LiveWire, and 4.3% held by Taiwanese bike company KYMCO. The Taiwanese manufacturer is partnering with LiveWire on the development of new models and has put \$100m into the project. Harley-Davidson has also contributed an additional \$100m.

As a result, the original LiveWire ONE is something of a transitional model, the last vestige of the company's pure Harley-Davidson roots - the next-generation machines will be very different propositions. The first of these, to be called the S2 'Del Mar', is due to be unveiled in the first half of 2022, debuting the entirely new 'Arrow' modular platform that will be the basis of a whole array of models in the future. Under development since 2017, the Arrow platform centers on a structural battery pack that doubles as the bike's frame. It is filled with 21700-format lithium cells - simple, tubular batteries 21 mm in diameter and 70 mm long, hence the name - of the same type that power a host of rechargeable electronics.

You'll find 4,416 of the same cells in the battery of a Tesla Model 3, for example, or just one in a flashlight or a vape. LiveWire will vary the number of cells to suit the range and performance needs of the specific model concerned - with plans to offer versions, and therefore models, in 50-volt, 100-volt, 350-volt and 400-plus volt forms. With the central battery monocoque forming the main structure of the bike, simple headstock castings are added - held in place by just four bolts - to suit the required steering geometry. A

variety of different swingarm designs, forks, wheels and bodywork panels will allow almost limitless visual and ergonomic variations - a thoroughly modular platform concept.

The Arrow platform is also designed to

Mar' will be middleweight machines, rivaling 600 cc-class combustion-engined bikes. As a family, they'll be dubbed LiveWire S2 models. Later, a range of lightweight machines using a scaled-down Arrow platform and built

Motor - increased power density and direct-drive design

Battery - leading cell chemistry with optimized energy, performance and life

Power Electronics - integrated inverter and on-board charger



LiveWire

suit multiple different motors and electronics packages, using a choice of air or liquid-cooling, depending on the performance and weight requirements. The motors themselves are to be proprietary designs, driving the rear wheel directly via a belt or chain, while the control electronics will include an integrated inverter and an on-board charger.

LiveWire's growth predictions suggest the company will manufacture just under 1,000 bikes this year, scaling up to over 7,000 in 2023, 15,000 in 2024, 53,000 in 2025 and over 100,000 in 2026. By 2030, LiveWire intends to manufacture 190,000 electric motorcycles each year, with revenues of around \$3bn per annum.

The initial Arrow models led by the 'Del

with KYMCO will be launched under the LiveWire S3 name.

Finally, the company plans to introduce the LiveWire S4, several years from now, as a heavyweight bike to replace the LiveWire ONE.

Given that battery power density has consistently improved at a rate of between 5% and 8% per year for decades, and nearer the higher end of that scale in electric vehicle applications in recent years, by 2030 it's likely that electric bikes will go twice as far between charges as the current state-of-the-art machines can manage, while charging times are also predicted to decrease as technology improves - all but eliminating the compromises that early-adopters have to accept in buying them today.

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