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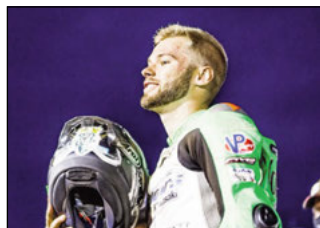
AMA Pro Racing Deeply Mourns the Loss of AFT Production Twins Racer Ryan Varnes

On July 4, 2022, AMA Pro Racing announced that it was deeply saddened by the tragic loss of American Flat Track competitor Ryan Varnes (24), extending heartfelt condolences to his family and friends. Varnes, a Pennsylvania native, was involved in an on-track incident in the Production Twins Main Event at Weedsport Speedway on Saturday July 2nd. On-scene emergency personnel responded to the incident immediately and transported Varnes to Upstate University Hospital in Syracuse, NY, where he later succumbed to his injuries.

"The Varnes family has been a staple in the flat track community for decades, and they need our prayers during this difficult time," said Gene Crouch, COO of AMA Pro Racing. "Ryan was the class of the field, both on track and off track. His bright smile, perpetual optimism and loyal friendship will be dearly missed. Our thoughts and prayers are with his family and friends."

Varnes had made the selfless decision to register as an organ donor. His spirit will live on not just in our memories and in the record books, but also by extending the lives of others in dire need.

A memorial fund in Ryan Varnes' name has been established by the Rookies of



'79, a charity that supports injured motorcyclists and their families. You can visit the Rookies of '79 website for more information about the charity and to make a donation.

We here at AMD love being able to report on AFT racing each year. Though we are doing so from several thousand miles away, what we believe is a first fatality since the AMA reimaged the

series and brought it back so successfully (correct us if we are wrong,) it really breaks our hearts and reminds us all of the jeopardy that motorsports, of all kinds, professional and amateur, always carries with it.

This year has also been a tragic one for the iconic but always high-risk Isle of Man TT Races - after a Covid induced two-year break, there were five fatalities on the legendary Mountain Course this year.

British Supersport rider Mark Purslow, 29 and from Wales, died in qualifying on June 1st.

June 4th saw French sidecar driver Cesar Chanal die in a crash at the notorious Ago's Leap - named for all-time great and multi Isle of Man winner Giacomo Agostini.

No respecter of experience, the 37.3-mile public roads racecourse took veteran Davy Morgan, aged 52, on June 6. The Northern Irishman was making his 80th start at the TT.

The death toll rose to five on June 10

Continues on page 8 >>>

AUG 2022

ISSUE #277



COMMENT
See you at Sturgis

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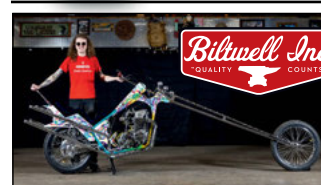
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POST MASTER

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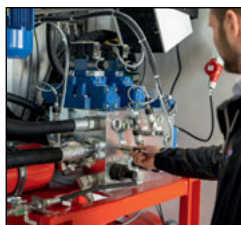
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COMMENT - Good For Business

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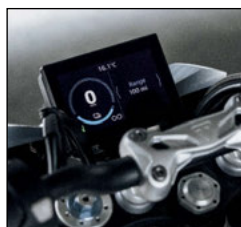
Robin Bradley argues that the present economic uncertainties and the prospects of a recession could affect the motorcycle industry's preparedness for the timescales now being defined for electrification, as industry in general gears up the global marketplace for the huge business-positive opportunities that electrification could present us with.



BOSCH - Backing a Hydrogen Economy

18

The debate about which future energy platform is best for achieving 'Net Zero' is far from over. Bosch says it is "getting hydrogen-based technologies out of the laboratory and into industrial practice - onto the roads and into factories" with plans for 4,000 hydrogen filling stations worldwide by 2030 - one in three of such stations.



TRIUMPH - TE-1 Prototype "Meets Objectives"

26

Just as Norton and other manufacturers announce their own plans to develop electric models, and Harley continues to promise a green future with its autonomous LiveWire iteration, Triumph has followed Harley with the acquisition of an electric children's bike manufacturer and seen its TE-1 prototype pass its testing phase.



EUROPEAN UNION - "The Future is Mixed"

64

Backing from industry, especially in Germany (finally!), has enabled the EU to reinforce its plans to end the sale of combustion-engined cars and vans by 2035. It is part of a plan to cut greenhouse gas emissions by 55% by 2030 compared to 1990, and reach carbon-neutrality by 2050. However, the EU will now revisit the idea of synthetic e-fuels - a concept now being explored and embraced by several automotive majors. The EU will also consider additional potential alternates to electric as the prospects for a 'Mixed Palette' of future solutions gathers momentum.

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Good for Business - See y'all at Sturgis!

Just as this edition of AMD was going to press, the latest U.S. inflation rate figure (the consumer price index published by the Bureau of Labor Statistics for June) rose to an annualized rate of 9.1 percent.

This was above economists' 8.8 percent estimates, and while there is some credence in the argument that it doesn't reflect the (at that stage) recent falls in energy prices that have started to set in, and therefore may be an artificially high measure, it nonetheless marked the fastest rate of year-on-year increase in more than 40 years (since 1981 in fact).

The data triggered further speculation that July might see the U.S. Federal Reserve stuffing another 0.75 percent (maybe even a full 1.0 percent) onto its benchmark interest rate, just as hopes had started to circulate on Wall Street that such a measure may no longer be needed, and that the rate of decline in share prices had therefore started to slow. Along with interest rates, inflation and jobs, share prices are that other great metric of the economic direction of travel in the leading so-called Anglo Saxon model economies.

This all took place in a week that saw the euro drop to parity with the US Dollar for the first time since 2001. In Europe, the effects of the war in Ukraine are that much 'closer to home' and the volatility being seen in oil and gas pricing and supply has a direct umbilical cord to European exchange, interest and inflation rates.

The United States saw over 370,000 jobs added in June, but the fear is that the present momentum will be fragile in the face of the headwinds that are increasingly likely. Even if not this year, most analysts are accepting that some degree of recession is now certain at some stage in 2024.

The Fed itself has acknowledged that unemployment in the U.S. will need to rise. Forecasts vary, but the present low level of 3.6 percent is expected to peak anywhere between 4 and 5 percent by the end of 2024 - the upper end of that range translating to significantly more job losses.

The effects of this on the motorcycle industry could be threefold. Capital supply could continue to get tighter and more expensive, just as capital requirements are headed for all-time record highs and capital reserves are at an all-time low. Consumer confidence and demand are likely to soften, even if the 'R' word is not yet to be invoked. While in-work rates are at recent highs, and out of work rates at historic lows, those who parrot that record vacancies are a sign of economic strength could not be more wrong.

Since the dawn of economic time, all economies and all currencies have only ever been able to grow strongly in direct proportion to available labor supply. Low labor supply guarantees low growth, or even economic contraction. Fact.

If consumer confidence is low, if the complex matrix of issues affecting labor supply, growth and job stability are soft, then demand is likely to soften even if the technical definitions of a recession are not met. That is 'stagflation' - basically signalling a 'going nowhere' economy.

Third, supply chain issues are less likely to resolve themselves in less than vibrant and positive economic environments. I have read reports that the semiconductor issue is repairing itself sooner than expected, and that we may even be headed from famine to feast with a glut of additional supply becoming available - just

as demand may be about to dampen anticipated ROI on the investments that have been made.

However, the primary problem is that any short-term decline in demand is that it will turn up in the annual rings of future growth, and likely impact on our ability to be as ready as we should and could be for the carbon neutral and net carbon zero deadlines. Per the report on the recent decision by the European Union reported in this edition, those deadlines that are now starting to coalesce as being between 10 and, at most, 15 years ahead of us.

In terms of the time needed to prepare for the undoubted positives that these could mean for the motorcycle industry, and the opportunities for deeper integration of PTWs into the global transport ecosystem, that is no time at all.

While the United States may think that it is up to it to decide when or if it will implement a deadline, the global reach of supply chains, capital flows, product development cycles and returns on investment are such that if any one of the big three trading blocs (USA, Europe or China) adhered to such deadlines, it would make life very difficult (and very expensive) for the other two.

If any two did so (for which read Europe and a de facto abandonment of IC engines in China), then like it or not, that would make it almost impossible for the United States not to have to 'get with the program'.

That is proven by the fact that 'Detroit' and California are the tail that wags the dog in American transport industry policy terms. If The People's Republics of Tamla Motown and The Beach Boys say jump, then if China and Europe are already headed to that (maybe mythical) paradise of zero carbon, then for the rest of America it is only a question of asking 'how high?'

I have always taken the view that regardless of what one thinks of the science, the principle of internal combustion engine 'end of life' enforcement offends the purest principles of liberal values and personal freedoms.

However, I have always taken the view that if that is where the next generation of profits are to be made, then preparation and adoption, for me, is a sacred tenet of good governance and that 'I am good' with whatever is good for business. Whatever generates the profits necessary for there to be enough taxation to fund good defence, education, healthcare, housing, social care, lifestyles and retirement, then so be it.

In the case of our aforementioned humble backwater, if it drives sales of a whole new generation of new shiny things, then I for one am not going to worry whether its hydrocarbons, wind power, solar or hydrogen - whichever solution wins out will be good for business. Build the product, make the sale, bank the money, enjoy life. See y'all at Sturgis!

the effects
could be
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Robin Bradley

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when two more sidecar riders, British father and son Roger and Bradley Stockton, were killed. The pair, 56 and 21 respectively, were competing as driver and passenger, having finished eighth in the first sidecar race when the incident happened on the final lap of the second race - also at Ago's Leap.

The event has been run since 1907 and ranks among the most dangerous in motorsport, with 265 deaths to date in the TT races, Manx Grand Prix and Classic TT. The only year without a fatality was 1982. This is the first time since 1989 that five TT competitors have died in the same year. These recent fatalities are a salutary

reminder of the death of Ducati rider Carlin Dunn at the Pikes Peak International Hill Climb in 2019 and of all of those who have lost their lives in pursuit of their dreams down the years. In Carlin's case, he lost his life just yards before recapturing his Pikes Peak record time. While he was not the first motorcycle racer to lose his life in the

PPIHC, history will record him as having been the last. His death ultimately proved to be the catalyst to permanently suspend motorcycle participation. The Pikes Peak Hill Climb is the second oldest motorsport event in the United States, starting in 1916. Motorcycles had been participating since 1990.

Bauman Returns to Winning Form at New York Short Track

Briar Bauman (No. 3 Indian Motorcycle/Progressive Insurance FTR750) delivered a timely performance to win Round 8 of the 2022 AFT Season - the Mission New York Short Track presented by Mad Max Indian Motorcycle at Weedsport Speedway in Weedsport, New York, on July 2nd.

Mission SuperTwins presented by S&S Cycle

The victory was the two-time champion's first since the '22 season opener. However, it was Jared Mees (No. 1 Indian Motorcycle/Progressive Insurance FTR750) and Jarod Vanderkooi (No. 20 Mission Roof Systems Indian FTR750) who delivered the early action, but a minor mistake saw him nearly collide with the Airforce. Eventually Bauman took the win from Vanderkooi in second, with Mees third ahead of JD Beach (No. 95 Estenson Racing Yamaha MT-07 DT) in fourth and Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) in fifth. Headed towards the second half of the season, the Indian FTR750 is in first and second spots, Mees heading the standings, and Briar Bauman second. Dallas Daniels is third so far on the much-improved Yamaha MT-07.

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

Mission Production Twins presented by Vance & Hines

Defending Mission Production Twins champion Cory Texter (No. 1 G&G Racing/Yamaha Racing Yamaha MT-07) came from behind to secure his third victory of 2022, grabbing control of the title fight in the process. The Main Event was red flagged after Ryan Varnes (No. 68 Schaeffer's Motorsports/Rausch Fuel & Oil KTM



890 Duke) was involved in an on-track incident. He was transported to the hospital by on-site first responders and the terrible news that came through later was that he had died from his injuries.

When racing resumed following the stoppage, Texter and rival Jesse Janisch (No. 33 Vance & Hines Harley-Davidson XG750R) anticipated a head-to-head showdown for supremacy at the front, but Cameron Smith (No. 34 Thee Cathy Gray/Al Barker Royal Enfield 650) had other plans in his debut ride aboard the Royal Enfield Twins FT while riding in place of the injured Johnny Lewis.

Texter eventually took the win on the Yamaha MT-07 from Cameron Smith in second on the Royal Enfield and Jesse Janisch third on the H-D XG750R.

Nick Armstrong (No. 60 Competitive Racing Frames/Lessley Brothers Yamaha MT-07) won out in a five-rider scrap for fourth, ahead of Ben Lowe (No. 25 Mission Foods/Roof Systems Harley-Davidson XG750R) in fifth, Billy Ross (No. 109 Mission Foods/Roof Systems Harley-Davidson XG750R) in sixth, James Rispoli (No. 43 Wally Brown Racing/Haversack KTM 890 Duke) in seventh and Ryan Wells (No. 94 McGrane Racing/Scott Powersports Kawasaki Ninja 650) in eighth.

Pos	Rider	Bike
1	Cory Texter	Yamaha MT-07
2	Cameron Smith	Yamaha MT-07
3	Jesse Janisch	H-D XG750R
4	Nick Armstrong	Yamaha MT-07
5	Ben Lowe	H-D XG750R

Parts Unlimited AFT Singles presented by KICKER

For the third consecutive race weekend, Kody Kopp (No. 12 Red Bull KTM Factory Racing 450 SX-F) stormed out at the start, quickly establishing a second-plus advantage, which he nurtured right the way to the checkered flag.

Trevor Brunner (No. 21 Estenson Racing Yamaha YZ450F) emerged from a seven-rider pack to contest and eventually take second - his first podium of the season - with third place taken by Hunter Bauer (No. 24 NKR Canada/KTM/Vance & Hines KTM 450 SX-F), who sliced his way up from the fourth row to claim his first-career Progressive AFT podium.

Trent Lowe (No. 48 Mission Foods/Al Lamb's Dallas Honda CRF450R) took fourth ahead of Morgen Mischler (No. 13 American Honda/Progressive Insurance CRF450R) in fifth.

With five wins under his belt already, Kopp extended his title lead to a mammoth 42 points (180-138) from Mischler in second with two wins and Dalton Gauthier (No. 79 American Honda/Progressive Insurance CRF450R) in third spot with one win to his name so far.

Pos	Rider	Bike
1	Kody Kopp	KTM 450 SX-F
2	Trevor Brunner	Yamaha YZ450F
3	Hunter Bauer	KTM 450 SX-F
4	Trent Lowe	Honda CRF450R
5	Morgen Mischler	Honda CRF450R

Next up the series heads to Pennsylvania for the Port Royal Half-Mile (Round 9) on July 17 before starting its swing West, stopping in Illinois for the Peoria TT (July 30 - Round 10). Then it is Sturgis Rally time with the Black Hills Half-Mile at the Black Hills Speedway, Rapid City, on August 6, before heading to Castle Rock for the last TT of the season in Washington and then on to the Sacramento Mile, California, at the end of August. September sees the Springfield Miles I & II on the first weekend and the Cedar

Laker Short Track at New Richmond, WI., at the end of the month. The season wraps up back in Florida for the Volusia Half-Mile III on October 15 during Biketoberfest.

www.americanflattrack.com

Standings

Mission SuperTwins Presented by S&S Cycle

Pos	Rider	Points
1	Jared Mees	156
2	Briar Bauman	140
3	Dallas Daniels	140
4	JD Beach	127
5	Brandon Robinson	117
6	Jarod Vanderkooi	108
7	Bronson Bauman	102
8	Davis Fisher	92
9	Jesse Janisch	77
10	Shayna Texter-Bauman	51

Mission Production Twins Presented by Vance & Hines

Pos	Rider	Points
1	Cory Texter	156
2	Jesse Janisch	149
3	Nick Armstrong	112
4	Ben Lowe	97
5	Billy Ross	88
6	Cole Zabala	76
7	Ryan Varnes	70
8	Johnny Lewis	63
9	Cameron Smith	59
10	Cody Johncox	59

Parts Unlimited AFT Singles Presented by KICKER

Pos	Rider	Points
1	Kody Kopp	180
2	Morgen Mischler	138
3	Dalton Gauthier	114
4	Trent Lowe	106
5	Trevor Brunner	104
6	Max Whale	102
7	Chase Saathoff	90
8	Aidan RoosEvans	66
9	James Ott	64
10	Hunter Bauer	58

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Brandon Robinson Takes Lima Half-Mile Win

Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) earned his first victory of the 2022 AFT season in the Mission Lima Half-Mile at the Allen County Fairgrounds in Lima, Ohio on June 25 (Round 7). The breakthrough was Robinson's second Lima triumph, the first coming back in 2016.

Mission SuperTwins presented by S&S Cycle

Over the past few seasons, Robinson has established himself as the Mission SuperTwins presented by S&S Cycle rider most likely to steal the occasional win away from class dominators Jared Mees (No. 1 Indian Motorcycle/Progressive Insurance FTR750/third) and Briar Bauman (No. 3 Indian Motorcycle/Progressive Insurance FTR750/fourth).

However, on this night, Robinson had to overcome the challenge of the series' newest star in Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07/second) to get to the checkered

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

flag first with a 2.766second margin of victory; Daniels' teammate JD Beach (No. 95 Estenson Racing Yamaha MT-07 DT) was in fifth.

Bronson Bauman (No. 37 Latus Motors Racing Harley-Davidson XG750R) finished in sixth just ahead of Jarod Vanderkooi (No. 20 Mission Roof Systems Indian FTR750) seventh and Davis Fisher (No. 67 Bob Lanphere's BMC Racing Indian FTR750) in eighth.

Cory Texter (No. 100 G&G Racing/Yamaha Racing Yamaha MT-07) was the top Mission Production Twins Challenge entrant in ninth, while Brandon Price (No. 92 Pro One Industries/Mission Foods KTM Duke 890) rounded out the top ten in his first ride aboard the KTM.

Mission Production Twins presented by Vance & Hines

Defending Mission Production Twins presented by Vance & Hines champion Cory Texter (No. 1 G&G Racing/Yamaha Racing Yamaha MT-07) registered a lopsided victory to narrow the gap to title leader Jesse Janisch (No. 33 Vance & Hines Harley-Davidson XG750R/second) to just a single point. The win was Texter's second of the season and his (and Yamaha's) first ever at Lima.

Billy Ross (No. 109 Mission Foods/Roof Systems Harley-Davidson

XG750R/third) proved his win at Laconia was no fluke by following up that maiden victory with a second-career podium.

Pos	Rider	Bike
1	Cory Texter	Yamaha MT-07
2	Jesse Janisch	H-D XG750R
3	Billy Ross	H-D XG750R
4	Cameron Smith	Yamaha MT-07
5	Cole Zabala	Yamaha MT-07

Parts Unlimited AFT Singles presented by KICKER

With each successive race, Kody Kopp (No. 12 Red Bull KTM Factory Racing 450 SX-FFE) continues to further the case that he's the odds-on favorite to claim this year's Parts Unlimited AFT Singles presented by KICKER crown.

At Lima, Kopp scored a second consecutive blowout victory, his fourth win among six top-twos in just seven attempts this season. The emerging superstar gapped the field within a single lap and then piled it on from there, ultimately winning with more than four seconds in hand.

Kopp's mastery was reminiscent of that of his father, 2000 Grand National Champion Joe Kopp, who won three times at the circuit.

While there was little drama in deciding the podium, the race still



proved to be a spectacular showcase for the future stars of the sport. Joining 17-year-old Kopp in the spotlight were a pair of 16-year-old phenoms. Australian Tom Drane (No. 359 Construction Supply Specialists/ICCONS KTM 450 SX-F) earned a remarkable runner-up result in his Progressive AFT debut while Rookie of the Year hopeful Chase Saathoff (No. 106 American Honda/Progressive Insurance CRF450R) scooped up his second consecutive third-place finish.

Pos	Rider	Bike
1	Kody Kopp	KTM 450 SX-FFE
2	Tom Drane	KTM 450 SX-F
3	Chase Saathoff	Honda CRF450R
4	Dalton Gauthier	Honda CRF450R
5	James Ott	KTM 450 SX-F

Polaris in Transamerican Auto Parts Sell-Off

Polaris Industries continues to roll-back loss-making or non-fit former CEO Stott Wine era acquisitions, with the announcement of a definitive agreement to sell its Transamerican Auto Parts (TAP) business to Colorado based Wheel Pros.

A designer, manufacturer and distributor of proprietary branded aftermarket vehicle enhancements for light trucks, SUVs, passenger cars and ATVs/UTVs, Wheel Pros is backed in the acquisition by Clearlake Capital Group, L.P. in partnership with management.

The transaction includes TAP's full portfolio of operations, including all brands, product lines, manufacturing operations, distribution facilities, more than 100 Four Wheel Parts retail locations, and more than 1,700 TAP employees.

"We have a clear vision to be the global leader in powersports," said Polaris CEO Mike Speetzen. "Our decision to divest TAP better positions us to capitalize on growing consumer interest and demand for our

powersports offerings, while enabling Polaris to focus our time, people and resources on our core On-road, Off-road and Marine businesses, along with the parts, garments and accessories brands that support those customers.

"In addition, it supports our long-term



Polaris CEO Mike Speetzen: "Our decision to divest TAP better positions us to capitalize on growing consumer interest and demand for our powersports offerings."

financial targets and is expected to have a positive impact on EBITDA margin. TAP remains a leading omni-channel player in the Jeep and truck aftermarket space, and we appreciate the contributions the team has made to Polaris."

The news comes after January 2022 saw Polaris divest itself of two other Scott Wine era investments - GEM (the formerly GM owned Fargo N.D. based Global Electric Motorcars business) and factory and airport truck manufacturer Taylor Dunn.

Those businesses were sold to Waev Inc., a start-up created by a group of ex Polaris managers and based at Talyor Dunn's Anaheim, CA., offices. GEM was bought by Polaris in 2011 and made low-speed campus style electric vehicles; they bought Taylor Dunn and TAP in 2016.

Polaris recorded a \$37m loss on the GEM/Taylor Dunn sale - the two businesses had combined sales of less than \$100m. However, the TAP disposal is of a more significant scale and is expected to cost Polaris a net of



tax impairment charge in the region of \$140m.

The transaction is expected to close early in the third quarter, subject to customary closing conditions, and is estimated to drive \$135m of additional cash inflows for Polaris in the second half of 2022. This includes the purchase price from the buyer and realization of cash tax benefits related to the sale, minus estimated transaction fees.

The sale price, net of cash, debt, and other costs is estimated at \$50m. In 2021, Polaris' Aftermarket segment generated \$930m in revenue, of which the Compton, CA. based TAP business accounted for nearly \$760m - which must now leave a question mark over the long-term fit of the other brands included in its aftermarket segment; brands such as Kolpin, Pro Armor, Klim, 509 and Trail Tech.

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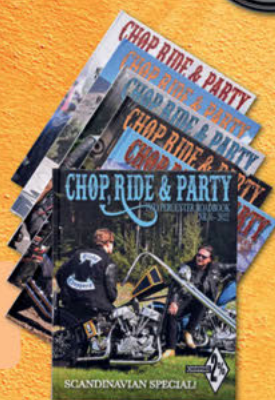
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NEWS BRIEFS

The MIC says that the next few months will see substantial updating of the RideWithUs.com website as it seeks to "ramp up the industry effort to build more motorcycle riders." Ride With Us, the industry's market expansion campaign, will partner with Las Vegas-based MassMedia, a full-service creative marketing agency, to work on the overhaul. "The site will be welcoming and easy-to-navigate, providing comprehensive but easy-to-digest content for new and potential riders, no matter where they're at on the journey toward becoming a rider," said Cinnamon Kernes, MIC VP of Market Expansion.

Arizona has become the latest state to legalize lane filtering. The new law allows riders to cruise slowly between lanes at speeds no faster than 15 mph if other vehicles are stopped. Modeled on Utah's legislation, the practice can only be done on roads posted at 45 mph or less. It does not allow riders to pass on the shoulder or on the median. Meanwhile Utah has extended its law for an additional five years.

Anoka, Minnesota based Bell Helmets owner Vista Outdoor Inc. has "entered into a definitive agreement to acquire Irvine, California based Fox Racing, a global icon in performance motocross, mountain bike and lifestyle gear for adventure seekers." The initial purchase price is said to be \$540m. Founded in 1974 by Geoff Fox, a PhD who taught physics at the University of Santa Clara, Moto-X Fox started as a small distribution business for European MX parts and accessories in a 1,500 sq ft building in Campbell, California. Fox Racing grew net sales by approx. 20% CAG from calendar year 2019 to 2021 and is expected to grow in excess of that in 2022.

The powersports industry has been saddened to learn of the death of 70-year old Polaris SVP and Chief Technical Officer Mike Donoughe. An ex-Chrysler man, as head of Polaris' electrification efforts, Donoughe was playing a critical role at an important moment in the Minnesota based manufacturer's future developments. He is said to have died recently during a press demonstration event for the Ranger XP Kinetic electric SxS in Wyoming.

Kyle Wyman Leads H-D KOTB Sweep at Laguna Seca



Harley-Davidson Screamin' Eagle factory rider Kyle Wyman led his brother and factory teammate Travis Wyman, and Vance & Hines racer James "Hogspoli" Rispoli, to a sweep of the podium positions in the MotoAmerica Mission Foods King Of The Baggers race on July 10 at WeatherTech Raceway Laguna Seca in Monterey, CA.

Kyle passed early leader Tyler O'Hara on the second lap of the race and crossed the finish line 3.063 seconds ahead of Travis. Rispoli finished third, a half-second ahead of O'Hara's factory Indian Challenger. Six of the top 10 finishers were aboard Harley-Davidson motorcycles.

Travis Wyman was the fast qualifier on Saturday, setting a new class record of 1:29.748 on the 11-turn, 2.238-mile road course. But it was Kyle Wyman who won the King Of The Baggers Mission Challenge 3-lap sprint race and winner-take-all \$5,000 purse immediately following Q2. Both factory Harley-Davidson riders started

from the front row along with Rispoli. In the 8-lap King Of The Baggers feature race, O'Hara jumped out into the lead from the second row of the grid. But Kyle Wyman kept the pressure on him with inside and outside moves at several points around the course and then passed him cleanly in turn nine on the second lap. From that point, Kyle broke away and was never challenged for the lead.

"It was really greasy out there today, and I was cautious with how the edge grip was," said Kyle Wyman. "O'Hara lost the rear coming out of turn nine and that allowed me to go by. I was happy to get clear and run my own race and manage the gap to the finish. It's just great to get a 1-2-3 for Harley-Davidson and to reward the entire Harley-Davidson factory team who made this possible."

"To come home second to Kyle is pretty amazing," said Travis Wyman. "We did it the other way around at Road America. And now we're tied in points. So, these last two rounds are

going to be pretty awesome for the fans."

The Mission King Of The Baggers series features race-prepared American V-Twin touring motorcycles. Harley-Davidson Factory Team Road Glide motorcycles are powered by modified Screamin' Eagle twin-cooled Milwaukee-Eight 131 performance crate engines.

After five of seven rounds on the 2022 MotoAmerica Mission King Of The Baggers series, Kyle and Travis Wyman are tied for second in the series

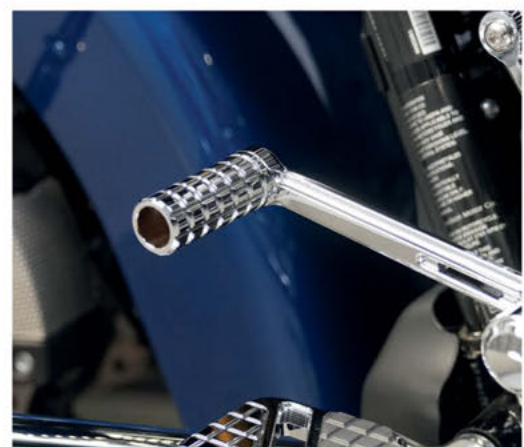
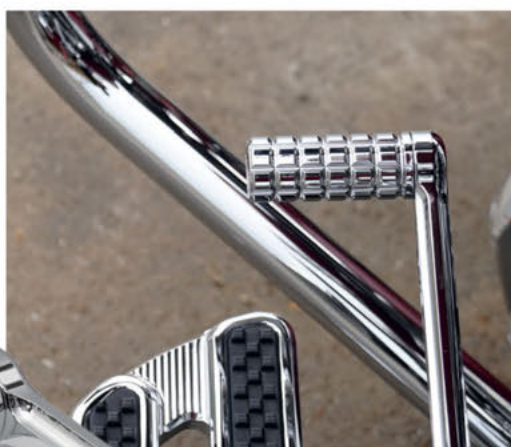


standings with 86 points. O'Hara leads by one point with 87. The Harley-Davidson Screamin' Eagle factory team returns to the track July 29-31 at the MotoAmerica Superbikes in Minnesota at Brainerd International Raceway.





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NEWS BRIEFS



Following its decision to open an R&D Center in Southern France and announce a range of Can-Am branded electric motorcycles, BRP has entered into a definitive agreement to acquire Great Wall Motor Austria GmbH, an EV R&D Center based at Kottlingbrunn, near Vienna in Austria. Previously owned and operated by Great Wall Motor based in Baoding, China, it specializes in e-drive systems and transmissions and currently employs over 50 "very qualified and experienced engineers, technicians and professionals."

Supported by a \$2.2m brownfield remediation grant from the state of Ohio, Cleveland based electric vehicle and battery startup Land Moto/Energy has announced a demand-driven plan to move its bike manufacturing operations to the 100-year-old former Cleveland Electric Illuminating Co and Accurate Plating site in Cleveland's MidTown technology district. Land Moto is targeting a doubling of production from 50 to 100 units a month this year.

Indian Motorcycle is launching the new 2022 Milestones Collection of casualwear for men and women. The Milestones Collection "aims to celebrate the brand's heritage by correlating each piece of apparel to a significantly iconic element from its 121-year history. Featuring premium quality and construction, the line includes nine new arrivals."

Texas based Volcon ePowerSports has added to its 'Grunt' all terrain two-wheeler by opening up pre-orders for its 125 hp/265 lb-ft of torque with the Stag all-wheel drive, fully electric UTV.

Performance Brokerage Services has announced the sale of Pocono Mountain H-D in Tannersville, Pennsylvania, from Jim and Linda Schlier to former senior Harley executives Steve and Anne Deli's American Road Group. The Schliers bought the store, then located in Snyder'sville, Pa., in 2013. The dealership will retain the name Pocono Mountain H-D and remain at the state-of-the-art current location it moved to in 2020.

Enthusiast Collection



Described as being "inspired by stories and experiences within the Harley-Davidson community," the 2022 G.I. Enthusiast Collection Celebrates Service of U.S. Armed Forces Members. An ongoing series of Harley motorcycles featuring special-edition paint created to celebrate the unique backgrounds and special interests of their riders, each Enthusiast Collection design will be launched annually "and available in limited quantities across a curated selection of motorcycle models."

Harley Chairman, President and CEO Jochen Zeitz is quoted as saying that "Harley-Davidson is proud to launch this program with the G.I. Enthusiast Collection, which honors the legacy of Harley-Davidson riders who have served or actively serve in the U.S. Armed Forces."

To commemorate the launch, two U.S. veterans, Gary Wetzel, and Brian "Amarok" Critton, will be awarded G.I. Enthusiast Collection models. Wetzel is a Medal of Honor recipient for his heroic actions in the Vietnam War after his U.S. Army helicopter was shot down and came under heavy enemy fire. Severely wounded, he continued to fight back and help other injured soldiers. He is an avid Harley-Davidson rider and veteran issues activist.

Critton served for a decade in the U.S. Army, including a tour of duty in Iraq, and now is active with veteran's service organizations like Wounded Warrior Project (WWP). In March, he was riding a Harley-Davidson motorcycle to a Muay Thai meeting in Jacksonville, designed to help combat veterans deal with PTSD, when he saw smoke billowing from a vehicle involved in a three-vehicle accident that happened moments earlier. While others watched his instincts turned into action as he pulled a woman from

the burning car.

"These two Harley-Davidson riders exemplify the spirit of Harley-Davidson Enthusiasts."

2022 Enthusiast Collection Features

The G.I. Enthusiast Collection is draped in Mineral Green Denim Deluxe paint, an all-new color created specifically for this collection, and completed with service-inspired graphics. The G.I. Enthusiast Collection is available only as factory-installed for the Pan America 1250 Special and Tri Glide Ultra models, in limited quantities primarily for the U.S. market.

"The new Mineral Green Denim Deluxe paint pays homage to the Olive Drab paint used on Harley-Davidson WLA models," said Brad Richards, Vice President of Design. "This color features a metallic effect resulting in a subtle gold highlight, allowing the color travel to be more dramatic and show off the shape of the surfacing."

"The tank graphic celebrates the iconic WWII military vehicle white five-point star, a stenciled 'H-D' and a location of Milwaukee, Wisconsin abbreviated, inspired from the spec tags found on

government-issued military equipment.

"The stenciled approach is a treatment often found on military vehicles as lettering was frequently done in the field. Here we're calling out the birthplace of the Harley-Davidson Motor Company and the original WLA model."

Pan America 1250 Special G.I.

"A rugged, powerful, technologically advanced motorcycle powered by the liquid-cooled V-twin Revolution Max 1250 engine, the Pan America model is designed from the ground up to inspire rider confidence and fuel the spirit of adventure on and off-road."

"Since its launch in February 2021, the Pan America 1250 Special model is the #1 selling adventure touring motorcycle in North America and was named Best Adventure Bike and Motorcycle of the Year by Motorcycle.com."





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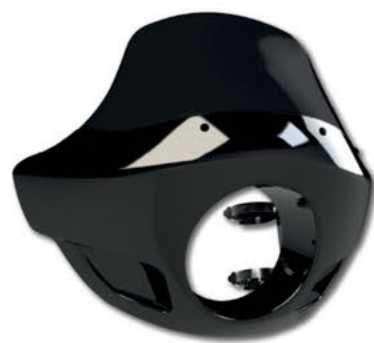
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NEWS BRIEFS

AMA has announced ten World Trophy Team riders selected to represent the U.S. at the 2022 FIM International Six Days Enduro - the world's largest and most prestigious annual off-road motorcycle competition - in Le Puy en Velay, France, Aug 29-Sept 3. The Trophy riders will compete as the U.S. World Trophy, Junior World Trophy and Women's World Trophy teams. Every country participating in the ISDE is allowed four riders on its World Trophy Team, three riders aged 23 or younger on its Junior Trophy Team, and three female riders on its Women's Team. The U.S. Women's World Trophy Team won last year, and previously had won in 2019 and 2007. The U.S. World Trophy Team last won the ISDE in 2019, which was the second ISDE World Trophy title for the United States. The U.S. Junior World Trophy Team last won in Argentina in 2014.

PARTS UNLIMITED

Parts Unlimited has promoted experienced former dealership level sales manager Greg Stilwell as its Sales Team Development and Training Manager. Greg has been with LeMans for over five years and most recently was Dual Regional Sales Manager for the Central Region.

The name American Bantam is to make a powersports industry comeback. The Pennsylvania business was the designer and builder of the original U.S. Army Jeep in 1940. The new American Bantam Car Corp. will introduce what it is describing as a new class of vehicle - "Street-Legal Off Road" - designed for ATV/SXS buyers. CEO and founder Charlie Paglee describes American Bantam as "a heritage mobility brand bringing cutting edge plug-in hybrid-electric powertrain technology to propel the off-road industry into the 21st century."

PSB reports that the Gold Wing Road Riders Association is to close after 45 years. At its peak, GWRRA had some 80,000 members in 53 countries, with over 800 active chapters managed by 4,000 volunteer leaders. Headquartered in Phoenix, Arizona, the GWRRA has called itself "the world's largest single-marque social organization for owners of Honda Gold Wing/Valkyrie motorcycles," and it adopted the motto "Friends for Fun, Safety and Knowledge."

Bosch Backs a Hydrogen Economy

By Ben Purvis

While there's a heavy focus on battery-powered mobility from governments and many car and bike companies, one of the most important players in the industry has thrown its weight behind hydrogen as a clean fuel of the future. Bosch might not make motorcycles or cars of its own, but the global automotive giant supplies a vast number of components to the world's manufacturers, so its decision to back hydrogen isn't to be taken lightly. It joins the likes of Toyota, Yamaha and Kawasaki in putting faith in hydrogen, whether to be used in fuel cells to generate electricity or for a future generation of ultra-clean combustion engines.

"On the path to a climate-neutral future, we have to make it possible for energy-intensive industries to shift to renewables. Hydrogen will be a key element in security of supply," says Rolf Najork, the Bosch management board member responsible for



Bosch fuel cell stack

deliver key components for the cross-sectoral, ecological transformation of the economy and society."

The intention is to create low-cost hydrogen filling stations, reducing the investment needed from their owners when it comes to the compressors

down the cost of splitting water into hydrogen and oxygen.

The move follows a focus from Toyota on hydrogen, both in fuel cells and combustion engines, where the car giant has employed Yamaha to create a hydrogen powered V8 racing engine to demonstrate its potential. Yamaha is also working with Kawasaki on

'4,000 filling stations globally by 2030'

industrial technology and the company's manufacturing technology chief. "We are getting hydrogen-based technologies out of the laboratory and into industrial practice - onto the roads and into factories." Bosch's flagship 'Industry 4.0' lead plant in Homburg, Germany, already demonstrates how hydrogen can be used in factories, with its own renewable electricity powered electrolyser to extract hydrogen from water. It's then used for fuel cell vehicle refueling and for stationary fuel cells, with energy released as and when it's needed.

"We are continuously improving our carbon footprint. As our Industry 4.0 lead plant, Homburg plays a pioneering role in our global manufacturing network. We are systematically reducing our local energy consumption and generating as much of that energy as possible from renewables. We have to tweak both these variables," Najork says. Bosch has also formed a partnership with Maximotor Hydrogen for technology to be used in compressing hydrogen, storage tanks and pipelines, also due to be trialed at Homburg. By 2030 the companies hope to use the same technology in 4,000 hydrogen filling stations worldwide, accounting for one in three such stations globally. "Industry is paving the way to a climate-neutral future," said Najork. "Bosch industrial technology will



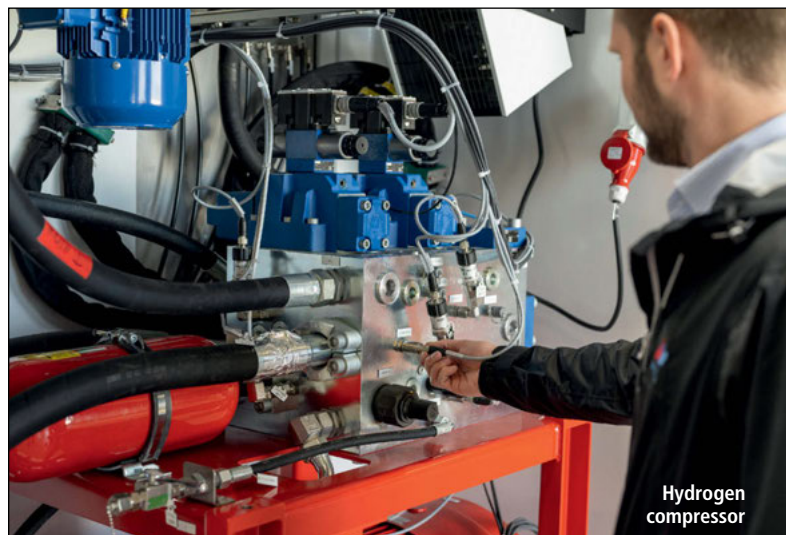
Rolf Najork, Bosch Manufacturing Technology Chief: "We are getting hydrogen-based technologies out of the laboratory and into industrial practice - onto the roads and into factories."

used to fill vehicles' hydrogen tanks. Bosch also intends to invest up to € 500m into volume production of electrolyser components, bringing

'industry paving the way'

hydrogen-powered motorcycle engines, with the Kawasaki H2 supercharged four-cylinder providing an initial platform.

Supercharging or turbocharging is essential for hydrogen combustion engines, as is direct injection into the cylinders, and Kawasaki is working on both elements. Kawasaki's aim for a hydrogen infrastructure means the company recently gained approval to build a massive hydrogen-carrying ship, able to hold 160,000 m3 of liquefied hydrogen. The company is already Japan's leading hydrogen supplier, and this year inked a deal with Airbus to work on a hydrogen-fueled ecosystem.



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NEWS BRIEFS

Montreal, Canada based Taiga Motors Corporation (TSX: TAIG) has announced that it has started deliveries of its 2022 Orca electric personal watercraft - saying it has achieved the world's first electric personal watercraft sale. Taiga claims to have developed the world's first performance-focused, commercial electric off-road powertrain. First installed into its snowmobiles, then adapted and fine-tuned for the Orca PWC, it delivers a claimed 120 kW and peak torque from zero rpm. Taiga initiated North American deliveries of its Nomad snowmobile in March and made its European debut in April.

Eugene, Oregon, based Arcimoto, Inc. (NASDAQ: FUV), makers of "rightsized, outrageously fun, ultra-efficient electric vehicles for moving people and stuff," says it produced 102 vehicles in the second quarter, the highest vehicle production quarter in the company's history, and that the company delivered 41 customer vehicles and produced 41 vehicles for commercial pilot programs and marketing use. The company also produced 20 rental vehicles, and now totals 109 rental vehicles across Arcimoto and partner rental locations. Founder and CEO Mark Frohnmayr says that "we continue to target 1,000 vehicles produced for the year."

Polaris Inc. has announced that Ben Duke has been named President of Marine. Duke will succeed Jake Vogel, who is transitioning to a strategic advisory role at Polaris. Both Duke and Vogel will report to Polaris CEO Mike Speetzen.

Now in its eighth season as Official Tire Supplier to MotoAmerica, Dunlop has signed on for three more years. Dunlops are the spec tires for all six classes of the Auto Parts 4 Less MotoAmerica Championship.

Capital World Investors (CWI) has filed a 13G schedule with the SEC disclosing ownership of more than 5% of Polaris Industries Inc (PII). In fact, CWI has increased its ownership stake from 6.22% of the company to be currently holding 5,980,373 shares, representing 10.1% ownership of the company. This puts them ahead of the 9.72% owned by Vanguard Group, BlackRock Inc. (8.07%) and State Street Corp (6.95%) as the only investors with greater than a 5% stake. There are 899 funds or institutions reporting positions in PII - a decrease of 90 owners and 9.10% in the last three months.

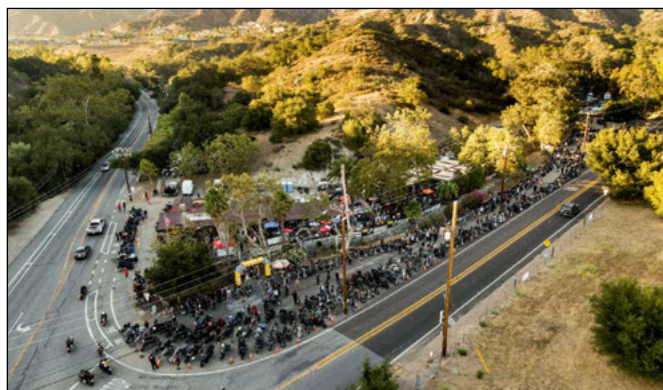
Biltwell - People's Champ 2022 Custom Bike Show



California based Biltwell has announced Clay Krick, a 22-year-old welding contractor from Lebanon, PA, as the 2022 People's Champ Bike Show winner after he topped online voting among six semi-finalists.

Staged in June at Cook's Corner, the legendary biker bar in Southern California, in addition to the ten-thousand-dollar grand prize provided by People's Champ sponsors, Krick's 1976 Honda CB750 chopper earned a coveted space among the invited builders at The Born-Free Motorcycle Show the Saturday and Sunday after the young customizer's beer-soaked victory.

Organized as always by Biltwell Inc. and presented this year by Modelo beer, The People's Champ Custom Motorcycle Build-Off shines a spotlight on younger and lesser known, but supremely talented motorcycle



builders from around the world. Clay Krick's handcrafted Honda was a 15-foot-long tour de force and earned the greatest total number of winning votes in the contest's history. Head-turning features of Krick's record-setting chopper included a six-foot-long rigid girder fork, a gooseneck swingarm frame, a psychedelic paint job, and enough crushed velvet to make Liberace second guess his commitment to flamboyance and excess.

www.biltwellinc.com

Arrowhead Engineered Products to Buy Bihr from Alcopa

Subject to regulatory approval, Blaine, Minnesota based Arrowhead Engineered Products (AEP) has agreed to acquire 100% equity ownership of Bartenheim, France based distributor Bihr from present owner Alcopa of Kontich, Belgium.

AEP is the owner of Vertex Pistons, in Italy, and Boise, Idaho based domestic U.S. distribution major Western Power Sports, among an impressive portfolio of mostly American powersports industry parts and accessory brands such as All Balls Racing, Hot Cams, Pivot Works and Cylinder Works.

Alcopa, which traces its roots in automotive and motorcycle distribution in Belgium and beyond back to 1937, acquired Bihr in 2010. In recent years it has been funding an

aggressive strategic acquisition program to grow the Bihr business footprint. This has included the MotoDirect Distribution, RST Apparel and Race FX operations in the UK and, most recently, noted Hamburg, Germany based distributor and brand owner Paaschburg & Wunderlich. AEP saw a majority stake in its business bought by the massive Genstar Capital private equity firm in the USA last year, having previously been in the ownership of the



John Mosunic, CEO of Arrowhead Engineered Products

Investcorp/Bahrain Sovereign Wealth Fund backed Riverside Group. Bihr was founded in 1975 by industry veteran Cyrille Bihr and these days has a portfolio of some 350 brands (including being a major player for Arai Helmets in Europe) and distributes some 200,000+ SKUs to a growing network of 15,150 dealers across 20 countries from a total distribution centre footprint of over 54,000 sq m.

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NEWS BRIEFS

AdvRider.com reports that Siemens Energy, Porsche and a line-up of international companies are implementing a pilot project in Chile that is expected to yield the world's first integrated commercial, industrial-scale plant for making synthetic climate-neutral fuels (e-fuels). In the pilot phase, around 130,000 liters of e-fuels will be produced as early as this year. In two further phases, capacity is then to be increased to about 55 million liters of e-fuels a year by 2024, and around 550 million liters by 2026. Porsche will be the primary customer for the green fuel and will use it in beacon projects. Those include using the e-fuel in vehicles for Porsche motorsports, at the Porsche Experience Centers and possibly also in serial production sports cars. The project takes advantage of the availability of wind energy in southern Chile and the fuel will allow vehicles with combustion engines, including motorcycles, to be operated almost climate-neutrally. Porsche has recently increased its stake in e-fuels group HIF Global, which is planning a potential A\$1bn production plant in Australia to make e-fuels, modeled on the plant in southern Chile. Ducati is said to be eyeing e-fuels too - both Porsche and Ducati are subsidiaries of the Volkswagen Audi Group (VAG).

TRIUMPH

Triumph Motorcycle has announced the acquisition of British electric motorcycle manufacturer OSET Bikes - "a leader in the world of children's electric off-road motorcycles." Founded in 2004 by Ian Smith, OSET has sold more than 40,000 bikes globally that feature its inhouse developed electric powertrains. Triumph says that the OSET deal "sits within our 2020 announced strategy of entering the off-road segment." OSET Bikes offers products that are suitable for any rider, starting from three years old and upwards.

Mystery surrounds the death of American jet ski world champion Eric Francis, 36, from Orlando. He was found floating dead in the water near his undamaged Kawasaki off the coast of Guadeloupe after 'disappearing' during a race. His death came weeks before the birth of his second daughter. Eric was married to British world champion jet skier Sophie Francis, 26, who was with him in Guadeloupe for a race of her own.

BMW R12 Cruiser on the Way? By Ben Purvis

After a decade and a half away from the cruiser market, BMW's massive R18 was perhaps the perfect machine to launch as a statement that the German firm was back in the game and serious about its intentions. Given the R18's vast dimensions and weight, riders who want a BMW-branded cruiser with a little less excess will be pleased to hear that the chances of a smaller version of the bike reaching production have just increased. BMW has filed trademark applications across the globe for rights to use the name 'R12' on a future motorcycle, and given the company's current naming protocol, that badge seems sure to be used on a cruiser similar to the R18. The R12 name clearly sits alongside the R18, with the 'R' denoting a boxer twin engine and the '12' indicating a capacity of around 1,200 cc. The existing 1,170 cc twin from the R nineT retro roadster would seem to be the ideal engine: with 109 hp it has got all the performance it needs to compete in the 1,200 cc cruiser sweet spot against machines like Indian's 1,133 cc Scout, Harley's 1,252 cc Sportster S and Triumph's 1,200 cc Speedmaster. The proliferation of 1,200-class cruisers and the potential that the BMW R12 will join them illustrates how much the market has changed since

BMW's last attempt at a cruiser - the 1997-2004 R1200C. While warmly welcomed by reviewers, the R1200C was left behind by the early-2000's trend for ever-larger engines in the class. By the end of its life in 2004, rivals included the Honda VTX1800, Kawasaki VN2000 and, of course, the then-new 2.3-litre Triumph Rocket III. Speaking in 2004, BMW Motorrad's then boss, Dr Herbert Diess (now one of the most powerful men in the motor industry as CEO of the VW Group) said: "There will be no direct successor to the cruiser in our next model generation. This is due to technical considerations: the new engine you know from the GS is designed consistently for low weight and therefore - quite intentionally - offers only a small margin for an increase in engine displacement. Since the trend in the cruiser segment has now been pointing far beyond 1,400 cc for quite some time, a cruiser in its former, classic style with a smaller engine would no longer fit into our concept for the future." Even then, he left the door open for a return, saying: "This does not mean that we are turning away from the cruising philosophy with BMW motorcycles once and for all. On the contrary, it would be quite conceivable



BMW's last venture into the Cruiser segment - the R1200C 'Independent' was launched in 1997, but dropped after 2004. The original R12 is legendary - it was an R11 successor based on a 1933 Alfred Boening Art Deco styled R7 concept. It was the first production bike to feature hydraulically damped telescopic front forks and ran from 1935 through 1942 - 36,000 were made.

for us to reinterpret this theme quite differently at some time in the future." Fast forward to 2022, and the market today is very different, with a thriving class of cruisers in exactly the capacity category where the R1200C used to be. Since BMW already has the right engine for the job - in fact the R nineT's 1,170 cc twin is directly descended from the identically-sized motor used in the R1200C - the development costs of a new R12 cruiser would not be great. In fact, there's already an aftermarket kit from NMoto - called the 'R sevenT' - that converts the stock BMW R nineT into a pre-war-style cruiser inspired by the 1934 one-off BMW R7.

Vance & Hines on FTC Action Against H-D

In what, ostensibly, sounds like a remarkable move by the United States Federal Trade Commission, a complaint has been issued against Harley (June 23, 2022), ordering the company to "fix warranties by removing illegal terms and recognizing the right to repair." The complaint goes on to urge Harley to "come clean with customers and ensure that dealers compete fairly with independent third-parties." A similar complaint was issued against Westinghouse, and it is assumed that the two companies have been selected

for sample action as the FTC seeks to clamp down on warranty policies that illegally restrict customers' right of repair. Kennedy, President & CEO of Vance & Hines and himself a former senior Harley executive issued the following statement: "This action taken by the FTC is a huge win for motorcycle riders. "While we still need to see how this plays out, we anticipate that riders will have more choices in how they repair and update their motorcycles during the warranty period, which is clearly a big deal for companies in the



Mike Kennedy, President & CEO of Vance & Hines "This action taken by the FTC is a huge win for motorcycle riders."

motorcycle aftermarket, too. "I hope that the 'it will void your warranty' threat for someone who just wants a better sounding or smoother running Harley is a thing of the past."

UPDATE...

We have also heard from Marc McAllister, President and CEO of Tucker Powersports, another ex-Harley man, who is quoted as saying: "The announcement from the FTC has a tremendous impact on dealerships, independent shops and consumers. All dealerships in the US, including Harley shops, will benefit from being able to offer their customers more choices. Ultimately, this means that consumers get to choose the products that are right for their bike and their riding, not what was right for the manufacturer. At Tucker, we will continue to offer our dealers great replacement parts and accessories that they can now consider for every one of their customer's bikes."

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Electric TE-1 Prototype Hits Triumph's Targets

By Ben Purvis

The Triumph TE-1 prototype isn't heading for production yet, but something very similar could be in showrooms in years to come after the company's electric bike testing program "proved a resounding success."

Triumph has been unusually open during the development and testing of the TE-1 prototype, providing regular updates from the project's launch, through its design phase and into its

'60 mph in 3.6 seconds'

testing stage. Now the final results are in, and they show the TE-1 as offering a mix of abilities that would make it a convincing contender compared to the existing Speed Triple.

The numbers speak for themselves. The TE-1's electric motor, developed by Integral Powertrain Ltd, makes a peak of 175 hp, very close to the Speed Triple's output. That figure is backed up by 80 lb-ft of torque, and the bike weighs an impressive 220 kg, which isn't far from the mass of a fully fuelled, petrol-powered equivalent.

All that would be for nought, if the bike's range was as disappointing as many of the current crop of electric offerings, but the TE-1's 15 kWh capacity battery - made by Williams Advanced Engineering (of F1 fame) from 900 Samsung '21700' (21 mm diameter, 70 mm long) nickel manganese cobalt cells - is good for a range of 100 miles (160 km) under WMTC tests that mirror real-world usage.

Raw performance figures show that the TE-1 hits 60 mph in 3.6 seconds, and the relentless thrust continues, taking it to 100 mph only 2.6 seconds

TRIUMPH

after that. The top speed is 135 mph, but that's down to gearing and the bike's naked styling rather than an inherent limitation of the powertrain. The motor runs through a set of helical-cut reduction gears to a belt final drive that Triumph claims is reliable for 60,000 miles. Those helical gears also give a distinctive wail as the TE-1 accelerates, answering some fears that electric bikes can only ever be an anodyne experience.

Although the bike doesn't follow the pattern set by electric offerings like **LiveWire's new S2 Del Mar**, where the battery case doubles as a monocoque chassis, the Triumph's battery is still a structural component, adding rigidity to the conventional-looking frame wrapped around it. The suspension and brakes are conventional kit, along with ABS and a lean-sensitive traction control system. Although the TE-1's motor

'135 mph top speed'

doubles as a generator during deceleration, with a programmable engine braking effect that alters how much electricity is fed back to the battery and works in cooperation with the anti-lock brakes to maintain stability.

Like the **Ducati V21 L electric racing bike**, which will be the single-make machine used in the MotoE series from 2023, the TE-1 has separate cooling systems for the motor and the battery and inverter, as their heat requirements for ultimate performance differ. Steve Sargent, Triumph's Chief Product Officer, said:



"Heat management is essential to maintaining the performance and range of the bike."

Comparisons to the Ducati are inevitable, and the Triumph comes out on top, at least on paper. Ducati's V21 L peaks at 150 hp rather than 175 hp and weighs 5 kg more than the TE-1 at 225 kg.

Charging has also been a focus. The TE-1 uses a 50 kW DC fast charge system, with no AC charging option - adding one would be possible but means more electronic equipment and weight. By using the Japanese **CHAdEMO charging protocol**, battery management during the charge is controlled by the charger rather than on-board electronics, again reducing the need to carry additional electronics. Triumph says it takes just 20 minutes to go from 0% to 80% charge - an industry standard measurement since the last 20% of a battery's charge takes much longer to

achieve.

Triumph is keen to point out that the TE-1 is a research project, aimed at garnering intelligence about electric bike design and performance that can be used in future production models.

'20 minutes for 0 to 80% charge'

It has also taught Triumph lessons about scalability, so the company knows the motor, cooling and battery requirements for electric bikes across a variety of sizes and performance levels. The first electric production Triumphs are now under development using the TE-1 design as a lesson, and while the prototype will remain just that, the company has dropped hints that the first showroom electric model will not stray too far from the template it provides.





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HardDrive Adds Kruzer Kaddy

Boise, Idaho based HardDrive has added Kruzer Kaddy - "the original motorcycle cup holder," according to Kruzer Kaddy's Patrick Dowd. Kruzer Kaddy was started 20 years ago



by two riders who grew tired of throwing away half-consumed beverages after a quick stop for fuel. "Two regular motorcycle riders who spent months trying to purchase a beverage container to attach to their motorcycles.

"The few containers found were either flimsy or very unattractive - enter the KRUZER KADDY! We at Kruzer Kaddy are very pleased to be included in the WPS and HardDrive product offering to their dealers."

Each cup holder comes with multiple foam liners to accommodate up to a 20 oz bottle. The clamp mounts will easily attach to any 7/8", 1", or 1 1/4"

bar. The classically simple clamp mount holder offers four styles from chrome to stainless steel to classic black and a stylish leather wrapped cup holder. These cups are 3" wide and 4" tall and are easily detachable.

"If you want a little more style to your cup holder, then check out Kruzer Kaddy's skull bar mount holder. Equipped with a chrome spring clip with rubber retainer, these Skull cup holders will hold most Yeti cups up to 20 oz bottles as well."

WPS/HardDrive ships to its dealers in the United States from some one million plus sq ft of distribution center space at facilities in Midway, Georgia;



Fresno, California; Midlothian, Texas; Ashley, Indiana; Elizabethtown, Pennsylvania and its Boise, Idaho headquarters.

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Industry-Wide Bluetooth Comms Agreement

Cardo Systems, UClear and Midland Communications of Italy have jointly announced the launch of 'Open Bluetooth Intercom' (OBI) - an open industry-wide Bluetooth intercom standard, allowing seamless cross-brand Bluetooth intercom connectivity.

Cardo says that the partnership will help overcome many of the common frustrations experienced with traditional 'universally connected' devices and foster a new era of significantly improved cross-brand experience.

While 'universal connectivity' enables pairing between cross-brand communicators, the experience for users is often inferior when compared to if they were connected to a device from the same brand. The pairing process can often be complex,

previous connections forgotten and not always possible to make phone calls or listen to music in parallel to the intercom connection. All of these challenges are overcome with the introduction of the 'Open Bluetooth Intercom' agreement.

Speaking on behalf of the partners, Shachar Harari, VP of Business Development of Cardo Systems, explained: "Having just launched our 'Universal Communication Solution', the announcement of our 'Open Bluetooth Intercom' further cements our commitment to providing motorcyclists with the best solutions to communicate while riding.

"The new partnership will enable riders to fully enjoy seamless Bluetooth intercom connectivity across the brands and will further foster the penetration of

communication solutions among riders worldwide."

'Open Bluetooth Intercom' describes various extensions to the 'Bluetooth Handsfree Profile', designed for direct duplex communications between Bluetooth-capable devices - enhancing the interoperability of different partnership brands in the Bluetooth communicator market, meaning that riders no longer have to agree with fellow riding partners on a brand to buy.

OBI will be supported on the following 2022 lines from Cardo: Spirit, Freecom X, and the Packtalk line is available using an over-the-air update.

Korea based SENA Technology is reported to have declined to go ahead with its involvement in the scheme, having withdrawn from the partnership.



Cardo's recently introduced Packtalk Edge will be among the Cardo products supporting the new standard, with existing units able to be brought into compatibility with an online update download.

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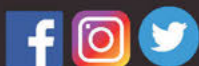
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ENERGICA EXPERIA

ELECTRIC GREEN TOURER



ENERGICA



Energica Motor Company S.p.A., the Italian manufacturer of high-performing electric motorcycles based in Modena, Italy, has just unveiled a new zero-emission green tourer model.

Following its withdrawal (at the end of this season) from providing the spec bike for the Moto-E World Cup, its redirected focus on electric powertrain and related componentry, and the take-over by New York based Ideanomics, it had been thought that Energica maybe be headed away from

road-going and track-oriented electric motorcycles in favor of component supply and the urban mobility market.

However, while this this brand-new motorcycle certainly is a new departure for Energica, it will confound the expectations of many analysts and, as far as we here at AMD know, is the first genuine electric touring motorcycle.

Designed and built from scratch "to enhance the pure electric motorcycle riding experience, we have focused on the real-

world needs of motorcycle riders worldwide, creating an all-new state-of-the-art engineering platform," said Giampiero Testoni, CTO Energica Motor Company.

"We melded high-tech electric mobility with the roaming spirit of the motorcycle traveler. The intention was to create the first electric motorcycle created specifically

for long-distance bike lovers."

Clearly not daunted by the range and charge cycle issues at this stage in the EV story, long-distance electrics had been widely considered to be the least likely market sector to see convincing solutions emerge until the technology and supporting infrastructure were in place. Energica says that it is leveraging its decade of racing, design, manufacturing and electric technology now as part of a new, second generation of Green Tourers and that the Experia represents a new technological platform. Innovations include a re-engineered EMCE electric motor, revised battery chemistry and new frame and chassis design, all intended to reduce weight and vastly improve balance and rideability. The company says that the result, in the Energica Experia, is an "electric green tourer bike integrally designed and built for that purpose from the ground up. The motorcycle delivers on the essential promise of comfort and endurance, yet is the nimblest and most maneuverable machine Energica has ever made."

"It is the company's intention to spread these technological innovations across a family of other electric motorcycles," says Testoni, "and additionally incorporate elements of these in Energica Inside, the recently launched component and powertrain supply and development business unit of Energica Motor Company."

Energica Experia is intended for a wholly immersive riding experience, allowing the rider and passenger to fulfil the needs of long-distance riding, putting them in touch with nature on a sensory level."

The company claims that all this translates into the longest range of any electric motorcycle, regardless of speed: from 246 km (153 miles) combined to 420 km (261 miles) in urban areas.

"The counter-rotating engine reduces the inertia of the motorcycle and the Experia fairing provides excellent weather and wind protection while remaining stylish and unobtrusive. New, voluminous long-distance travel hard side panniers and top case with a total capacity of 112 liters will be included in a Launch Edition that will have bar ends and bolts in black Ergal (lightweight, high strength zinc-aluminum alloy), heated handgrips and aluminum rims with red detailing."

Experia will be equipped with two USB ports on the dash and two more in a large and lockable waterproof storage compartment. The accessories list will gradually grow and will cover "all the needs of touring riders." Energica started taking orders for Experia in June 2022 and will be available at all Energica stores worldwide starting in autumn 2022. In the United States, pricing is expected to be in the low to mid \$20k range.

www.energicamotor.com



The Experia motor and battery are both brand new. The battery capacity has increased, yet has a lower weight, plus a centralized, lower center of gravity allows for better low-speed rideability.

"Experia enjoys the largest battery capacity of any electric motorcycle at 22.5 kWh maximum (19.6 kWh nominal) that can be charged from 0-80% in just 40 minutes at a Level 3/DC Fast Charger at a top rate of 24 kW. You can also use Level 2 (240V) and Level 1 (120V) charging at the office or for longer stops, or overnight at home for substantial savings over the cost of gas. Energica is the only manufacturer to offer riders all three levels of charging."

The completely newly designed PMASynRM motor EMCE (Synchronous Reluctance assisted by permanent magnets) is also said to be lighter, with less mass, and is positioned lower than in its other models. Peak power is 75 kW (101 hp), torque is 115 Nm (85 lb. ft.), with a top speed of 180 km/h (112 mph) - "perfect for everyday freeway riding."

"Electric means no shifting or pulling on a clutch, no noise from exhaust, no heat and vibration by the reciprocating mass of an IC engine. The



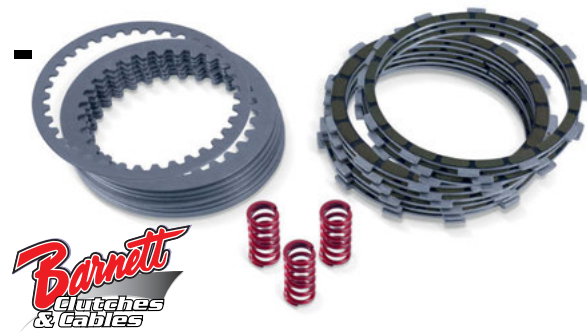


Barnett Clutch Kit - M-8 Big Twins

One of the latest additions to the long line of H-D clutch kits by Barnett Clutches and Cables (Ventura, California) is this direct-fit upgrade clutch kit for the 2017-22 Harley Davidson FL Touring models and 2018-22 Softails.

This kit features Barnett's segmented Kevlar friction plates, which are designed for more oil flow, longer life and smoother clutch operation. Also included are a set of tempered steel drive plates and a set of three heavy duty clutch springs.

All kits are quality checked for exact stack height prior to packaging to guarantee proper fit and optimal performance. These kits are made in-house in California by Barnett.



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Hydro Clutch for V-Rods

Available through Drag Specialties for V-Rod models, the Müller Hydro Clutch is a clutch relief system adapted for hydraulic couplings of the Harley-Davidson Twin Cam and M-8 models. It is said to deliver a 35% reduction in lever effort on Twin Cam models and 45% relief on M-8s. Made in Germany, the invisible/hidden install is described as simple and intuitive, and the design is maintenance-free.

It is already 20 years since former German Harley dealer Werner Müller unveiled his first patented clutch assist device - the Power Clutch - and in that time the company he founded has sold over 100,000 of them, worldwide.

Based near Ingolstadt in Bavaria, Germany, these days the business is operated by Werner's son Fabian Müller, a well-known custom bike builder as well as parts and accessory designer. The original 'Bowden' cable Power Clutch for mechanical clutch operation is still available, and the latest iteration is this Hydro Clutch for models with hydraulic clutches.

By improving the precision with which riders can control clutch operation, the Hydro Clutch can improve the durability and service life of the clutch and the gears in the transmission.

The improved sensitivity and feel therefore contribute to better handling and safety - especially in heavy traffic and urban/suburban riding conditions.



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Slip-on Exhaust for 2022 Honda Grom

S&S Cycle generally 'Think Big' but like to live 'outside the box' from time-to-time and, confessing to finding it hard not to love Honda's Grom, the new product engineering team at the Viola, Wisconsin headquarters facility have come up with a Grand National slip-on exclusively for the 2022 and up Grom.

S&S VP Marketing David Zemla says that "these little machines are consistently one of the top few bestselling



motorcycles in the US and are a fan favorite among both new and seasoned riders. Our engineering team just couldn't help themselves from wanting to mod a few of them."

Based on S&S Cycle's American Flat Track exhaust systems, the Grand National is 100% brushed stainless with an aluminum tip and the company's trademark removable dB Reducer. "The insert allows you to tune the exhaust for sound and power with just a few bolts, producing a big bike sound without the raspiness of most other systems in this space."



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BS Battery Extends 'Smart Accessories' Line



French battery manufacturer BS Battery continues to invest in smart testing solutions by extending its battery condition indicator lines with the new BT 03. Designed for professionals and end-users, the new BT 03 allows dealers and riders to check the state of charge of 12V lead acid batteries, with a three integrated LED lights display diagnostic tool. Extra slim, the accessory is ideal if your battery is difficult to access, hidden or if you cannot use clamps because of the eyelet terminals.

"Making life easier for workshops and end-users is one of our priorities," says Benjamin Sebban, BS Battery General Manager. "From the installation to the diagnostic, our new BT 03 battery tester performs a very quick check of a powersport vehicle's charging system."

Compatible with all the BS smart chargers, the BT 03 also allows to charge and maintain batteries without disconnecting the fused ring. "Connect, test, charge and forget," says Benjamin.

This new solution completes the wide range of accessories developed by BS Battery - a comprehensive range that includes the BST 50, a specialised advanced battery and electrical diagnostics tool for batteries in the 7V to 30V range that delivers results within one second, and the BT02, a dual-purpose, simultaneous battery and alternator condition tester.

"Compatible with all lead-acid batteries (SLA, GEL, AGM, FM, DRY and Ca/Ca), our testers are ideal during the winter season - or any period when the battery is not being used or charged frequently. They are the



quick, efficient and convenient solution for checking battery status at any time," added Benjamin.

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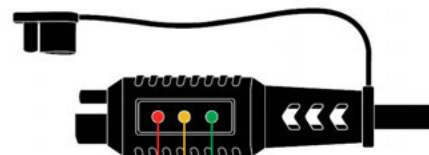
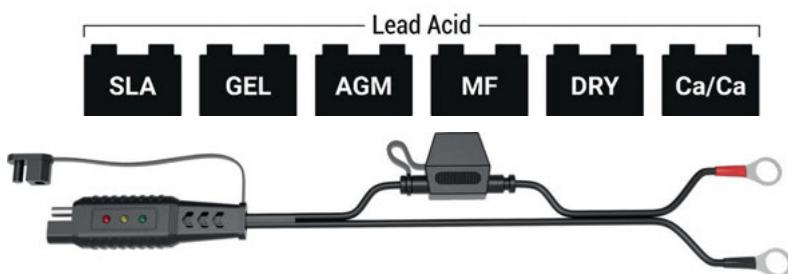
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BMW R18 B Bagger and R18 Transcontinental Slip-Ons

As BMW continues to pour millions of euro into trying to make a dent on the domestic U.S. (and international) large displacement Bagger and Tourer markets, Freedom Performance has stepped up to introduce new slip-ons for the BMW R18 B Bagger and R18 Transcontinental - with a separately sold bracket to allow them to be used safely with hard bags.

"Our slip-ons are offered in show chrome or ceramic black and provide a magnificent look on these Big Beemers," says Freedom Performance founder Martin Arteaga.

There are three sizes for these slip-ons - 4", 4.5", and 2.5", and they are "made to fit our precision-



machined, interchangeable aluminum end caps to customize the rear of the BMW - 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."

The BMW R18 Bagger/Transcontinental slip-ons eliminate the catalytic converter, resulting in heat reduction of 30-40% as well as increased power and delivering a crisp throttle response. Described by Martin as giving off a "smooth throaty rumble," quiet mufflers are also available as an option if desired.

Additional features include 12 mm (about 0.47") and 18 mm (about 0.71") ports and plugs, as well as the complete mounting hardware and brackets. One of the many benefits of the support bracket is that it raises and supports the hard bags to ensure space between the pipe and bags so that they do not hang low and potentially burn.

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Indian Scout Valvetrain System

Pacifica, California based Kibblewhite Precision Machining Inc., has an over 80 year pedigree as one of the market's leading and innovative performance valve train engineers. Still family owned and operated, KPMI is most closely associated with Harley-Davidson valve trains, but the company actually makes products for a wide range of powersports (and automotive) industry vehicles - as both OEM replacement and performance upgrade components.

Since the end of last year KPMI has been designing and manufacturing valvetrain for Indian Motorcycle applications. The range of applications will soon include all (2020-2022) Indian Challengers, but seen here is a round-up of the company's valve train components for 8-valve Indian Scout 1200s from 2015-2019.

Beehive Spring Kit



Manufactured in heat treated steel with 0.435" lift, this Beehive spring kit is compatible with the OEM tappet lash adjustment system and KPMI shim conversion tappets. Designed to work well with the OEM integrated Seal/Base or, as included with this kit, KPMI's own #71048-8 OEM replacement seals for "a more complete performance valvetrain solution."

Racing Spring Kit



Manufactured in titanium and heat treated steel with 0.450" lift, these racing springs are compatible with the OEM tappet lash adjustment system and the KPMI's own shim conversion tappets. The seals included in these kits are intended for use with OEM guides or with KPMI guides if installed with KPMI 71016-8 seals. Offered with titanium and heat treated steel retainers.

Manganese Bronze 'Engine Builder' Valve Guides

Designed with the "price conscious builder in mind, you can expect the same exacting KPMI tolerances from these standard manganese bronze guides, but with reduced toughness and durability compared to

premium C630 nickel aluminum bronze valve guides.

"The softer manganese guides are easily reamed, and then can be delicately finished with our high quality ball hones. Now, with any battery operated or electric drill, you can ream and hone manganese valve guides in less time and without access to the kind of expensive honing equipment required to properly size tough nickel bronze guides."

Black Diamond Stainless Valves

Available in standard or +1 mm over size, all KPMI Black Diamond stainless steel valves are impregnated by a special German process to a depth of .002, with a surface build-up of .0002. This proprietary Black Diamond process "improves wear properties, reduces friction, and provides resistance to corrosion and wear that is superior to chrome and nickel electrolysis plating.

"Each valve is designed using Finite Element Analysis (FEA) software, and profiles are tested on our computerized flow bench. Black Diamond Valves are lightweight, strong, one piece forgings with profiles that provide excellent flow characteristics."

Shim-on-Bottom Tappets



Manufactured from billet aircraft alloy steel, these 31.15 mm OD tappets are designed using advanced FEA software. "This software allows our engineers to lighten the tappets without sacrificing strength, which creates the strongest and lightest tappets possible. The tappets are then machined from billet aircraft quality steel. After machining the tappets undergo a proprietary heat treatment process that creates a hard surface and a nonbrittle core."

These materials and processes maximize toughness and wear resistance. To finish, the tappets are OD ground and then the contact area is lapped and polished to create a very flat and smooth surface for the cam to run against. KPMI tappets are run in high



performance automotive and motorcycle racing applications including Motocross, Flat Track Racing, Road Racing, Drag Racing, and Land Speed Racing.

DLC Coated Tappets



These 31.15 mm billet aircraft alloy steel DLC (Diamond Like Coated) shim-on bottom tappets undergo a low temperature Physical Vapour Deposition (PVD) process to coat them with an extremely hard and long service life, very low coefficient of friction DLC film to help the tappet to maintain durability in extreme duty situations. Although KPMI recommends never running a camshaft off the edge of the tappet, this coating may help increase durability in these applications.

OEM Replacement 5.5 mm Stem x 0.435" Red Viton Guide Seals

KPMI solid Viton valve guide stem seals are resistant to high temperatures, petroleum products and the corrosive gasses that are the by-products of combustion. "These lift valve stem seals deliver optimum fitment and allow for maximum lift and service life. They retain their ability to seal in situations where other materials could harden and allow oil to enter the combustion chamber causing detonation, carbon build up and a loss of power." They are sold in packs of eight.



Red Viton, 5.5 mm Stem x 0.360" Guide Seals

These KPMI Red 100% Viton valve stem seal designs with 5.5 mm stem x 0.360" have all the design and materials advantages, resistance and durability characteristics of the OEM replacements, but the shorter duration make them "truly the racers choice."



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Spring Brake Kits for Classic Springer Forks

Of classic springer forks (originals and authentic replicas), German 'old-timer' parts and accessory specialist W&W Cycles (Wuerzburg) says that "if you are looking for significantly more stopping power, you should consider replacing the original or original style classic drum brake system with a disc brake."

"After extensive 3D computer simulations and countless test kilometers on all kinds of terrain, we are now able to offer a brake kit that meets our high requirements."

This kit by Cannonball converts Star Hub Big Twins (1930-1949), Servi-car (1941-1958), WLC or I-Beam Springer forks from drum brake to disc brake. Each kit includes a dual piston caliper with pads, caliper bracket, 10" disc rotor, brake anchor, star hub



adapter, and all small parts necessary for final assembly. The star hub wheel axle can be reused. The replacement brake lines, and handlebar master cylinder are not included and must be ordered separately - use with 12 mm master cylinders; the brake lines attach with 3/8" mm banjos. If the brake pads need to be replaced, the special dimensions and geometry mean it is necessary to use WW 27-659. This 10" steel/aluminum and parkerized rotor fits 17.5 mm axle diameters and takes DOT 4 or 5 brake fluid.

W&W CYCLES AG
Wuerzburg, GERMANY
Tel: +49 (0)931 250 6116
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www.wwag.com



Burly Bars - 'Louie' and 'Viejo'

Part of the Cerritos, California based Powerhouse Brands Group - along with Progressive Suspension and Performance Machine - the wide-ranging luggage, pegs, and fairings to lights, shocks, seats, and suspension Burly Brand offers includes popular contemporary handlebar design options that bring a "twist of west coast moto" to the mainstream.

Brand Specialist Joshua Rowlands says that Burly Brand needed to add some apes to the range "that 'The King' would approve of - that's 'King Louie' of Jungle Book fame, not Elvis. Though I dare say that the 'King of the Singers' would have been as impressed as the 'King of the Swingers'.

"Our 'Louie' ape hangers are for those who want the tallest and most exaggerated look possible - those who want to be the King of their own jungle and to 'own it' where bragging rights are concerned

"Offering an authentic old look with a whole new attitude they are available in a choice of a 16" (with 36" width and 7" pullback) or 19" rise (with 38" width and 7.5" pullback) to give that true Ape Hanger feel."

Also see here, the 'Viejo' 14" is a "classic style ape hanger with a contemporary feel. Our 'Viejo' bar is designed to give riders that aggressive look they want with an unmatched comfort position. Running internal wiring is a breeze with our open-end bar that is finished off with end caps after installation. 'Viej os recuerdos, nuevas experiencias' - old memories, new experiences."



The 14" height is complemented by a 31" width and 4" pullback. Moon end caps are included. They are cable and electronic throttle compatible. Both bars are available in in black, chrome or textured black (matte).

BURLY BRAND
Cerritos, California, USA
Tel: 888 367 1871
info@burlybrand.com
www.burlybrand.com



NAMZ Sensor and Connector Kits



Oreland, Pennsylvania based NAMZ Custom Cycle Products continues to "make it easy to do it right" with these new sensor and wiring kit replacements and upgrades.

The new products just added to the extensive NAMZ inventory include 100% plug-n-play year-specific replacement twist grip sensors for all throttle-by-wire motorcycles 2008 through 2013 (seen here); also available for all throttle-by-wire motorcycles from 2014 through 2015 and for 2016-up.

Also seen here is a 2017-up TMAP sensor female connector kit that includes wire seals and terminals including wire seals and terminals, for 2007-2017, 4 position single row. It fits 2007-2017, four position single row. Also available is a 2017-up sensor female connector kit including wire seals and terminals and an OEM rear black fuel infector connector with terminals, wire seals and secondary lock for 2017-up models Celebrating 21 years in business, NAMZ and Badlands products are available through Drag Specialties, Parts Unlimited, Tucker, Mid-USA, J&P Cycles, V-Twin, Parts Canada, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W, Zodiac, Rolies Speed Shop in Australia and Performance Cycle Wholesale Limited in New Zealand.

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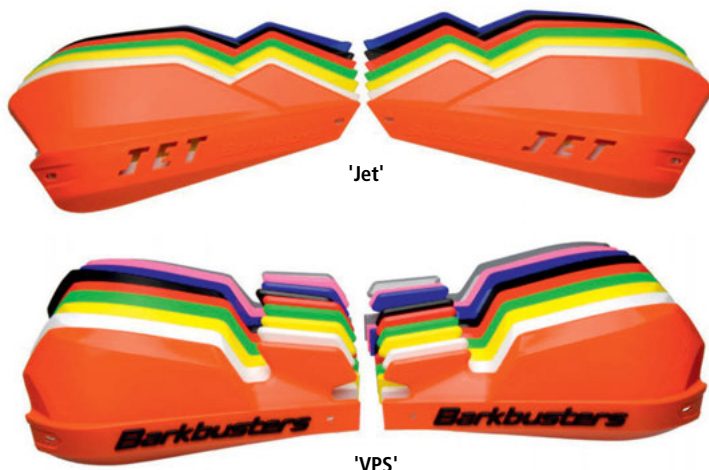


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Barkbusters - Model-Specific Handguards for Pan America



'Jet'

'VPS'



'Storm'



'Carbon'



The ever-growing range of model-specific handguard kits available from Australian handguard specialist Barkbusters (Rideworx Pty Ltd) has expanded further, with ever more application specific designs for a wide range of ADV models and off-roaders.

That now includes Harley's Pan America - "allowing discerning riders to switch out the inferior OEM offerings with the best quality hand protection on the market."

A two-point mount crash protection hardware kit is now available for the Pan America - the new BHG-090 has been specifically designed to meet or exceed OEM specifications.

Two mounting points secure the full wrap around aluminium design with a heat-treated aluminium backbone for added strength and impact protection. Bar end weights are also included. The kit allows riders to protect their hands using one of the five

separately available Barkbusters plastic handguard designs.

The 'Jet' is a high impact resistant plastic guard giving the rider a modern, aggressive look - available in a variety of colour variations that match to the Pan America.

The **best-selling 'VPS'** is a high impact resistant plastic guard with wind deflectors that can be fitted in two positions for variable wind protection. Deflectors can be removed in minutes for a more compact feel. It is available in a variety of colour variations to match to the Pan America.

The 'Storm' is the largest high impact resistant plastic guard in the Barkbusters range, "specifically designed to offer the greatest wind and cold weather protection with style." It is available in Black or white.

The 'Carbon' handguard features a sleek look

design for style and wind protection. Made from genuine hand laid carbon-fibre and finished with a UV stable gloss coated resin, it is a "unique blend of style and practicality to complement the look of the bike."

The 'BBZ' is a large fabric handguard, lined with a waterproof membrane providing maximum cold weather protection, designed for blizzard conditions. It leaves controls free of interference.

Barkbusters products are manufactured in Australia - "Aussie made, Aussie tough"!

BARKBUSTERS
Victoria, AUSTRALIA
Tel: +61 242 718 244
info@barkbusters.net
www.barkbusters.net



'BBZ'



Dyno Strap Heat Guard



Sometimes it is the simplest ideas that have the potential to save a majorly ruined day. Developed to add a protective layer to dyno straps that run close to exhaust exits or other hot areas of an operating vehicle, these protective sheaths are made of a high-temperature-resistant aluminized material to withstand 500°F direct heat and 2000°F of radiant heat.

"It started with a frantic call from a local tuner shop," says Design Engineering's Product Manager Mike Buca.

"He wanted to know if we offered a protective heat sleeve for dynamometer tie-down straps. It seems this tuner nearly launched a car while on the dyno

because the exhaust heat exiting the tailpipe actually burned through an already weakened area on the strap.

"Dyno Strap Heat Guard protects against such scenarios by easily slipping on over standard tie-



downs, allowing them to be positioned near exhaust pipe exits. The sheaths measure 5" wide by 36" long and are manufactured with a business-like silver finish."

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Zodiac International - Star Racing Camshafts



Anyone who has heard of the brand name Star Racing knows that it is synonym for horsepower. Star Racing founder George Bryce is one of the "Gs" in G-Squared Motorsports, the world championship winning cooperation between Star Racing and S&S Cycle Inc.

They have taken the most power out of any gas burning Harley-Davidson and reached 200 mph in just 6 seconds. "Now all of George's knowledge about gaining usable horsepower is available in this 'boundary pushing' range of street and race Star Racing cams.

"In addition to boosting horsepower and torque these cams let Twin Cam and Milwaukee Eight engines sound like a Harley should."

M-8 30/30 Cam with .485" Lift



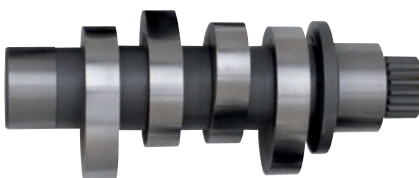
This is the biggest Star Racing cam for stock M-8 applications. It has a 1,700 to 5,500 rpm range and works well with the stock springs. The intake closes at 25 ABDC "and delivers a unique combination of torque (intake lobe) and mid-range (exhaust lobe)."

Torkstar 577 Chain Drive Cams



These bolt-in cams for stock and Stage 1 103 and 110 ci engines give reliable performance with a superior powerband from 2,000-5,000 rpm. They have .577" lift and work with adjustable pushrods and stock valve springs. They fit 2006 Dyna and all 2007-2017 Twin Cams.

M-8 3/4 Race Cam with .585" Lift



Described as Star Racing's best seller, this race cam gives the "most lift for reliable performance in the 2,300 to 6,500 rpm range. The intake closes at 42 ABDC. This cam needs high performance springs and is great for 124 though 133 ci big bore kits - really pulling hard from 2,500 rpm and up."

M-8 3/4 Full Race Cam with .615" Lift



Star Racing's most powerful M-8 cam is "designed for maximum performance in the 3,000 to 7,000 rpm range." The intake closes at 52 ABDC and high performance springs must be used. They are made for big 133-150 ci engines or high revving 124-133 ci engines. "Sounding like a race cam should, an experienced installer needs to check spring capabilities, coil bind, installed heights, piston to valve clearances, etc."

Thrasher 650 Chain Drive Cams

These performance cams for Twin Cams with 107-113 ci are designed for high performance touring and occasional track visits. They "give power delivery from early to late for the widest useable powerband ever," have .650" lift and work with adjustable pushrods and .650" high lift valve springs. They fit 2006 Dyna and all 2007-2017 Twin Cam.

Bagzilla 680 Gear Drive Cams

These are the cams used in the fastest Star Racing Twin Cam Bagger - reaching 150 mph (241.4 km/h) on the Quarter Mile. Designed for 124 ci and larger motors, they "make tons of power from 3,000-7,000 rpm." They work with S&S gear drive, adjustable pushrods and .680" high lift valve springs. They fit 2006 Dyna and all 2007-2017 Twin Cams.



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www.starracing.com

Yoshimura - Pan America RS-12 ADV Slip-on



In what is a new move for the legendary performance exhaust manufacturer, Yoshimura has released its first ever exhaust product for a Harley-Davidson model.

The Japanese-American company is best known for its racetrack and sports bike exhausts, but that pedigree has already been informing its popular ADV model fitments for BMW and other dual sport models for many years.

Now, that expertise is available for Harley Pan America owners with the new Yoshimura RS12 ADV Street Series RS-12 ADV Street Series titanium slip-on.

The company says that under testing "the big V-twin responded to the RS-12 ADV titanium with nice gains. It weighs in 6 lbs lighter than the stock muffler with HP up by +1.4% and maximum torque increased by +2.5%.

"We didn't stop there though. To add to the look and safety of the Pan Am, we developed our own proprietary carbon fiber heat shields to protect the rider's foot and leg from excessive muffler and catalyst heat. These two shields come as components included with our RS-12 ADV slip-on system.



"Also available for the Pan America, our renowned fender eliminator kit will enhance the sound and look further. Our RS-12 ADV system and fender eliminator kit for the Harley Davidson Pan Am are designed and manufactured by us in Chino, California."

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Portable Battery Tester-Monitors

TecMate has adapted its portable OptiMate battery monitors to display the charge level for any battery - including lithium (LFP), sealed lead-acid (AGM) and standard 'wet cell' lead-acid (STD).

At a glance the rider or dealer will learn if the vehicle's battery has sufficient charge to start the engine or if it needs to be charged first.

Connecting the tester-monitor is easy - the O-125 plugs directly into a fitted SAE battery lead and the O-126 has a dual size plug that adapts to a DIN (Ø12 mm) socket found on BMW Triumph and Ducati Multistrada, or the larger AUTO (Ø21 mm) socket found on most of the other motorcycle brands.

Once connected, the resting voltage of that battery is measured to ensure that it is directly proportional to the State of Charge (SOC). If the LED adjacent to the battery type (STD, AGM & LFP) blinks, the battery's State of Charge is 50% or higher; 50% is sufficient to start and fire up an engine.

Once fired up, it now displays if the vehicle's system is delivering the right charge voltage to the battery, indicated by the green LFP LED turning full on. It also warns if that voltage is too high and might destroy the battery (especially if it is a LFP/lithium battery); all LEDs rapidly blink together if the voltage exceeds 14.6V.

Of course, if the red (warning triangle) LED is blinking, it's time to charge that battery! Both O-125 and O-126 have an SAE charge port; charging can continue through the monitor, and it will then display the rising charge voltage.

For a more permanent solution there are smart battery leads with built-in monitors that can be fitted to the battery and used as a battery charger input when necessary. The O-124 is ideal for all 12V lead-acid batteries, including AGM, GEL and STD wet cell, and the O-127 is ideal for 12.8V LFP (LiFePO4) batteries.

These permanent smart battery leads make fitment to any powersport battery easy. OptiMate's unique dual size rings adjust from the default M6 (1/4") to the larger M8 (5/16"). Both the O-124 and O-127 come in a jar of 20, ideal for dealers that want to fit these smart leads to all vehicles at PDI.

OptiMate monitors are an easy and cost-effective way to instantly learn the state of a vehicle's battery. A fitted battery monitor helps avoid battery damage - at-a-glance the rider will know if the battery is OK or when it's time to charge.

TECMATE

Tienen, BELGIUM

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O-126

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O-125



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Vity's Design Adds Carbon Fiber Product Line

Noted Italian parts and accessory designer Matteo Vitali (Vity's Designs, Fermo, Italy) is best known for his top-end CNC machined accessories such as risers, floorboards, covers, foot and hand controls, mirrors, award winning air cleaners, pegs and lights.

In a new direction for his brand, he has now added a range of carbon fiber finish accessories and details, including front and rear fenders, choice of dash covers, and slim style side panel covers for Low Rider S and Street Bob FXBB models.

We have featured selections from Vity's 'Chopper' and 'Diamond Bagger' collections several times in



Rear Fender for 2018-2022 LowRider S

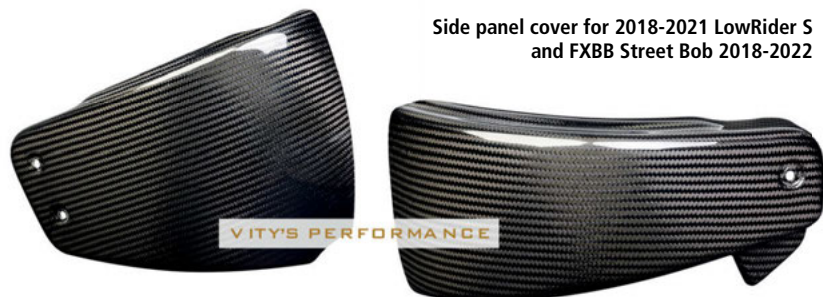
AMD in the past few years, and featured the inventory held by Zodiac International, however this is a debut for his carefully thought-out carbon fiber offer.

A stylish initial 'Performance Collection' slim style premium range, the emphasis is on streamlined and fluid design for a racing look.

VITY'S DESIGN
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Rear fender for
2018-2022 FXBB
Street Bob



Side panel cover for 2018-2021 LowRider S
and FXBB Street Bob 2018-2022



Dash cover - available
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LowRider S



Front fender for 2018-2022
LowRider S

'Moto-3' Retro Dirt Bike Helmet

Available from distributors, including Custom Chrome in Europe, the Bell retro 'Moto-3' dirt bike helmet is "the return of an iconic legend," says Custom Chrome Europe's Axel Scherer.

"When the original Moto-3 was created back in the late 1970s it was a product ahead of its time. Quickly becoming the industry standard in performance and style, today's Moto-3 is everything it was style-wise, with the added benefits of modern safety and production advancements.

"From the fiberglass composite shell to the EPS-lined chin bar, we left no detail unpolished. The solid colors use the original style terrycloth liner while the colab artist series graphics feature a plush micro suede liner."

Made with a lightweight fiberglass composite shell with multi density energy absorbing EPS liner it features a Velocity Flow Ventilation system with FlowAdjust, authentic Bell Moto-3 original styling and an EPS lined chinbar.

There are three shell and four EPS sizes to ensure a personalized fit, a removable/washable antimicrobial terrycloth liner, a removable/washable micro-suede liner on the colab artist series and secure five snap visor.

It is available in gloss or flat black, red or white and is ECE-approved for European sale.

Also seen here, the 'Broozzer' modular (flip-up) helmet is "a brutal combination of attitude, style, and

functionality," says Scherer.

"Dual-certified for both full-face and open-face riding, the removable chin bar and integrated drop-down shield means the 'Broozzer' is ready for anything. Combine this with the Bell fit you love and a lean fighting weight of just 1,350 g, and you have yourself a ringer."

Made in a lightweight LG PC/ABS thermoplastic shell, features include adjustable slider vents on the upper shell and chin bar, dual-density EPS liner, removable chin bar for 2-in-1 versatility, Nutrafog II



'Moto-3'



'Broozzer' flip-up

anti-fog, anti-scratch, and UV protection.

There is an integrated shield, three shell and three EPS sizes for a personalized fit, an eyewear compatible removable and washable interior and a padded chin strap with quick-release micrometric ratchet buckle.

An extra dark smoke shield is included, and the ECE Certification is P/J for open and full face. It is available in gloss black, flat black, free ride flat black and gloss white.

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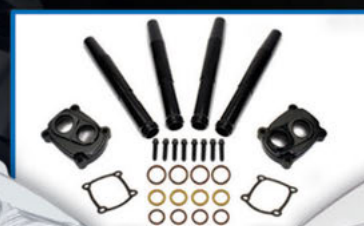
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Important: If tappet covers are purchased separately:
In order to reduce the desired height difference, the tappet covers are designed to be used with Twin Cam pushrod covers.



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Royal Enfield Interceptor 650 Accessories

GIVI has designed new range of accessories for the Royal Enfield Interceptor 650 to "improve the comfort on the saddle and the luggage space."

The SR9051 rear rack allows a Monolock top case to be fixed on the bike, and its shape also makes it suitable as a luggage rack. The glossy black finish matches the motorbike frame.

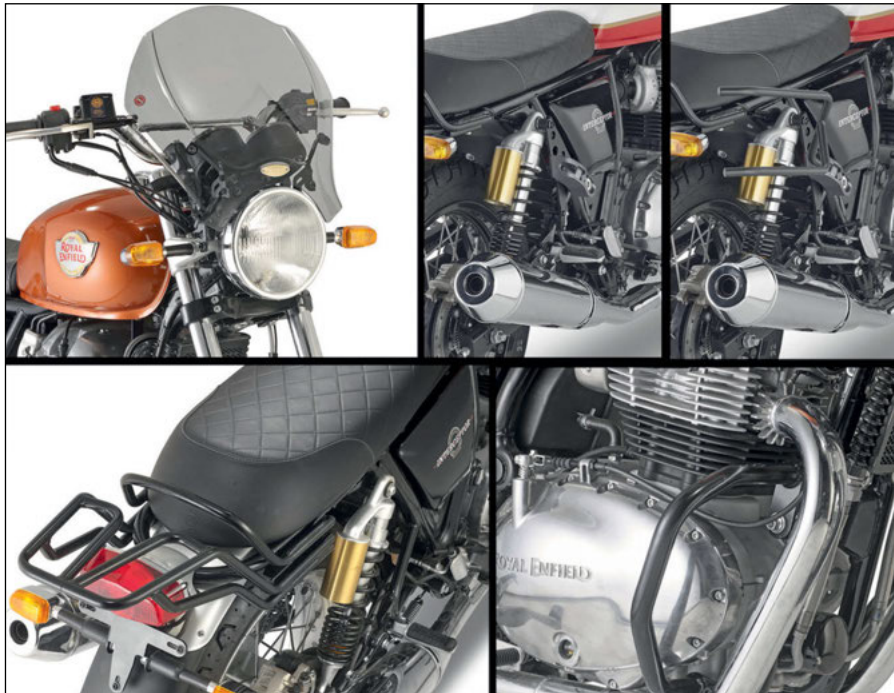
The quick release REMOVE-X side holders (TR9051) use the "new and innovative" GIVI fixing system for soft side bags. They stabilise the positioning of the bags and can be almost completely detached from the bike in a few seconds simply by activating a lever. The PL9051 pannier holder allows a pair of compact Monokey E22 hard side cases to be attached to the Interceptor.

The Race Café universal screen is made of aluminium and available in black anodised (100ALB) or grey anodised (100AL) finish. 20.5 cm high and 26.5 cm wide, it can be mounted with the AL9051A fitting kit. For greater protection, GIVI offers the 140 universal screen in the S and A versions (with smoked or transparent screen). This screen has a surface of 31 x 41 cm.

The TN9051 engine guard is made of 25 mm diameter steel tube finished in glossy black. It opens on either side of the engine block to protect the two exhaust pipes.

The 03VKIT screw kit is used to mount the Smart Mount RC (S903A or S904B) to the cover of the brake fluid reservoir, as a support for GIVI smartphone and GPS cases.

GIVI suggests that the bags most suitable for this



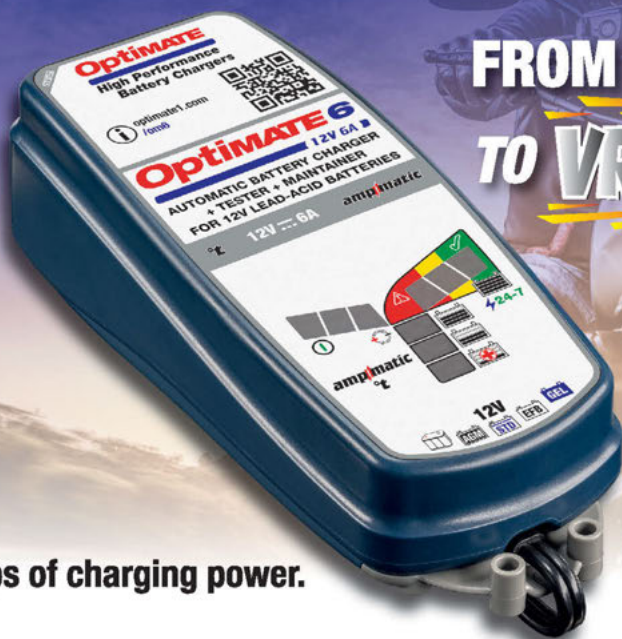
bike are part of the CORIUM line, made of high tenacity 1200D W/R coarse-grained black polyester. The CORIUM CRM101 tank bag is attached using four removable magnets or four straps (for attachment to non-metallic tanks). It has a capacity of eight litres and there are two side pockets on the outside; there is also a rain cover.

GIVI S.P.A.
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SpeedLiner Foot Control Series.

The All-New SpeedLiner Foot Control Kits feature hollow 3D knurled design billet pegs & lightweight cut through shift arms for a clean look that & reduced weight. Each sculpted billet component in the SpeedLiner Foot Control Series is meticulously CNC machined for enhanced style & function. View the entire collection at ArlenNess.com

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Zodiac International Product Additions



S&S Indian Challenger Air Filter Element



This high-flow, washable cotton gauze air filter element is said to have almost two times the surface area of the stock filter and provides 37% more air flow. S&S Cycle claims a 5 horsepower gain. The filter comes pre-oiled and fits all 2020 to present Indian Challenger models.

Hyperpro Pan America and Sportster S Front Fork Spring Kits



Developed and manufactured in the Netherlands to meet the intense demands of European roads and traffic, Zodiac stocks over 75 different and model-specific Hyperpro front fork spring kits for V-Rod, Sportster, Dyna, Softail and Touring models, and recently added 1250 Pan America and Sportster S applications. Hyperpro rising rate progressive springs are designed to improve balance and control, and to reduce and better control braking distance. Features include improved bump absorption, improved tire life and better load capacity.

Dominator Highway Bars

Made in the Netherlands from mild steel tubing and laser-cut brackets, these TIG welded and durable



gloss black powder coated bars feature replaceable Delrin slider ends. Available in 70 cm width for 1991-2017 Dyna models with mid controls or 81 cm width versions for 2018 to present Softails with mid or forward controls, they ship with all necessary mounting hardware.

Zodiac Chrome Wide Style Mirrors

This chrome plated mirror set has "E" approval. The



mirror glass is 5 1/8" (130 mm) wide, and the stems are 5 1/2" (140 mm) long. They fit almost any 1982 or later Harley. Sold in pairs, they are covered by Zodiac's two-year "No Hassle" warranty.

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www.zodiac.nl

'Tracer' Grips



Designed as a match for Khrome Werks' 'Tracer' muffler end caps, these USA made 'Tracer' grips feature "seamless rubber grip technology" with billet aluminum end caps and collars. Drag Specialties, USA, www.dragspecialties.com, www.khromewerks.com



'Hollywood Solo' for Nightster



Corbin, always among the first to market with products for the newest models, has a 'Hollywood Solo' saddle application for Harley's new generation 'Nightster' Sportster.

Equipped with Corbin's Fibertech basepan for a "perfect, flowing fit along the tank, chassis and fender, and riding on rubber bumpers to protect the paint, it delivers a slick, low profile while providing boulevard cruising comfort.

"The 'Hollywood Solo' is built up with high density Comfort Cell foam to provide a firm, resilient ride - despite the incredibly low profile." It is seats like this one that brought Mike Corbin to the development of the company's exclusive "infinite ratio foam."

The 'Hollywood Solo' is available in two models, Standard and Close. The Close model provides seating that is lower and built closer to the bars for easier reach and is also sculpted as narrow as practical for pavement reach past the rear cylinder.

"This is a great setup for those looking for a low and slammed look, with shaping that matches perfectly to the tank and fender. Our rigid Fibertech basepan provides a good foundation for the foam shape with our exclusive Comfort Cell foam engineered with an ergonomic shape that provides a greater area of body contact for better weight distribution."

The saddle mounts like stock and integrates with the OEM key lock system. A new hinge system is included with all the hardware required for installation.

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Ness and Rough Crafts - A Powerhouse Design Team

Ness Enterprises first announced its partnership with Taiwan's Rough Crafts (founded by former World Championship custom bike builder Winston Yeh) around 18 months ago, and since that time it would appear that the biggest problem the collaborators have had has been keeping product on the shelf at the Dublin, California Ness HQ warehouse - such has been the demand.

Despite the logistics and supply chain issues affecting the custom parts and accessory industry, back in May Ness announced new deep-fill inventory

Round air cleaner



availability, including of the Rough Crafts' design, Ness tech equipped air cleaner options and M-8 cam cover and rocker box designs seen here.

Available in CNC machined fin round and retro teardrop styles, these Rough Crafts air cleaner designs for 2017 and up M-8 models feature much of the advanced Arlen Ness air cleaner technology that is used in its own Deep Cut and other custom performance air cleaner ranges.

Made in forged black anodized billet aluminium, the smooth CNC sculpted low profile teardrop shaped intake means greater legroom clearance as well as improved air flow performance through the radius air inlet for increased horsepower, torque and mileage. Features include the patented and award-winning Arlen Ness hidden breather system and oil catch reservoir to eliminates oil blow-by issues on M-8 engines.

In the Ness next generation hidden breather technology, each hidden breather is o-ringed at the

Finned air cleaner



heads, passes through the backing plate and exits inside the mouth of the throttle body through proprietary shooter tubes. This eliminates the need for any external hoses or hardware for a virtually closed loop system. Specially designed breather bolts are hidden under billet covers for a clean look.

The bolt-on design allows the oil catch to be serviced when the service filter element is serviced, but by

ensuring that no oil saturates the reusable and washable high performance black pre-oiled air filter by collecting any excess engine oil before it reaches the air filter, the system enhances service life as well as performance.

Selected fitments are available for Twin Cams, Touring and Softail M-8, Sportster, Dyna and Trike from 199 and up.

The black anodized Rough Crafts designed M-8 rocker box covers seen here "feature CNC sculpted fins inspired by the engine itself. CNC machined from forged billet aluminium, they replace the OEM die-

Rocker box covers



cast rocker box tops, ship with all necessary hardware and are a great match for the additional Rough Crafts accessories, including grips and peg designs."

Also seen here, this black anodized Rough Crafts designed M-8 cam cover is a CNC machined 6060-T6 forged billet aluminium replacement for the

Cam cover



die-cast OEM cam cover, and comes with hardware and engraved with the Rough Crafts logo.

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PanAm Oil Shut-Off Valves



German parts and accessory specialist W&W Cycles (Wuerzburg) says that the spring loaded ball check valves (to prevent engine oil from seeping down to the crankcase) in Pre-Twin Cam engines "don't last forever" and that "if you try to start such an engine after a lengthy period of inactivity (over winter for example), the oil in the crank case can get forcefully ejected via the breather.

"This creates an ugly mess. The conventional fix is to install a manually operated valve in the oil feed line from tank to oil pump can prevent this - but that carries the risk of forgetting to open it, resulting in major engine trouble. And we mean major.

"Our preferred and recommended fix is this nifty PanAm shut off valve. It too is also installed in the feed line, but there is one major difference - once closed, the ignition is cut out too. There is no inadvertent starting of the engine with this baby.

"The tough chrome plated polyamide housing has several mounting holes which offer all sorts of possibilities to secure it to the frame or other convenient hard points. It fits Big Twins up to the introduction of the Twin Cam in 1999 using 3/8" internal diameter hoses. It measures 31 mm wide, by 42 mm high and 45 mm deep and comes with 30 cm long wires.

W&W CYCLES AG
Wuerzburg, GERMANY
Tel: +49 (0)931 250 6116
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www.wwag.com

Stock Wheel Replacement Rotors

These gold rotors by Lyndall Racing Brakes are a bolt-on replacement for '14-'22 Harley-Davidson Touring models with 'Prodigy' or 'Enforcer' wheels. Manufactured in stainless steel, it is an 11.8" spoke-mounted rotor with five bolt holes with 6.7" brake rotor pitch circle diameter (PCD). They will also fit H-D 'Aggressor' front wheels when used with 'Enforcer' style bolt hats. Drag Specialties, USA, www.dragspecialties.com, www.lyndallbrakes.com



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Custom Parts for Indian Chief Bobber



German performance parts and accessory manufacture ABM has added to its 'WUNDERKIND-Custom' branded custom parts program with a new line of designs for the Indian Chief Bobber and "similar models."

Based at Breisach near Freiburg in southern Germany, owner Christian Mehlhorn describes the new parts as "smart, ergonomic and noble. With the expansion of our range of Indian Chief model family options we are again demonstrating our ability to give riders the opportunity to transform the good into excellent."

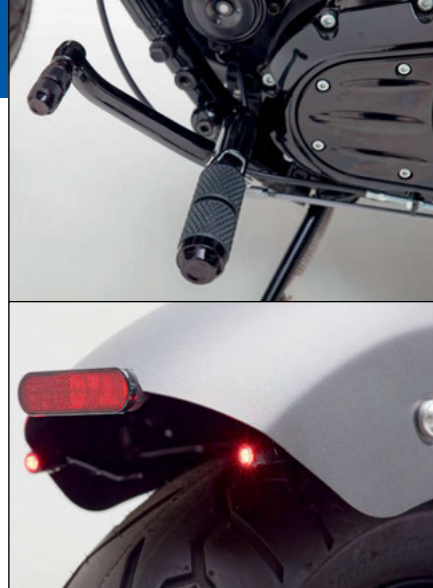
New designs include adjustable brake and clutch



levers, new grips with vibration-reducing rubber, mirrors and a selection of replacement covers - including for the brake fluid reservoir, the foot brake cylinder and for the side reflectors.

"Redesigned, sleek LED mini-indicators make the front significantly slimmer and integrate the indicators perfectly. Ergonomically improved (length and shape) replacement brake and shift pedals are easier to use - matching pedals also available.

"The original license plate holder and rear lights have been reduced in size without compromising visibility - the 3-in-1 LED lighting is discreetly integrated directly under the fender and a cleaned up lateral license plate holder design offers multi-adjustment options."



More parts are to come according to Mehlhorn, including a complete rear conversion with an accessory fender, struts and an adjustable bobber seat. Some of the custom parts are compatible with other models in the Chief model family.

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www.wunderkind-custom.com

Wellington Work Style Short Riding Glove

These Roland Sands Design (RSD) Wellington Gloves are "a comfortable work styled short leather glove, fully perforated for warm weather riding." Made from cowhide leather they have a 100% tricot lining, pre-curved fit, flex-rib knuckles, an elastic wrist and are touchscreen capable.

Roland Sands Design, USA, www.rolandsands.com



Paul Yaffe Originals 'FIX-Stand'

Designed to provide an instant "FIX" for all 2018 and later M-8 Softail kickstands, Paul Yaffe's 'FIX Stand' is a simple five-minute install device that "brilliantly alters the install position of the stock kickstand - allowing it to smoothly glide into its secure locked position.

"Anyone who has experienced the 'digging into the asphalt' problem the stock stand suffers from will appreciate the smooth glide our 'FIX-Stand' provides. We've witnessed so many M-8 Softails literally falling over from improper kickstand function that Paul Yaffe figured 'Enough already!'

"He determined that there had to be a simple solution to such an obvious design flaw and the patent pending 'FIX-Stand' solves not only the digging/non-locking issue, but also provides additional lean angle to make sure your Softail stays put once it's parked.

"Additionally, we designed a spring protector right into the 'FIX-Stand' so there is no way the spring gets damaged by speed bumps or curb angles - an issue that has plagued Harleys over the years.

"All in all, we reckon the 'FIX-Stand' will change the way you feel about parking your M-8 Softail. Go from insecure to secure with a simple five-minute install.



CNC machined from 6061-T6 billet aluminum and then beautifully gloss black powder-coated, all needed hardware and simple instructions are included."

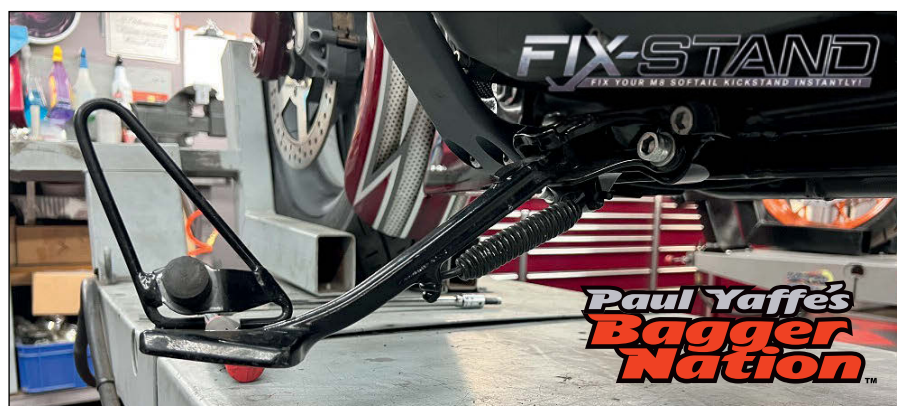
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'Grand Prix' and 'Loose Cannon' Slip-ons for Indian Baggers

As Indian Baggers continue to gain popularity then so too there is ever more significant aftermarket support for them.

Firebrand has recently added its own flavor of performance to the Challenger and Chieftain models with two new slip-on muffler styles designed to "wake up" the Indian touring machines.

The 'Loose Cannon' slip-on features a stainless



Loose Cannon for 2014-up Indian touring models.



Grand Prix for 2014-up Indian touring models.



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louvered baffle for maximum sound and performance while the 'Grand Prix' leverages a perforated baffle and race style packing for a deeper, no drone sound and mellower tone.

Both muffler kits are available in chrome or heat resistant black finish and "built by riders, for riders in the heartland of the US. Firebrand exhausts are distributed in USA by HardDrive."

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Adjustable Bagger Mini Floorboards



Utah based Kraus Motor Co continues to add to its 'Apex' parts and accessory program with these new ergonomic 'One Performance' mini floorboards.

Designed for "aggressive comfort" these floorboards are adjustable 1" forward to rear so legs and feet positioning can be tuned for body and riding style. "The boards in their rear most position give the feel of mid-controls but still retain the comfort of a full size board."

Made in lightweight aluminum, they have replaceable slippery Delrin sliders on the outer most edge, so riders won't destroy the boards on the tarmac when digging deep in the corners.

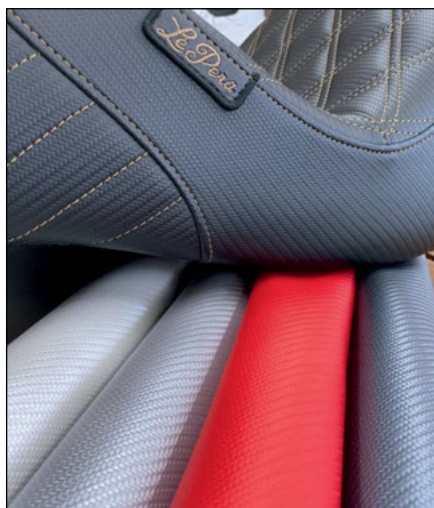
Offered in black anodized or machine finish, they fit all Harley Bagger Models (FLT) 2000 and up; 2000-2017 Softail Models (FLST) and M-8 Softail Models (18-Up). They must be equipped with factory floorboard mounts - the dimensions are 4.75" wide x 12" long x 1.75" thick.

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Carbon Fiber Look Vinyl

Always ones to be found surfing the next wave, North Hollywood, California based boutique seat maker Le Pera is offering carbon fiber look vinyl covers in a selection of colorways - black, pearl white, silver, red and charcoal.

Le Pera is still handcrafting all its seats at its North Hollywood, California headquarters after more than 45 years as the market's design leader. All Le Pera



seats feature a highly detailed powder-coated steel carpeted base plate, a specially poured high density "Marathon" molded foam foundation and double-stitched, handcrafted covers with bonded polyester thread for durability.

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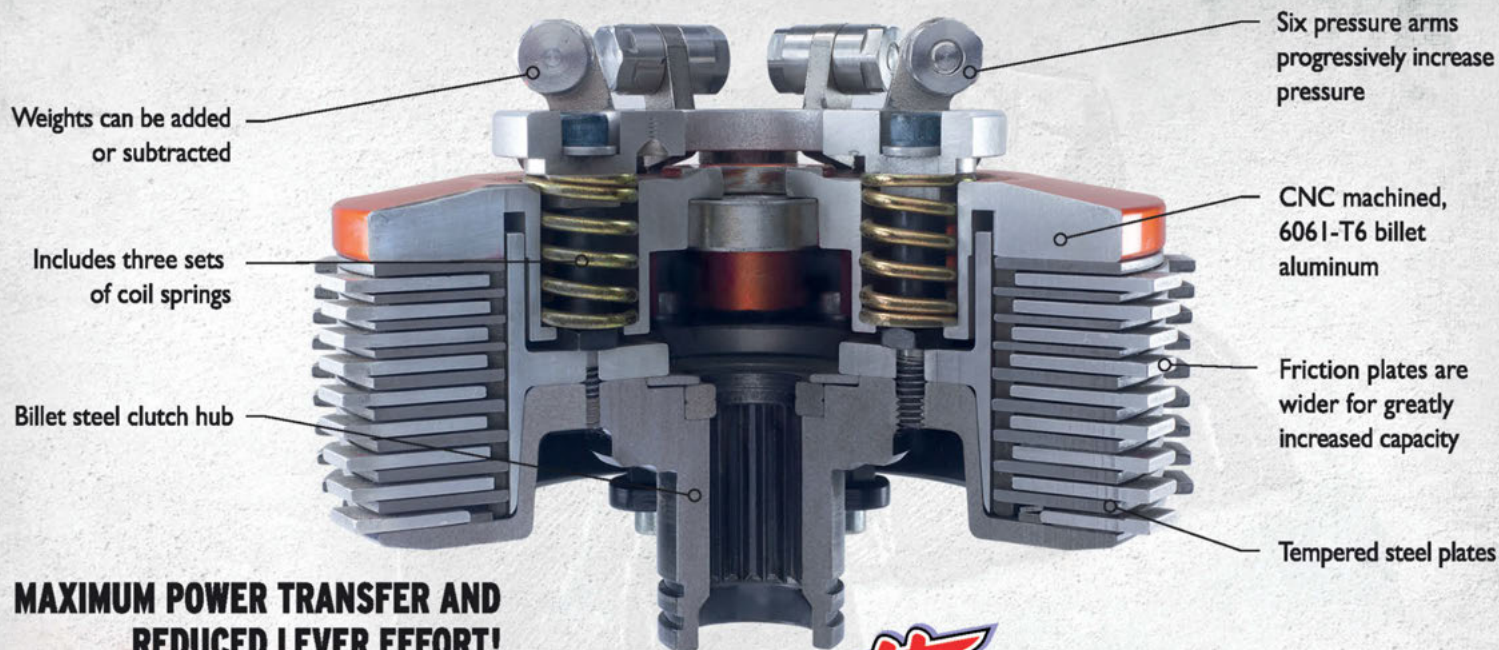


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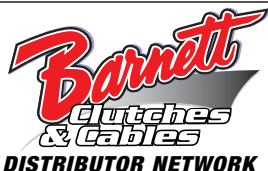


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NEWS BRIEFS

Leah Whaley has been appointed as the new Executive Director of the Sturgis Motorcycle Museum and Hall of Fame, with Penny Tolrud promoted to Museum Manager after 20 years building the museum's retail operations. Leah brings over 20 years experience from the motorcycle industry and experience with non-profits. A member of the Motor Maids, Inc., the Antique Motorcycle Club of America and HOG, she builds, restores and shows antique and custom motorcycles in her leisure time (Bikernet). www.sturgismuseum.com

The Drag Specialties Battle of the Baggers presented by Custom Dynamics races to the iconic Milwaukee Mile in West Allis, WI, Labor Day Weekend, Sept 2-4, 2022 for a Championship Double-Header. The upcoming races will break the near 20-year silence since the last time a motorcycle series hit the track in 2003. Set amidst the return of the annual Harley-Davidson Hometown Rally, the Battle of the Baggers will take on the historic road course featuring six unique classes, including the premiere Bagger GP.

H-D has appointed former 14-year PWC executive Tralisa Maraj as Chief Financial Officer at LiveWire - she will take over the financial heavy lifting from Harley CFO Gina Goetter, who had been double jobbing as an interim LiveWire CFO. Maraj formerly served as both CFO and Corporate Secretary for CGX Energy Inc. and as Corporate Controller at Remora Energy Management.

EU Ban on New Combustion Cars and Vans from 2035

By Ben Purvis

The European Union has reinforced its plans to end the sale of combustion-engined cars and vans by 2035 as part of a plan to reach carbon-neutrality by 2050.

The European Commission came up with the schedule last year, but has now reinforced it by dismissing a protest from member states including Portugal, Bulgaria, Romania, Slovakia and Italy to delay the cut-off date until 2040, giving more time for manufacturers and infrastructures to adapt.

Although the current version of the EU's 'Fit for 55' plan - which aims to cut greenhouse gas emissions by 55% by 2030 compared to 1990, and to hit carbon neutrality by 2050 - envisions an outright end to the sale of new cars

'stay of execution for bikes?'

with combustion engines, the door has also been left open for the adoption of other carbon-neutral fueled engines and platforms, rather than pure electric power.

By 2035, the target is to reduce CO2 emissions from new cars and vans by 100%, in other words to end all carbon dioxide emission from them. That means hydrogen-fueled combustion engines, which emit water vapor (along with some oxides of nitrogen, preventing them from being classed as 'zero-emissions'), could qualify. In theory, so too could the use



of 'synth gas' under appropriate circumstances (production, infrastructure, state of tune etc.).

The Commission has also set a date of 2026 for an assessment of the progress towards the 100% CO2 emissions reduction. While sceptical of the technology at the moment, the Commission will also revisit the idea of synthetic e-fuels - petrol replacements made using carbon capture technology, allowing conventional combustion engines to become net-zero in their carbon emission despite still emitting CO2 at the tailpipe - in 2026.

Several car makers, including Porsche, are backing the idea of e-fuels (as have Bosch and Volkswagen Audi at various stages), and recent tech developments have even seen the development of prototype 'fuel from air' manufacturing plants, using sunlight and CO2 scavenged from the air to create liquid carbon fuels.

Such systems could essentially make current vehicles carbon-neutral, as well as allowing the sale of combustion engined cars and vans after the 2035 cut-off date, and don't have the same mining and

manufacturing impact on the environment that battery-powered electric cars impose.

However, to allow these e-fuel-using engines, the European Union will have to reword its proposed 2035 rules to remove the emphasis on 'tailpipe' emissions.

'fuel from air'

For motorcycles, there's still no official EU cut-off date for CO2 emissions. They contribute relatively little greenhouse emissions overall, and as such are less of a priority. In the UK, the Department for Transport's 'Decarbonising Transport' document, published last year, committed to consult on a phase-out date of 2035 or earlier for non-zero emissions powered two-wheelers.

However, an initial consultation earlier this year resulted in a government response, saying "due to the diversity of the sector and the different vehicle types that are covered by the 'L-category', this cannot be a 'one size fits all' approach. Different approaches will be needed for different types of vehicles."

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