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

Harley Q1 North America Retail Motorcycle Sales -5%; International +2% - Ongoing Supply Chain Shortages Blamed

JUNE 2022

ISSUE #275

Harley has opened the year with mixed results for Q1 - revenue from motorcycles was up overall, but while international unit sales improved, domestic U.S. numbers were off.

Global Q1 retail motorcycle sales were up +2% versus the prior year - "driven by growth in EMEA and Asia Pacific. North America retail performance (down -5%) was adversely impacted by production shortages, which resulted in significantly lower dealer inventories."

Chairman and CEO Jochen Zeitz is quoted as saying that "as we enter the second year of our five-year Hardwire strategic plan, we are pleased to see strong consumer demand for Harley-Davidson products across all regions. Our teams continue to work through the impact of the ongoing global supply chain disruption, and despite the challenging macro environment, we are optimistic for improvements in the second half of the year."

Q1 reported highlights include +6% growth for motorcycle revenue -

"driven by global motorcycle pricing and growth across Parts & Accessories (+11%) and Apparel (+2%)." Motorcycle sales operating income margin was 15.6%, which was down -2.9 points versus 2021 Q1 - "global pricing was able to offset cost inflation, but margin was negatively impacted by



lower shipments due to the ongoing semi-conductor shortage."

A decline of -27% in HDFS operating income was "driven by the significant loss reserve release in 2021 and the normalization of losses in 2022 in line with expectations; GAAP diluted EPS was \$1.45 and during the quarter Harley repurchased \$248 million of shares (6.2 million shares) on a discretionary basis.

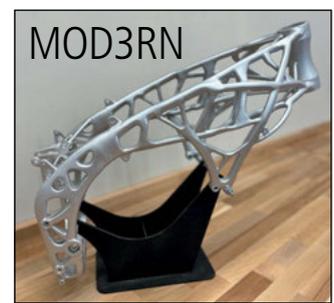
Harley's full-year 2022 outlook remains unchanged; the merger

transaction between LiveWire and AEA-Bridges Impact Corporation (the special purpose acquisition vehicle/SPAC in which Harley will maintain a 74% ownership stake) is "on track to close in mid-2022" - which sounds a tad later than the Q2 completion and NYSE 'go live' originally cited.

First quarter gross margin was down -2.8 percentage points compared to Q1 prior year - "global pricing contributed approximately four points of margin benefit and largely offset the cost inflation, however, gross margin was also negatively impacted by unfavorable motorcycle mix due to the inability to produce to demand given the semi-conductor challenges. The -2.9 first quarter operating margin decline was "due to negative mix and higher operating expenses for LiveWire."

HDFS' operating income declined \$32m versus Q1 2021 - "driven by an unfavorable comparison to the prior year quarter, which included a

[Continues on page 6 >>>](#)



HYDROGEN



AFT I-70



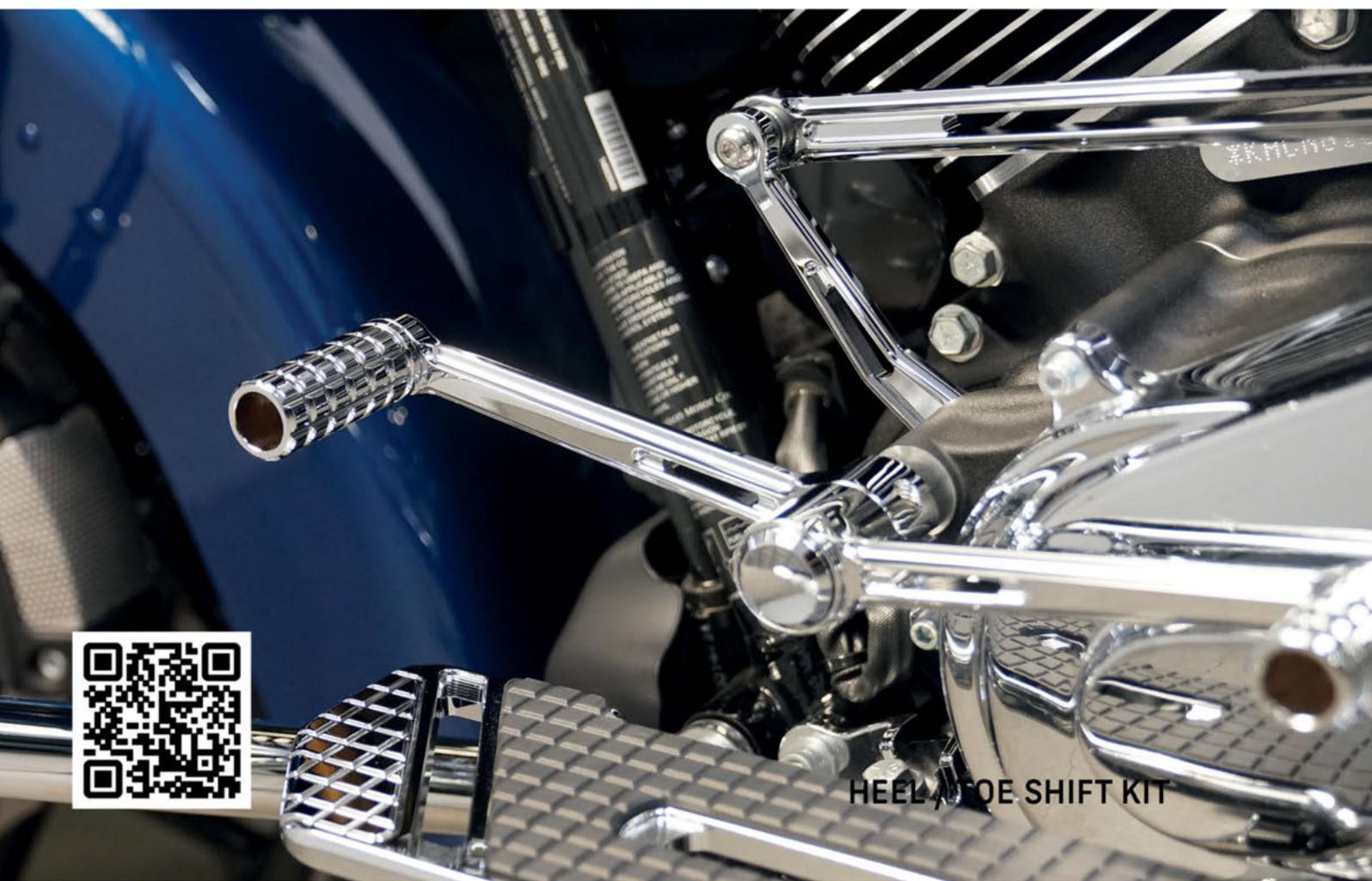
TREVOR - Electric Minimalism

The brainchild of Philippe Stella and Jeroen-Vincent Nagels, with additional design input from John McInnis and volume hand-built production by Saroléa, TREVOR is all about keeping it simple and 'Building Clean'.

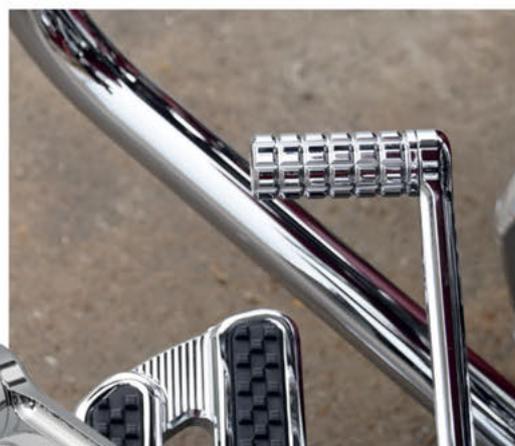


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POST MASTER

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

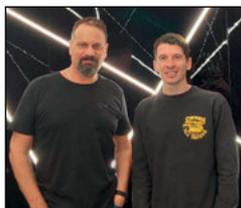
PRINT BY WARNERS MIDLANDS
BOURNE, LINCOLNSHIRE, GB

ISSN 1465-7627



COMMENT - Harley-Davidson and the Theory of Relativity..... 4

Robin Bradley thinks that Harley's Q1, 2022 results are relatively good under the circumstances and, in addition to more bitching about 'Vlad the Dim', is sad to see the demise of the IMS Outdoors series. However, he thinks that 'Reload Land', a new 'moto-culture meets urban mobility' show concept in Berlin this summer, maybe points to the way ahead for industry shows.



'RELOAD LAND' - Moto-Culture meets Urban Mobility 33

A new show slated for the end of June at Berlin in Germany could be pointing the way ahead for the troubled motorcycle event industry. Devised by Stephan Lindenfeld and Max Funk, 'Reload Land' is designed to tip the 'curious' into being 'convinced'. The authentic industrial, chic craftwerk.com venue is also home to Europe's largest community garage.



HYDROGEN - Part of the PTW solution? 18

Alongside electrification, Yamaha and initially, Kawasaki, are investing heavily into HYDROGEN POWER research for motorcycles. "Hydrogen engines have the potential to be carbon-neutral while keeping our passion for internal combustion alive," says Yamaha President Yoshihiro Hidaka. Honda and Suzuki are additionally slated to join the effort in the near future.



MOD3RN - 3D Printed Trellis Frame 28

The Materials and Advanced Manufacturing Research Group (MOD3RN) at Nebrija University in Madrid, Spain, has successfully produced a 3D printed motorcycle frame from powdered steel that is said to be lighter than titanium - weighing in at just 3.8 kg (a little over 8 lbs). This is no trivial student PhD project - this has the potential to revolutionize motorcycle chassis design and production.



ROYAL ENFIELD - 120th Anniversary Specials 18

H-D isn't the only Milwaukee based manufacturer in North American terms, and neither is it the only one eyeing a 120th anniversary. Royal Enfield is marking 120 years of continuous production since the 1891 founded bicycle company first showed a motorcycle at the 1901 Stanley Cycle Show in London.

AMD PRO GUIDE 34-58

Advertisement for AMD Pro Guide featuring various motorcycle parts and accessories:

- p34**: HardDrive American V-Twin Products pistons.
- p42**: ZODIAC Performance Parts & Accessories carburetor.
- p48**: Wunderlich Adventure motorcycle.
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Harley-Davidson and The Theory of Relativity

Everything is relative. Relatively speaking, Führer Putin is having his ass handed to him by Ukraine and, relatively speaking, Harley's Q1 Fiscals weren't so bad.

They were relatively okay-ish, way better than they might have been, but being held back by events way above the motorcycle industry's pay grade. The underlying trend shows Harley with wind in its sails, and with any semblance of a global return to sanity, then relative to the 'macros', I think it'd be seen to actually be doing quite well.

Certainly, that fickle bellwether of the stock price isn't showing a panic attack on Harley shares, maybe mild stress response at most. One of the few bright spots in a market in a tempestuous sea of uncertainty.

Relatively speaking, it has been an interesting month for news - assuming you can look beyond the destruction of democracy and all that we hold dear.

For obvious reasons, the LiveWire 'Del Mar' soft launch got my attention. This is the first 'S2' Arrow platform iteration and the approach that Harley/LiveWire is taking has good thinking stamped all over it. The long gestation period between announcement and showroom (neither the limited production Launch Edition nor the volume production model will appear until the spring of 2023) is proving to be a not uncommon feature of the EV industry - two and four wheels.

Indeed, BRP recently confirmed the long-expected comeback to the motorcycle market for the Can-Am brand with a proposed range of electrics (see AMD May) that won't be in showrooms until 2024.

However, with rumors about a delay in the LiveWire SPAC NYSE float perhaps having more horsepower than I initially thought, maybe there is an element of "jam tomorrow Dear Investor, please last the course with us" about Harley's play - and if so, then it is not a bad move, given that the present market instability could stretch well into the future.

It certainly does look like the war between Ukraine and Russia has got a way to go yet - unless NATO does decide to pull the splinters out of its arse and get down of its fence. Well done Finland for swallowing the difficult decision to abandon its time-honored neutrality, and looks like Sweden is going to do the same. Well done Vlad, you fascist dimwit!

'In other News' (as the saying goes), the cancelation of the planned IMS series for 2022 is a disappointment. For me it smacks of a familiar syndrome in the powersports industry - a major corporation (this time British!) having an unrealistic P/E ratio baked into its own investor expectations and, frankly, not understanding what it is they bought or how to nurture it.

The loss of the series robs us all (including the MIC and its outreach programs) of something that - given the attendance and test ride reports from 2021 - should and could have been profitably invested in and have been built into a viable and valuable platform. From what I can gather, there was nothing wrong with the year-one IMS Outdoors experience that couldn't have been improved with a bit of creativity and lateral thinking.

The news that Yamaha, Suzuki and, eventually, Kawasaki and Honda are to step up their collaboration in pursuit of hydrogen power for PTWs is something I've been

hoping to see for a long time. Indeed, there is also an uptick of mainstream and financial media 'noise' about the viability of pump-ready low carbon ICE synth-gas in-play.

The 3D printed trellis frame from Spain is worth a read, as is the resurfacing of rumors about the H-D 'Bronx'; and there is news about new ownership for Mustang Seats in the latest stage of the great MAG 'unwind'.

However, it is the news about 'Reload Land' - a new moto-culture meets urban mobility electric PTW (Powered Two-Wheeler) fest planned for Berlin, Germany, this summer - that really floats my boat this month.

Very sensibly, the organizers are being relatively modest in their forecasts for their event - it is always better to manage expectations and over-deliver to create momentum.

'Reload Land' is positioned as a very different approach to future transport than that being taken at some of the major Expo Centers. It is grass roots and authentic rather than corporate big picture - and for that exact reason it, actually, 'feels' like it could well be a very convincing 'bigger picture' insight into how the electrification of motorcycling could (and maybe should) evolve.

It will become evident soon enough whether or not there is room for both approaches to succeed at this still early stage - the grassroots and the corporatist approaches - but make no mistake, there certainly is a need for them both to do so, and there is a symbiotic relationship between the two approaches that requires them both to exist.

Another necessary next step is a near-simultaneous need for emergence of a convincing crop of (no doubt online) grassroots motorcycle electrification media to complement the shows.

There are some broad-based electrification outlets already, principally in America - such as Electrek - and some of the traditionally ICE based custom blogs are paying attention, but regardless of the changes at play, the fundamentals of communication have remained unchanged in 6,000 years - even if they look, feel and work differently with each passing generation.

As a publishing 'lifer', if I were 20 years younger, I'd be all over it! In show terms too. This is another reason why the market (especially the OEM community) could come to regret the passing of the IMS Outdoors concept. It is to be hoped that others who are skirting the area, such as the Comoto Get On! Moto Fest series, and other precisely targeted streams such as the Electrify Expo series, are able to build platforms that can convincingly speak 'new gen'.

Relative to other event projects we are seeing in Europe in particular at this time, this is one of several reasons why the new 'Reload Land' project could well turn out to be informative and influencer in equal measure.

“moto-culture meets urban mobility”

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

ISSUE	ART DUE	PUBLICATION*
July 2022 (276)	Jun 13	Jun 20
August 2022 (277)	Jul 11	Jul 18
September 2022 (278)	Aug 29	Sep 5
October 2022 (279)	Sep 12	Sep 19
November 2022 (280)	Oct 17	Oct 24
December 2022 (281)	Oct 31	Nov 7



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

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NEWS BRIEFS

Following the resolution of the tariff disputes between the EU and USA, Web Bike World (citing Business Times) reports that a new US-UK Trade Deal (designed to "counter China's Unfair Trade Practices") will remove tariffs from H-D motorcycles and protect US/UK steel and aluminum.

The AMA is opposing a planned E15 waiver that would allow for summertime E15 gasoline sales and potentially weaken already inadequate labeling standards. "E15 has been shown to damage carbureted and fuel-injected motorcycles, reduce gas mileage and decrease shelf life of the gasoline," said AMA Director of Government Relations Michael Sayre.

With production at its Russian plant on hold, historic motorcycle and sidocar specialist IMZ-URAL has announced that it is to set up production at Petropavlovsk in Kazakhstan - some 400 miles southeast of its Irbit HQ.

Royal Enfield, a motorcycle manufacturer with a history dating back more than 120 years, has been named Presenting Sponsor of 2022 AMA Vintage Motorcycle Days for the second year running. AMA Motorcycle Hall of Famer and 500 cc World Champ Kevin Schwantz has been handed Grand Marshal duties for this year.

Suzuki is to stop racing "temporarily," leaving the MotoGP grid at the end of the 2022 season, with no mention of motorcycles in a 'Mid-Term' management plan.

Mission Foods has continued its impressive spend on powersports race sponsorship, signing a three-year deal as the title sponsor of the AMA Flat Track Grand Championship. The 2022 AMA Flat Track Grand Championship (FTGC) will be staged at the Du Quoin State Fairgrounds in Du Quoin, Ill., July 7-13.

BMW reports "strong" Q1 Motorcycles Segment increases in deliveries and revenues. A total of 47,403 BMW motorcycles and scooters were delivered to customers - up +11.3% on the year-ago; revenues were +6.1% (€799/\$842m). Segment EBIT totalled €108m at a 13.5% margin.

Having signed with Tucker Powersports for domestic U.S. distribution, Erik Buell's FUELL e-bikes are to be sold to dealers in Canada by Velocity Distribution of St-Michel, QC.

<<< **Continued from cover**

significant decrease in the allowance for credit losses. In Q1 2022, retail credit losses begin to normalize to historical levels resulting in a higher provision for credit losses, partially offset by lower interest expense. Total quarter ending finance receivables was \$6.8B, which is +1% versus prior year."

Harley reports generating \$139m of cash from operating activities during Q1 2022. Cash and cash equivalents were \$1.4bn at the end of the first quarter, down \$927m compared to the end of the prior year first quarter "as the company continues to normalize cash balances back towards historical levels." The company paid cash dividends of \$0.1575 per share in Q1 2022.

For the full year 2022, the company "reaffirms its initial guidance and continues to expect HDMC revenue growth of +5 to +10%; HDMC operating income margin of 11 to 12%; HDFs operating income to decline by 20 to 25% and capital investments of \$190m to \$220m.

"The outlook assumes that logistics and manufacturing moderately improve in the back-half of the year as we get beyond the peak levels of inflation experienced in 2021 and the semi-conductor supply stabilizes; the company now expects raw material inflation to continue through the

Harley-Davidson sales revenue and production data...
1st quarter 2022

Income statements in \$1,000s (except share)	THREE MONTHS ENDED	
	MARCH 2022	MARCH 2021
Net sales revenue	\$1,303,171	\$1,232,107
Gross profit	\$407,635	\$420,485
Operating income	\$289,232	\$346,174
Net income	\$222,502	\$259,144
Diluted earnings per common share	\$1.45	\$1.68
NET SALES REVENUE		
Motorcycles	\$1,059,113	\$1,016,334
Parts & Accessories	\$165,525	\$149,859
General Merchandise	\$51,407	\$50,323
PRODUCT MIX		
Grand American Touring	26,012	30,334
Cruiser	15,660	17,450
Sportster/Street	9,651	7,026
Adventure Touring	3,520	-
Total	54,843	54,810
RETAIL SALES OF H-D MOTORCYCLES:		
United States	29,408	30,983
Canada	1,872	1,799
EMEA	6,339	4,943
Asia Pacific Region	6,724	5,793
Latin America Region	809	717
Total	45,152	44,235

balance of the fiscal year. The company's cash allocation priorities are to fund growth through The

Hardwire initiatives, pay dividends and execute discretionary share repurchases."

Harley Investor Day Update - Hardwire Stage II

Held May 10 at the Harley Museum in Milwaukee, Chairman, CEO and President Jochen Zeitz restated the forecast results contained in its 2022 Q1 results posting and addressed the Hardwire Strategic Plan progress to date, issuing updated guidance beyond 2022.

"We have a clearly defined vision and strategy that we believe will capture profitable growth opportunities. Despite the macro challenges, we are already seeing the proof points of The Hardwire, and now we are taking it to the next level.

"In motorcycling, when you want to get more out of an engine, you upgrade it by adding a Stage II kit, that is what we are doing with our Hardwire strategy, tuning the engine of our business for improved acceleration and increased performance."

Zeitz reaffirmed the 2022 outlook, reiterating its initial full year guidance, with Harley continuing to expect HDMC revenue growth of 5 to 10%; operating income margin of 11 to



Jochen Zeitz: "We have a clearly defined vision and strategy that we believe will capture profitable growth opportunities. Despite the macro challenges, we are already seeing the proof points of The Hardwire, and now we are taking it to the next level."

12%; HDFs operating income to decline by 20 to 25% and Capital investments of \$190m to \$220m.

The "Hardwire Stage II" financial targets 2021-2025E include:

- HDMC revenue growth (CAGR/Compound Annual Growth Rate) from 2021 to 2025E of between +5% to +7%
- Operating margin of 15% by 2025

- HDFs operating income growth (CAGR) from 2021 to 2025E of -3% to -5%

- Operating income growth from 2022E to 2025E of +3% to +5%

This HDMC revenue 2021-2025E guidance excludes LiveWire One branded motorcycles and includes H-D branded Motorcycles, Parts, Accessories, Apparel, Licensing and Experiences.

In addition, the "Hardwire Stage II" includes consolidated financial targets at Harley-Davidson, Inc. (HDI) for 2021-2025E of:

- Revenue CAGR for combined HDMC & LiveWire: +9% to +11%
- Operating margin for combined HDMC & LiveWire: 12% by 2025
- Capital expenditures for HDMC & LiveWire: \$250 - \$300m per year
- Targeting \$400m of cost productivity for HDMC by 2025



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

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NEWS BRIEFS

J&P Cycles has added another 'Brick and Mortar' retail location to its growing network - at Scottsdale, AZ. Traditionally a mail order operator, since its acquisition by Cycle Gear and Revzilla owner Comoto (Prospect Hill Growth Partners), J&P recently stepped away from its long-term sponsorship of the Ultimate Builder Custom Bike Show series at the now canceled IMS Outdoors event program. The Scottsdale store is managed by Ryan Dannenmueller. J&P now has six stores, including its founding store at Anamosa, Iowa, Sturgis, Daytona, Pigeon Forge, TN and Taylor, MI.

Owner Kinderhook Industries, LLC flipped its Mentor, Ohio based Race Winning Brands (RWB) subsidiary in November 2021. The new owner is New York based MiddleGround Capital. Headed up by industry veterans Bob Bruegging as President and Bob Romanelli as acquisitions lead, RWB was originally carved out of Dover Corporation in 2017. It had "completed eight strategic acquisitions" under Kinderhook ownership. RWB numbers Wiseco Performance Products, Manley Performance, ProX Racing Parts, Rekluse Motor Sports and JE Pistons among its best known powersports industry "units."

May was recognized by The White House and President Biden as Motorcycle Safety Awareness Month. This came less than three months after the AMA, MIC and MSF met with U.S. Department of Transportation (DOT) Secretary Buttigieg requesting White House recognition of the month and addressing other motorcycle industry priorities.

VRM Spa, the owner of the storied Italian suspension brand Marzocchi, has confirmed that it is moving production to China in a partnership deal with Benelli owner Qiangjiang's QJMotors subsidiary, creating a new company called Zhejiang Mazhouke Machinery Manufacturing. The new business will manufacture Marzocchi branded forks and shocks for sale in China and export worldwide. Production will be based at a new "state-of-the-art" facility in Zhejiang province. Florenzo Vanzetto, CEO of VRM, says that his company has grown Marzocchi turnover from €8m a year when they saved the brand from liquidation in 2008 to €32m now. Marzocchi was acquired by the €8bn turnover Tenneco - the Monroe shocks owner - just as the global financial crisis started to bite. The U.S. conglomerate quite quickly decided to divest itself of what it judged likely to become an expensive and 'troubled' asset.

Polaris - Q1 2022

Financial and Operational Highlights:

- First quarter sales were \$1,957m, flat relative to last year.
- First quarter reported earnings per share was \$1.14, down 46% versus last year; adjusted earnings per share was \$1.29, down 44% versus last year.
- Primary drivers in the quarter included increasing supply chain challenges and inflationary pressures, partially offset by strong pricing; demand remains healthy.
- Retail sales for the quarter were down 22% versus last year when retail sales rose 70% in the same quarter, primarily driven by supply chain challenges.
- Repurchased around 1.5 million shares for approximately \$172m.

Mike Speetzen, CEO, is quoted as saying - "Sales for this quarter remained relatively flat to last year, depressed by continued supply chain pressures. "While much of our focus centers on navigating the highly volatile and challenging supply chain environment, demand for our industry-leading products and services remains healthy, as we continued to see high levels of pre-sold orders and low cancellations, strong short- and long-term repurchase rates and record levels of PG&A attachments. "We are making strategic investments in both innovation and operations to enable our long-term growth plans and productivity needs and strengthen our position as the global leader in powersports."

Segment Highlights

On-Road

Sales were impacted by lower shipments driven by supply chain



CONSOLIDATED STATEMENTS OF INCOME (LOSS)

(In Millions, Except Per Share Data)	Three months ended March 31	
	2022	2021
Sales	1,956.8	1,951.1
Cost of sales	1,560.5	1,470.6
Gross profit	396.3	480.5
Operating expenses:		
Selling and marketing	143.2	145.9
Research and development	82.8	79.5
General and administrative	86.9	87.1
Total operating expenses	312.9	312.5
Income from financial services	11.4	16.2
Operating income	94.8	184.2
Net income	69.9	134.2
Diluted Net income per share:	\$1.14	\$2.11

challenges, despite strong demand, pricing and record low dealer inventory levels. PG&A sales increased 19%.

Gross profit margin performance was driven primarily by favorable product mix and lower promotions costs, offsetting higher input costs driven by supply chain constraints.

North America unit retail sales for Indian Motorcycle were down approximately 30%. North America unit retail sales for the comparable motorcycle industry were down almost 10%.

Off-Road

Sales were driven by growth in snowmobiles, commercial & government and defense, as well as robust pricing actions on new and pre-sold orders. This growth was partially offset by lower ORV sales.

Parts, Garments and Accessories (PG&A) sales increased 8%.

Gross profit margin performance was primarily driven by supply chain constraints and higher input costs,



partially offset by increased pricing and lower promotional costs.

Polaris North America ORV unit retail sales were down high-twenties percent. Estimated North America industry ORV unit retail sales were down high-teens percent. Polaris North America snowmobile unit retail sales for the 2021-2022 season ending March 31, 2022 were down approximately 15%, with the industry down mid-single digits percent.

Aftermarket

The 5% decrease in segment sales was driven by Transamerican Auto Parts sales, which decreased 9% from \$193m to \$175m in the first quarter of 2022. Powersports Aftermarket sales increased 16%.

Gross profit margin performance declined largely driven by supply chain challenges and inflationary pressures.

2022 Outlook

The company continues to expect 2022 sales to be in the range of \$9,215m to \$9,455m, an increase of 12% to 15% over 2021. The company continues to expect adjusted EPS to be in the range of \$10.10 to \$10.40 for the full year 2022, an increase of 11 to 14% from 2021.

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

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NEWS BRIEFS

Irving, TX based RumbleOn, Inc. (NASDAQ: RMBL) - "the nation's first technology-based omnichannel powersports platform" - has posted Q1 used retail powersports unit sales up +31%; record revenue of \$460m; gross profit of \$105m and "robust cash generation with cash flow from operations over \$31m."

Ducati has done a deal with parent company Volkswagen's Argentinian subsidiary for CKD assembly of Ducati motorcycles to be distributed within the local Argentinian market. Assembly will start at the Córdoba Industrial Center by the end of 2022. Ducati currently has seven exclusive dealerships in Argentina.

Founded in 2021, the National PowerSports Dealer Association (NPDA) in the USA has said that it already has some 180 paid dealer members in its first ten months - approx. 50% being authorized Harley stores. A H-D dealer-specific Council has been established within the NPDA framework as a forum through which the very particular and specific issues that affect Harley dealers can be worked on. Membership is open to all dealers, regardless of the brands they represent; www.npda.org. NPDA Partnerships are available to vendors who wish to support the association's dealer and industry advocacy efforts.

For a third consecutive year, Parts Unlimited is to continue its \$250,000 'Racer Rewards' program for dealers and amateur riders at some 125 events in 2022. "This program has proven to support and strengthen the relationship between the amateur racing community and their local dealers," said Jeff Derge, VP of Sales for Parts Unlimited's parent company, LeMans Corporation. "It's a win-win for everyone in the industry!"

Performance Brokerage Services (PBS) has reported that Open Road H-D of Fond du Lac, Wisconsin, has been sold to Matt Chiappetta and Bruce Miner after 15 years of ownership by former finance industry executives Pete Johnson and Lori Thiel. PBS says that it has acted in the sale of over 250 U.S. dealerships of all kinds in the past five years - completing 72 transactions in 2021 alone. Wisconsin natives, Chiappetta and Miner now own four Harley dealerships to grow their Harley-Davidson dealership group (PSB).

Kyle Wyman Takes Atlanta King Of The Baggers Win for Harley

The final weekend of April (on the 2.55 mile Road Atlanta circuit at Braselton, Georgia) saw H-D Screamin' Eagle rider and series defending champion Kyle Wyman take the MotoAmerica Mission King Of The Baggers race win on the factory Road Glide, ahead of James Rispoli, second, on the Vance & Hines Racing Harley-Davidson Road Glide. Wyman credited the team's hard work and some



RACE RESULTS

Pos	No.	Name	Make	Laps	Diff	Total Tm	Best Tm	Sponsor
1	1	Kyle Wyman	H-D	8		12:21.6	01:31.8	H-D Screamin' Eagle
2	43	James Rispoli	H-D	8	1.861	12:23.4	01:32.1	Vance & Hines Racing
3	29	Tyler O'Hara	IND	8	3.484	12:25.0	01:32.2	Mission Foods/S&S Cycle/Indian Challenger Team
4	99	Jeremy McWilliams	IND	8	4.467	12:26.0	01:32.4	Mission Foods/S&S Cycle/Indian Challenger Team
5	44	Taylor Knapp	H-D	8	5.882	12:27.4	01:32.5	Vance & Hines Racing
6	10	Travis Wyman	H-D	8	11.202	12:32.8	01:32.6	H-D Screamin' Eagle
7	13	Cory West	IND	8	42.13	13:03.7	01:36.6	Saddlemen/Lloyd'z Garage
8	14	Frankie Garcia	IND	8	48.592	13:10.1	01:37.2	Roland Sands Design
9	108	Andrew Lee	H-D	8	56.922	13:18.5	01:38.3	Big Bear Performance
10	21	Zack Nation	H-D	7	1 Lap	12:21.7	01:44.1	Zack Nation Racing Revolution Performance
11	713	Robert Johnson	H-D	7	1 Lap	12:26.9	01:45.2	Johnson Engine Technology
12	55	Eric Stahl	H-D	7	1 Lap	12:32.5	01:45.2	Jiffy Tune Racing
13	17	Bryan Shields	H-D	6	2 Laps	12:45.7	01:58.2	Bagger Mayhem Racing

"significant improvements" to the bike since Daytona that "allowed me to be much more aggressive on the track, and having James finish second has really helped us in the points chase." Pole sitter Bobby Fong crashed his Roland Sands Design Indian Challenger motorcycle on lap two - Frankie Garcia on the other RSD Challenger finished

eighth. Tyler O'Hara was third on the Mission/S&S Challenger, with teammate Jeremy McWilliams fourth; Taylor Knapp was fifth on the Vance & Hines Racing Harley ahead of Wyman's brother, and teammate Travis in sixth on the second H-D Screamin' Eagle Road Glide. Cory West brought the Saddlemen/Lloyd'z Garage



Indian Challenger home in seventh. After three of seven rounds on the 2022 Mission King Of The Baggers series, the S&S/Indian Challenger pair of O'Hara (first) and McWilliams (second) still lead the series, with Kyle and Travis Wyman tied on 41 points for third and fourth place respectively for Harley, ahead of Rispoli and Knapp in fifth and sixth on Vance & Hines Racing Harleys. Next up is the MotoAmerica Superbikes Weekend at the Road America raceway in Elkhart Lake, Wisconsin, June 3-5, Laguna Seca July 8-10, Brainerd July 29-31, with the season finale at the New Jersey Motorsports Park, Millville, NJ, on September 8-10.

STANDINGS

Pos	No.	Name	Total	Diff	Gap	Daytona	Daytona	Atlanta
1	29	Tyler O'Hara	61	0	0	25	20	16
2	99	Jeremy McWilliams	51	10	10	13	25	13
3	1	Kyle Wyman	41	20	10	16	0	25
4	10	Travis Wyman	41	20	0	20	11	10
5	43	James Rispoli	33	28	8	0	13	20
6	44	Taylor Knapp	32	29	1	11	10	11
7	50	Bobby Fong	25	36	7	9	16	0
8	108	Andrew Lee	23	38	2	8	8	7
9	14	Frankie Garcia	22	39	1	7	7	8
10	87	Patricia Fernandez	12	49	10	6	6	x
11	21	Zack Nation	11	50	1	5	0	6
12	86	Shane Narbonne	10	51	1	10	0	x
13	121	Hawk Mazzotta	9	52	1	0	9	0
14	13	Cory West	9	52	0	0	0	9
15	17	Bryan Shields	8	53	1	0	5	3
16	713	Robert Johnson	5	56	3	x	x	5
17	55	Eric Stahl	4	57	1	0	0	4
18	317	Scott Beal	0	61	4	0	0	0
19	69	Danny Eslick	0	61	0	0	0	x

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

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Royal Enfield Scram 411 'ADV Crossover'

Royal Enfield's new Scram 411, described as the brand's first ADV Crossover, is said to be "an engaging, accessible and capable street scrambler, with the heart of an adventure motorcycle."

Built on Royal Enfield's proven 411 cc single-cylinder engine platform and the Harris Performance chassis, Royal Enfield appears to be acknowledging that anything up

to 80 percent of ADV miles are on-road and that some 80 percent of those are urban, suburban and peri-urban - describing it as a "sub-species that has the authentic vibes of a scrambler and adventure touring in its DNA."

The Scram 411 "combines spirited agility on urban streets, with competent rough-riding capabilities. Focused and purposeful changes in the riding geometry and ergonomics make it ideal for in-city riding, as well as unpredictable, challenging trails off the urban grid."

The new Scram 411 is already available in India, and will be available in Europe, Asia Pacific, North America and Latin America later this year. It features long-travel suspension, class-leading ground clearance and 19-inch front and 17-inch rear wheels - "playfully agile on city streets," the company says, "yet highly capable of tackling more rugged terrain."



MX Sports and Bagger Racing League Collaborate For 2022 Events

MX Sports and Bagger Racing League (BRL) are to collaborate for the 2022 Bagger Racing League events. MX Sports will assist with promotions, marketing and event organization for the season as Bagger Racing League



returns after its exhibition race back in 2020.

"BRL has continued to spread into a trailblazing series comprised of six classes featuring Harley- Davidson vs. Indian Motorcycles," said Rob Buydos, CEO of Bagger Racing League. "The Bagger Racing League combines a blend of American V-Twin motorcycle culture and the thrill of racing into one. "I am extremely excited to have such a world class partner as MX Sports. With their help in assisting promotions, marketing and organization we are looking to move up into the next level of excitement and professionalism in the sport." Each round will be televised as the audience witnesses extreme competition all weekend long,

surrounded by an extensive line-up of sponsor displays including manufacturers, Harley-Davidson and Indian dealerships, independent custom motorcycle shops, stunt shows, open pits, and much more.

"MX Sports is eager to assist the Bagger Racing League in all phases of its operation," said Tim Cotter, MX Sports Director. "This segment of motorcycling is vital to the industry. The Bagger Racing League is fantastic racing content, and we are looking forward to making it better together." Classes for the series will be Lite Weight Twins, Big Twins, Pro Stock Bagger, Bagger GP, F/S Cup and ATU. www.mxsports.com

2022 Event Schedule:

- Round 1** Utah Motorsports, May 13-14
Grantsville, Utah
- Round 2** Milwaukee Mile Speedway, September 1-4
West Allis, Wisconsin
- Round 3** Daytona International Speedway, October 14-16
Daytona Beach, Florida

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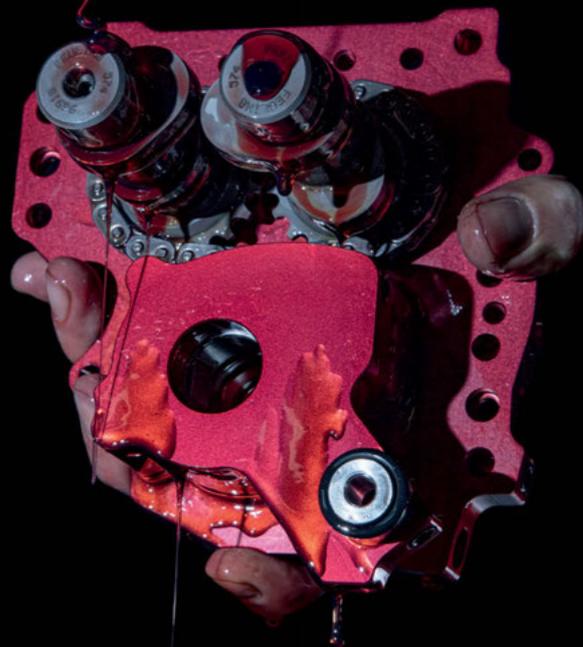
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NEWS BRIEFS

New York based MiddleGround Capital, who bought Race Winning Brands from Kinderhook in November 2021, has continued to add to the RWB portfolio. The "operationally-focused private equity firm that makes control investments in North American middle market B2B industrial and specialty distribution companies" has funded the acquisition of TPT Solutions (TransGo, RevMax and Transmission Specialties) to add to an RWB brand line-up that includes Wiseco, Rekluse, ProX, Manley Performance and JE Pistons. It is its second RWB add-on acquisition since November 2021 - having also acquired PAC Racing (performance springs) to the roster.

Honda Motor Co., Ltd. has signed a joint development agreement in the area of Lithium-Metal secondary batteries with SES Holdings Pte. Ltd., a U.S. (Boston) based EV battery research and development company. SES plans to list on the New York Stock Exchange (NYSE) via a special-purpose acquisition company (SPAC) transaction, and through the PIPE (private investment in public equity) offering by the SPAC, Honda plans to acquire approximately 2% of the shares of SES AI Corporation.

Tom Moore has left his role as GM at Los Angeles H-D to become GM at Kirkwood, Mo., based Doc's H-D.

Husqvarna Motorcycles has extended its partnership with Boise, Idaho based Rekluse through 2022. Owned by Race Winning Brands (of Wiseco fame) and now in its 20th year, the clutch component manufacturer will "continue to support Husqvarna's global racing efforts."

Honda Motor Co., Ltd. has made a strategic investment in California based Helm.ai "to strengthen its software technology development in the areas of artificial intelligence (AI) and computer vision technologies," stating that "Helm.ai has key strengths in the area of AI-based image recognition technologies advanced through unsupervised learning." Founded in 2016, Honda and Helm.ai have been working in collaboration since 2019 through Honda Xcelerator, Honda's a global open innovation program of Honda.

Japan's 'Big Four' Explore Hydrogen Motorcycle Engines

By Ben Purvis

Japan's 'Big Four' are considering working together to work on hydrogen-fueled combustion engines, which promise to be carbon-neutral and nearly emissions-free while retaining the feel, performance characteristics and sound that we're familiar with. Initially Yamaha and Kawasaki hope to work together on hydrogen engine development, with Honda and Suzuki expected to join the effort at a later date.

Kawasaki showed its first step towards a hydrogen motorcycle engine last year, revealing a direct fuel-injected version of the supercharged H2 four-cylinder. While that prototype currently runs on petrol, not hydrogen, the development of direct injection tech is vital in the pursuit of making hydrogen engines work.

If mixed with air before entering the cylinder, the volume of hydrogen would take up too much space, even though the ideal stoichiometric ratio is around 34:1 - far lower than for petrol engines. That would leave less space for air in the cylinder, reducing power by around 15% compared to petrol. In contrast, using direct-injected hydrogen raises power compared to a petrol engine by about the same percentage.

What's more, most hydrogen combustion engine prototypes are designed to use far more air than necessary for combustion, effectively running extremely lean, to reduce NOx emissions. To achieve that, forced induction is required, hence Kawasaki's decision to base its project

540 Nm of torque, its performance is roughly on a par with the stock Toyota petrol version.

"We are working toward achieving carbon neutrality by 2050," said Yamaha Motor president Yoshihiro Hidaka. "At the same time, 'Motor' is in our company name, and we accordingly have a strong passion for and level of commitment to the internal combustion engine."

Although the deal to develop hydrogen motorcycle engines with Kawasaki has yet to be completed, Yamaha's announcement says: "Kawasaki and Yamaha Motor have started considerations toward the joint development of a hydrogen engine for possible use in two-wheeled vehicles."

What's more, they plan to add Honda and Suzuki to the arrangement later on, saying: "The four companies intend to jointly explore the possibility of achieving carbon neutrality through the use of internal combustion engines in two-wheeled vehicles. To maintain a distinct line between cooperation and competition, they intend to proceed after establishing a framework that will clearly define areas of cooperation and collaborative research".



on the supercharged H2 motor. We've yet to see the result of the Yamaha-Kawasaki cooperation, but Yamaha has revealed its own hydrogen-powered combustion engine in the form of a V8 that it's developing on behalf of Toyota. This five-litre monster is based on an existing Toyota unit. With 450 hp and

Royal Enfield Marks 120 Years of Continuous Production

Royal Enfield owes its origins back to 1891, at Redditch in the British 'Midlands', manufacturing bicycles. An 1893 contract to manufacture components for the Enfield, Middlesex, England based Royal Small Arms factory ultimately gave the business the name it still has today.

After a quadricycle as its first motorized vehicle was manufactured in 1898, and a first foray into motorsport two years later, the first motorcycle was launched at the Stanley Cycle Show in London in 1901 - with a 1 1/2 hp Anglo/French designed engine mounted in front of the steering head and a long, rawhide belt driving the rear wheel.

The rest, as they say, is history - 120 years of history in fact, and to mark the occasion, the oldest motorcycle brand in continuous production is offering a pair of limited-edition special versions of its popular 650 Twins - the INT 650 and the Continental GT 650. First shown at the EICMA 'Milan

Show' in November 2021, the global limit of 480 units will no doubt have sold out already (the pricing is only a couple of grand or so above the regular price of its remarkably inexpensive but versatile and fun 650s), with 60 of each version (120 in total) having been offered in each of its four regions.

Royal Enfield says it has "reached back into the brand's rich heritage of building authentic handcrafted motorcycles, and along with unique black and chrome color schemes and a selection of Genuine Motorcycle Accessories, these limited-edition anniversary models feature artisan-crafted die-cast brass tank badges and classic Royal Enfield hand-painted pinstripes.

"The motorcycles are chromed with an alternate, sustainable trivalent eco-friendly process. To complement the black chrome tanks, both the Continental GT 650 and Interceptor 650 will feature, for the first time,



completely blacked out components, with the engine, silencer and other elements in an array of black color schemes. The motorcycles will also come equipped with a range of Genuine Motorcycle Accessories such as fly screens, engine guards, heel guards, touring and bar-end mirrors among others in a defining black to accent the overall design."

www.royalenfield.com



www.AMDchampionship.com

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

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NEWS BRIEFS

Polaris has donated nearly \$120,000 to off-road organizations with T.R.A.I.L.S. Grants. The 13 nonprofit organizations that were awarded a Spring 2022 T.R.A.I.L.S. grant received awards ranging from \$6,000 to \$10,000. The grants will support the development, improvement and expansion of trails, and help to educate riders on safe and responsible riding practices.

'Ride With Us', the MIC's "multifaceted market expansion program, heads into its second year, having inspired more than 2.3 million potential new riders through social media and putting more than 700 people on motorcycles for their first time through its Moto Intro experiences in 2021." It will, however, need to replace the public facing opportunity provided for it with the cancellation of the IMS Outdoors event series for 2022.

National Powersport Auctions (NPA) has "stepped up" its Strategic Partnership with the National Powersports Dealer Association (NPDA). "NPA believes that dealers are critical to the future of powersports," said NPA CEO Jim Woodruff. "They are at the front lines of the consumer experience that fuels our industry. We share NPDA's PURE (Promote, Unite, Represent, Educate) vision and belief that our industry is better when we all work together." Additional NPDA supporters include Find It Now, Law Tigers, LiquiMoly USA, Performance Brokerage Services and WPS/HardDrive parent company Arrowhead Engineered Products.

Ducati owner VAG's (Volkswagen Audi Group) Spanish subsidiary SEAT is the latest automotive brand to try its hand at PTW electrification with the launch of the 'MO' eScooter 125. It is powered by a 9 kW rear wheel electric motor, with peak power equivalent to a 125 cc Scooter, 240 Nm of torque for a stated 0-31 mph acceleration time of 3.9 seconds, 59 mph top speed and 85 mile range from the 5.6 kWh Li-ion battery pack.

In response to test rider and customer feedback, Harley has added a Screamin' Eagle Quick Shifter to its accessory options for 2022 and up Pan America models. To our knowledge, the company has not yet formally confirmed whether or not it is also compatible with other Revolution Max models, namely the Sportster S.

Mustang Seats Acquired by Veteran-Founded Investor

Three Rivers, Massachusetts based Mustang Motorcycle Products LLC, maker of Mustang seats and related motorcycle accessories, has been acquired by LDR Growth Partners - a private investment firm "focused on acquiring and growing unique, cash flow generating businesses in the manufacturing, industrial products and transportation sectors." Mustang "specializes in high-quality, handmade motorcycle seats" and was founded in 1980 by Al Simmons, a keen pilot, who named his business for the legendary P51 Mustang. The acquisition is the latest stage in what has been described as "The Great MAG Unwind." Mustang was bought by the Motorsport Aftermarket Group (MAG) in 2004. MAG was eventually taken over by the then Tucker Rocky owner Lacey Diversified (of Indianapolis) in



Standard Touring seat



Wide Tripper



Super Tripper

2014. Mustang has now been bought by LDR from the group of investors (led by Monomoy Capital Partners), who themselves acquired MAG in the fall of 2017 when it emerged from its bankruptcy filing.

"Mustang Seats presents a tremendous opportunity for us at LDR," said William Brame, partner at LDR and co-head of its acquisition business. "Our unique approach is in providing growing companies the resources they need to continue to expand while identifying areas for new value creation.

"We'll invest in people, technology and the machinery the company needs to help deliver the iconic Mustang seats to motorcycle riders looking for our products domestically and internationally."

LDR was founded by three US Army officers in 2011. It is also the owner of LDR Advisory Partners and LDR Leadership, firms which focus on improving company, employee and leadership performance, and of Whitman Controls - a 50-year Bristol, Ct., based manufacturer of process automation controls. Mustang presently employs 85 people in a historic facility in Three Rivers.

LDR intends to keep Mustang's operations in its current primary location as it adds manufacturing technology, production capacity and marketing capabilities to the organization. The company has added nearly 20 additional employees since September of 2021 and the new owners anticipate hiring additional resources in the coming months to accomplish their goals.

"We believe in Mustang's product, in its people and in the strength of the motorcycle accessory market," continued Brame. "Our leadership is excited about entrenching ourselves in this company and in the riding community. We look forward to meeting our loyal customers and partners at rallies and events this year."

"The leadership and employees here at Mustang couldn't be happier about the news," said Mustang GM Mike Cornelius. "The additional investment from LDR will help us take the next step forward. Our orders show that riders want Mustang seats and our team is excited to continue to deliver them to our loyal dealers and customers."

www.mustangseats.com

H-D Homecoming Event

Harley has kicked-off the build-up to its mid-2023 120th anniversary celebrations with the announcement for a four-day "Homecoming Festival" in the Milwaukee area in 2023. Slated to be an annual event with the 120th anniversary edition as a debut for the concept, Harley says it will be a "four-day festival filled with music, food and moto-culture. The inaugural event will take place at multiple venues throughout the Milwaukee area on July 13-16, 2023, and welcomes riders, enthusiasts and fans to meet in Milwaukee for a huge celebration.

"We invite everyone, riders, non-riders and fans around the world, to join us in Milwaukee next summer for the Harley-Davidson Homecoming where we will celebrate 120 years of our incredible brand," said Jochen Zeitz, Chairman, President and CEO of Harley-Davidson. "This will be the first in a series of unforgettable annual

events in Milwaukee. Stay tuned for more details in coming months, and we look forward to celebrating with you in 2023."

Harley recently launched "The Road to Harley-Davidson Homecoming Challenge" where riders and non-riders alike can participate in chances to earn virtual badges, win daily and monthly prizes and enter a sweepstakes for a chance to win a grand prize trip to Milwaukee to participate in the Homecoming event. For details download the Harley-Davidson app, or visit H-D.com/ride



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

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AFT BRIEFS

SBS Friction has returned as the Official Brake Pad of Progressive AFT. Always a major race supporter, the 2022 season marks the fifth consecutive year in which SBS has served in that capacity in AFT racing. Founded in Denmark nearly 60 years ago, the company boasts a glorious motorsports tradition with dozens of two-wheel world championships, including in WorldSBK and MXGP.

Öhlins USA has been named the Official Suspension of Progressive AFT for the seventh successive season. "The iconic brand added to its long and illustrious championship-winning history in 2021 with reigning Mission SuperTwins presented by S&S Cycle champion Jared Mees. "Racing is our passion, and Progressive American Flat Track represents the pinnacle of motorcycle dirt track racing in the world, so we're excited to continue our partnership," Mike Himmelsbach, Motorsports Market Manager at Öhlins USA.

Mechanix Wear has been named as the Official Work Glove of the 2022 Progressive AFT series. "Mechanix Wear gloves were born in motorsport. Debuting at the 1991 Daytona 500 more than 30 years ago, the brand has since established itself a global leader for mechanics, trade professionals, manufacturing, military and law enforcement tactical teams alike."

Loomis, CA. based tools, controls and cables specialist Motion Pro is again a MotoAmerica Partner for 2022, as the Official Tire Pressure Gauge of the MotoAmerica Series. Founded by Six-Day ISDT gold medalist Chris Carter in 1984, Motion Pro "designs innovative tools and products that help owners maintain and repair their motorcycles, working closely with championship-level riders and professional mechanics all over the world."

Chad Cose is to race for the 1st Impressions Race Team. He will compete aboard a Honda CRF450R in the Parts Unlimited AFT Singles presented by KICKER class for the remainder of the 2022 Progressive American Flat Track season. A seat on the four-rider effort opened up following the injury of Michael Lainhart at Texas Motor Speedway.

Mees Edges Bauman in Spectacular Inaugural I-70 Half-Mile Round 3, April 23

Jared Mees (No. 1 Indian Motorcycle/Progressive Insurance FTR750) added at long last to AFT race successes by taking the win at the inaugural I-70 Half-Mile presented by Indian Motorcycle of Kansas City at Odessa, Missouri. Kansas City-area fans had waited 17 years to see the world's greatest motorcycle dirt track racers do battle and were rewarded with an instant classic.

Mission SuperTwins presented by S&S Cycle

Briar Bauman (No. 3 Indian Motorcycle/Progressive Insurance FTR750) powered into the lead at the start, followed closely by JD Beach (No. 95 Estenson Racing Yamaha MT-07 DT). Mees didn't waste any time dispatching Beach to prevent Bauman from getting away out front, and then used that momentum to rail his way into the lead and ultimately to a win

Pos	Rider	Bike
1	Jared Mees	Indian FTR750
2	Briar Bauman	Indian FTR750
3	Brandon Robinson	Indian FTR750
4	Dallas Daniels	Yamaha MT-07
5	JD Beach	Yamaha MT-07

that ties him with Chris Carr for most career premier-class victories. Behind Bauman (second), Beach, who eventually finished fifth, was overhauled by Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) and Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07 DT), who finished third and fourth respectively. Bronson Bauman (No. 37 Latus Motors Racing Harley-Davidson

XG750R) finished sixth, followed by Mission Production Twins Challenge entry Jesse Janisch (No. 33 Vance & Hines Harley-Davidson XG750R). Together the two ensured that a pair of Harley-Davidson XG750Rs would finish inside the top seven alongside the three Indians and two Yamahas ahead of them.

Mission Production Twins presented by Vance & Hines

Jesse Janisch (No. 33 Vance & Hines Harley-Davidson XG750R) took his Texas frustrations out on the field in the form of outright dominance of the evening's Mission Production Twins presented by Vance & Hines. The Vance & Hines pilot stormed to the front off the line and effectively removed all doubt within a matter of laps.

Pos	Rider	Bike
1	Jesse Janisch	H-D XG750R
2	Nick Armstrong	Yamaha MT-07
3	Cory Texter	Yamaha MT-07
4	Jeremiah Duffy	Kaw Ninja 650
5	Jordan Harris	Kaw Ninja 650

Billy Ross (No. 109 Mission Foods/Roof Systems Kawasaki Ninja 650), Kolby Carlile (No. 36 KC36 Las Vegas Harley-Davidson XG750R) and Cole Zabala (No. 51 Memphis Shades/Corbin/Vinson Yamaha MT-07) traded punches in a scrap for second that ultimately did them no good at all with mechanical issues and crashes forcing Zabala into an eighth place finish, Carlile ninth and Ross 14th. Title leaders Nick Armstrong (No. 60 Competitive Racing Frames/Lessley Brothers Yamaha MT-07) and Cory Texter (No. 1 G&G Racing/Yamaha

Racing Yamaha MT-07) completed the podium in second and third, ahead of Jeremiah Duffy (No. 42 Sammy O Racing/Arai Helmets Kawasaki Ninja 650) fourth (0.087 seconds behind Texter) and Jordan Harris fifth (No. 77 Roy Built/S&J Coal Mine Kawasaki Ninja 650) another 0.319 seconds back.

Parts Unlimited AFT Singles presented by KICKER

Minutes before Mees won the SuperTwins class, Kody Kopp (No. 12 Red Bull KTM Factory Racing 450 SX-FFE) became the first repeat winner of the season when he took the checkered flag in the Parts Unlimited AFT Singles presented by KICKER Main Event.

Australian Max Whale (No. 18 Red Bull KTM Factory Racing 450 SX-FFE) took second from Morgen Mischler (No. 13

Pos	Rider	Bike
1	Kody Kopp	KTM 450 SX-FFE
2	Max Whale	KTM 450 SX-FFE
3	Morgen Mischler	Honda CRF450R
4	Trevor Brunner	Yamaha YZ450F
5	James Ott	KTM 450 SX-F

American Honda/Progressive Insurance CRF450R) in third, with Trevor Brunner (No. 21 Estenson Racing Yamaha YZ450F) in fourth ahead and James Ott (No. 19 MediaHT/G&G Racing KTM 450 SX-F) completing the top five.

Next up is the first Mile of the season with the Mission Red Mile presented by Indian Motorcycle of Lexington doubleheader on Memorial Day weekend at the Red Mile in Lexington, Kentucky, on May 28-29.

www.americanflatrack.com



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



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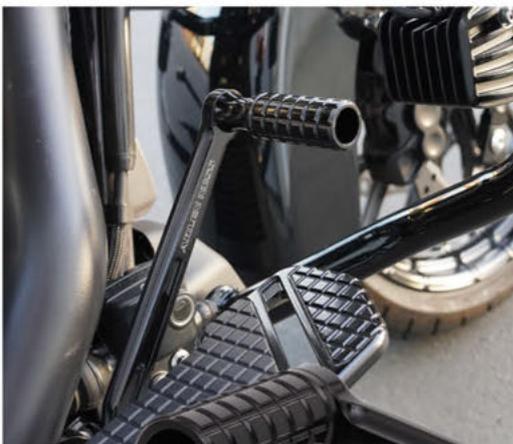
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MOTO FUTURE

Vancouver based Damon Motors is showcasing its HyperDrive and HyperSport EV platforms at Petersen Automotive Museum's "Electric Revolutionaries" exhibit.

Quebec, Canada based Taiga has released its 'Nomad' first electric snowmobiles to reservation holders - "marking the new era for powersports." It's a plan first hatched in 2015 that has involved developing "the world's first performance-focused, fully electric off-road powertrain matched perfectly to the snowmobile application, providing clean power for vehicles traversing the world's harshest conditions."

Scotts Valley, California based electric motorcycle manufacturer Zero has reorganized its customer service and contact points "across all channels" - managing them under a new Customer Experience (CX) department - in a bid to "provide the best and most robust dealer, rider and owner support in the industry."

Eugene, Oregon based Arcimoto, Inc. (NASDAQ: FUV) - "makers of rightsized, outrageously fun, ultra-efficient electric vehicles for moving people and stuff" - has seen its vehicles reclassified as autocycles by the State of Maryland, meaning buyers will no longer need to have a motorcycle endorsement. The change is part of 'Clean Cars Act' that legislates for a range of benefits to promote electrification of transport solutions and brings Maryland in line with other states that do not require a motorcycle license (or helmet) to operate an autocycle such as those built by Arcimoto.

Vancouver based Damon Motors has earned a Consumer Solutions - Sports and Recreation category Gold Award in the 2022 Edison Best New Product Awards for its flagship HyperSport electric sports performance motorcycle. Described as the industry's "smartest, safest, all-electric sport bike, it boasts well over 200 hp and 200 Nm of torque delivered at zero rpm, a top speed of 200 mph, and a range of more than 200 highway miles per charge." Features include its CoPilot advanced collision avoidance warning system and Shift sport to commuter riding position transformation modes.

Quebec, Canada based Taiga Motors - the electric snowmobile and PWC manufacturer - has been recognized for its electric powertrain with a Fast Company award - being named the overall North American winner in the 2022 World Changing Ideas Awards: "a designation that honors the innovative ways companies are tackling society's most pressing challenges."

Stealth e-Bikes By Ben Purvis

The electric bicycle industry in markets such as Europe is growing rapidly and largely responsible for the drop-off in 50 cc moped sales. Riders now find they can achieve much the same city riding results on a battery-assisted bicycle (pedelecs) as on a petrol-powered machine - and without the burden of insurance and road tax.

We've already seen a large number of motorcycle companies jumping into the arena, with the likes of Ducati and Triumph offering e-Bikes (usually by rebadging existing products from other brands) in an acceptance of the fact that the lines between pedal power and motorcycles are being blurred out of existence as we move into an electric age. Of course, Yamaha has been a pioneer with the PAS models it's been making since the 1990s. But for e-Bicycles, there's a huge range of options out there from companies that don't have a presence in the motorcycle market. Australian company Stealth is one of them, making electric bicycles that take a more extreme approach than most.

For 2022, the company has redesigned its range, redesigning the frame and swingarm on the H-52, F-37 and B-52 models that are aimed at urban mobility with a mountain bike twist. An increase in wheel size from 24" to 27.5", along with revised suspension, improves their off-road ability, and for this year the bicycle-style brake systems have been swapped for a motocross-inspired set-up. All three models use hub-mounted motors, improved for the new model year with better cooling and new throttle maps,

while the two most powerful models - the H-52 and B-52 - have 25% more range thanks to improved battery technology. The H-52, B-52 and F-37 are all available as off-road models or homologated street bikes as in H-52s, B-52s and F-37s forms. The homologated versions get lights and fenders as well as speed-limiters to restrict them to 45 km/h (down from the 60 to 80 km/h that the off-road versions can achieve). The larger batteries in the '52' models give a range of up to 70 km, while the smaller F-37 is good for 60 km.



Made in Australia, the F-37 features a redesigned frame and swingarm, and an "aggressive stance".

Triumph TE-1 Prototype By Ben Purvis

Every serious motorcycle company on the planet is pouring resources into the development of electric bikes at the moment, in the knowledge that a combination of legislation and environmental pressure will spell the end for the combustion engine in the foreseeable future. Most are keeping their developments under wraps, but Triumph has taken a more open approach with regular updates on the development of its TE-1 prototype. Phase 1 saw Triumph join forces with Williams Advanced Engineering (of Formula 1 fame), responsible for the battery development, Integral

Powertrain for the electric motor, and WMG at the University of Warwick in central England for testing and simulation. Phase 2 saw the collaborators reveal a finished powertrain and battery mounted in a prototype frame, along with a design image of what the complete bike would look like. Now phase 3 is complete, and with it the entire initial prototype has been completed and is headed for phase 4 testing. Triumph has completed the frame, subframe, cockpit, bodywork and the transmission, complete with a carbon

belt final drive, and added Öhlins suspension and Brembo brakes to the mix along with Triumph's own control software for the chassis side of the bike. Williams has made a prototype of its final battery design, complete with DC-DC converter, control unit, cooling and charging equipment, as well as carbon fiber covers to suit the bike's styling. Integral Powertrain has completed its prototype motor and inverter, with integrated cooling in a 10 kg package capable of making close to 180 hp for brief periods and a continual output of around 120 hp. Finally, WMG has completed simulations and rig testing, leaving a bike that's now ready to hit the rolling road and then the test track. Triumph CEO Nick Bloor said: "It has been truly exciting to see the progress made during phase 3 of Project Triumph TE 1, with the final prototype motorcycle now going into real life testing. "We look forward to continuing the ambitious and innovative work on the TE-1 demonstrator prototype through the live testing phase and sharing the outcome with Triumph fans across the world."



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

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3D Printed Steel Frame is Lighter than Titanium

By Ben Purvis

The Materials and Advanced Manufacturing Research Group (MOD3RN) at Nebrija University in Madrid has created a motorcycle frame by 3D printing it from powdered steel - the result is lighter than conventional designs made from aluminum or even titanium.

Backed by steel producer AcelorMittal, the project uses readily available materials in the form of powdered steel and known 3D printing technology, using lasers to selectively fuse the material together in layers, building up the entire frame in a series of slices. The challenge was to meet the rigidity requirements of a motorcycle frame while using the absolute minimum amount of material.

The project had to develop computer

algorithms that allow the operator to enter details of key hardpoints of the chassis - the engine mount positions, for instance, and the steering head and swingarm pivot location - as well as the required level of rigidity. The computer can then work out a layout of frame struts that meets those requirements



and which can be 3D printed with the least material.

It is the latter part of the process that is critical - the frame struts are all hollow, with walls between 0.8 mm and 1 mm thick, and normal 3D printing would require those hollow areas to be filled with support structures. By placing the frame struts at particular angles, and orienting the frame correctly during the print process, the Nebrija algorithms eliminate these supports, significantly reducing weight.

Sergio Corbera, engineering director at the university, said: "The possibility of generating hollow parts was the main unknown in metal 3D printing. We are talking about wall thicknesses of between 0.8 and 1 mm in the chassis. This involved addressing several issues



within 3D printing: stability of the piece during the printing process as a result of the very low thicknesses, control of porosities and mechanical properties in these thicknesses, and orientation of the geometric shape to avoid internal supports."

The resulting prototype frame, designed to suit a single-cylinder race bike, weighs just 3.8 kg, compared to around 5 kg for a similar frame made from aluminum using conventional processes. A normal steel trellis frame of the same size would be 6 to 7 kg.

IMS Canceled



Owner Informa has announced the suspension of its IMS Outdoors event series for 2022.

A statement by Informa said that "after 40 years of producing the International Motorcycle Shows and IMS Outdoors, we have made the difficult decision to suspend the IMS Tour in 2022.

"The powersports industry is at a crossroads with where and how brands promote their products amidst the continued manufacturing and sourcing delays associated with the pandemic. These current hurdles that our brand partners are facing would have made it difficult for us to produce an IMS that would meet your, and our, expectations. "Therefore, we will not be moving forward with the planned 2022 events, including the Ultimate Builder Custom Bike Show."



Seen here receiving his prize from Bob Kay (right) Anthony Robinson (center) secured the 2021 "King Of Builders" title in Atlanta with a 1949 Triumph T-110 - "Black Coffee".

Hoban Brothers Teams With Rossmeyer H-D and Michael Barnes for 2022 KOTB/BRL

Newton, Wi., based Hoban Brothers Racing presented by Man-O-War Motor Products has teamed up with Bruce Rossmeyer's Daytona Harley-Davidson and rider Michael Barnes to compete in the 2022 MotoAmerica Mission King Of The Baggers series and select Bagger Racing League series races.

"We are super excited to be partnering with Hoban Brothers Racing, John Dahmer and Michael Barnes in order to race our Bruce Rossmeyer Harley-Davidson Bagger again this season. We have some great memories with Michael Barnes when he rode for the Rossmeyer/Richie Morris racing team in the AMA Daytona Sportbike series in 2009 and are happy that Michael will be piloting our home-grown Harley-Davidson Bagger for four races in the AMA series and one race in the BRL.

"We are also super-stoked to have the support of Harley-Davidson Motor Company as we strive to keep the Harley-Davidson brand on top where it belongs," said Shelly Rossmeyer Pepe, General Manager of Bruce Rossmeyer's Daytona Harley-Davidson.

"It is truly amazing to be working with Shelly and Bruce Rossmeyer's Daytona Harley-Davidson, Harley-Davidson Motor Company and Michael Barnes as it was imperative that we all worked together to make this opportunity happen, especially after Hoban Brothers and Rossmeyer Racing were



Michael Barnes: "I'm really excited to have signed a deal with Hoban Brothers Racing and Bruce Rossmeyer's Daytona Harley-Davidson."

not able to start the race at Daytona this March.

"We are also pleased to have Michael on board and look forward to the team and Michael working together to achieve the goals we set last year. Michael is a proven winner as he won the inaugural Bagger Racing League Premier Bagger class at Utah Motorsports Campus and was a podium finisher in the MotoAmerica Mission King Of The Baggers race at Laguna Seca in 2021."

Barnes has a pro racing career that spans 33 years with seven national wins and 48 podium finishes. He won the AMA Pro Vance & Hines XR1200 series championship in 2012, and he won the Daytona 200 in 2016,

becoming the oldest rider (at 47) ever to win that race. "We are lucky to have all of our sponsors back this year, Jimmy Light from HPI and Tom Reiser from TMan Performance were a large part of our success, along with our guys from Darkhorse Crankworks from last year, to have their support in race engine development again this year is huge for our team," says John Dahmer, Manager of Hoban Brothers Racing.

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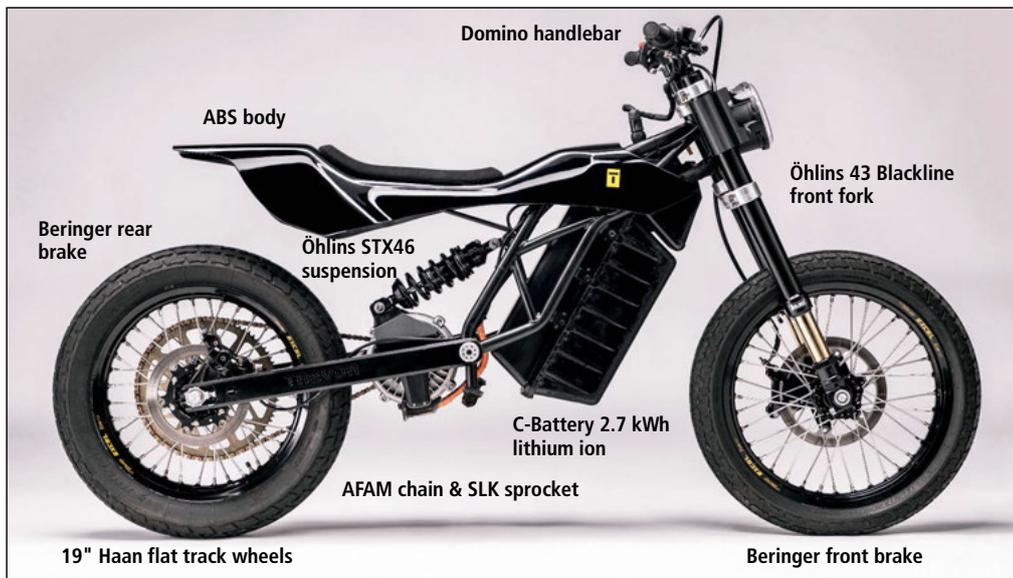


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Building Clean



In the world of design, all kinds of design, the old mantra that "Less is More" remains as true today as it was when Philippe Starck turned late 20th century design orthodoxy upside down in the 1980s. As true today as it was when Walter Gropius (Bauhaus) and Le Corbusier turned architecture and design orthodoxy upside down in the 1930s.

Now, motorcycle electrification is proving to be an attractive design platform through which new generations of talented designers can channel their inner minimalism to great effect. Stylishly simple has been the electric motorcycle market's design default aspiration for a decade now.

One of the businesses driving the "new age of the electrification enlightenment" has been Saroléa - an iconic Belgian brand that was founded in 1850 and went out of production in 1963; the brand was acquired in 2008 by Belgian twin brothers Torsten and Bjorn Robbens.

The Saroléa mission has been to develop and produce high-performance 100% electric race machines. Built by hand at the company's workshop in Belgium, all components are designed and built by Torsten Robbens, who has a background in motorsport, aerospace and military manufacturing.

The SP7 race bike was near the podium at the Isle of Man TT Zero race for two years - finishing fourth in 2014 and fifth in 2015 - recording an average speed for the one-lap event of 106 mph (171 km/h).

Subsequent data logging and other issues forced a withdrawal from the race in 2016, and since then the company has been focused on pursuit of its vision to "develop the ultimate road legal electric motorcycle based on



our race bikes." The goal is limited edition street models based on the same technology and performance as its SP7 TT race bike.

That search saw them create the Manx7 and the N60MM.01 streetfighter and N60MM.07 Café Racer style electric motorcycles in collaboration with Antwerp based The Mighty Machines (MM) - which brought Saroléa into contact with well-known MM Creative Director Philippe Stella.

After spending a year working on the N60MM.01 for Saroléa with motorcycle professional Jeroen-Vincent Nagels (while working on the MM project), Nagels and Stella had the idea to translate their leisure time enthusiasm for flat trackers into an electric flat tracker concept. The design of the bike that became the 'Trevor'

was done in California by former Alta man John McInnis (who has since moved on to be with LiveWire).

Stella and Nagels returned to Belgium (from Spain) to co-found Trevor Motorcycles. The gloriously minimalist, flat track inspired 'Trevor' electric motorcycle being handbuilt in series volume by Saroléa in Belgium was showcased at EICMA by DC-AFAM in November 2021.

As it should, the design simplicity camouflages the attention to detail and the quality of the execution and components selected and specified for the 'Mighty Black' DTRe Stella.

The goal that Stella and Nagels conceived while living at Cadaqués in



molybdenum trellis frame with an up to 11 kW, 2.7 kWh Li-ion C-battery (upgrades available in 2023). Dutch built 19-inch Excel/Takasago 7000 wheels by Haan and the Domino HAS handlebar speak to Stella's flat track enthusiasm with a lightweight, precision-machined AFAM X sprocket, partnered with a DC chain to get as much of the power as possible into the Dunlops.

Suspension is Öhlins' 43 Blackline front fork and Öhlins' Blackline coil-over mono shock absorber at the rear. The body is in robust, durable, lightweight ABS and the brakes (front and rear) are made in France by Beringer. Fully street legal, the DTRe Stella is A1 (EU) license-friendly.

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Dealers in Europe can now access the award winning Australian Blow Performance exhaust program from Zodiac International.

Blow Performance owner Domenic Pompeii told AMD that "we've been in discussion with Zodiac for a while, but these are difficult times for vendors to make commitments to new product lines with confidence and kudos to Zodiac for 'stepping up' in these difficult times.

"Zodiac has now committed to the Blow Performance brand, persuaded by the modular approach we take to making it easy for dealers to sell Blow Performance Exhausts.

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Wheels & Waves

After the travails of event organizers the world over, Wheels & Waves back on the calendar - it is due to south western France from June 29 to July 3, 2022.

Bronx Revival? By Ben Purvis

Is Harley-Davidson's theoretically canceled water-cooled streetfighter project about to get a new chance of making it to market?

The managerial machinations of Harley-Davidson over the last few years have seen the company's plans zigzagging between bold ambitions to enter multiple new markets and a focus on traditional customers' needs with a more limited (so far) entry into one new market - the ADV sector.

However, with LiveWire having hovered between being on life support and now being given a second chance under CEO Jochen Zeitz' management, another project that appeared to have been canceled - the Bronx streetfighter - may have just been given a new hope. The Bronx was part of former H-D CEO Matt Levatich's wide-ranging 'More

Roads to Harley-Davidson' strategy, announced in 2018, which also saw the development of the Pan America adventure bike and the water-cooled, DOHC, VVT-equipped Revolution Max engine. Originally shown as a nameless streetfighter concept at the 'More Roads' presentation, a year later the bike was shown at EICMA in Milan with the Bronx name with plans for it to reach dealers in 2020 as an early 2021 model.

Those plans came to a screeching halt in early 2020, just weeks before the bike's intended debut, when Levatich was ousted and Jochen Zeitz stepped into the Chairman and CEO role. Zeitz refocused the company's plans with his 'Rewire' and subsequent 'Hardwire' strategies, slashing the ambition of proposed future model ranges in numeric terms at least, and zeroing in on Harley's traditional cruiser market. The Pan America went ahead - the booming ADV market was too tempting to ignore, and the bike's development was already virtually complete - but the Bronx appeared to die.

The 'High-Performance Custom' concept, originally shown as part of the



'More Roads' presentation, was accelerated to production as the Sportster S. The Nightster followed with the smaller capacity 975 cc version of the Revolution Max engine - between them effectively replacing the old air-cooled Sportster range.

Speaking in an earnings conference call in late 2020, Zeitz said: "We did not hesitate to delay or cancel products like the streetfighter that do not provide the right timing or return profile or advance others that were slated for later market introduction."

Now it appears the emphasis was on delay rather than cancel, as Harley-Davidson has just applied for a new US trademark on the Bronx name.

Although the company already had a US trademark on the title, the new application appears to be in reaction to a law change - the Trademark

Modernization Act - which came into force in the United States in December 2021.

The Act is intended to stop companies from sitting on unused trademarks, making it easier to cancel them if a product bearing the name doesn't reach the market within three years of the application.

The new trademark application is filed under the 'intent-to-use' basis, defined by the US Patents and Trademark Office as "a bona fide intention to use your mark in commerce with your goods and/or services in the near future."

Since the original version of the Bronx, as shown in 2019, was very close to production when Harley put the brakes on the project, it shouldn't take much more development to bring it back.

The original specs, which include a 975 cc version of the Revolution Max engine making 115 hp and 70 lb-ft, as well as Brembo brakes, upside-down forks and monoshock rear suspension, are unlikely to change radically - although it's worth noting that Levatich originally intended the 'streetfighter' range to encompass multiple models, so a higher-powered version using the 145 hp, 1,250 cc Revolution Max engine from the Pan America was always likely, originally, to follow the original Bronx.





Reload Land - the First European Electric Motorcycle Festival

Berlin, Germany, June 24 to 26, 2022

From June 24 to 26, 2022, Berlin, Germany will see the first annual 'Reload Land', a first dedicated and curated 100 percent electric festival for the electric motorcycle community in Europe.

"Reload Land will showcase the best of the world of electric motorcycles, e-scooters, e-bicycles and custom rides. Around 20 exhibitors and up to 5,000 guests are expected. The event will attract a wide variety of likeminded futurists and will be a creative hub combining business and fun, all



indoors at the Craftwerk location, spreading over two levels inside, covering together over 3,000 sq m (approx. 30,000 sq ft)."

On June 25 there will be a silent Sundowner Ride through the city "ending at our partner location Deus Fountain Berlin to glide into a party with electronic music on a perfect summer night."

"Reload Land - the future is today - so let's celebrate unique new rides in a vibrant location and dive into a new world of two-wheeled mobility."

www.reload.land

Over the past two years, it will be great to see... be staged at Biarritz, on the Atlantic coast of... www.wheels-and-waves.com

Biltwell Inc.

Temecula, California based Biltwell Inc. has seen recent changes to its management with long-time VP of Sales and Purchasing Mike D. Ellis leaving to take on new challenges, including involvement in a family business, after 12 years at the company.

New to the Biltwell team is Davin Wirtanen, who takes over as VP of Sales effective immediately. Davin is a "good friend" of Biltwell owners and co-founders Bill Bryant and Harold McGruther, an industry pro, and avid enthusiast of all things two-wheeled, "so he's a perfect fit," says Bill.

"Davin will lead our company's sales team and is committed to strengthening the relationships Mike Ellis and others at our company have nurtured and grown for over 15 years."

www.biltwellinc.com

powered by electric engines. "Reload Land will be the platform for the movers and shakers of the fast-growing electric motorcycle industry and anybody who is interested in exciting electric rides. The perfect opportunity to network and showcase new electric concepts and production rides in the cutting-edge, future-shaping metropolis that is Berlin.

"New brands will be visible for the first time as they make their way from the online world into the real world - coming together for the first time as the new stars of an exciting new movement."

Endorsed by the AMD Championship program, one of the highlights of the festival will be a curated selection of

custom electric motorcycles. The festival will offer "the right mix of exhibitions, presentations and test rides in a vibrant location. Not only for the open-minded motorcycle enthusiasts, but for a future-facing

'silence doesn't kill emotions'

urban mobility audience." The festival is being staged at craftwerk.berlin - Europe's largest motorcycle community garage - "an authentic two-wheeler paradise, the showground will be both outside and



Co-founders Stephan Lindenfeld and Maximilian Funk



HardDrive Product Highlights

Gold Fork Tubes



These fork tubes feature a durable gold titanium nitrite coating that helps resist wear to the surfaces and reduces friction from the seals. They are available in 49 mm and 39 mm diameters with standard and oversize lengths.

GripMax Footpegs



Fully adjustable "for the perfect fit," these GripMax footpegs are precision CNC-machined from 6061 billet aluminum. They are high strength and lightweight for a durable and reliable MX style footpeg in black, red, gold, chrome and raw for a custom color application.

48 Fat Spoke Wheels



This gloss black hub/rim combo chrome 48 fat spoke wheel features a smooth contour billet hub and heavy rolled steel rim. "They are available in a wide range of sizes to customize even the newest of bikes."

M-8 124" Big Bore Cylinders

These bolt-on big inch cylinders for M-8 engines come powder-



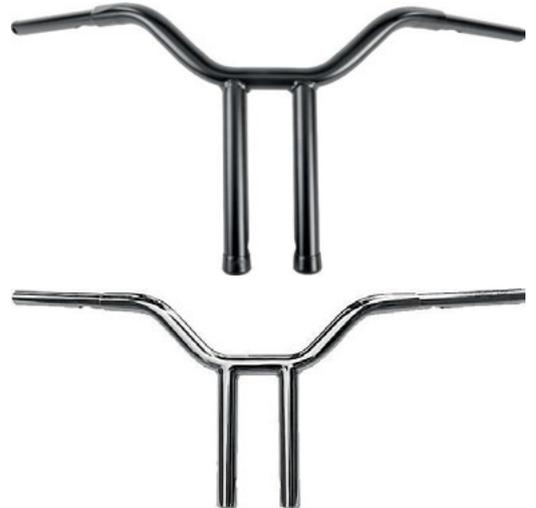
coated black with machined fins for a "seamless OE match." A separately available piston and gasket kit is required.

Perimeter Brake Rotors



Polished to mirror finish, these perimeter brake rotors ship with all necessary hardware and fit 2014 and up FLT cast wheels.

Fatty Drag Bars



Available in cable or Throttle by Wire, these 1.25" Fatty drag bars are said to offer a "comfortable wrist angle" and heights of 10", 12" and 14". They are drilled for internal wiring and are available in chrome or satin black.

Performance Oil Filters

Featuring a heat-resistant, anti-drain back valve (ADBV), these silicone rubber performance oil filters have a higher heat resistance compared to standard nitrile rubber and an oval inlet hole for even lower flow resistance. The M-pleated filter media increases Dust Holding Capacity (D.H.C.) and reduces pressure drop. The media is resin-impregnated to ensure structural integrity during its operation under pressure and temperature spikes.

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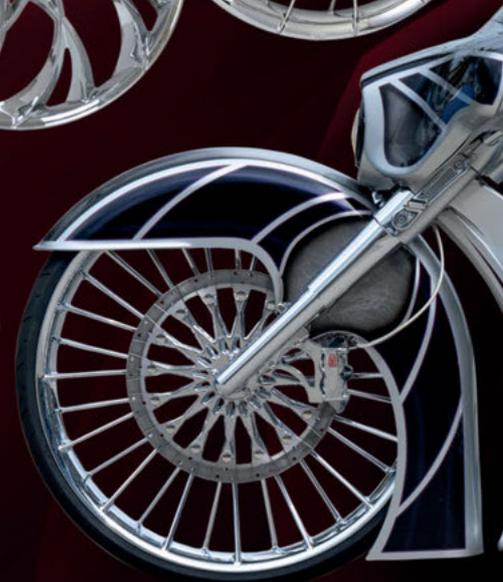
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429 Series Shock for M-8 Softail

Designed to enhance the overall ride of the Milwaukee-Eight Softail chassis, Progressive Suspension's 429 Series shock "provides value combined with premium features."

Utilizing a steel monotube construction with a high-pressure nitrogen charge and an Internal Floating Piston (IFP), "this shock provides the user with more consistent damping characteristics and an overall improvement in ride quality."

"The 429 Series also features a threaded preload adjuster with locking rings to dial in rider sag with a fine level of adjustment on either a standard or heavy-duty rate spring."

"Available in 12.2", 12.6", 13.1" and 13.5" lengths, consumers can choose from ride heights ranging from 0.8" lower than the lowest factory option all the way up to 0.8" taller than the tallest factory option; the 429 Series is backed by a lifetime limited warranty."

PROGRESSIVE SUSPENSION
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info@progressivesuspension.com
www.progressivesuspension.com



Adjustable M-8 Softail Risers

The culmination of months of design and years of attention to detail, Italian designer Matteo Vity has added a new series of adjustable riser designs (in a range of colors) for M-8 Softails.

Available for dealers in Europe from Zodiac International, riders can choose the basic height.

They 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 or riders can choose to add an optional Vity's gauge kit to complete the look.

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. They are available in silver, gold, black, blue, red and purple.



First Aftermarket Sharp Curve Radius System for Indian Chief



Following what was described as "the first 2-into-1 aftermarket exhaust system for the Indian Chief," Corona, California based Freedom Performance CEO Martin Arteaga has announced what he says is another industry first - "the first Sharp Curve Radius aftermarket exhaust system for the Indian Chief."

Featuring an exclusive performance collector that "gives maximum horsepower and torque, resulting in a hot California sound and performance, the Sharp Curve Radius system eliminates the catalytic converter, resulting in heat reduction of 30-40% and includes a 220-degree wrap-around full coverage heat shield than can be used or removed."

The header and the heat shield are made of steel for "a massive performance-boosting 50% reduction in weight" compared to Indian's stock system for the Chief. The 2.5" OD "is made to fit our precision-machined, interchangeable aluminum end caps - including our straight or slash tips - all of which come in a variety of finishes, including sculpted black, chrome, pitch black, sculpted gold and solid gold."

Described by Martin as "sleek, smooth and sharp," quiet mufflers are also available as an option if desired.

Additional features include 12 mm and 18 mm ports and plugs, as well as complete mounting hardware and brackets. Pipes come in chrome or ceramic black. The system fits with rear pegs, so relocater brackets are not needed, and the installation process is said to be fairly simple.

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HP Corse for Scout Bobber



Italian performance exhaust specialist HP Corse has a selection of options available for the Indian Scout Bobber - seen here, its Hydroform Black 2-into-2 features "the kind of stylish, contemporary design lines that are only possible using the advanced technology and capabilities of hydroforming with its

smooth internal radiuses and seamless monocoque construction."

Features include manually TIG-welded bracket, removable dB killers, a pair of hydroformed mufflers finished in an advanced heat-resistant matte black ceramic coating, a stylish laser-etched logo and



robust, durable slip-on connection for the stock collectors.

HP Corse says that the Hydroform Black "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 by STEELFORM SRL
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commerciale@hpcorse.com
www.hpcorse.com

National Cycle - FLHT/FLHX Custom Replacement Windscreens

Maywood, Illinois based National Cycle is bringing custom options to the table for 2014-20 FLHT and FLHX riders. "These new windscreens have a unique custom personality and a flavor all their own."

The National Cycle 'Fly Boy', 'Bad Boy' and 'Gee Bee' are made from tough 3.0 mm Quantum hardcoated polycarbonate. "This high quality material, along with state-of-the-art manufacturing techniques, provides outstanding 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 ten times more abrasion resistant than FMR hardcoated



polycarbonate, and 30 times more than windscreens made from commonly used acrylic or 'aircraft plastic'." These windscreens are available in dark tint, are easy to install and are protected by a three-year warranty against breakage.

NATIONAL CYCLE INC.
 Maywood, Illinois, USA
 Tel: 708 343 0400
sales@nationalcycle.com
www.nationalcycle.com



PM Vision Series Contour LED Turn Signal Handlebar Grips

Performance Machine grips "are the perfect finishing touch to any handlebar set-up," and billet aluminum Vision Series Contour grips feature end-mounted indicators with extremely bright yellow LED turn signals built in for maximum visibility.

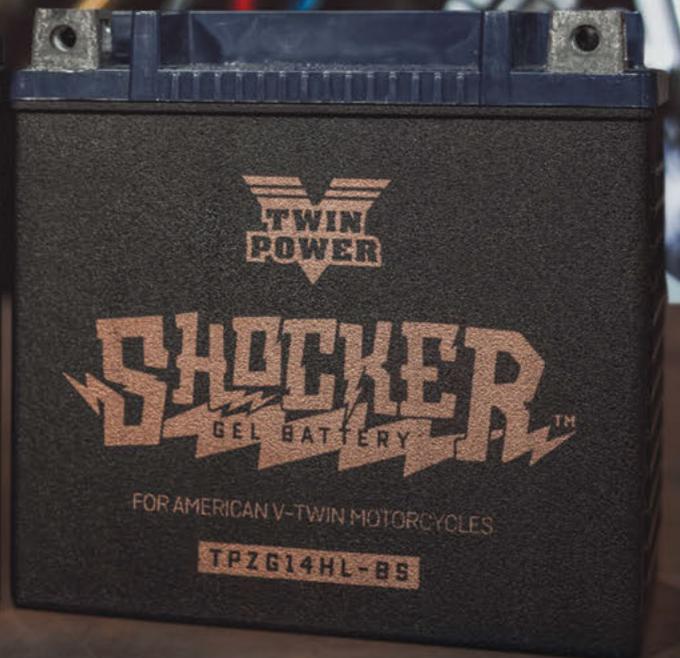
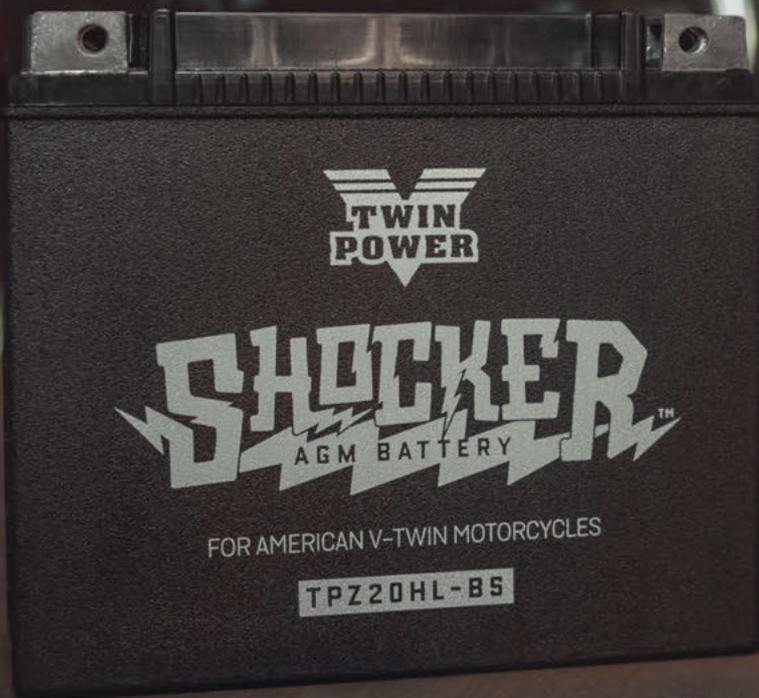
Each grip comes with super comfortable, replaceable Renthal rubber and boasts some impressive details right down the PM logo on the tip of each grip. Designed to mount to 1" bars, they are available in black ano and chrome finishes; a load equalizer may be required for non-LED motorcycle models to prevent hyperflashing.

They are machined from billet aluminum, available for cable and electronic throttle fitments and compatible with standard and CAN bus wiring systems and ship with set screws, with 5/64" Allen wrench included.

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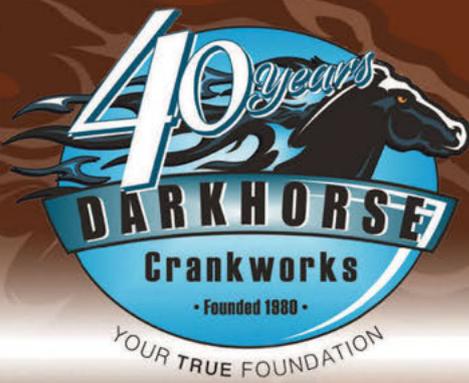


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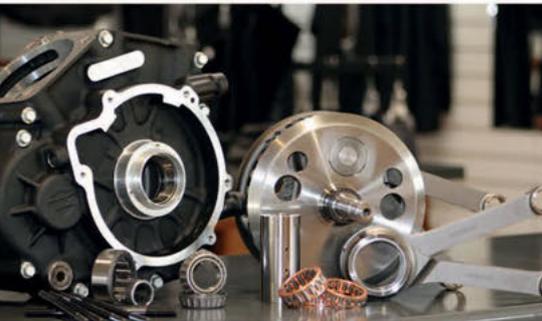
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AMD PRO GUIDE

Drag Specialties Additions

Chrome Rear Axle Kit



Machined from chromoly steel for strength, this Drag Specialties axle kit "adds a touch of bright chrome to an often overlooked area of the bike. The axle kit includes the axle and all necessary spacers, nuts and washers for a no-hassle installation." The kit fits '00-'01 FLT/FLHT/FLHR/FLTR models.



comfort and styling.

Features include solar-reflective leather on contact areas - "a patented process that reduces surface temperature by as much as 25 degrees for a cooler pad. The standard-length armrests provide comfort as well as assisting with getting on and off the bike." They are available in Double Diamond stitch with silver or red thread for '14-'21 H-D Touring models with King tour box. All mounting hardware is included.

Twist Grips



These black matte Drag Specialties twist grips fit 1" diameter handlebars and come in cable or throttle-by-wire application. "Raised rubber areas on the grips twist around to provide comfort as you go down the road."

Lower Batwing Fairing Skirt



These Drag Specialties lower batwing fairing skirts are made from ABS plastic and designed to enhance the fairing and triple tree area under the headlight. They are a simple bolt-on installation using the existing hardware from the bike. They are available in a chrome or gloss black finish for '14-'21 FLHT/FLHX models.

King Tour Box Pads

Made in the USA by Drag Specialties Seats, these pads work with H-D King Tour-Paks and Drag Specialties tour boxes, as well as working with all OEM and Drag Specialties seats. The pads are made from molded polyurethane foam for maximum

DRAG SPECIALTIES
Janesville, Wisconsin, USA
Tel: 608 758 1111
drag@dragspecialties.com
www.dragspecialties.com

Scorpion Billet Clutch Basket

Available for 2007-22 H-D Big Twins, Barnett's Scorpion clutch basket is a "bolt-on" replacement for "chewed up, worn out or just plain tired and gnarly stock clutches that done the miles, paid their dues, but ready for retirement!"

"This billet basket is the highest quality and most cost-effective stock replacement available. Precision-machined from tough 2024-T3 billet aluminum and hard anodized, this basket is superior in quality and durability to the stock basket.

"To install, simply remove the stock basket from the ring gear/primary sprocket and bolt on the new Barnett Scorpion basket. All hardware and instructions are included, and, like all Barnett products, it is proudly made in the USA."

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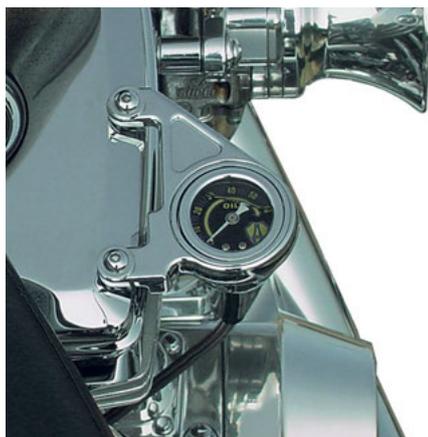
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Zodiac International Additions



Arlen Ness Oil Pressure Gauge Kits



Featuring a stainless housing and glass lens - filled with vibration-dampening glycerine for lasting performance - a billet bracket mounts this oil pressure gauge to the rear rocker box. The complete kit includes Ness 1 1/2" (38 mm) diameter 0-60 gauge billet bracket and cone, stainless steel hose assembly and necessary mounting hardware. They are available in Radius chrome and black and deep cut black design for 1984-2000 Evolution Big Twin and 1999-2017 Twin Cam Softail and deep cut design for 1993-2020 Evolution Sportster.

Replica Linkert M51 and M51L Carburetors

Completely built in Europe from all new parts, these authentic replica M51 (1-1/16") and M51L (1-1/8") venturi carburetors look completely the same as the



original. Built with 1941 up features, such as lever for aluminum heads and a choke lever for the large 7-inch round air cleaner. They fit U and UL 1937-1948, WL and WLD 1942-1948, 1942-1948 Harley UL, ULH Police 1942-1948.

Linkert Tool Kit



Linkert carburetors have been used on Harley-Davidson motorcycles from 1930 through 1966 and some 1969 XLB Sportster Army models. This kit contains a wide variety of tools to service them. The kit includes six special drill pivots with brass knurled handles, an idle shot tool and a venturi tool for use on all years brass Linkert carburetor bodies. Drill bit sizes include #55 (1.3 mm), #53 (1.5 mm), #56 (1.2 mm), #42 (2.3 mm) and #72 (0.6 mm). The #55 drill bit is used by two different length handles. Slot tool blade sizes include .017" and .009" for all carburetors. The 1 3/16" collar is used for M41 1 1/16" and 1 1/18" carburetors. The 1 3/8" collar is used for M-2, 5, 6, 21, 31, 41, 41L, 42, 51, 51L, 52, 54, 54B, 55, 58, 64, 84, 88, 90, 97, 341, 343, 344, 350, 352 and 641 carburetors. The 1 9/16" collar is used for M-35, 35T, 35TP, 36, 36A, 45, 45A, 61, 61B, 74, and 74B carburetors. Note that drills and tool

blades are for hand use only. The use of an arbor or hydraulic press is recommended.

Turn Signal Thumb Extensions



These turn signal extension caps allow you to easily activate the handlebar turn signal switches without repositioning or removing the hands from the grips and improve the feel when wearing gloves. The one-piece design features a contoured thumb extension that places the left and right-hand signal control in a comfortable position. The thumb extensions replace the stock turn signal switch caps without rewiring. Sold in sets with left- and right-side extension knobs, they are available in black or chrome for a wide range of V-Rods, XR Sportster, XL Sportster, Touring, Softail, Trike and Dyna models.

"P16" Powerplant Risers and Optional Gauge Mounts

New from Yaniv Evan's "P16" Powerplant in Southern California, these risers feature Powerplant proprietary I-Beam design for maximum strength and stability and complement vintage and modern aesthetics. They are ready to take the separately available gauge mount and come complete with stainless steel hardware. Available in 8" (20 cm) and 10" (25 cm) in black, bronze, gold, polished and red.

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FXR pictured with "Gripp Tape" style.
Bagger pictured with "Diamond" style.
Sportster pictured with "Basket Weave" style.
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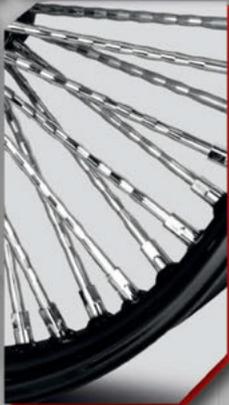
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Puig - Custom Protection and Style



Seen here for the Street Bob FXBB, Spanish parts and accessory manufacturer Puig is stepping up its parts program for Harley and Indian models with new additions - the Opie frame slider and a choice of three semi-fairings.

Made in high-strength aluminum and built to absorb the impact forces caused by a fall, these Opie frame sliders feature an abrasion-resistant protective nylon coating that has been developed by Puig for use on its street and sports bike sliders.

Among Puig's core competencies it is a major



windscreen manufacturer with credentials including being windscreen Technical Partner to Kawasaki in World Superbikes and Honda Racing in MotoGP.

Puig designs its windscreens in virtual wind tunnel testing software before confirming performance on the street and circuit, redesigning and retesting to get the perfect airflow management.

For custom riders looking for greater aerodynamic protection without compromising aesthetics and safety - all three of its new 'semi-fairings' are made from high impact-resistant PMMA with an ABS frame.

Options include the 'Anarchy' model, which "stands out for its compact sporty design and measures 47 cm high by 27 cm wide; the glossy or matte black finish 'Dark Night' is for those looking for more protection, measuring 47 cm high by 46 cm wide, available with smoke or dark smoke screen, and the 'Batwing SML' model, which has a black ABS shell and a PMMA material screen available (in smoked and clear) that can be placed at two different heights depending on the model - Sport or Touring.

These three half-fairings "are available for the most popular custom models on the market and are delivered with a mounting kit and all the necessary hardware for quick and easy installation."

Puig is an Official Windshield Technical Partner to the Kawasaki WSBK and Honda Racing MotoGP teams. The company's program of accessories is distributed to dealers in the United States by Tucker Powersports.

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Bagger Nation Fire Bolts COB Taillights



Introducing the latest addition to its Lightning Bolt family, Bagger Nation says that its new Fire Bolts laser-bright, flush-mount taillights feature taillight/brake light functions coupled with an all-new amber switchback signal function.

"These truly 'flush-mount' lights are smaller than a nickel (.750") in diameter and can be flat surface mounted anywhere that you can drill a .625" hole.

"Fire Bolts feature an industry best, eight COB (chip on board) micro lights for the most intense laser brightness imaginable. Fire Bolts feature billet 6061-T6 CNC-machined aluminum bodies that provide



maximum heat dissipation and include a lifetime replacement warranty." An exclusive lens design features a liquid polymer construction creating a "truly waterproof unit that can't leak. These truly custom application taillights can be

installed in an unlimited array of designs, with the only limitations being your imagination.

"Simply create your pattern, drill a few holes and wire them up. It really is that simple. Bagger Nation Fire Bolts require NO additional load equalizer, our lights feature that exclusive circuitry built right in.

"The latest addition to our incredibly popular Lightning Bolt light family, our exclusive amber switchback signal function makes these custom taillights legal in Europe and countries like Canada, where the laws require an amber signal function." Sold in pairs, Fire Bolts are offered in chrome, anodized black or brushed brass finishes.

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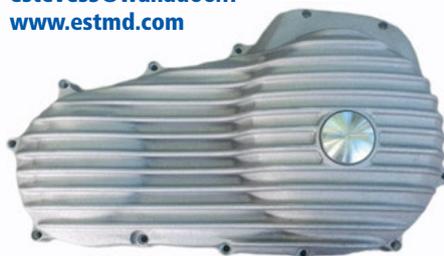
Cast M-8 Ribbed Touring Primary Covers

Noted French parts and accessory manufacturer EMD (Esteves Motorcycle Design) now offers its ribbed primary covers M-8 Touring applications - available in its trademark range of raw, black, black-cut and semi-polished finishes.

They are a CNC-machined, cast aluminum, direct 'plug and play' bolt-on replacements for the OEM covers to give the M-8 Touring engine "an authentic and traditional 'old school' look."

This is the first of a series of M-8 applications to its product line and are offered at the same price as its other Big Twin ribbed primaries.

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Feuling Expands Vented Dipstick Applications

It is three years since Oceanside, California based Feuling Parts released its vented dipstick design. In that time, it has quickly established itself as the oil tank venting option 'go to' for, tackling the issue of cylinder blow by, caused by spiked crankcase pressure - in both Twin Cam and Milwaukee-Eight models. Feuling CEO Luke Leatherman says that "ever since we launched it, the vented dipstick has continued to help riders get the best out of their motorcycle. After hearing the community of riders wishing they had venting options for some of the earlier model Harleys out there, we delivered! "Our new vented dipstick now fits early model Twin Cam Dynas ('99-'05), Twin Cam Baggers ('99-'06), as well as EVO Touring models ('93-'98).

"This new dipstick comes with all the features that have defined its success in previous models, with a few key upgrades tailored to its respective fitments such as three O-ring design to help with sealing in



the push-in style dipstick cavity, 1 1/8 inch flats on the dipstick head to safely remove the cap from the body, and the same two venting options seen in previous dipstick models, the atmospheric porous filter fitting as well as the hose and externally mounted filler element." It is available with a choice of polished or black anodized cap.

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OptiMate Lithium – Ten Years On and Even Better



When TecMate exhibited at the Indianapolis Dealer Expo in 2010, CEO/CTO Martin Human was on a mission - to research the emergence of lithium batteries, a then new power source that was said to be a more powerful and lighter aftermarket replacement for lead-acid batteries.

Following visits to the likes of Shorai, Ballistic and other exhibiting battery companies, it became apparent that there was a need for a dedicated aftermarket battery charger for lithium batteries - one that could be relied upon to safely recharge the battery, especially from a deep discharged state, which is when it is most vulnerable to damage.

Following his subsequent research into the specific lithium technology primarily in use at the time - namely Lithium Ferrous Phosphate (LiFePO4, also known by its acronym LFP) - the OptiMate Lithium LFP 4s 5A (TM-290 series) was released in 2012.

It quickly became the reference charger for powersport lithium batteries, endorsed and globally recommended by Honda, Kawasaki and Yamaha as the lithium battery charger of choice for their worldwide network of dealers.

It also formed the basis for other OptiMate lithium battery charger models that followed, including the

highly popular 'riders' charger', the OptiMate Lithium LFP 4s 0.8A (TM-470 series), also endorsed and recommended by Yamaha and Kawasaki.



Ten years on, and lithium starter batteries have reached 'mainstream' level, with motorcycle OEMs now releasing models with a lithium battery as stock. Motorcycles have also 'moved on' in technology, with electronically adjustable options for suspension, engine power and torque and ride modes, with larger screens that display and connect with phone and GPS information.

Many rider options remain only selectable when the engine is not running, for obvious safety reasons. That can be a problem for the smaller lithium battery that typically has two to three times less amp-hour capacity than the lead-acid battery it replaced. Some advanced lithium batteries include resettable protection against deep discharge, turning off power when the lowest allowable charge level is reached, but a standard lithium battery should not be discharged too low.

Martin says that "the new OptiMate Lithium LFP 4s 6A (TM-390 series) addresses all those concerns. It includes all the safety and charging features of the ground-breaking TM-290 series, and it offers two more features to cope with modern demands.

"A TUNE mode that delivers a stable 13.6V with up

to 5 amps of power that protects the battery against discharge when the parked motorcycle's rider settings are adjusted.

"The second is a pushbutton activated BMS reset function that will reset and re-energize a battery with built-in deep discharge protection.

"The OptiMate Lithium 4s 6A (TM-390 series) replaces the OptiMate Lithium 4s 5A (TM-290 series), and is now available from TecMate worldwide, including the newly formed TecMate Japan."

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'Wunderlich Adventure' - "Adventure. Passion. Unlimited."

German specialist BMW parts and accessory manufacturer Wunderlich has become the latest 'mainstream' European vendor to take notice of Harley's venture into the Adventure market - even starting an all new ADV market-specific division so it can address the opportunities that the wider adventure touring market beyond 'Beemers' represents.

'Wunderlich Adventure' is the new brand, and while it is designed to bring together its already huge commitment to the R 1250 GS (and other 'adventure-esque' BMW platforms), with all such models from other manufacturers such as Yamaha, Honda, Triumph, Ducati and even, most recently, MV Agusta, it has for sure been Harley's entry into the sector that has been the catalyst.

In the past nine months we have already carried content in AMD from several 'mainstream' exhaust manufacturers (especially some of the Italian manufacturers) and a slew of parts and accessory vendors (mostly but not exclusively from Germany). Founded in 1985, Wunderlich is widely regarded as a 'premium' manufacturer of aftermarket parts and accessories for BMW models. Its entry into the sector is instructive - in terms of the international perception about the long-term viability of the ADV segment - as these are not people who make short-term decisions.

It also tells us that even at the heart of the German GS culture, Harley's entry into the ADV market, and the Pan America platform specifically, are being taken seriously.

Also, it is clearly no coincidence that Wunderlich recently hired the doyen of the international ADV



P&A sector Herbert Schwarz as a Multi Brand Manager and Brand Ambassador - Schwarz was co-founder of no less than Touratech, widely regarded as the world's premier ADV parts, accessory and conversions specialist. Touratech is a name revered globally by hardcore ADV aficionados.

Initially, Wunderlich's Pan America offer will focus on a selection of 'universal fit' products (selected from a range of nearly 2,000 such products) and a slew of model-specific applications of existing product concepts combined with the first model-specific ideas.

The company has prepared a special edition Pan America to showcase some of them. Interestingly the project bike is called 'Road Trip' which, intentionally or otherwise, reminds us of the innate and unique business opportunity that ADV platforms represent for OEMs and aftermarket vendors alike - namely that some 80 percent of the miles done on them are 'on-highway' and that most of those are in urban or peri-urban settings.

The Wunderlich portfolio for the Pan America will be drawn from all four of the brand streams that the company offers for ADV riders - touring, ErgoComfort, design and styling and the all-important protection sector.

The company's stated ambition is to allow Pan America buyers to "transform it into a powerful and unique travel enduro full of character - your loyal companion on any trip."

Product offerings will include engine protection, axle protection pads, a side stand enlarger (also very important), fairing protection bar, skid plates (vital), a guard for the OE engine protection bar, masses of soft luggage with rack and mounting options, ergonomically correct handlebar risers and enduro style footrests, and adjustable windshields and windshield protection and reinforcement options.

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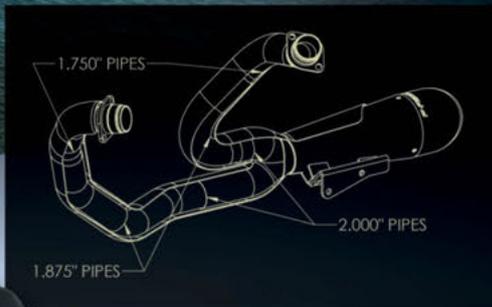
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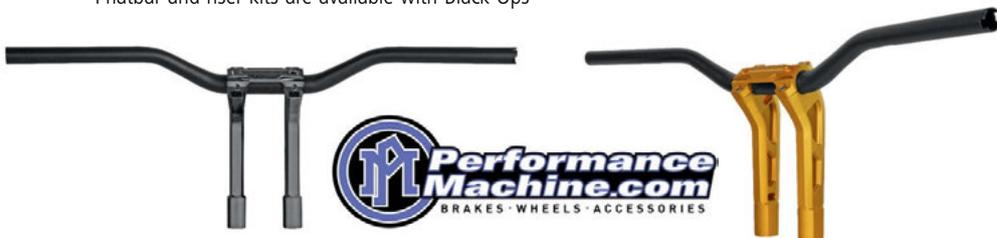
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PM Phatbar and Riser Kit

Performance Machine Phatbar and riser kits come complete with a Fly-By-Wire ready aluminum handlebar and a billet riser set that mount to most H-D models. The bar features an 1.25" clamping area, tapered down to 1" to accommodate stock H-D hand controls without any modifications. The bar is made from 7050-T6 aluminum with a 3" rise and slots for internal wiring. The risers feature a 9" rise and are made from 6061-T6 billet aluminum with either internal or external wiring options. Phatbar and riser kits are available with Black Ops

or Gold Ops risers, include a textured black handlebar and are compatible with cable throttle and electronic throttle applications. They are 12" tall and 32" wide, have a 3" pullback and 2.5" rise.

PERFORMANCE MACHINE
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SpeedLiner Foot Control Kits



All new from Dublin, California based Arlen Ness Enterprises, its SpeedLiner control line features performance-based design control kits, CNC-machined from billet aluminum, that "include every component needed to take your foot controls to the next level."

"Each SpeedLiner performance part features our 3D knurled design with extreme CNC-machined detail, resulting in an aggressive yet overall clean look."

Available in black anodized and chrome finishes, each kit includes the brake arm, shift rod, inner shift arm and solo or heel/toe shifter. Fitments are for 2008 and up FLT Touring models with a separately available adapter kit offered for 2000 - 2007 models (they will not fit FXD, FXR Softail and XL models with mid controls).

"Our shift rod features specially designed spherical bearings, hydraulically pressed in for an ultra-clean look, eliminating the need for heim joints."

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Form and Function



Always a valuable profit maker for any dealer, Biltwell's EXFIL luggage range has all the right features and versatility to make it a popular line and comes with all the brand credibility you could want - thanks to having the Biltwell brand behind it.

"The EXFIL-65 is just the right size to swallow up camping gear or clothing and keep it completely protected from the elements. With rugged straps with built-in handles and loops, it is easy to mount in just about any configuration. The MOLLE loops on the thermally welded front panel allow for adding accessories or simply clipping on a carabiner with extra junk like camp cups, flip-flops or whatever. "100% waterproof/dustproof and just the right size, the EXFIL-65 is built for any adventure. It works mounted vertically on a sissy bar or laid down on or across a luggage rack. Multiple tie-down points on



each side and six rows of MOLLE give plenty of options for additions and mounting. Straps sold separately."

The 100% waterproof, UV-treated 500 sides and 1000 denier bottom are made of robust, PVC-coated tarpaulin, the roll-top closure with reinforced nylon quick-release buckles keeps contents sealed tight, there is double-thick bottom construction with external PVC coating for greater durability, 2-inch-wide, ballistic-grade polyester nylon loops and the box-stitched handles on sides feature woven reflective thread for

better night-time visibility. The stuffed and closed dimensions are 22" tall x 12" wide.

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M-8 Performance Manifold

Designed to replace the stock plastic manifold, this S&S Cycle 55 mm high flow performance manifold for M-8 intakes is described as a "must-have" for big bore engines. Shipping inclusive of rubber seal, it is said to be an easy install and to add 3-5 hp, manufactured in aluminum and comes in a natural, silver base color finish.

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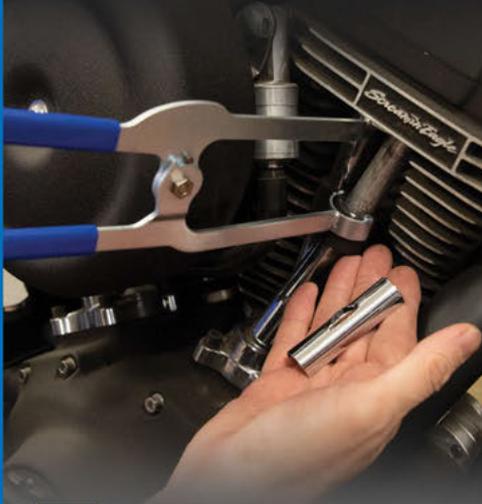
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AMD PRO GUIDE

'Equalizer' Motor Plate from APM

Described as "a must for open belt drive applications on 4-speed Big Twins," the 'Equalizer' motor plate "has been absent from the market for far too long," says American Prime company president Ben Kudon.

"So, we decided to bring it back to life for 1970-1984 4-speed Big Twins with open belt drives." It is available with hardware in polished or cast, or in the world famous Equalizer kits - which include the motor plate, alternator cover and transmission main/shaft bearing support (and hardware). Made in the United States, it weighs 2.3 lbs and measures 9" by 7" by 1".

AMERICAN PRIME MANUFACTURING
Santa Fe Springs, CA, USA
info@apmnc.us
www.americanprimemfginc.com



Vance & Hines Exhausts - Modified for Europe by Thorcat

German exhaust manufacturer Thorcat (see AMD November 2021) is an exhaust retrofit specialist who can take exhausts that lack Euro compliance and bring them up-to-date for street legal sale - an especially valuable service for product that is non-compliant when made or made when the older Euro standards were in force.

Motorcycle Storehouse is the latest European vendor to work with Thorcat, bringing original Vance & Hines exhaust systems (that have not been modified) into compliance by replacing the original baffle with a Thorcat EC/ABE approved cartridge baffle, and in some cases adding a catalytic converter too.

These changes result in a uniquely deep, urban-friendly sounding exhaust system that is EC and ABE approved. "With a Thorcat you get the excellent manufacturing quality of Vance & Hines and great sound - safe in the knowledge that your exhaust is legal throughout the European Union."

For Euro 1 and 2 systems, the original Vance & Hines baffle is replaced by a Thorcat EC approved cartridge baffle. For Euro 3 and 4 systems, the baffle is replaced

and a catalytic converter is also added.

In order to meet the regulations, the cartridge baffles and catalytic converters are welded in place and are non-removable.

Motorcycle Storehouse has a wide range of fitments available, including for '90-'20 Sportster, '91-'17 Dyna, '86-'20 Softail and '95-'20 Touring models. In addition to being converted for EC and ABE approval, the original Vance & Hines branding is retained (engraved logos/badges) and they feature full coverage heat shields - manufactured in the USA and modified in Germany.

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AMD PRO GUIDE

Sportster S - Dark Version Kit and Carbon Fiber Heat Shield



Derived directly from its race experience, this new semi-full 2-into-2 with central balancing pipe from VPerformance (aka QD Exhausts, Milan, Italy) is fully made from stainless steel and TIG welded, with the two mufflers coming from its popular 'Tracker' series in brushed stainless steel with a carbon fiber end cap. The mufflers are available also in a dark version and have a special high-temperature resistant ceramic matte black coating on the stainless steel. Euro 5 homologation is obtained by the use of two catalyst converters in the central pipes and 'Racing' pipework can be supplied as a special racing-use separate spare part.

As with all VPerformance exhausts, the special designs and features of the inner cartridge "guarantee the deep tone of the sound."

A special warranty program gives this product real added value - the SERVICE CARD provided in the package allows the customer to record his personal profile on the VPerformance platform "to enjoy all the service dedicated to the VP OWNERS" and an extended 30 months of warranty coverage.

Also available for the Sportster S is a steel laser-cut mount to relocate the license plate to under the tail



that gives the new Harley a real racing style touch. "Our QD Composite department has designed and produced a new carbon fiber heat shield for this exhaust, which gives the Sportster S a unique performance look - and we have a lot of further accessories in development."

VPERFORMANCE
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www.vperformance.pro

KBS Large Tank Sealer Kit

Valparaiso, Indiana based KBS Coatings' large cycle tank sealer plus kit contains everything needed to remove rust and permanently seals the tank to prevent the return of rust and corrosion.

It allows dealers and customizers to clean, prep and permanently seal up to a 12-gallon tank - making it ideal for the busy workshop. The system will remove and stop rust on the inside of the tank as well as form a tough, fuel impervious coating while also sealing small pinholes and seams.

This 4-step all-inclusive kit consists of KBS Strip to remove old, failed coating from inside the tank, KBS Klean to thoroughly clean the tank, and RustBlast to effectively dissolve rust, corrosion, metal oxides and tarnish as well as etch the inside of the tank.

Finally, the kit includes KBS Gold Standard Tank Sealer, "which is a superior, single-component, ready-to-use coating that is applied to thoroughly seal the tank and provide an exceptionally durable coating that stops rust from forming.

"KBS Strip is a powerful paint remover that sprays as a semi gel coat for fast and complete coverage. The non-Methylene Chloride formula offers low-odor technology. KBS Klean prepares the inside of the tank with a clean surface and is a concentrated, water-based, biodegradable formula that is an excellent

alternative to flammable solvents and hazardous chemicals.

"RustBlast etches the surface, removes surface rust, leaves a zinc-phosphate film and provides an ideal surface profile for permanent adhesion of the Gold Standard Tank Sealer. The Tank Sealer's rock-hard finish remains flexible to withstand vibration and repeated expansion and contraction of the tank. Other tank sealers are little more than paint or adhesive-type coatings that have poor sealing abilities, especially when exposed to today's fuels."

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Saddle Tramp Adds H-D Audio Install Products

BC-HDR-K4 radio installation kit

Holly Hill, Florida based Metra Electronics has added more audio install products to its Saddle Tramp range of H-D application accessories - including new radio installation kits, digital signal processors, smart brake light flashers, a new and improved handlebar audio control retention interface, accessory harnesses and an amp wiring kit.

Saddle Tramp's new **radio installation kits** include an interface with a water-resistant enclosure, wiring harness and an antenna adapter to make replacing the factory radio easy - retaining the use of the factory handlebar audio controls and other features. Both kits are designed to fit non-amplified 2014-up Harley-Davidson Street Glide, Electra Glide, Ultra, Limited and 2015-up Road Glide models. Saddle Tramp's new Police Edition kits are designed to fit 2014-up Harley-Davidson Electra Glide FLHTP models with the police package.

The BC-HDR-K4 is for an ISO Single-DIN radio and the BC-HDR-K2 is for an "L" shaped Double-DIN or modular radio with the chassis mounted at the top. Both of the kits designed for Single-DIN radios include an LCD screen to display the oil pressure and EITMS status.

Saddle Tramp's patented new Digital Signal Processors (DSPs) with built-in interface are designed for easy integration with aftermarket or factory systems for an enhanced sound system with full tuning control. Available for 1998-2013 FLH and FLT with plug-n-play harnessing and 2014-up Street Glide, Electra Glide, Ultra, Limited and 2015-up Road Glide models.

Subject to application, key benefits include advanced



BC-9717 accessory wiring harnesses



BC-9703 amplifier wiring kit



Handlebar audio control retention interface

integration technology that reflashes a non-amplified radio for a flat response curve, without the need for external equipment; six channels of output and a 15-band graphic EQ per channel with a selectable slope. All tuning is done wirelessly via a smart app for tablets or phones and can be password-protected once set up.

Saddle Tramp's new and improved **handlebar audio control retention interface** retains the use of the factory handlebar audio controls when replacing the radio. It is designed to fit 1998-2013 FLH and FLT models with a fairing, without the factory amplifier, and with two speaker systems. It uses patented Auto-Detect technology that configures itself for the specific motorcycle application and connected aftermarket radio. It now includes a water-resistant case and comes with a

plug-n-play harness for easy installation. This interface also provides wires for speakers, constant power, switched power and ground.

Saddle Tramp continues to make aftermarket **accessory wiring harnesses** "even easier" with H-D specific compatible plug-n-play connections. Its latest accessories include a rear speaker retention harness for 1998-2013 FLH and FLT, complete with pre-terminated Molex terminals and oxygen-free copper wiring; a plug-n-play rear speaker bypass harness used for splitting the inputs and outputs when installing aftermarket amplifiers in 2014-up Ultra Limited models; for adding aftermarket 12 volt accessories to a power source there is a new battery accessory Y harness with OE connectors designed for 2004-2013 FLH/FLT and 2014-up Touring and Trike models with Stage II Boom! Audio packages. Saddle Tramp's new **amplifier wiring kit** for 2014-

up FLH and FLT models is used for installing single or dual amplifiers in the front fairing with a quick disconnect for each amplifier. It is constructed with oxygen-free copper for the best possible conductivity and audio performance and includes 8-gauge 5.5-foot power and ground wires, a 60-amp mini ANL fuse and holder, an ignition T-harness for amplifier turn-on, and an over mold split to two 10-gauge power and ground wires.

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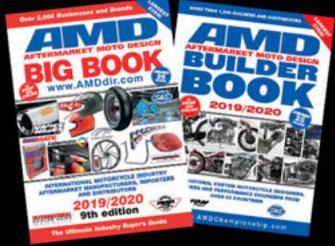
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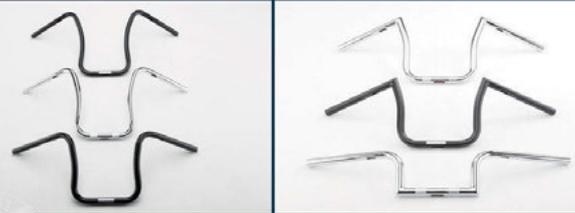
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NEWS BRIEFS

LiveWire 'S2' Del Mar LE Revealed By Ben Purvis



Harley-Davidson, Indian and Polaris dealers have been ranked highest in a 2022 Pied Piper PSI Internet Lead Effectiveness Motorcycle/UTV Industry study measuring response to website customers - "despite inventory shortages and COVID-19, dealers who responded quickly by email, phone and text showed markedly stronger sales to web customers."

Harley has announced that Kjell Gruner and William (Bill) Cornog are to join the LiveWire board of directors on completion of the merger with AEA-Bridges Impact Corp. ("ABIC"), along with Dr. John Garcia (representing ABIC), Jochen Zeitz and H-D executives Gina Goetter (CFO), Edel O'Sullivan, CCO, and Bryan Niketh, SVP Motor Company Product and Operations. Gruner is CEO of Porsche Cars NA, served as Porsche CMO for a decade and as Director of Strategy Mercedes-Benz Cars for Daimler prior to that. Cornog is a Managing Partner of KKR Capstone.

Asphalt & Rubber has reported that Harley sold 2,500 Pan Americas in the USA in 2021.

The NHTSA in the United States has issued what it is referencing as "final rules" for fully autonomous vehicle manufactures. There is a big, fundamental change. The new "rules" roll back the requirement previously stipulated within SAE J3016 for Level 5 full-time autonomy to still have controls for human override. That requirement has now been eliminated, meaning that vehicle manufacturers are not compelled to equip fully autonomous vehicles with manual driving controls in order to meet crash standards. General Motors Co. and its self-driving technology unit Cruise petitioned the NHTSA for permission to build and deploy a self-driving vehicle without human controls such as steering wheels or brake pedals. The rules revise regulations that assume vehicles "will always have a driver's seat, a steering wheel and accompanying steering column, or just one front outboard passenger seating position," according to the NHTSA.

LiveWire, Harley-Davidson's soon to be floated electric bike subsidiary, has previewed its second generation of battery-powered machines in the form of the 'S2' Del Mar Launch Edition - and secured deposits for the first 100 bikes in just 18 minutes, despite production (or at least deliveries) not being slated until the Spring of 2023.

The 'S2' Del Mar is the first LiveWire to use the company's new 'Arrow' modular platform. The Arrow architecture is essentially a structural battery case that allows a variety of battery capacities to be used, as well as a range of different electric motors, while smaller subframes bolted to the front and rear of the central structure allow it to be shared across bikes of different sizes and geometries.

The Del Mar is the only 'S2' model to be shown so far and adopts a flat-track-inspired look that was initially previewed in official Harley-Davidson sketches in 2020. A lozenge-shaped headlight sits in a stubby nose cowl that mimics the front number board of a flat-tracker, while the bars are wide and the wheels fairly narrow 19-inch alloys.

The bike is claimed to be good for 80 hp (59.6 kW), with a 0-60 mph time of 3.5 seconds and a range of around 100 miles in city conditions. The relatively short range (the bigger LiveWire One manages 146 miles in the city) gets a payoff in the form of a lighter battery, with the 'S2' Del Mar expected to come in at under 440 lbs/200 kg, ready-to-ride. In comparison, the LiveWire One (formerly known as the Harley-Davidson LiveWire) is 500 lbs/255 kg, has 105 hp and does 0-60 mph in three seconds dead.

At the moment, LiveWire hasn't made



any claims for the Del Mar's range outside the city, but since the LiveWire One is only good for 70 miles between charges at highway speeds, the Del Mar might well exhaust its battery in around 50 miles in the same conditions.

The limited Launch Edition version of the Del Mar gets its own dedicated cast alloy wheel design with intricate spokes intended to represent the wiring on a circuit board, as well as a hand-applied paint finish that takes a full five days to complete. With that in mind, at \$17,699 in the United States, the MSRP doesn't look unreasonable, coming in at around \$5,000 less than the LiveWire One. The full production version of the Del Mar, with simpler wheels and less exotic paintwork, is due to cost \$15,000 in the USA when the bikes reach production in Spring 2023. The mass-made version will be available as soon as the limited Launch Edition models are being delivered.

Once the Arrow platform is in production, we can expect further LiveWire models to come thick and fast, with a range of styles and performance levels. Later on, a lighter-weight 'S3' range is due to appear with a scaled-down version of the same Arrow design, followed by a heavyweight 'S4' line-up, likely to replace the original LiveWire One and expand the options further still.



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



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