

Roland Sands, Chris Callan and Burt Munro Among Sturgis Hall of Fame 2023 Inductees

AUG 2023
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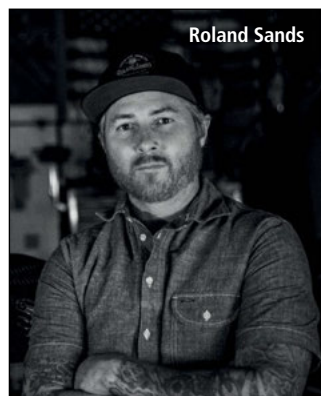
The Sturgis Motorcycle Museum has posted the list of inductees to its Hall of Fame, and industry stalwarts **Roland Sands**, **Jay Allen**, **Chris Callan** and **Scott Jacobs** are among those being honored this year.

Roland Sands has built an impressive business career after his time as a motorcycle racer - a career in which he has been a motorcycle designer, parts and accessory designer, manufacturer and distributor, event organizer, race promoter, brand ambassador and more - including, in 2019, Grand Marshall of the Sturgis Rally.

The son of Perry and Nancy Sands, founders of Performance Machine, Roland was born into the Harley market and has been a leading catalyst for the emergence of new styles and the new post-Boomer era of industry design values.

Roland won the AMA 250 National Championship in 1998 and founded **Roland Sands Design (RSD)** in 2005. With his sister Summer, he has

built a creative design powerhouse that did much to shape the industry's design oeuvre, and has guaranteed a second generation of the Sands family at the leading edge of market trends. He has collaborated with many



Roland Sands

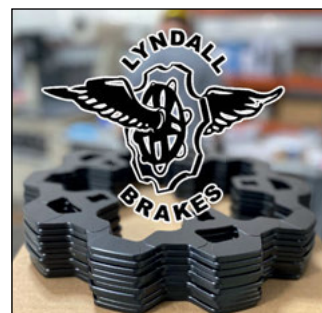
motorcycle manufacturers, building custom and concept bikes and parts collaborations. In 2015, Roland pioneered the Super Hooligan National Championship Series.

At a time when the pressure has been on printed media of all kinds, not least the once rich line-up of print magazines in the motorcycle industry, **Chris Callan** has defied trend, establishing **Cycle Source** as a respected and popular consumer lifestyle magazine leader with impeccable taste for featured custom bikes.

Chris has been involved with motorcycling for over thirty years. He started with off-road racing and once he got his motorcycle license at age 16, he never looked back. He started Cycle Source Magazine in March 1997 from his motorcycle shop in Pennsylvania, with a borrowed computer and a throwaway camera. He has grown Cycle Source into a national publication and understands how to bring the stories, lifestyle and history to life. His weekly "Shop Talk" show on Facebook mixes motorcycling news, interviews and events. Chris is also a well-known custom bike builder

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HARLEY 120TH BUDAPEST



Harley-Davidson X440



Budweis 'Best in Show' was won by Bike Farm Melle with 'Purple Haze'. The first ever Indian-only custom bike show in the world looks set for rapid growth as an annual international custom show fixture, see pages 32-33 ...



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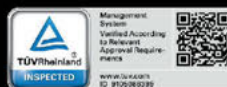


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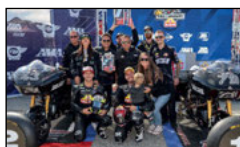
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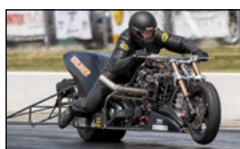
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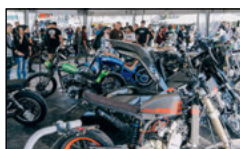
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July 7 and 8 saw Rounds 7 and 8 of the 2013 King Of The Baggers season - at the famous Laguna Seca WeatherTech Raceway, at Monterey, California. It was a great weekend for the Vance & Hines/Mission/Harley-Davidson team and their H-D Road Glides.



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ITALIAN BIKE WEEK - Lignano Sabbiadoro, September 14-1714

Father and son team Moreno and Micke Persello are looking to leverage their 37 years of success with Biker Fest each May and establish a season-ending 'Fun in the Sun' weekend with added ADV and Off-Road derring-do!

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Wall Street Isn't Sharing the Hardwire Love

With this edition of AMD going to press (July 14) before Harley's Q2 Fiscals were due for release (July 27) I wanted to kick back over the traces of the background research I started to do at the time the Q1 Fiscals were published (April 27) to see what, if anything, I could try and forecast.

Always an exercise with 'Danger Will Robinson' stamped all over it, but it's fun to try, and sometimes I get it right, or at least close-ish to the ballpark, though mostly, inevitably, I'm not. I never beat myself up over that because hey, given that there are so few professional economists that can get it right even once in their careers, then I shouldn't feel so bad about at least having tried, right?

Being the fourth year of CEO Jochen Zeitz' stewardship of Harley-Davidson as Chairman, CEO and President (which leaves him with nobody to fire when things go wrong except himself), and the third year of the Hardwire plan, the one that followed the Rewire plan to have a plan, is a crucial time for Harley's brave new future strategy.

As Zeitz himself said in a recent interview with Morgan Stanley's Adam Jonas, when he took over from Matt Levatich he found a workforce (from management right through to factory floor) populated by an army of disappointed and demotivated employees who had started to see new super-duper, better than ever strategic plans coming at them in an annual 'we'll get it right this time' ritual.

Sure, cutting the workforce a slice of the ownership action bought Harley time, but it also raised the stakes - if his new super-duper plan didn't work out then it was no longer the company that they *worked* for that was screwed, but the company *they owned* that was being screwed.

Like most industrial cities, despite its size Milwaukee is a tight knit community with up to three generations of some families having dedicated their lives to Harley "getting it right", one way or another. So, the Rewire/Hardwire 5-year cycle was a high stakes game - for the employees as well as for the management, the investors, the dealers and Harley's loyal army of dedicated customers.

When we published Harley's first quarter numbers in the June edition (same problem of an unhelpful press date), I embarked on a journey down a potentially very dark research rabbit hole and planned to stick as best I could to the task throughout the year because I wanted to be able to report on the Hardwire plan's progress, either way.

As a shareholder myself (full disclosure), I of course hope Harley knocks it out of the park and add lustre to my retirement planning, but if the reverse is going to happen then I wanted to 'be there' in terms of seeing it coming and being able to understand it.

It is tempting to say well, what is so difficult? After all, Harley is an engineering business first and foremost, isn't it? Surely, it's just a matter of designing some great and market opportunity appropriate motorcycles, making them well and selling as many of them as possible, isn't it?

But with Jochen Zeitz nothing is that straightforward. That's not necessarily a bad thing, but the lens he views the job through is entirely different to the one that any of Harley's prior Chairmen and CEOs has looked through - with the probable exception of Richard Teerlink.

The former German shoe salesman (as Adam Jonas referred to him in that interview!) is now engaged in a very different and likely career defining task than the one that faced him when he took over at Puma. That was just as tricky in its own way, but in running shoes and casual footwear you are engaged in a price point that makes its marketing disciplines far closer to those of fast-moving consumer goods than the near capital purchase high stakes that riders are embracing when they buy a top end motorcycle.

With Zeitz there is nuance and subtlety. For him it is all about the much-vaunted theory of building brand desirability in order to build the balance sheet first and foremost. Doing so profitably buys you the right to then address the second part of the equation - profitably building the product itself. Build the brand first. The product is part of that of course, but comes second in that particular take on the chicken-and-egg equation.

Zeitz managed to move sneakers from utility into luxury goods territory, so no surprise that he sees it as possible, indeed essential, to repeat the trick with motorcycles.

No surprises then that he viewed a quarter in which the company sold 20,000 fewer bikes than the year ago as a "solid start", but there is no escaping the fact that Harley shipped many thousands more bikes than it had been selling. For me it was reminiscent of the hugely damaging channel stuffing of the late noughties that Harley is still trying to build back from.

Plus, being in 39 fewer markets is seen as a good thing - exiting unprofitable sectors rather than trying to make them profitable. Enduring the dealer churn that has been seen these past five years has been worth it in this world view, because the new capital base that the dealer network gives Harley access to is almost like having its own ATM.

With profit margin up by six percentage points on the highest operating income since 2017, this is the promised land of capitalism, surely? Being able to make more from less?

Well, yes and no. Yes, if it can sustain. But what if the 1,800 or so fewer new models sold in April (-5.47%) YOY is a pattern that repeated in May and June? That would be a big fat no. The 'C-Suite' isn't going to be able to blame low inventory this time. Since the data Harley will be lapping includes the effects of last year's brakes problem triggered close down, beware the smoke and mirrors that makes it look like down is the new up - especially given how much of Q2 dealer retail income has already been booked as unit shipment income in Q1.

For the record, as at the time of writing Harley's share price was \$35.62 - flat compared to the end of April - which suggests that Wall Street isn't sharing the Hardwire love.

“down 1,800
new units
in April”

Robin Bradley
Co-owner/Editor-in-Chief
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NEWS BRIEFS



Peter Starr 1942-2023

AMD was saddened to hear of the passing of AMA Motorcycle Hall of Famer Peter Starr - motorcycle racer, author, TV producer and filmmaker, whose work includes dozens of productions about motorcycles and motorcycling. Starr passed away on July 3 at the age of 80.

Born on Nov 2, 1942, in Coventry, England, Starr began riding motorcycles at a young age, later raced Nortons, Ariels and Triumphs, and then turned that passion into a four-year job with Triumph in the early 1960s. Starr moved to the United States in the mid-1960s working as a DJ and later in record production before returning to his love of motorcycles as a filmmaker. His first film, titled 'Bad Rock', was funded by Honda and Penzoid, and was distributed across the United States. Later, his film 'Take it to the Limit' would become his most famous creation, starring riders at the top of their sport and a string of hit songs on its soundtrack.

Along with his films, Starr also directed over 50 television specials on motorcycling and motorsports. It was Starr who had the first film camera mounted on a motorcycle, and later did the first live broadcast from a motorcycle in competition for ABC's Wide World of Sports in 1985 at the AMA National on the Du Quoin Magic Mile.

In recent years, Starr became a global ambassador for motorcycling, and was inducted into the AMA Motorcycle Hall of Fame in 2017.

"Peter was a fixture in the motorcycling community for decades," said AMA President and CEO Rob Dingman. "He was a man who always strove to highlight our sport to both enthusiasts and non-riders, and was also incredibly supportive of the AMA Motorcycle Hall of Fame and its mission. His energy and positive outlook on the sport we all love will be missed."

Starr battled cancer for many years. Despite his diagnosis, he lived a full and vibrant life and remained tirelessly active in motorcycling. "When I was diagnosed with cancer in 2004, I spent a lot of time thinking about dealing with aging, and I concluded that it required living a purposeful life."

"For me, motorcycles were always a theme," he continued. "The concept for me became looking forward, and creating something with motorcycling that was very important to me. Being a rider gives you something to always look forward to."

<<< Continued from cover

and musician.

Everyone has heard of **The Broken Spoke Saloon**, right? **Jay Allen** created the legendary Sturgis Rally venue and pioneered the concept of interactive motorcycling entertainment. Passionate about the motorcycle lifestyle and sport, the past 25 years has seen him build and establish gathering places that appeal to a broad range of riders.

Jay also holds no fewer than 52 land speed records and is a great ambassador for the sport - indeed he will be chasing more records at Bonneville a couple of weeks after Sturgis this year.

Scott Jacobs opened his first gallery in New Jersey, initially featuring works by other artists. After receiving an easel and acrylics as a gift, he experimented with several styles before settling into his signature style of Photorealism. In 1993 Scott became Harley-Davidson's first Official Licensed Artist, with his painting "Live to Ride". He has created artwork for both the Sturgis Rally and Daytona Bike Week. Scott's artwork first featured on the Sturgis Rally's magazine in 1995, and that tradition continues to this day. Scott is also a licensed artist for Ford, Chevrolet, Elvis Presley Enterprises



Energy One Big Twin Clutch Kits

Zodiac International is offering dealers the Phoenix, Arizona based manufacturer Energy One range of clutch kits for 1998-2017 Big Twins.

"With more than 30 years of experience in the high-performance motorcycle and automotive clutch industry, Energy One is the optimum choice for replacement clutch plates and components for Harley Big Twins, including Twin Cams," says the European distributor.

"All Energy One clutch plates and components are 100% manufactured in the USA by skilled American craftsmen, using only the latest tools and CNC equipment."

"Friction plates feature Energy One's

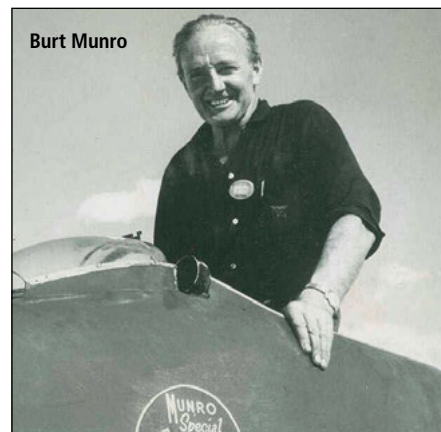
Sturgis Motorcycle Museum & Hall of Fame

and The Marilyn Monroe Estate.

Other Class of 2023 honorees include the legendary 1981 Moto des Nations Team USA. Made up of team riders from the Honda factory, the team included Chuck Sun, Donnie Hansen, Danny Laporte and Johnny "O'Show" O'Mara. The team managers were motocross legends Roger Decoster and Dave Arnold.

This 1981 team overcame seemingly impossible odds, shocking the motorcycling world and making history with America's first victory at the Motocross des Nations since the annual event started in 1947. They won the Trophy des Nations (250 cc)

Burt Munro



on September 6, 1981, at Lommel, in Belgium and then the Motocross des Nations (500 cc) a week later in Germany.

There are five additional, specialty Hall of Fame Awards - the Arlen Ness Lifetime Achievement Award, The Founders Award, the Freedom Fighter award, the JC 'Pappy' Hoel Outstanding Achievement Award and the Kickstand Down posthumous recognition award.

This year the Museum has made three such awards with motorcycle right's activist **Russel Radke** of Nevada receiving the Freedom Fighter award, legendary New Zealander and Indian streamliner World Landspeed record chaser **Bert Munro** is recognized with the Kickstands Down award and, fittingly, the Arlen Ness Lifetime Achievement award was presented to Arlen's life-long friend and fellow shaper of the custom motorcycle industry we know today - **Donnie Smith**.

www.sturgismuseum.com

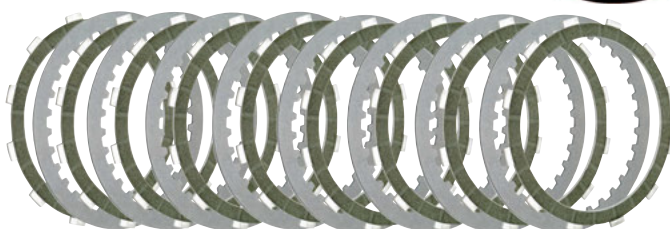
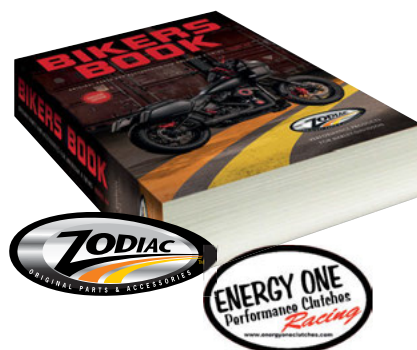


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NEWS BRIEFS

Yamaha Motor has announced its eventual withdrawal from the snowmobile market, with sales in Japan to end with remaining 2022 model year inventory, in Europe in 2024, and in North America in 2025. Having sold its first snowmobiles in 1968, Yamaha was an early adopter of environmentally friendly four-stroke models. However, it has concluded that it will be difficult to continue a sustainable business in the snowmobile market. Going forward, Yamaha will concentrate management resources on current business activities and new growth markets.

Buell Motorcycles has launched a 40th-anniversary Freedom Edition Hammerhead 1190 sport bike. Boasting 185 hp and 102 ft-lbs of torque, it weighs in at 419 lbs. The MSRP starts at \$24,990, with the first 40 examples featuring a special four-year warranty and Team Buell autographed bodywork.

Italian electric motorcycle manufacturer Energica rider Stefano Mesa (Columbia) and Tytlers Cycle Racing continue to impress in the Super Hooligans championship series, becoming the "the first EV ever in the world to lead a race against ICE machinery," as Roland Sands pointed out in commentary breaking the e-motorcycle lap record (1:31.272 seconds) at Laguna Seca during Round 6 of the 2023 series, finishing in fifth place on the Energica Eva Ribelle RS.

Pied Piper says its latest Service Telephone Effectiveness (STE) Study has ranked Harley in first place (among 26 powersports brands) followed by Polaris off-road, BMW, Indian and LiveWire. The researcher made 'Mystery Shopper' calls to 1,608 powersports stores from March to May 2023. Other brands to beat Pied Piper's service customer responsiveness score Industry Average were Aprilia, Moto Guzzi, Royal Enfield, KTM, Husqvarna, Suzuki and Triumph. Kymco dealers came last, with Zero fifth from last.

Indian Motorcycle has issued a recall notice for certain 2022 Indian Chief Bobber, Indian Chief Dark Horse, and Indian Chief Bobber Dark Horse motorcycles. The issue is a missing belt guard reflector.

Harley-Davidson X440 Launched in India

By Ben Purvis

Harley-Davidson's tie-in with India's **Hero MotoCorp** was inked in 2020 after the American company's decision to close its own Indian factory and discontinue the Street 750 and Street Rod models that were built there. It allowed Hero to not only distribute H-D's existing range but also to develop India-specific models to wear the Harley-Davidson badge - and less than three years later the first of them has hit the market.

The X440 has already been the subject of an extended teaser campaign in India, with staged 'spy' photos followed by official pictures but no technical information. Now all the tech information has been released along with pictures of three versions of the bike that will make Harley-Davidson affordable to a vast number of Indian riders.

All three variants are technically identical, sharing the same 440 cc engine, an air-cooled, fuel-injected single-cylinder that makes 27 hp at 6,000 rpm and 28 lb ft at 4,000 rpm, mounted in a steel frame. There are upside-down, non-adjustable **KYB** forks at the front and twin shocks at the rear, adjustable for preload in seven stages to account for different loads. It's low-spec stuff but compares favourably to rival models like **Royal**



X440 S

Enfield's Hunter 350.

The engine itself features a 79.6 mm bore and 88.4 mm stroke, with a low 9.5:1 compression ratio that suggests it will be able to cope with poor-quality fuel. It drives via a six-speed transmission and chain final drive, achieving impressive economy of 35 km/l (82 mpg US, 98 mpg imperial). There are some luxury touches, including a small 3.5" TFT dash that features phone connectivity to allow turn-by-turn navigation and control for calls and media. Brakes are discs at both ends - a single 320 mm rotor at the front and a 240mm one at the rear - with ABS as standard. All the lights are LED.

The base version of the bike is the X440 Denim, available only in one colour -

Mustard - and with wire wheels. It costs INR 229,000 (equivalent to around \$2,800 US). Stepping up to the mid-range 'Vivid' model gives access to two colour options - silver or red, both featuring a two-tone tank with a black side insert - and includes cast alloy wheels, with a price of INR 249,000 (\$3,000). Finally, there's the X440 S, which comes in matte black with grey and orange graphics, machined edges to its cast alloy wheels, and a three-dimensional Harley badge on the tank, all for INR 269,000 (\$3,200).

The X440 will be built in Hero's manufacturing facilities in India and is very unlikely to be sold in Europe or the USA. It is the cheapest motorcycle to wear a Harley badge, costing less than some of the company's bicycles.

Vanderhall 'Balboa'

Utah based Vanderhall Motor Works has been making three-wheeled roadsters that sit somewhere between cars and motorcycles since 2016. The company recently added a modular electric powertrain to use in its three-wheeled Santarosa and expanded into four-wheelers with the Brawley electric off-roader.

Now the company has its eye on more markets - showing sketches of a variety of machines including a speedboat, a tracked vehicle and its first two-wheeled motorcycle.

Called 'Balboa', the motorcycle is another electric offering, and while Vanderhall hasn't released any technical details, it is likely to use a variation of the company's existing electric powertrain. At the moment, the Santarosa uses a twin-motor version with 132 kW, and the Brawley has a quad-motor setup with up to 297 kW.

For the 'Balboa', it would make sense to use a single motor, which would be likely to make around 75 kW and 150



Nm of torque if it's based on the same components used in the existing three and four-wheeled models.

The 'Balboa' design has a café racer look, with a single-sided swingarm and wire wheels, and the lack of visible chain or belt drive suggests there's a shaft inside the swingarm taking power to the rear wheel.

However, the bike's dimensions are surprisingly large, with a 1,664

mm/65.5 inch wheelbase that puts it on a par with the Harley-Davidson Fat Boy.

There's no indication yet as to when the concept sketches are likely to evolve into a real-world motorcycle, but an exotic, electric two-wheeler would sit well with Vanderhall's existing range and the high-end leisure market that the company calls home.

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NEWS BRIEFS

In partnership with the National Forest Foundation (NFF), Polaris has announced the 2023 recipients of the Polaris Fund for Outdoor Recreation grants. The partnership was established in 2021 with Polaris pledging to donate \$5m to the NFF over five years to provide grants and project funding to support outdoor recreation and conservation work to help protect forests and surrounding lands. This year's funding will support partnership projects in various National Forest locations, including the Kelly Motorized Trail system in Arizona, the Alpine Tunnel in Colorado, and the Stagecoach Trail in Vermont.

KTM parent company PIERER Mobility and Chinese partner CFMoto are to strengthen their cooperation through an expansion of their joint venture in China, with the Chinese manufacturer increasing its shareholding in PIERER Mobility to 2.0%. The two are strengthening their cooperation in the areas of product strategy, development as well as industrialization. In January 2023, KTM took over the distribution of CFMoto motorcycles in Germany, Austria, Switzerland, Spain and Great Britain, leveraging its established sales organization in these markets. Production capacity of CFMoto made KTM units is to be increased from 50,000 to 100,000 units. Founded in 1989, CFMoto sells through more than 3,000 dealers worldwide.

Reuters reports that car sales in Russia rose 151.8% year-on-year in June 2023, despite 'western' sanctions. This continues a rebound seen there from a dramatic -59% car industry slump in 2022. Russia's auto industry had been heavily reliant on investment, equipment and parts from overseas and in response to the February 2022 invasion of Ukraine many foreign automakers withdrew from the Russian market entirely.

Polaris donated more than \$135,000 to Off-Road and Snow organizations through its Spring T.R.A.I.L.S. Grants. In total, Polaris has donated more than \$3.1m to ATV, off-road and snowmobiling organizations across the U.S. and Canada through its ongoing twice annual T.R.A.I.L.S. Grant Program. "Polaris is committed to promoting responsible riding practices and advancing stewardship initiatives that help protect and care for the outdoors."

Anatomy of a Performance Rotor

Equally as well known for its wheels and brake pads, Lyndall Racing Brakes' range of performance brake rotors are a premium product line with options for street and track. Paul Kittrell's San Marcos, Texas based factory has traditionally offered three-piece, lug-drive floating rotors - consisting of an outer ring (friction ring), a center carrier and a helical retaining clip (the attachment ring).

This construction was sold with three different friction ring styles - original smooth, crown cut, and the thinner 'Bow-Tie' profiled outer ring - in 16 design styles for the center carriers - such as 7, 9, 11, and 13 spokes, B52, Omega, Hooligan, Enforcer and more, with new ideas being designed regularly.

However, Lyndall's newest offerings are one-piece rotors - "a little more affordable while still allowing the rotor to float on the wheel, utilizing Harley's wave spring floating mechanism," says Paul.

Those are specialized



Machine finish for Pan America



Limited edition seven-bolt fitment for Road Glide



One-piece Enforcer rotors

fitments only available for Enforcer and Prodigy wheels, Dyna, V-rod, Switchblade, the Pan America and a Limited seven-bolt fitment for Road Glide. This takes the range to four one-piece rotors available, including a one-piece rear for the Pan America. All the one-piece rotors utilize the bow-tie outer design and gas slots to eject hot gasses that are created under friction, improving pad performance.

Lydall rotors are made in high strength, corrosion resistant, durable JFE 410 DbER martensitic stainless steel - martensite is a very hard form of steel crystalline structure. They are CNC machined, heat-treated and double-disc ground to precise tolerances of flatness. The result is an ultra-lightweight design which reduces unsprung



Lyndall Brakes' Paul Kittrell

weight for improved acceleration, deceleration, and transitioning. They feature an ultra-narrow bandwidth. Paul explains that "a decrease in surface area equates to an increase in surface pressure for a fixed amount of clamping force. They have a double leading edge - this continuously scrapes the brake pad surface, reducing the glaze that can build up over a series of high temperature braking events." The five available rotor styles are the Smooth Gemini and 13-spoke rotors and the Omega, Smooth 13-spoke and Breakout black 'Bow-Tie' designs.

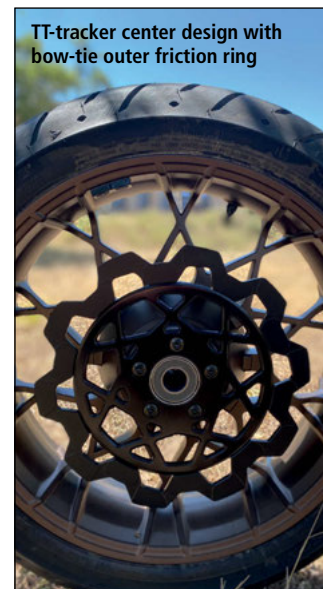
www.lyndallbrakes.com

FT750 Factory Rotor

Recent news from Lyndall Racing Brakes is that it has been selected by Indian Motorcycle as the Factory Rotor on the Indian FT750.

Paul Kittrell said that "our dedication to developing the finest brake components on the planet has not gone unnoticed. The new Indian Scout FTR750 and FTR1200 Custom features Lyndall black crown cut rotors.

"We are proud to be a part of something that has so much thought and care put into it. This bike features only the highest quality parts and design." This news follows Lyndall's announcement of new product releases for Harley's Pan America and a Road Glide Limited seven pin, front one-piece rotor with brake pads.



TT-tracker center design with bow-tie outer friction ring

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Left/Right Front Brake Calipers, Speedstar Front Brake Rotors

Pirelli: Night Dragon GT Tires

Rekluse: RadiusX Clutch Kit

Saddlemen: Extended Reach Road Sofa Seat,
Security Seat Screw

Vance & Hines: FP4¹, VO2 America Air Intake²

Check out more details on this bike at various rallies and events
throughout the year; or log onto dragspecialties.com/bike-builds
to view the complete parts list.

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NEWS BRIEFS

How things change. Japanese made motorcycle exports to USA (+250 cc) were running at -17.57% (21,531 units) for the first four months of 2023. From a peak of nearly 437,000 units in 2006, Japanese built export to the U.S. had collapsed to 63,000 by 2010. Having recovered a little to hover round the 70k to 120k range between then and 2018, they bottomed out again at just under 43,000 in 2021 before growing to 85,000 units for the full year in 2022.

The annual MIC Capitol Hill Fly-In (May 2023) saw 30 MIC members participate in 73 Washington D.C. meetings as the industry representatives sought to lobby law makers on behalf of the powersports industry. The delegation included OEs, aftermarket, and dealers, plus five of the MIC Board of Directors, members of the SVIA and ROHVA boards and the MIC Dealer Advisory Council, and MIC staff. Discussing matters vital to the powersports industry, they met with U.S. Senators and U.S. House Representatives, and a number of House and Senate officials, including Jennifer Homendy, chair of the National Transportation Safety Board and Highway Safety Specialist LaCheryl Jones of the National Highway Traffic Safety Administration.

The parent company board of BMW Motorrad has approved a further share buy-back programme with a volume of up to €2bn. The repurchased shares will be largely cancelled, reducing share capital accordingly. It is scheduled to start upon conclusion of the first buy-back programme, which was started in July 2022, and is expected to be completed in mid-2023. The authorization to repurchase up to 10% of the share capital within five years was granted by the Annual General Meeting of BMW AG in May 2022.

Polaris says it is "carving a new path for SxS and outdoor adventure with the Polaris Xpedition - a first-of-its-kind adventure vehicle that elevates outdoor pursuits." It offers a 114 hp engine, FOX Suspension, heating and air conditioning, five-seat configuration and 200+ mile fuel range. Polaris describes the Xpedition XP and ADV as an entirely new category of "adventure side-by-sides, combining the all-terrain capabilities of traditional side-by-sides with comfort and cargo capabilities typically associated with overlanding at the highest level." MRSP starts from \$28,999.

"Good times, Not Lap Times"

Biltwell co-founder Bill Bryant on this year's third annual Biltwell 100 desert duel

Held in Ridgecrest, CA this spring, the Biltwell 100 was yet another "filthy success" for the brand. Over 300 racers entered on motorcycles ranging from contemporary 450s to late 1920s Harley-Davidson flat heads and pull-start mini-bikes from Cal Mart. Fast riders in the modern classes

Out of the 17 who started in this very demanding class, 15 made it successfully across the finish line with Go Takamine on a heavily modified Indian Scout taking home the gold for first place.

The Biltwell crew started this race just for fun three years ago, and with their casual attitude have made the 100 an inclusive event where everyone can have fun and get a taste for Southern



started first and enjoyed the mostly new 25-mile course that snaked its way through sand washes, rocky hill climbs and several railroad tunnels. Faster classes did four laps each and the older and slower the classes got, the less laps they were required to do. Mike Davis, Co-Founder of the world-famous motorcycle event Born Free said: "Regardless of the trials, tribulations, aches, and pains, it was unanimous that we all can't wait to do it again next year." Mike nearly made the whole 25 miles required for the eponymously named "Mike Davis Early Iron Class" (1960 and earlier American motorcycles) before soft-seizing the engine and calling it a day.

California's home-grown style of desert racing. "Some of us rode dirt bikes long before we got into custom motorcycles, so this race was a natural fit," says Events Guru, Otto Deutsch. Even with the oddball classes and low-key attitudes, Biltwell threw a bunch of serious logistics at the race in the name of rider safety and comfort. Recovery crews were dispatched throughout the course in a half dozen 4x4s, ready to help downed riders. Controlled by a single dispatcher, retired Marine and Biltwell Ops Manager, Josh Gilbow, managed to triage each rider who needed help so anyone with a serious issue was helped first and those with simple



mechanical problems were handled next.

Sponsors like Modelo Beer, Metzeler tires and Harley-Davidson know a good time when they see it, and being a part of a motorcycle-love fest like this was a natural fit. Saturday night ended with an awards presentation that often bordered on a stand-up comic routine as Otto talked smack from the mic and Josh used his marksmanship skills to fire t-shirts with deadly accuracy from the air cannon into the dusty, exhausted and not entirely sober crowd. As they say ... 'Good Times, Not Lap Times'!

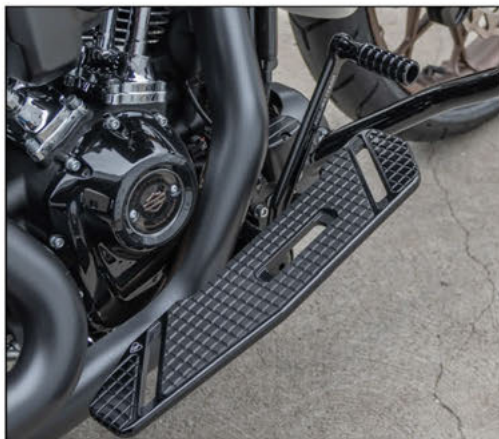
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NEWS BRIEFS

BRP is marking the 50th anniversary of Can-Am with a special collaboration with The Shoe Surgeon "that pushes again the limits of what's possible to celebrate inclusivity, its heritage and the thrill of the ride" with three custom Can-Am Ryker 3-wheel vehicles and three styles of Can-Am-inspired riding shoes. This will be followed by "revolutionary new Can-Am product updates and models, staying true to its trailblazer nature." Retail sales of Can-Am products are said to have more than doubled in the last four years and building on its motorcycle legacy, "Can-Am is also changing the power dynamic with two new electric motorcycles."

The LiveWire Group, Inc. (it's a Group now?) has appointed Karim Donnez as CEO, succeeding Jochen Zeitz who, having served as CEO for an agreed period, will remain as Chairman of LiveWire. An engineer by training, Donnez joins LiveWire from Bombardier Recreational Products where he was most recently President of BRP's Marine Group. In further news, LiveWire has appointed Hiromichi Mizuno to its Board of Directors. Described as a "global thought leader in sustainable investments" he brings "both extensive international financial experience and EV sector expertise." Additionally, Paul Krause, Chief Legal Officer at Harley-Davidson will also be appointed to the Board of Directors of LiveWire.

Indian Motorcycle dealers ranked highest in a 2023 Pied Piper study measuring response to website customers. "Powersports industry performance has improved over the past five years, but there is a large gap in customer treatment between top ranked brands and the others. Following Indian were H-D, Polaris' Side-by-Side/UTV dealers, BRP's Can-Am dealers, Kawasaki and Yamaha. The powersports industry was only answering website customer inquiries 31% of the time on average five years ago, compared to 52% of the time in 2023. Brands with the greatest improvement since 2022 were Kubota, Arctic Cat, Kawasaki and Yamaha. Only four brands failed to improve from 2022 to 2023: BMW, Harley-Davidson, Triumph and Moto Guzzi.

Italian Bike Week

After huge international success for the first edition last year, the Italian Bike Week - a classic late summer bike fest - returns to the shores of northeastern Italy again from the September 14-17 2023.

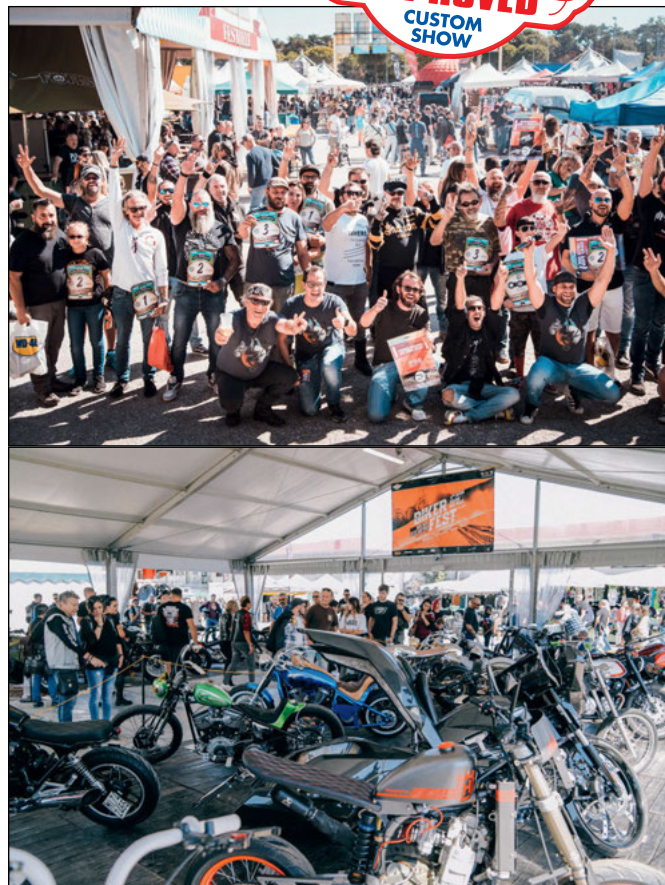
Organized by the owners of Biker Fest International (BFI), the AMD Approved Custom Show for Italy and the publishers of leading Italian custom motorcycle lifestyle magazine Bikers Life, this year Micke Persello and his



team are placing a special focus on the fast-growing on the adventure bike and off-road scenes.

The venue will again be Lignano Sabbiadoro (UD), north of Venice, on Italy's Adriatic coast, where BFI is staged in May each year, and just a two hour back-roads ride from Lake Faak in Austria where Harley's European Bike Week is being staged during the week before the Italian Bike Week.

Last year, the event's debut attracted nearly 40,000 attendees (the 37th Biker Fest in May this year drew a record crowd of 120,000 people), so the venue and the organizers clearly "have the chops" where being able to draw a crowd is concerned.



The model that the Persello father and son team are replicating for Europe is that of the 'Daytona Bike Week' in Florida in March, which is paired with 'Biketoberfest' at the end of the season in October each year.

The plans for 2023 include a 155,000 sq m (1,670,000 sq ft) off-road arena as the center of the action, with trails dedicated to motocross and enduro - the longest one (7 km/4 miles) running along the track of the legendary 12 Hours of Enduro's special stage.

The demo ride area, which saw more

than 4,000 test rides at May's BFI, will also get a dirt bike make-over for the event, with the whole event being geared to attract off-road and ADV enthusiasts as well as the BFI's custom crowd.

The Notturna Tassellata, a nighttime experience on 350 km of unpaved roads to Slovenia and back, and the Adventure Rides, the 70 km exploratory tours organized by MV Adventure, will also take place on on/off trails during the four days of the event.

The Custom motorcycle scene roots that BFI brings to Italian Bike Week will again see the Luna Park Area, with its stalls, ethnic and street food stands, live music and exhibitors, open its doors to all types of bikers, embracing the passion for two and four wheels in all its forms.

On the evening of Saturday, the Luna Park's parking will turn in the 'starting grid' for a spectacular Saturday Light Parade - an impressive event-in-the-event that will flood the streets of Lignano with thousands of motorcycles. The day after, the same area will be the meeting point of the U.S. Car On The Beach 2023, the second edition of the huge American Car scene's late-summer gathering, where the sound of V8s will mix with the V-twins.

www.italianbikeweek.net

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NEWS BRIEFS

The recent spate of boardroom upheavals at online powersports vehicle buy and sell platform RumbleOn have included the appointment of Steven J. Pully to its board. Pully is described as "an experienced board member, corporate executive, investment banker and restructuring professional." Pully was proposed as a nominee by shareholders and former Board members. In an effort to advance the interests of all shareholders, the Board is implementing enhancements to improve the diversity of the Board, broaden the expertise and skillsets of its directors, and heighten the Board's independence.

Slated for San Juan, Argentina (November 6-11, 2023) AMA has announced ten World, Junior and Women's Trophy riders - and 21 Club Team riders - to represent the United States at the 97th FIM International Six Days Enduro (ISDE). This will be the fifth time the ISDE has been held in South America. Every participating country is allowed four riders on its World Trophy Team, three riders age 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 in 2021, 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. The 2023 U.S. World Trophy Team includes Taylor Robert, Johnny Giroir, Dante Oliveira and Cole Martinez. The AMA's two three-day qualifiers - one on the East Coast and one on the West Coast - resulted in the qualification of 16 individuals, while five riders were selected by the ISDE committee; www.AmericanMotorcyclist.com

King Of The Baggers at Laguna Seca

July 7 and 8 saw Rounds 7 and 8 of the 2013 King Of The Baggers season at the famous Laguna Seca Weathertech Raceway, at Monterey, California, and it was a great weekend for the Vance & Hines/Mission/Harley-Davidson team and their H-D Road Glides.

It was the global attention that online video of Baggers racing down the infamous Corkscrew garnered that acted as the stimulus to turn an experimental concept into a race series in the first place and now, some three years later, the series is going from strength to strength.

The weekend of July 8 and 9 marked the mid-point of a seven-weekend, 14 race 2013 series, and Race 1 saw Hayden Gillim take advantage of

defending champion Tyler O'Hara (Indian Motorcycle) and Travis Wyman (H-D Screamin' Eagle) each crashing out (separately) when running in place first and second on the final lap.

At a stroke it promoted Gillim from third to first for his first KOTB race win, with teammate James Rispoli in second and Bobby Fong (Sac Mile/SDI Racing/RSD Indian Challenger) third. O'Hara brought it home for Indian in fourth with Wyman seventh behind Jake Lewis fifth and Cory West sixth for Team Saddlemen.

Jeremy McWilliams was eighth on the second factory Indian, ahead of Kyle Wyman on the second H-D Screamin' Eagle Road Glide in ninth and Kyle Ohnsorg tenth on the second of the RSD Challengers.



In Race 2 (July 9) Kyle Wyman was imperious on his Screamin' Eagle Road Glide - leading from the start to take his fifth win of the season. That said the Vance & Hines riders 'kept him honest' all the way to the checkered flag with Rispoli second and Gillim third. That gave V&H a win and three podiums for the weekend with Harley Road Glides scoring both wins and three podiums in total - five out the six available podium spots. Only Bobby Fong on the RSD Indian Challenger stood between the Road Glides and a podium sweep.

www.roadamerica.com



Pos	No.	Name	Total	3/9/2023	3/9/2023	4/21/2023	4/21/2023	06/02/2023	06/02/2023	07/06/2023	07/06/2023
				Total	Total	Total	Total	Total	Total	Total	Total
1	33	Kyle Wyman	148	0	25	25	25	25	16	7	25
2	43	James Rispoli	143	25	20	11	11	16	20	20	20
3	79	Hayden Gillim	130	20	16	16	13	11	13	25	16
4	1	Tyler O'Hara	107	16	5	20	20	20	0	13	13
5	50	Bobby Fong	85	0	0	13	16	9	25	16	6
6	85	Jake Lewis	69	10	11	9	7	6	7	11	8
7	5	Kyle Ohnsorg	64	8	9	7	8	8	9	6	9
8	99	Jeremy McWilliams	61	11	8	0	10	13	0	8	11
9	13	Cory West	60	13	13	0	0	7	10	10	7
10	10	Travis Wyman	59	0	0	10	9	10	11	9	10



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NEWS BRIEFS

The AMA has announced the Hall of Fame 'Class of 2023' inductees to be honored on September 15 during the AMA's Hall of Fame Days event in Pickerington, Ohio. Rita Coombs was one of those responsible for the creation of the AMA Amateur National Motocross Championship at Loretta Lynn's in 1982. From 2007 to 2017, Ryan Dungey forged great success in AMA Supercross and Pro Motocross, tallying four 450SX and three 450MX titles. Dungey is one of only seven riders to have more than 30 450SX wins. With 98 national championship event wins, Barry Hawk cemented himself as one of the most successful off-road riders ever. Showing his versatility, he stands alone as the only rider to ever win AMA GNCC national titles on both an ATV and a motorcycle. Grant Langston is the only rider to win a World Motocross Championship, an AMA Motocross Championship and both AMA Supercross and Regional Championships - East and West - in the 125/250 cc classification. A racer turned daredevil, Travis Pastrana used motorcycling to build himself into a mainstream star. At the competition level, Pastrana won the 2000 AMA 125 cc National Motocross Championship, becoming the youngest rider (16 years, 10 months, 26 days) to win an AMA Pro Motocross title. He also added a 125 cc East AMA Supercross Championship and 17 total medals at the X Games to his resume. 2024 will mark the 100th anniversary of the AMA.

First Ever SuperTwins Class Win for KTM



Two-time Grand National Champion Briar Bauman (No. 3 Parts Plus/Jacob Companies KTM 790 Duke) took an emotional and historic victory in the Lima Half Mile presented by Indian Motorcycle and Drag Specialties at the Allen County Fairgrounds in Lima, Ohio (June 24).

Mission SuperTwins Presented by S&S Cycle

Following a first half-season spent developing an all-new racebike for an all-new team, Briar Bauman kicked off the second half of 2023 by claiming the first premier-class victory for a KTM twin in the history of Progressive American Flat Track, sanctioned by AMA Pro Racing.

Bauman, who earned the crown in 2019 and 2020, took the inaugural KTM SuperTwins win in a final that had seen him embroiled in a non-stop dogfight with the rider who currently has the inside track on this year's title - Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07 DT). Bauman and Daniels alternated high and low lines, swapping the lead, with reigning king Jared Mees (No. 1 Indian Motorcycle/Rogers Racing/SDI Racing FTR750) lurking one second back and just waiting for a chance to strike. Finally, with less than minute to go, Bauman seized the advantage then refused to allow Daniels a last gasp bid to steal away his hard-earned win for Rick Ware Racing, with Daniels in second and Mees third. Last year's Lima HM winner, Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750), outlasted JD Beach (No. 95 Estenson Racing Yamaha MT-07 DT) as the two finished fourth and fifth, respectively, just over eight seconds behind the fight for the win.



Sixth went to Bronson Bauman (No. 37 Fastrack Racing/2 Wheelz KTM 790 Duke), who quietly earned his best result yet aboard the Fastrack KTM. Just behind in seventh and eighth were Davis Fisher (No. 67 Rackley Racing/Bob Lanphere's BMC Racing Indian FTR750) and Jarod Vanderkooi (No. 20 JMC Motorsports/Fairway Ford Indian FTR750). Kolby Carlile (No. 36 G&G Racing/Yamaha Racing Yamaha MT-07) finished ninth, while Johnny Lewis (No. 10 Moto Anatomy X Powered by Royal Enfield 650) completed the top ten - making it a four-manufacturer top-10 with four Indian FTR750s, three Yamaha MT-07s, two KTM 790 Dukes and a Royal Enfield 650 taking the top-10 spots.

Parts Unlimited AFT Singles Presented by KICKER

KTM made it a two-win double in round 10 of the 2023 AFT season with reigning Parts Unlimited AFT Singles

presented by KICKER champ Kody Kopp (No. 1 Red Bull KTM Factory Racing 450 SX-F) notching up a timely victory on a night that proved to be a huge boon for his title defense. Kopp came to Lima as the odds-on favorite due to his performance here a year ago, along with his general Half-Mile mastery, but this one did not come easily. Kopp took the holeshot but soon found himself in second and losing ground to rising Australian star Tom Drane (No. 59 Estenson Racing Yamaha YZ450F). Kopp eventually established a convincing lead for his fourth season victory with James Ott (No. 19 1st Impressions Race Team/Husqvarna Racing FC450) taking third, with the second factory KTM pilot Max Whale (No. 18 Red Bull KTM Factory Racing 450 SX-F) to register his second trophy-earning ride of the season. Drane's teammate, Trevor Brunner (No. 21 Estenson Racing Yamaha YZ450F) was fifth.

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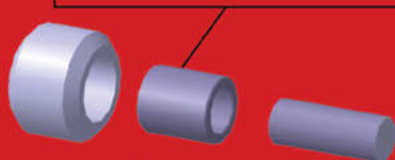


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Mees Outlasts Bauman, Equals Parker at West Virginia Half-Mile

Jared Mees (No. 1 Indian Motorcycle/Rogers Racing/SDI Racing FTR750) delivered a "performance for the ages" in the All Seasons Powersports West Virginia Half-Mile (July 1, 2023), in what proved to be a memorable return for Progressive American Flat Track to Mineral Wells, West Virginia, after nearly two decades away.

Mission SuperTwins presented by S&S Cycle

Mees arrived at the West Virginia Motor Speedway for the first time since 2006 with an opportunity to match fellow legend Scott Parker's mark for most Half-Mile wins in the long history of the Grand National Championship. To do so he was going to have to overcome the combined challenge of title leader Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07 DT), Lima Half-Mile conqueror Briar Bauman (No. 3 Parts Plus/Jacob Companies KTM 790 Duke), and Mission #2Fast2Tasty Challenge winner Davis Fisher (No. 67 Rackley Racing/Bob Lanphere's BMC Racing Indian FTR750), after the four went bar-to-bar minutes earlier in the four-lap dash for cash.

The potential adversaries whittled down almost immediately, however, as Fisher wheelied away his prime starting slot from pole and dropped to sixth. Meanwhile, Daniels was only one position further up the order and slotted in behind fellow Yamaha runners JD Beach (No. 95 Estenson Racing Yamaha MT-07 DT) and Dan Bromley (No. 62 HRP Racing/Memphis Shades/Mike Vinson/Corbin Yamaha MT-07).

That left just Briar Bauman alone to prevent Mees from escaping at the front. The Rick Ware Racing hero did well to demonstrate his recent success was down to more than simply capitalizing on a series of racetracks well suited to his bike's strengths, tracking the factory Indian ace down to show him a wheel at half-distance. However, Mees' relentless excellence ultimately won the day, allowing him to stretch open some breathing space late. In the end, he secured his record-tying 35th-career HM win with a 0.609-second margin of victory with Bauman second, Daniels maintaining his perfect top-three run in third, with JD Beach fourth and Fisher fifth ahead of Dan Bromley (MT-07), Vanderkooi (FTR750), Johnny Lewis (Royal Enfield 650) and Henry Wiles (FTR750) in tenths spot.

There were four Indians and four Yamaha MT-07s in the top-10, plus one Royal Enfield and one KTM 790 Duke.

Parts Unlimited AFT Singles presented by KICKER

Defending class champion Kody Kopp (No. 1 Red Bull KTM Factory Racing 450 SX-F) once again showcased his Half-Mile mastery by scoring the seventh victory of his young career at the distance and, like the prior weekend's win, this one did not come easily.

From the start, Kopp was embroiled in an evolving melee with Trevor Brunner (No. 21 Estenson Racing Yamaha YZ450F) and James Ott (No. 19 1st Impressions Race Team/Husqvarna Racing FC450). With multiple race lines working, the three moved up and



down the track as they exploited their preferred angles of attack while looking for any possible edge over one another.

Brunner pushed into the lead at mid-distance and held a half-second advantage at one point. However, the KTM star put his head down, reeled the Estenson Racing pilot back in, and kept up the momentum once he stormed past on the high line, taking the win over Brunner by 0.612 of a second - his first podium since the season opener.

He was followed by Ott, who faded slightly late en route to his third top three of the season, with Trent Lowe (No. 48 American Honda/Mission Foods CRF450R) fourth and Turner Racing Honda teammate Chase Saathoff (No. 88 American

Honda/Mission Foods CRF450R) fifth. MaxWhale (KTM 450 SX-F) took sixth, with Tom Drane (Yamaha YZ450F) in seventh, Chad Cose (Husqvarna FC450) in eighth, Dalton Gauthier (KTM 450 SX-F) ninth and Jared Lowe (Honda CRF450R) tenths. There were three KTMs in the top-10 (five if you count the two Husqvarna FC450 badged KTMs) three Hondas and two Yamahas.

Kopp left West Virginia with five wins so far to his name in 2023 and a commanding lead in his title defense, ahead of Whale in second with Brunner and Saathoff tied for third spot.

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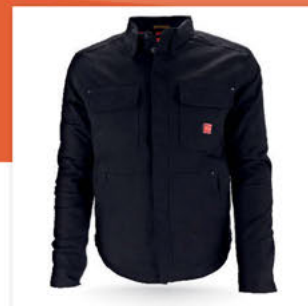
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Sturgis AFT Round Switched to Rapid City

AMA Pro Racing has announced that a Black Hills Half-Mile at the Black Hills Speedway in Rapid City, SD. will replace the originally scheduled Buffalo Chip TT on Sunday August 6 as the alternate Round 15 of the 2023 Progressive AFT series.

Progressive American Flat Track said that "producing the unique, purpose-built TT circuit planned for the Buffalo Chip Campgrounds requires a considerable amount of construction work to ensure the racing circuit would provide a safe and entertaining experience for both racers and fans.

"Unfortunately, inclement weather during key construction windows has prevented the initiation of the

intensive construction schedule required to deliver a professional track suitable for hosting an AFT national.

"Fortunately, the Black Hills Half-Mile will still give fans attending the 83rd Sturgis Motorcycle Rally an opportunity to catch Progressive AFT while on their annual trek to Sturgis. The half-mile track in nearby Rapid City is known for playing host to some of the most incredible racing all season, and has been a featured attraction on the AFT schedule 15 times since debuting on the series calendar in 1991.

"In the spirit of cooperation, this season's Black Hills Half-Mile will feature a twilight race schedule, starting earlier in the day and ending earlier in the evening, giving fans time to attend both the AFT race in Rapid City and still make it to Buffalo Chip Campground for the Lynyrd Skynyrd concert.

"Progressive AFT is hopeful that the Buffalo Chip's much-awaited return to the schedule will take place as early as 2024."

www.americanflattrack.com



Dominant Mees Sets Half-Mile Wins Record

Jared Mees (No. 1 Indian Motorcycle/Rogers Racing/SDI Racing FTR750) claimed sole possession of the career Grand National Championship Half-Mile wins record with a showcase performance in a first return in 35 years to the Orange County Half-Mile at Orange County Fair Speedway (July 8) at Middletown, New York (Round 12). The last time the series visited the century-old venue, the legendary Scott Parker earned one of his record-setting 35 career Half-Mile wins. Mees' victory tonight was his 36th Half-Mile win, which established the new all-time mark.

Mission SuperTwins presented by S&S Cycle

On a hyper-slick surface that tested the upper limits of the field's collective skill, even a late red flag that wiped out the multi-second lead Mees had diligently assembled did little to dent the factory Indian star's dominance on the evening. He simply powered off the staggered start and marched away while his primary rivals waged war for second behind him.



Prior to the red flag, Daniels (No. 32 Estenson Racing Yanaha NT-07 DT) was caught up in a heated scrap for second with Briar Bauman (No. 3 Parts Plus/Jacob Companies KTM 790 Duke) eventually besting him, but Daniels kept his season-long podium streak intact with third place. Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) was fourth with JD Beach (No. 95 Estenson Racing Yamaha MT-07 DT) fifth.

Billy Ross (No. 109 Mission Foods/Roof Systems Kawasaki Ninja 650) took the best finish of his premier-class career in sixth, and with Jarod Vanderkooi

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(FTR750) seventh, Davis Fisher (FTR750) eighth, Henry Wiles (FTR750) in ninth and Bronson Bauman in 10th it was a better race for Indian with the win and five riders in the top ten in total. There were two KTM 750s, two Yamaha MT-07s and a Kawasaki Ninja 650 rounding out the top ten. Mees' monumental night also saw him wrest the points lead away from Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07 DT) for the first time this season.

Parts Unlimited AFT Singles presented by KICKER

Kody Kopp (No. 1 Red Bull KTM Factory Racing 450 SX-F) claimed the 13th victory of his career, and his sixth of the season so far. The entire evening felt as

if it was shaping up as a collision course between Kopp and Tom Drane (No. 59 Estenson Racing Yamaha YZ450F). But Chase Saathoff (No. 88 American Honda/Mission Foods CRF450R) had other ideas, blasting away a couple seconds out in front. His long-awaited maiden Progressive AFT victory was delayed yet again, however, taking second place, ahead of Tom Drane. Sathoff's teammate, Trent Lowe (No. 48 American Honda/Mission Foods CRF450R) took fourth with a strong-running Aiden RoosEvans (No. 26 A1R Racing/FRA Trust Honda CRF450R) in fifth - his best career Parts Unlimited AFT Singles finish to date. Trevor Brunner (No. 21 Estenson Racing Yamaha YZ450F) ended up sixth, with Dalton Gauthier (No. 79 D&D

Racing/Certified KTM 450 SX-F), Tarren Santero (No. 75 Vinson Construction/Eric Hoyt Honda CRF450R), Hunter Bauer (No. 24 BigR Racing/Little Deb Racing Honda CRF450R), and Travis Petton IV (No. 82 ECG Racing/3 Bros KTM 450 SX-F) rounding out the top ten. Kopp now leads Saathoff by nearly two full races (241-194). Kopp's teammate, Max Whale (No. 18 Red Bull KTM Factory Racing 450 SX-F), could only muster an 18th-place finish after crashing on the opening lap and then soldiering on less than 100% following the restart. As a result, he dropped all the way from second to seventh in the tight race for position behind Kopp. Next Up: The final of the four-race run of Half-Miles follows, with the inaugural

AFT visit to the Bridgeport Speedway at Swedesboro, NJ two weeks after that on July 22 (Round 13) for the final Half-Mile of the season. July 30 will then see the series head to Illinois for the Peoria TT (Round 14). That was due to be the first of what would have been three consecutive TT races, but the annual trip to South Dakota at Sturgis Rally time will see a Black Hills Half-Mile at Black Hills Speedway replacing the originally planned Buffalo Chip TT on Sunday, August 6. The final TT of the year will wrap up the West Coast race program at Castle Rock, Washington State on August 12 with the season then reaching its crescendo with the two Springfield Mile races on September 2 and 3 (Rounds 17 and 18). www.americanflattack.com

Mission AFT SuperTwins

Pos	Rider	Bike	Points	Daytona Short Track	Daytona Short Track	Senoia	Arizona Super TT	Mission Dallas Half-Mile	Ventura Short Track	Sacramento Mile	Red Mile	DuQuoin Mile	Lima Half-Mile	West Virginia Half-Mile	Orange County Half-Mile	Wins
				1	2	3	4	5	6	7	8	9	10	11	12	
1	Jared Mees	Indian FTR750	257	4	4	1 * #	6	1 * #	3	1 * #	1 #	1 * #	3	1 *	1 *	7
2	Dallas Daniels	Yamaha MT-07	255	1 #	1 #	2	2 #	2	1 * #	2	2 *	3	2 * #	3	3 #	3
3	Briar Bauman	KTM 790 Duke	208	3	7	7	3	4	4	7	3	4	1	2	2	1
4	JD Beach	Yamaha MT-07	192	5	5	3	1 *	17	2	3	4	5	5	4	5	1
5	Davis Fisher	Indian FTR750	166	9	3	5	7	5	9	6	5	6	7	5 #	8	0
6	Brandon Robinson	Indian FTR750	161	2 *	6	4		3	17	5	8	2	4	11	4	0
7	Jarod Vanderkooi	Indian FTR750	145	17	2 *	6	11	7	10	10	6	7	8	7	7	0
8	Bronson Bauman	KTM 790 Duke	131	11	12	8	8	8	7	8	10	8	6	13	10	0
9	Kolby Carlile	Yamaha MT-07	121	15	11	11	9	10	8	4	7	10	9	14	11	0
10	Ben Lowe	Indian FTR750	107	10	14	10	4	9	11	9	11	18	11	12	14	0

Parts Unlimited AFT Singles

Pos	Rider	Bike	Points	Daytona Short Track	Daytona Short Track	Senoia	Arizona Super TT	Mission Dallas Half-Mile	Ventura Short Track	Sacramento Mile	Red Mile	DuQuoin Mile	Lima Half-Mile	West Virginia Half-Mile	Orange County Half-Mile	Wins
				1	2	3	4	5	6	7	8	9	10	11	12	
1	Kody Kopp	KTM 450 SX-F	241	1 *	1 * #	5	2	4	1 *	10	6	5	1 *	1 *	1 #	6
2	Chase Saathoff	Honda CRF450R	194	10	3	8	5	2 #	2 #	3	2	2 *	19	5	2 *	0
3	Trevor Brunner	Yamaha YZ450F	187	3	6	4	4	6	5	6	4	6	5	2	6	0
4	Tom Drane	Yamaha YZ450F	182	5	12	13	11	10	7	1 * #	3 * #	1	2 #	7	3	2
5	Trent Lowe	Honda CRF450R	181	4 #		7	17	1 *	6	2	1	3 #	6	4	4	2
6	Dalton Gauthier	KTM 450 SX-F	179	2	2	3	1 * #	7	10	5	7	8	13	9	7	1
7	Max Whale	KTM 450 SX-F	178	8	4	1 *	3	5	4	7	5	4	4	6	18	1
8	Morgen Mischler	Honda CRF450R	129	11	10	6	15	3	3	11	9	7	12	11	15	0
9	James Ott	Husqvarna FC450	123	6	8	2 #	18	18	13	13	8	10	3	3 #		0
10	Chad Cose	Honda CRF450R	111	16	13	10	9	8	16	4	10	9	7	8	19	0



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Pridemore Leads AHDRA Winners at Kuhnle

AMA/AHDRA Advanced Sleeve All-Harley Nitro Buckeye Nationals
Kuhnle Motorsports Park, Thompson, Ohio, USA June 9-11, 2023

Words and Pictures:
Tim Hailey, Eatmylink
Motorsport Media

The AHDRA/AMA All-American motorcycle drag racing series took its first look at the recently upgraded Kuhnle Motorsports Park in Thompson, Ohio, in June and local hero Jason Pridemore came out on top in the marquee Top Fuel class at the Advanced Sleeve All-Harley Nitro Buckeye Nationals.

Pridemore's unique blown, nitro Harley-Davidson "Gunslinger" is a self-engineered, home-built, one-off piece of art.

Even with his proximity to the track, Pridemore was unsure that he would make the event. "It was a challenge to get there. Three weeks earlier I broke the engine and exploded the intake plenum on the bike.

"Saturday we qualified in the number two spot, welded up some cracks in the exhaust pipes, reset the clutch, and came up with a tune-up and plan for Sunday. As we went through the rounds on Sunday, the plan worked on a very tricky track to get down."

And no round was trickier than the final against Smokin' Dean Comunal on a Bad Apple Racing bike. Comunal took an enormous .069 to .229 lead at the start. Both bikes looked on good passes until the transition from concrete to asphalt broke the tires loose. From then on it was a peddlefest between two riders looking for closure from dramatic incidents years earlier.

Pridemore had a terrible back half crash at Norwalk in 2014, while Comunal was very seriously injured in a Nitro Harley explosion in 2017. Now, both were on and off the throttle, trying to reach the stripe for a healing win. This particular afternoon belonged to Pridemore, whose low 157 mph at 6.82 shows just how much track this bike eats in the front half.

Ryan Peery made it two straight Nitro Funnybike wins on his "Big Nasty," vanquishing Armon Furr in the final after Furr put out champion Michael Balch in round 1.

Peery and Furr left nearly lockstep together, with Furr having a .004 advantage. Peery had a 4/10ths ET advantage by half track and held on for



Jason Pridemore



Chris Hoppe

the win.

Defending Hawaya Racing Pro Fuel champion Sam White has won all three AHDRA races this year, but "Bad Apple Mary" Dangrow didn't make it easy in the Kuhnle final. Neither rider set the tree on fire, but White took an .070 advantage before struggling on the big end.

"I left the barn door open for 'BAM' to close," said White. "The front end washed out because of rider error, but we pulled it out for the (7.53 to 7.57) win."

Charley Douglass took a knife to the GMS Racing Engines Xtreme Outlaw gunfight, which proved to be the tool for the job as Mike Motto's bike could only fire bullets the first third of the track.

Douglass showed up to Kuhnle with his Hot Street bike because his turbo Outlaw bike wasn't ready. So it would seem to be an "Easy Button" weekend for Motto and his nitrous bike. But Motto doesn't have an "Easy Button"

and stays locked into "New Record" mode, which sometimes results in finding the weak link in his combination. The weak link this week was the shifter, and Motto couldn't make a full lap in anger - handing the win to Douglass and his knife.

John Price is having a good year so far in Zipper's Performance Products Pro Modified, taking the Kuhnle final over Kimberly "K-Charm" Deshields. Kim had a slim .004 lead on Price at the start, but his 8.68 at 150 mph was miles ahead at the stripe.

Deshields may have lost the Pro Modified final, but she snagged the win in Axtell Cylinders Super Modified against Gary Douglass in the final.

Kentuckian Jeff Workman took the Pingel Modified final, made easy when Dru Conner redlit.

Louisianan Scott Tomsu took two Bagger wins at Kuhnle - Pro Bagger and Bagger Street - driving around Perry Paugh for the Street win.

Bagger Street runner-up Perry Paugh



Ryan Peery

rebounded with the MTC Pro Comp Outlaw Bagger win on his 2000 Street Glide.

"It's a 128 engine with a best ET of 11.81 at 111.00 mph - not too bad for a total weight just under 1,000 pounds," said big man Paugh.

Ken Strauss lived at the edge of the Kuhnle track before moving to North Carolina, and he made his Thompson homecoming extra special by doubling up in 9.30 and Vreeland's Harley-Davidson 9.90.

The 9.30 win came at the expense of runner-up Chris Hoppe, who took the tree but was unable to run the number. Strauss' Vreeland's Harley-Davidson 9.90 final round opponent was Gary DeZee. Strauss took the tree by a very wide margin and was able to ease up at the stripe for the win.

9.30 runner-up Hoppe came back around in 10.30 index, taking the final round tree by a wide margin and maintaining his edge for the win.

Hoppe also won Eliminator class both days for a triple!

Cody Hayworth continues to come up with a win pretty much every time he hits the track. He took the Universal Fleet & Tire 10.90 win against Larry Stevens in the final.

Racin' Ray Robinson continues to tear up the track on his rough and ready, short wheelbase Buell. Robinson won the 11.50 index final by taking the tree and pushing Erik Nelson to break out. Jaden Hines won Junior Junior Dragbike both days at Kuhnle, with Blake Harper the runner-up both days. Jaden's brother Michael Hines Jr. won Junior Senior on Saturday, but was shut out of Sunday's winners circle by Kylie Himmelreich.

John Pace won Trophy class both days. Bill and Chrissy Rowe look forward to welcoming the AHDRA/AMA family back for their second trip to Milan Dragway in Milan, Michigan, July 29-30, for the Second Annual Southern Michigan Bikefest.



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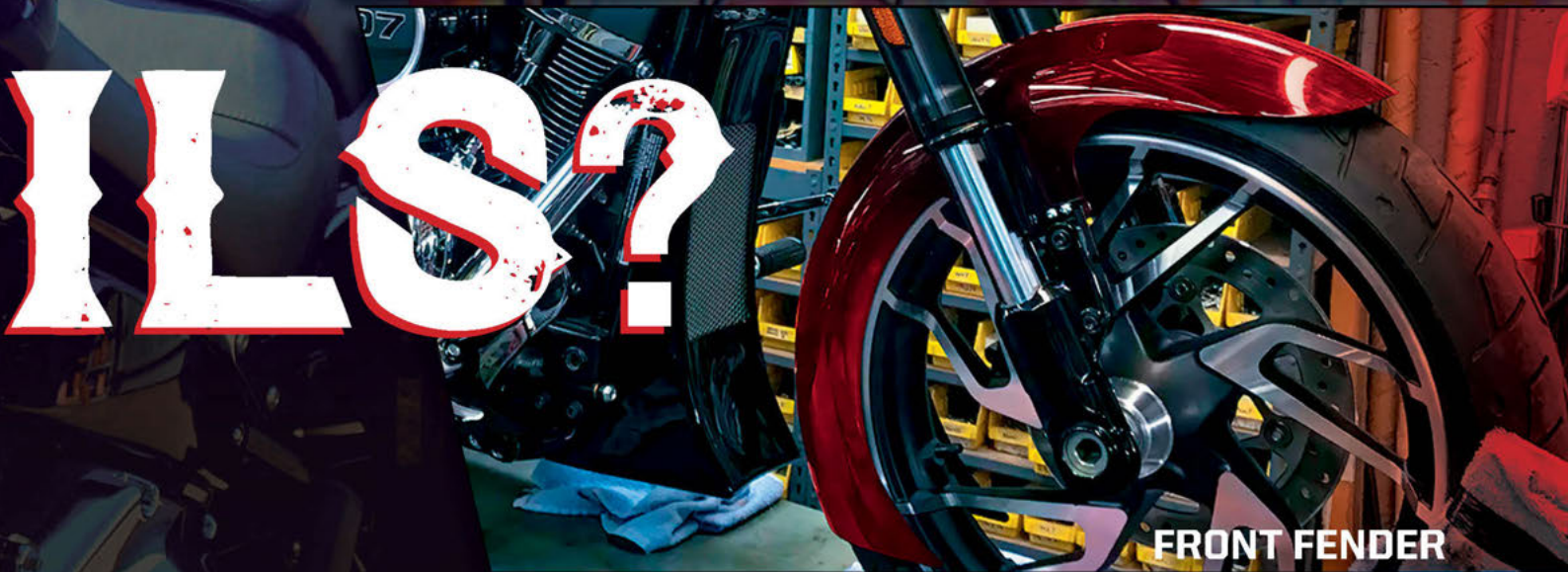
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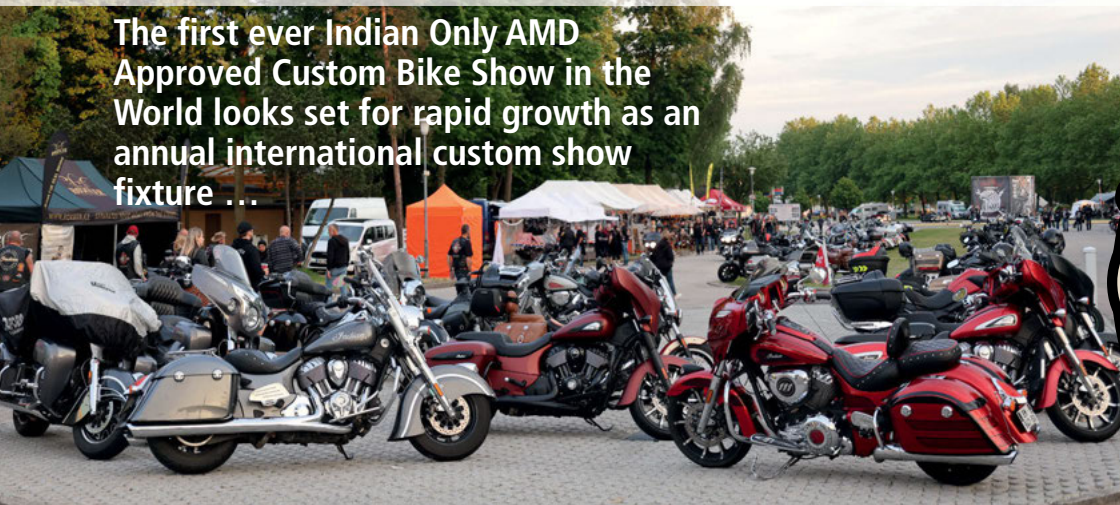
Indian Riders Fest and Budweis Custom Show Ceské Budejovice ('Budweis'), Czech Republic

9-11 June, 2023

Words/Pictures: Onno 'Beserk' Wieringa,
www.madnessphotography.nl



The first ever Indian Only AMD Approved Custom Bike Show in the World looks set for rapid growth as an annual international custom show fixture ...



Riding to Ceské Budejovice in the Czech Republic - on a borrowed Indian Springfield "Spirit" - was an outstanding experience. Once the heavy rain and fog cleared the trip was through beautiful countryside, beautiful places and fantastic views to a picture-perfect southern Bohemia and the historic city of Ceské Budejovice for the annual Indian Riders Fest at the city exhibition grounds, where the second 'Budweis' Custom Show - an all Indian affair - was to be the first time the event had been recognized as an AMD Approved Custom Bike Show.

The area of southern Bohemia is rich in history, with several UNESCO World Heritage Sites in the area. The spacious exhibition site that hosted the event is not far from the historic city center with its Baroque town square and Gothic-Renaissance towers and spires. Oh, and not forgetting the nearby world famous Budweiser Budvar Brewery.

Entering the event site it immediately became clear that this was going to be a very well organized and widespread event on a large site with all the facilities needed for exhibitors and visitors alike. Outside all the ingredients needed to keep the crowds entertained were there, including one of the best Indian Wall of Death crews I've ever seen, with Dutchman Henri van Woerkum's wall and star rider 'Marvelous Marv' and guest rider Jan Laurens - an all Dutch lineup of top riders.

On the main stage some of Europe's best bands, a burlesque show, lots of entertainment and, never seen before at a European Event, Indian Europe presented the 2022 King Of The Baggers and 2022 Super Hooligan Champion Tyler O'Hara with teammate Jeremy McWilliams - flown in from the USA, as well as Gary Gray, Vice President of Racing, Technology, and Service for Indian Motorcycles. A full fleet of demo rides of the latest Indian 2023 models was available for test-riding and booked solid the whole

weekend. On the Saturday some 1,400 motorcycles rode in parade through the beautiful town of Ceské Budejovice, with help from many volunteers and police, making it a smooth, problem free ride - a joyous event for riders and



Best in Show

The most outstanding build, combining the best elements from all six classes that stands out as the most exceptional and innovative creation at the Indian Riders Fest 2023 was 'Purple Haze' built by Bike Farm Melle, Germany.

Indian Best Killer Look Class - The best paint job, surface enhancement like engravings, 3D metal artworks, hydrofoil. Push it further than just a custom airbrush.

1. Bike Farm Melle, Germany
2. Andy Gemballa, Germany
3. Ralf Haselhoff, Germany





Indian Chief / Non-Fairing Class - All 111/116 Thunderstroke engine-based stock/modified/radical customs bikes without fairing.

1. Motomax Indian Metz, France
2. Sebastian Neumann, Germany
3. Lena Nygards, Corzo Choppers Sweden



Indian Bagger Class - All Bagger-Style, Touring Bikes with 111/116 Thunderstroke engine or PowerPlus liquid-cooled engine-based stock/modified/radical custom bikes.

1. Diregus Ludovic, France
2. Tino Gutkowski, Germany
3. Petr Kábele, Czech Republic

the thousands of people watching along the route leading to the market square in the historic city center.

Back at the event site, this was the second year for the Budweiser Custom Indian Motorcycle Show, the highly anticipated event showcasing the exceptional craftsmanship of European custom bike builders and Indian Motorcycle dealers - an AMD Approved highlight of the Indian Riders Fest (IRF).

The show is believed to have been unique - the only custom show to be 100 percent dedicated to Indian Motorcycles. It featured a display of 32 exhilarating customized Indian Motorcycles in six classes.

Prominently positioned next to the main stage, all participating bikes were assessed by the international judging panel, with the class structure designed to allow each motorcycle to be judged on its own merits. Ola Stenegård, Director of Industrial Design for Indian Motorcycle, had hoped to be at the show, but couldn't make it so sent a video message played to the entrants at the awards

ceremony.

'Best in Show' was won by Bike Farm Melle, Germany, with 'Purple Haze', a classic chopper with an aircooled 116 c.i. Thunderstroke engine, VG Specials frame, Progressive Suspension cartridge fork and many homemade parts - such as wheels, fender, sissybar, handlebars, exhaust and much more. It was voted unanimously by the judges as both winner of the 'Killer Looks' class as well as Best in Show. There was no entry fee for the Budweiser Indian Motorcycle Custom Show, but there was one firm stipulation - "If it runs, you are in," and winners had to be able to start and ride their builds onto the podium to accept their awards.

Without doubt the hottest raffle bike ever was an Indian Motorcycle Challenger in 2023 Race Replica design and style, custom hand-painted by renowned Czech airbrush artist Olaf Pugnier Design and customized by Indian Motorcycle Písek, featuring the signatures of 2022 King Of The Baggers and 2022 Super Hooligan Champion Tyler O'Hara and Jeremy



Indian Scout Class - All Scout 1,133 cc, liquid-cooled engine-based stock/modified/radical custom bikes.

1. Thomas Grewe, Germany
2. Motomax Indian Metz, France
3. Ondrej Hruza, Czech Republic



Indian Vintage Class - All customized/modified vintage Indian Motorcycle based on original model built until 1953, symbolising the proud heritage of Indian Motorcycle.

1. Sebastian Neumann, Germany
2. Hans van Heesch, The Netherlands
3. Henri van Woerkum, The Netherlands



Indian FTR / Sportsbike Class - All custom bikes with an original Indian Motorcycle engine produced after 2013.

1. Sebastian Neumann, Germany
2. Niklas Duracic, Germany
3. Sebastian Neumann, Germany

McWilliams.

Saturday night, Tyler, Jeremy, and Gary Gray personally handed over the key to Ulm/Germany-based winner Noah, just turned 22, who could not believe his luck. To make the bike even more iconic, Tyler O'Hara had ridden the same motorcycle in the morning during the IFR Parade Ride around Budweiser.

Big thanks to Horst "Motographer" Roesler for his help with the event photography and Bike Show, and

especially to IRF/BCS organizers Jean-Marie and Leona Guyon, plus Irena Duskova for all her help, Indian Netherlands for letting me ride their Indian Springfield Spirit, ROOF Helmets / Perier Motorsport BV, TomTom and DeeMeed Motorcycle Bags.

Budweiser Custom Show and Indian Riders Fest 2024: June 14-16 2024

www.indianridersfest.eu
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Performance Machine - Additions

Radial Brake Master Cylinder

Available in Black Ops and Gold Ops finishes, these CNC machined billet aluminum race bred PM Radial Brake Master Cylinders feature built-in reservoirs which deliver "stunning performance and style for any bike," says Performance Machine Brand Specialist Ryan Evans.

With fully adjustable lever, machined fluid reservoirs and clearance for stock switch housings, "this versatile system will drastically improve both the look and feel of your controls."



With 1" clamping diameter, choose between mirror mount or clean mount options."

Brake light and starter interrupt safety switch housing assemblies, as well as CAN bus brake and starter interrupt safety switch linkage kits, provide compatibility with older stock wiring and newer CAN bus systems (sold separately). PM's race driven radial mount technology "increases braking leverage and is compatible with OEM switch housings and CAN bus wiring. The twist adjustment knob easily modifies lever reach distance with over 0.5" of lever adjustment."

The lever is designed for a comfortable and smooth feel. There is a choice of 9/16" bore for single disc and 11/16" bore for dual disc applications. Mirror mounts, brake light and clutch safety switch kits are sold separately.

Radial Clutch Master Cylinder

PM's 1" clamping diameter race driven PM Radial Clutch Master Cylinders feature built-in reservoirs "which deliver stunning performance and style for any bike. With fully adjustable CNC machined billet aluminium fluid reservoirs and clearance for stock switch housings, this versatile system will



drastically improve both the look and feel of your controls." There is a choice of mirror mount or clean mount options, available in Black Ops and Gold Ops finishes.

The race bred radial mount technology "increases clutch leverage". They are compatible with OEM switch housings and CAN bus wiring and equipped with a twist adjustment knob for easy adjustment of over 0.5" of lever adjustment.

Cable Clutch Assembly



CNC machined from billet aluminum, these 1" clamping diameter PM clutch cable assemblies are compatible with OEM switch housings and CAN bus wiring. A twist adjustment knob easily modifies lever reach distance with over 0.5" of lever adjustment. The lever is ergonomically designed for a comfortable and smooth feel. Mirror mounts, brake light and clutch safety switch kits are sold separately.

For 2007-2013 Touring, 2007-2017 Softail, 2007-2017 Dyna, and 2007-2020 Sportster Non-CAN bus and CAN bus with



cable clutch starter interrupt safety feature use the 0043-0001 Cable Clutch Safety Switch Kit.

On 2018-2020 Softails with cable clutch with CAN bus use the 0062-2111M-B CAN bus Cable Clutch Safety Switch Actuator Kit for use with clutch starter interrupt safety feature.



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Denali CANsmart Product Suite for Pan America

Exeter, Rhode Island based Denali Electronics is best known for its advanced LED lighting products for a wide range of motorcycle brands and models.

A noted OEM manufacturer with the backing of VisionX Lighting and parent company Brown & Watson International (BWI), Denali offers dealers access to a suite of product applications for Harley's Pan America - a CANsmart controller, T3 handguard lighting kit, rear T3 brake and turn lighting kit, and B6 brake light kit and mounts.

Denali says that its "ground-breaking Harley-Davidson CAN bus controller provides plug and play connection and intelligent control of aftermarket and genuine Harley-Davidson accessories right from the bikes original switches using our Accessory Manager Software, featuring 4 accessory circuits and over 35 custom settings.

"Simply connect the CANsmart Controller to your Harley-Davidson diagnostic port to access over 35 programmable accessory settings designed to control factory passing lamps, auxiliary lights, turn signals, horns, brake lights, or any accessory you can imagine - from OEM accessories, third party accessories or use the included wiring harnesses for plug and play connection to Denali driving lights, DRLs, SoundBomb Horns and B6 Brake Lights."

Also offered, the Denali DialDim lighting controller for Harley-Davidson Pan America 1250 is a pre-configured product bundle that includes the company's standard DialDim lighting controller and a Harley-Davidson Pan America plug-and-play wiring harness.

The vehicle-specific harness simply plugs in-line at the Pan America headlight, horn, and turn signal connectors to enable dozens of useful lighting features and settings.

Described as giving riders "a new standard in LED



CANsmart controller for Pan America

light dimming and control, featuring a multicolor halo dimming switch that allows riders to independently turn on/off and dim two sets of three-wire auxiliary lights from a single consolidated wiring harness, the LED halo switch displays your exact settings and allows for effortless dimming on the fly. The blue halo controls light set one and the green halo controls light set two; simply double click to switch between the two circuits.

"The patent-pending controller also features high



DialDim lighting controller



T3 switchback turn signal pods



T3 handguard lighting kit

beam, turn signal, and horn inputs to unlock intelligent flash features that can cancel your aux lights with your turn signal, flash your aux lights as a turn signal, or strobe your lights when you sound your horn.

"The switch halo doubles as a battery monitor with a low-voltage cutoff feature. Our industry-first design will flash different colors on startup to display your battery health and automatically shut off your auxiliary lights if the battery voltage drops below 10.8 volts."

The controller housing and switch both feature a fully waterproof design with gaskets and o-rings at every joint to ensure hassle-free operation in outdoor environments.

Also included in this pre-configured product bundle for the Pan America is a set of front T3 switchback turn signal pods and a set of plug-and-play turn



signal wiring adapters. Simply mount the T3 pods to the handguards and plug them in line at the factory front turn signal connector. The T3s will run white as a DRL and switch to amber in sync with your factory turn signals.

Finally, there is a single or dual B6 brake light, a plug-



B6 brake light and plug-and-wiring adapter

and-play B6 brake light wiring adapter for the Pan America, and a license plate mounting bracket kit that positions the B6 brake lights in the ideal location on the back of the bike.

Founded in 2010 by Erik Stephens and Nate Bastien, Denali says it is "the only brand that can provide a complete lighting and visibility package that includes the lights, light mounts, horn, horn mount, auxiliary brake light, and a single intelligent plug-n-play controller to provide effortless installation and integrated control of all your accessories."

Distributed in the United State by Twisted Throttle, Denali is supported by Brands That Shine (www.brands-that-shine.com).

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Exeter, Rhode Island, USA

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Fitment on all fairings include Sportster, Dyna, Softail & Touring models with 39mm - 49mm forks and 5.75" headlight.

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Dynojet - Sportster S and Pan America Hard Parts

Ignition coil guard for Sports S



Axle slider kits for Pan America



Pan America chain adjuster block kit



In what appears to be a major diversification, North Las Vegas engine and carburetor specialist Dynojet has gone into the Harley-Davidson hard parts and accessories aftermarket.

Earlier this year, the Power Commander and Power Vision manufacturer announced what it described as a "handful of accessories" for the Sportster S and released information on parts for the H-D Pan America.

The new ignition coil guard seen here for the Sportster S is a 6061-T6 heat treated aluminum ignition coil protector. Hard anodized in 'Stealth Gray' it is backed by a 10Ga steel supporting bracket.

Also seen here, this Dynojet axle slider kit for the H-D Pan America is constructed of high-quality acetel plastic material. Designed to hold tight sealing inside the axle to keep dust and debris at bay, the kit is sold as a left/right side pair.

Finally, this 6061-T6 aluminum hard anodized chain block adjuster for the Pan America keeps the rear axle nut from turning, for easy removal of the rear wheel. It replaces the stock chain adjusters.

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

Vans V-Twin Lock-On Grip System



Designed in-house at Riverside, California based ODI, these new Vans V-Twin Lock-On system grips have been designed for 1" handlebar models.

They feature the classic Vans Waffle sole pattern - "built to deliver you an amazing riding experience," according to Sales Manager Johnny Jump. "Built into a medium diameter grip, they provide amazing palm traction while delivering extra vibration dampening. "Each pair of grips are constructed in-house at ODI using proprietary grip compounds for a consistent feel that provides exceptional control in all conditions. The reinforced Waffle pattern on top provides an extra comfort palm pad; the classic Waffle pattern on the bottom delivers excellent finger traction, and the clutch side Billet Alloy Lock-On Clamp delivers 100% slip-free security."

High-Flow CNC Ported Manifold

S&S Cycle has upped its intake game with a new version of its popular high flow manifold for the H-D M-8. "As we push the cubic inch boundaries of the M-8, it became clear we would need to do the same for our high flow manifold, and a CNC porting job added the aerodynamic efficiency these monster motors are demanding," shared Grant Hillegass, Product Line Manager at S&S.



Porting is done using a five-axis CNC machining center for the ultimate in consistent shape and flow characteristics. Knowing that polished porting has little impact on the intake side, S&S leverages a uniformly spaced and shaped texture that not only creates a larger surface area to encourage fuel dissipation, but also superior atomization of the fuel air mixture. The S&S Cycle CNC ported manifold fits all 55 mm throttle bodies and works with factory as well as ported heads. It is available in black only.

S&S CYCLE INC.
Viola, Wisconsin, USA
Tel: 608 627 1497
sscust@sscycle.com
www.sscycle.com



T15 Torx bolts provide extra secure clamping for solid, twist-free mounting, eliminating the need for grip glue or safety set-screws - for simple installation and removal. There is an in-molded throttle tube with integrated application-specific throttle actuation, and the proprietary medium-compound durometer improves overall comfort and durability.

The grips have an 130 mm overall grip length, including the flange. They are available for 1984 and up H-D cable actuated fitment, 2008 H-D throttle-by-wire fitment, and 2018 and up Indian Touring throttle-by-wire model fitment - all in a selection of grip and clamp colorway combinations.

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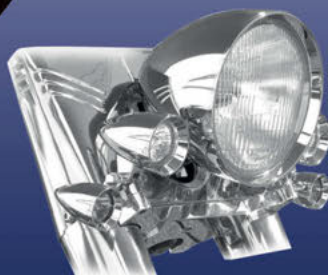
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BS Smart Chargers - "Connect and Forget"

Riders are often faced with uncertainty about when to charge their motorcycle battery, for how long and what they should be monitoring, and that uncertainty is reinforced when they encounter slow cranking.

French manufacturer BS Battery says that its charger development program "paid attention to the small details that make the big differences for riders. Details such as an adaptable charging algorithm which allows them to keep the battery on charge as long as they want, without damage.

"Details such as a quick connection system - our chargers are delivered with a clamp set and fused ring terminals so riders can simply plug the charger to the battery without disconnecting it.

"With additional features such as an auto-detect for acid and lithium technology to eliminate doubt and internal overheat protection with spark free connection to eliminate reverse polarity and short circuit."

Distributed by Parts Unlimited and Drags Specialties



in the United States, and others including Parts Europe and Parts Canada, BS Battery provides 3 models matching all the latest certifications, applications and needs of the market.

The BS10 (6V & 12V - 1A) has a small, safe and road trip practical design; the ergonomic BS30 (12V - 3A) comes complete with a multi-axis hook; and the BK20 (6V & 12V - 2A) has been developed mainly for professionals - offering 3 channels of charge with different voltages and chemistries simultaneously, including a reconditioning function.

Owner and founder Benjamin Sebban says that "with more than 10 years' experience in the battery industry and, working closely with manufacturers to develop Original Equipment batteries (lead acid and, more recently, lithium), BS Battery has gathered a lot of information from manufacturers' engineering teams concerning their battery performance and specification requirements.

"That knowledge and experience can now be 'money in the bank' for BS Battery dealers with an upgraded BS charger line that is ideal for authorized and independent dealers and their customers."

BS BATTERY, USA Office
Parrish, Florida, USA
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www.bs-battery.com



"Real Deal" Sportster Skid Plates

Tyler Malinky, CEO of Brunswick, Ohio based Lowbrow Customs says that these skid plates for 1999-2022 Sportsters have a "functional design that are engineered to take a beating and come back for more!

"These are not the style over function lightweights offered by some other vendors in the market, these top-quality USA made heavy-duty toughies are the real deal - the flimsy alternatives out there just don't stand comparison."

This thick, 16 gauge (.060" thick) 304 stainless steel skid plate features TIG welded seams and ships with all the necessary mounting hardware - "perfect for a bit of extra protection whether you are jumping curbs in the city, taking to back country roads or going full off-road with your Harley Sportster."

Available in powder coated satin black, they are an easy install bolt-on fitment for 1991-2003 and 2004-2022 Sportsters (excepting Revolution Max engines). These are a Lowbrow brand and design item, engineered specifically for the very particular protection requirements of the Sportster. For 1991-



2017 Dyna models, Lowbrow has Speed Merchant's handmade aluminum model specific design skid plates available.

LOWBROW CUSTOMS
Brunswick, Ohio, USA
Tel: 800 935 5050
info@lowbrowcustoms.com
www.lowbrowcustoms.com



Kriega Rollpacks



Available in the United States through Upshift Distribution LLC, British motorcycle luggage specialist Kriega has introduced a new range of universal fit, 100% waterproof, lightweight motorcycle packs. Kriega Rollpacks are available in two sizes and five colour options - "the perfect accessory for any rider looking for a tough, lightweight, easy-fit storage solution."

Constructed from a 420D Cordura LITE outer shell with a taped seam inner liner, the pack is built to withstand the harshest conditions, providing maximum protection for belongings. The double-ended roll-top closure provides a flexible waterproof solution with easy access from both ends.

Kriega says that the Rollpack is designed to fit securely on a rear rack or pillion seat and can be rolled up and carried on the bike, or in a backpack when extra storage is needed. For quick and easy fitting, the integrated cam-buckle straps loop around the bike frame and 'hook-back' to the pack. In addition, subframe loops are included for motorcycles with no visible frame or rack. "Fitted to the bike, simply hook the integrated straps onto the subframe loops and tighten down. With a 20 or 40 liter capacity, this tail pack offers ample space for keep-dry essentials with a build quality that is second to none." They are backed by a 10-year guarantee.

Kriega says it has "become an industry leader in moto backpack design, with an unwillingness to compromise on quality, materials, or design. Founded in 2000, we have offered a ten-year guarantee on all our products, and we continue to do so today."

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Drag Specialties - Product Additions

Laced Wheels



These 40 spoke stock replacement tube-type wheels feature chrome rims, hubs and spokes. The wheels come fully assembled and trued with bearings installed and end play set. The wheels use the OEM mounting hardware, and are designed to use OEM style rotors, pulleys and sprockets.

The front wheel measures 19" by 2.5" (replaces OEM #43312-84); the rear is 16" by 3" (replaces OEM #40975-86).

CANbus Handlebar Switches



The right-side module includes the front brake switch, a 48" long wire harness and turn signal reserve wire. The left-side module includes the clutch switch, and also a 48" long wire harness and turn signal reserve wire.

The module and connectors are all durable, IP66-rated and do not include the turn signals. The buttons come in a black finish and are available for 2011-2020 Softail models without cruise control, 2012-2017 FXD and 2014-2020 XL models. The left- and right-side modules are sold separately.

Predator Seats

This seat features a 6.5" tall driver support that gently



slopes down to the passenger seat area and is designed narrower at the front for better leg clearance. They are constructed with a high-quality automotive-grade vinyl cover and molded polyurethane foam for maximum comfort and styling.

The 3/16" thermoformed ABS seat base gives the perfect fit, while the carpeted bottom protects the bike's paint. The seat fits with most Drag Specialties and Harley-Davidson sissy bars.

The seats are available in Smooth or Double Diamond stitch with black, red or silver thread for 2018-2023 FLSB, FXLR, FXLRS, and FXLRST models. They are made by Drag Seats in USA.

Forward Control Kits

Drag Specialties Forward Control kits allow you to move your mid-controls forward 7.5", providing a more comfortable riding position - ideal for taller riders and for those longer rides. The kits include left and



right brackets, shift lever, shifter linkage rod, brake lever, all necessary mounting hardware and accept most M-8 style driver footpegs (sold separately).

The kits come in a bright chrome or gloss black finish and fit all 2018-2023 FLXR, FXLRS, FXLRST, FXBB, FXBBS, and FXST models (repl. OEM #50700061/50700060).

Rear Brake Master Cylinder Assemblies



"Give your Softail's brake system a quick upgrade with a new rear master cylinder assembly from Drag Specialties." They come fully assembled as a direct bolt-on stock replacement. They are available with a high-quality chrome or gloss black finish, the assembly ensures a "solid, smooth feel." They fit 2018-2023 Softail models, with the black version replacing OEM #41700460.

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Tucker Confirms Kellermann Jetstream and Dayron

Following its announcement of a distribution deal agreed at AIMExpo, Las Vegas earlier this year, Tucker Powersports has now formally announced inventory of the new German made Kellermann lights range, and especially the new Jetstream and Dayron lines. The newest additions to Kellermann's popular LED motorcycle lighting products range, Jetstream and Dayron build on the success of the super bright and compact Atto indicator, which established the Kellermann brand in the US market. The Jetstream and Dayron lines will be well received by motorcycle riders who care about both style and visibility. Jetstream is a line of sequential lighting indicators that uses Kellermann's innovative brake and turn signal technology. This allows for a smoother transition between turn signals, making it easier for riders to communicate their intentions to other drivers on the road.

Styled after the wing of a jet fighter aircraft, the look is clean and streamlined. The 16 high-power LEDs deliver tremendous visibility with a striking look. With fitments for almost every motorcycle, Jetstream products are available as a turn indicator or a 3-in-1 model that operates as a turn indicator, brake light and running light.

"Jetstream's looks, fitment and adaptability will

make it a must-have lighting accessory for any serious rider."

The Dayron is a ground-breaking daytime running light that provides a unique look and unparalleled safety on the road. With its cutting-edge design, the Dayron is the perfect addition for riders who want to be noticed.

The unique design operates as a white daytime running light, ensuring the motorcycle's visibility to surrounding vehicles, and, when activated, becomes an amber turn signal. The light uses an airflow-optimized casing and is available for Harley-Davidson Pan America and several BMW models.

The Dayron daytime running light system is installed with the support of motorcycle-specific plug and play solutions. The integration into the onboard electronics of the motorcycle is done by the DRL device (Daytime Running Light Module). This intelligent DRL device controls the perfect coordination and communication of all components with the motorcycle's onboard electronics. Additional fitments are continually being added.

"Kellermann is excited to introduce the Dayron and Jetstream products to the US market," said Stefan Wöste, CEO of Kellermann GmbH. "Our products have gained a major foothold in the US market in recent years, and we are confident that our exclusive distribution agreement with Tucker Powersports, along with our Dayron and Jetstream products, will strengthen our position as the premier motorcycle



Kellermann CEO Stefan Wöste

lighting manufacturer in the world."

Kellermann products are available at Tucker dealers across the United States. Style and fitment information is available at kellermann-online.com.

TUCKER POWERSPORTS
Fort Worth, Texas, USA
Tel: 817 258 9000
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Jetstream products are available as a turn indicator or a 3-in-1 model that operates as a turn indicator, brake light and running light.



The Dayron is a ground-breaking daytime running light that provides a unique look and unparalleled safety on the road.



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Letric for Road Glides and Sportster S



As a follow up to the successful Sharktooth headlight, Oreland, Pennsylvania based Letric Lighting Co. has introduced its exclusive 'Quad Beam' LED headlight for 2015-Up Road Glide models (except 2023 CVO).

"Our Quad-Beam Full-Halo Road Glide Headlamp comes complete with integrated Full-Halo DRL/Driving Light," says CEO Jeff Zielinski. "A mixture of black and chrome accents, the housing is built with plastic, aluminum and a poly-carbonate lens. It is DOT, SAE and E-Mark compliant and is a 100% plug-n-play design".

Also seen here is 100% plug-n-play addition to the



Sharktooth for Road Glide models

NCCP Sharktooth line - to fit the skinny-tire Road Glide models (1996 through 2013). It features integrated Switchbacks turn signals and the same DOT, SAE and E-Mark compliant mixture of black and chrome accents, housing construction and poly-carbonate lens.

Speaking of the slew of new product designs that Letric is introducing, Jeff goes on to say that he thinks "the Sportster S could possibly be one of the coolest bikes the factory has come out with in a long time, and we have a new headlight that we think is one of the few upgrades that can make the front-end look even better.

"Featuring integrated DRL/driving lights and white-to-amber Switchback turn signals, this Sportster S



'Quad Beam' Full-Halo Road Glide Headlamp

Black Premium LED Headlamp with integrated white driving lights (DRL) and amber turn signals is another 100% Plug-n-Play design - for Sportster S Models 2021-2023 (only)."

Letric Lighting Co. products are available through Western Power Sports/HardDrive, Tucker, J&P Cycles, Dennis Kirk, Rolli's Speed Shop in Australia and Performance Cycle Wholesale Limited in New Zealand.



Sportster S Black Premium LED Headlamp

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V02 'Falcon'



Vance & Hines says its V02 performance air cleaner has been "inspired by the track. From its slant-nosed oversized filter for higher volume airflow to its precision machined billet aluminum winged mounting and integrated breather assembly, the clean minimalist design of the V02 'Falcon' yields a streamlined hot rod look that is equally powerful in its simplicity as it is in its performance.

"The V02 'Falcon' resets the bar for 90 degree intakes with five superb finishes including show-quality chrome, ceramic matte black, two eye-catching carbon fiber choices, high gloss traditional weaved carbon and a first for the V-twin world, matte forged carbon, and pie cut stainless steel."



VANCE & HINES
Santa Fe Springs, California, USA
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sales@vanceandhines.com
www.vanceandhines.com

Indoor and Outdoor BikeShowCase

CarCapsule USA says it has a new concept for indoor and outdoor motorcycle storage. The new dual outdoor bike showcase uses a heavy-duty PVC air-filled frame, providing a stand-alone convenient ride-in and ride-out access storage.

"Inflating in minutes and set up without tools, the BikeShowCase can house and protect two bikes and can even be used as extra storage space. Features include a chemical-resistant base mat, UV rated cold crack tested material that is able to withstand temperatures from -30 degrees to 158 degrees Fahrenheit and proprietary Evaporative Storage Technology (EST)."

The continuous air flow through a powerful 190 CFM fan panel "delivers incomparable protection for less than \$1.50 a month in electrical consumption. It has a high CFM fan and washable charcoal filter.

Measuring 10 ft (128" x 96" x 78"), as an indoor



showcase it protects from dust, dirt, dings, corrosion, mildew, musty odors and pests while presenting motorcycles in a show-quality display. The High CFM fan will keep dust, dirt, and insects out. It sets up in approximately four minutes.

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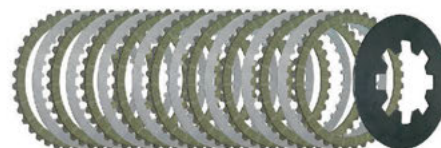
BTX-11 HIGH PERFORMANCE EXTRA PLATE KIT 1990-97 Big-Twin & 1991 to Present Sportster (XL). Includes 9 race proven material friction plates on tempered steel cores. Star-burst groove pattern for maximum heat dissipation & oil circulation. Included are 8 tempered steel drive plates. Pre-set stack height for easy installation. 15% more clutch area for high performance strokers. Remove OEM rivet plate! Includes new diaphragm clutch spring 15% stronger than stock. 15% MORE SURFACE AREA THAN STOCK.

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HHI 4 & 6 Piston Axial Mount Calipers

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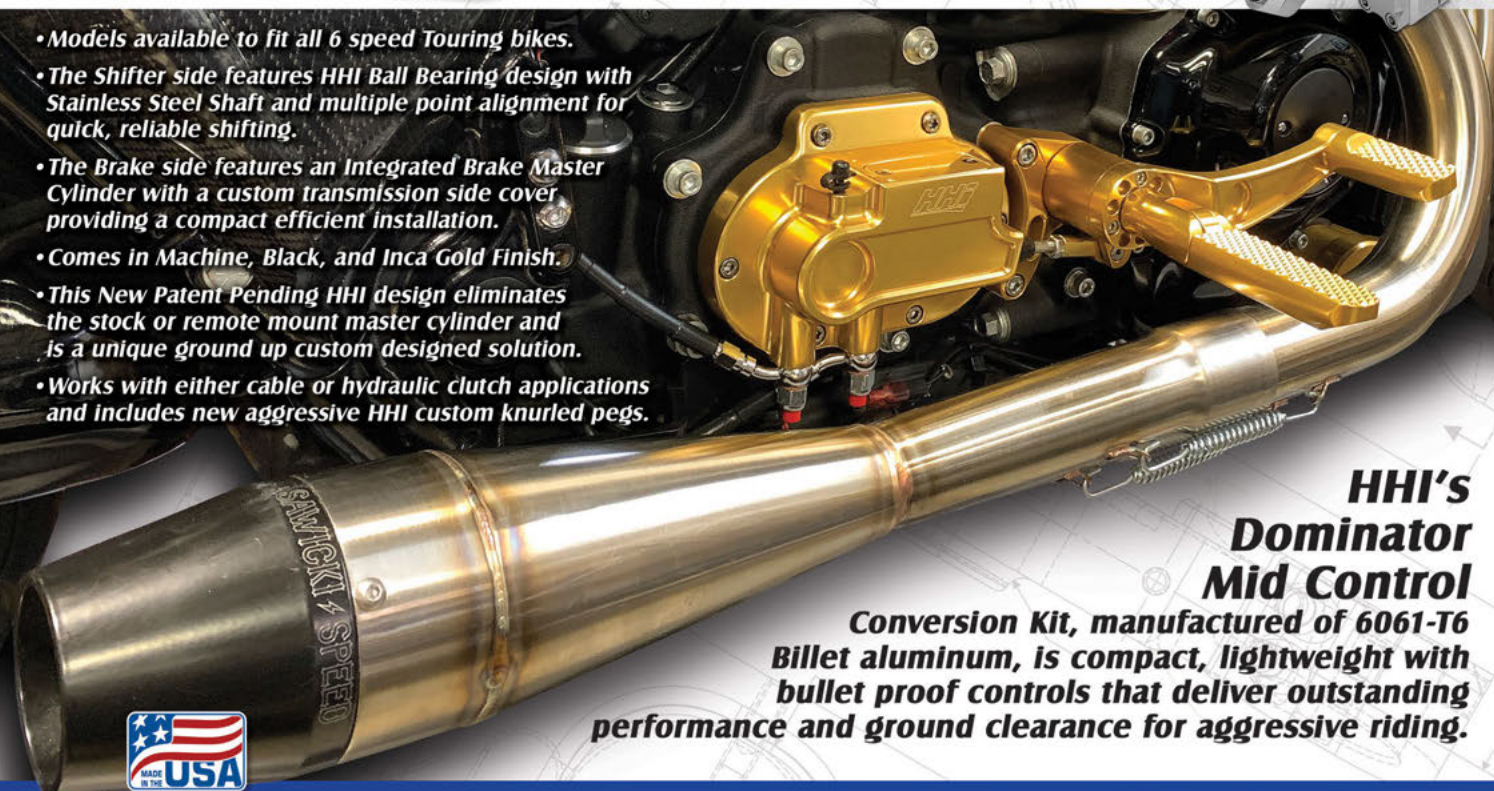


HHI Dominator Leg Kit

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- The Brake side features an Integrated Brake Master Cylinder with a custom transmission side cover providing a compact efficient installation.
- Comes in Machine, Black, and Inca Gold Finish.
- This New Patent Pending HHI design eliminates the stock or remote mount master cylinder and is a unique ground up custom designed solution.
- Works with either cable or hydraulic clutch applications and includes new aggressive HHI custom knurled pegs.



HHI's Dominator Mid Control

Conversion Kit, manufactured of 6061-T6 Billet aluminum, is compact, lightweight with bullet proof controls that deliver outstanding performance and ground clearance for aggressive riding.



Cruise Drive Smooth Shift Kit

Celebrating his 25th anniversary in business in 2023, Harley transmission specialist Bert Baker has taken the same design principles that have made the Baker Drivetrain Six-Speed Overdrive shift so smooth and applied them to create a shift drum/pillow block kit that will bolt onto any cruise drive six-speed and give super smooth and precise shifting.

The pillow block included with the kit is machined from 6061-T6 extrusion stock for a significant increase in strength over the factory design.

Features include redundant neutral to assist the rider in finding neutral "the first time, every time."

"Smoother, more positive shifting is achieved by incorporating advanced geometry in the fork pin grooves, and the integration of a linear detent bearing on the right-side mounting plate. The fixed spindle drum design offers lower friction as the drum rotates, reducing the effort required by the rider to complete a shift.

"Each design improvement combines in a precise mechanical choreography that is inherently silent." Baker explains that there is no need to disassemble the stock gearset from the bearing door - "just pull out the stock gearset and swap out the stock shift drum for the Baker smooth shift kit drum." No adjustments are needed for the shift drum, direct bolt in design that re-uses the stock shifter pawl, stock pawl centering pin, shift forks and fork rods.

Applications include 2007-2026 Touring, 2007-2017 Softail and 2017 and up M-8 Applications.

Also seen here, Baker N1 Shift Drums for five and six speed models have a 0-down all-up shifting pattern and eliminate any possibility of catching neutral on aggressive 1-2 shifts. Neutral is below first. The N1 drum is also popular with hand shifting bikes where finding neutral without doubt, or error, is critical to safety or riding/looking smooth.

"We start with a solid chunk of steel, machine in all the features, then remove the unnecessary material.

N1 shift system for neutral below first gear



Cruise Drive smooth shift



Two Teflon-coated bushings are pressed into the drum axis bore for smooth rotation on shifts."

The N1 drum changes the shift pattern from the standard 1-N-2-3-4 to N-1-2-3-4. Baker also offers the N1 for 1952-1979 'ratchet tops' with no modification and standard shift pattern drum replacements.

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Muzzle Brake Forward Controls

These muzzle brake forward controls by Phoenix, Arizona based Accutronix are machined from 6061 T-6 billet aluminum and come brilliantly Chrome Plated or Black Anodized.

Sold as a set they use the OEM master cylinder and include slotted shift and brake arms with muzzle brake foot and toe pegs, along with the shift linkage and all mounting hardware.

The foot peg is 3-5/8" higher and 2-3/4" further forward than the brake arm pivot

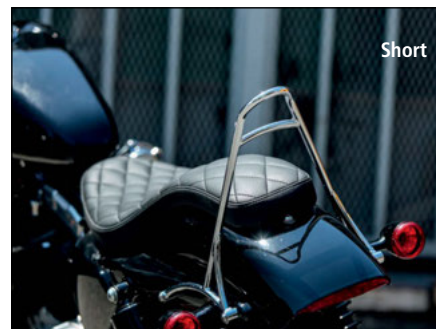


point and are available for '09-23 FLH/FLT models with crash bar (without twin cooling). Other styles are available for '84-17 Softails, '94-17 Dyna, Victory Cruisers and Honda Fury models.

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Short, Tall and "Stupid Tall"



Short

Burly Brand's Josh Rowlands says you can "take your ride to new heights" with the new line of Sissy Bars - "the ultimate power-packed accessory for motorcycle enthusiasts seeking unparalleled style.

"They are available in three dynamic variations - the agile Short version, the commanding Tall version, and the absurdly Stupid Tall version. The Tall and Stupid

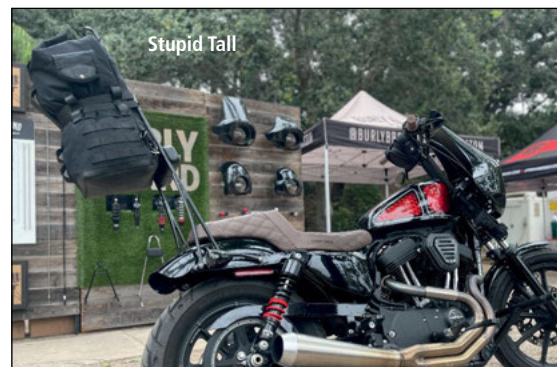


Tall

Tall come with a compact pad designed to effortlessly carry a passenger.

"Our iconic one-piece sissy bar effortlessly affixes to the exterior of the fender rails, ensuring a hassle-free installation and removal process. Crafted with precision, our Sissy Bars are meticulously engineered to harmonize flawlessly with the design of the machine, creating an unparalleled aesthetic synergy. Don't worry about compatibility either - we've got that handled too. Our Sissy Bars are available for Sportster and Dyna models."

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465B

Excellent choice for baggers and heavyweight bikes because of the low 1200 to 5600 RPM range. Produces 135 ft. lbs. torque and 116 HP in a 114 cu. in. engine!

Timing		Duration	Lift
10	20	210	.464"
46	10	236	.460"

485

Highest lift available with stock valve springs. Perfect choice for lighter bikes, 1500 to 5600+ RPM. Produces 136 ft. lbs. torque and 125 HP in a 114 cu. in. engine!

Timing		Duration	Lift
7.5	29.5	217	.485"
52.5	14.5	247	.485"

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River Road Apparel Line Returns

Tucker Powersports has announced the return of River Road apparel brand offering products for street and touring riders. "The new line includes leather jackets, vests, gloves, chaps and helmets for cruiser and V-twin riders seeking high-quality, affordable riding gear." River Road was initially launched in 1998, then put on hiatus in 2015.

"The new range of products from River Road are targeted at an audience of hundreds of thousands of cruiser and touring bike owners," said Marc McAllister, President and CEO of Tucker Powersports. "The broad range of affordable leather jackets, vests and gloves fits the 'American Classic' style that riders love and I'm confident it will be a hit with customers and dealers."

The products in the initial launch include both classic and modern-styled leather jackets and riding shirts, leather vests, gloves, chaps and helmets. This is the largest product launch ever for the River Road brand, with eight jackets styled for men and women, five styles of vests, four choices in chaps, twelve different styles of gloves and thirteen helmets.

All the apparel categories include products for men and women. Many of the items are constructed using high-tech materials, such as breathable mesh fabric, Thinsulate insulation and Powerstretch gussets. The designs include plenty of pockets that snap or zip, articulated sleeves and removable liners.

Tucker describes the range as having "prices that are competitive with other brands of riding gear, while consumers will find more features and tech in these River Road products."

"Today's River Road products match rider demands more than ever before, and the huge variety of products will ensure that there is a River Road jacket, vest or pair of gloves to meet every rider's needs."

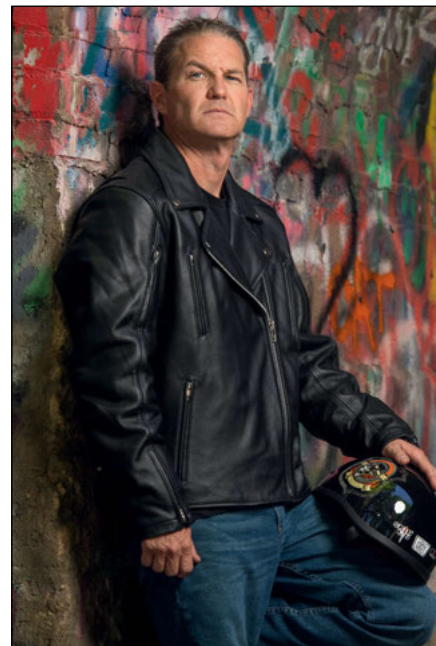
"Harley Owners Group and club members will love the plain back style of the Vandal Club vest, which is a perfect background for an assortment of club



Marc McAllister, President and CEO of Tucker Powersports: "The broad range of affordable leather jackets, vests and gloves fits the 'American Classic' style that riders love and I'm confident it will be a hit with customers and dealers."

patches and rally pins. The jacket and glove product lines are designed specifically to give riders the right gear, whether their ride sets out on a cool morning or launches into a summer heat wave."

River Road partnered with former Harley-Davidson MotorClothes Design Director Melvina Kleverova Zilliox to create this new range of riding gear.



Ironclad Leather Jacket: Men's and women's medium weight leather jacket with a classic style and feel. Features include a soft poly taffeta liner, articulated curved sleeves, a gusset action back, two-way CF zippers and a variety of storage options throughout.



Arabian Spice Jacket: Women's genuine cowhide leather jacket with fixed polyester lining and printed logo with two-way CF zipper and adjustable buckle at waist.



Hoodlum Vintage Leather Jacket: Men's medium-weight leather provides protection and comfort. Features include a vintage finish for a broken-in look and feel; removable, insulated, fully sleeved liner with built-in pocket that fits most mobile devices; two front chest intake combination vents/pockets and two vertical rear exhaust vents; and zippered sleeve vents to allow additional air flow.

Dame Vintage Jacket: Women's medium weight leather that provides protection and comfort. It has a vintage finish, and two front intake and two rear exhaust vents for maximum air flow. Action back gussets provide better mobility when in the riding position.



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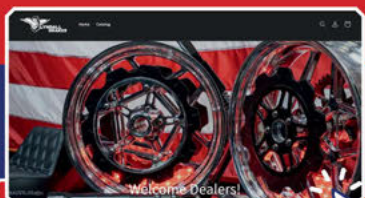


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“We worked hard to create these wonderful products at a price point that riders can afford,” said Kleverova Zilliox. “I loved the freedom that River Road gave me to update classic styles and to create some signature items for the line. I can’t wait to see these products out on the road.”

The River Road product offering includes a line of thirteen Skid Lid, DOT-approved half and three-quarter helmets that include features such as a removable/washable liner and an Advanced ABS shell. The helmets are available in several color options and Skid Lid is a proven, high-demand brand for custom and cruiser riders.

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Fort Worth, Texas, USA

Tel: 817 258 9000

www.tucker.com



Race Leather Jacket: Men's and Women's essential leather jacket features a fully sleeved, removable liner for cooler riding temperatures with two front intake and two rear exhaust vents for maximum air flow. Action back gussets provide better mobility when in the riding position.



Sapphire Leather Vest: Women's vest constructed of genuine cowhide leather with fixed polyester lining and printed logo.

Sierra Leather Chaps: Women's medium weight chaps with traditional look and updated features including leather facings with power-stretch gussets at the inner top thigh, back waist and knees. A zippered out-seam with snap closures and heavy-duty eyelets with lacing at center back ensure a comfortable fit



Old Skool Leather Vest: Genuine cowhide leather vest with classic 'old school' look and feel. Features include a fixed polyester lining with printed logo, two front welt snap pockets, snap front closure, laced side adjusters and a slight drop at the back hem.

Long Haul Leather Chaps: Men's medium weight chaps with leather facing and fixed nylon mesh lining. Features include power-stretch gussets on the inner top thigh, adjustable lacing at the center back and zippered out-seam with snap closure and wind flap.

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Dyna pictured with "Pleated" style.
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- Hydraulic version also available

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HARLEY-RIDERS ROCK BUDAPEST!



Words and pics by Horst Roesler, www.motographer.de

Harley-Davidson is claiming an attendance of "over 100,000 participants from more than 50 countries" for the European leg of its 120th anniversary celebrations in Budapest, Hungary, staged June 22 to 25 - some three weeks before the Milwaukee 'Homecoming'.

Slated as what observers are saying was a long four-day festival of all things 'Bar 'n Shield', Horst Roesler reports that festival fatigue had set in by the time the final afternoon came round.

"For the visitors, the 4-day event at Budapest would have been an enjoyable and well-organized event with music and stunt entertainment and a good parade - albeit without any particular single 'Highlight' to define the event as unique, aside from weather that lurched repeatedly from biblical grade thunderstorms to blistering heat.

"The modern sports stadium environment Budapest's Puskás Aréna Park around Hungary's largest soccer stadium provided superb facilities as there never was a shortage of toilets or other facilities, and the facility afforded comfort on a hot weekend in the air-conditioned show hall.

The "Custom" component of the event was divided into three sections, the indoor Custom Gallery as part of the indoor hall exhibition, Friday's Ride-In Bike Show and the Industry display booths with a high-quality display of great modified and customized Harleys from all over Europe.

Hosting the press attendance - some 230+ asked for credentials for the event - went smoothly in terms of getting the credentials, even though confirmations came late, but getting information or photographic access to key main stage events proved to be more difficult than at other and previous H-D events.

Visitors complained of long lines,

unnecessarily long lines in my view, and Harley's appointed organizing sub-contractor committed that most heinous of event 'schoolboy/girl errors' by running out of merchandise at the Rally Packs and Merch retail points.

By the final day the public and visiting Harley riders had almost completely vanished from the event site, starting to pack at 3 pm and the custom bike show disappearing by 4-5 pm. Which is understandable at an event in a far eastern part of Europe.

However, Harley report that the faithful were offered a choice of more than 50 bands on five stages on four evenings - including international acts such as Airbourne and Wolfmother from Australia, Larkin Poe from the USA, The Picture Books from Germany, British rock band The Darkness and Glenn Hughes performing classic Deep Purple as the top act on Sunday.

VIPs included Jochen Zeitz, Chairman and CEO of Harley-Davidson, and Karen

and Bill Davidson, great-granddaughter and great-grandson of William A. Davidson, one of the company's four founders. To the applause of appreciative spectators, more than 7,000 motorcycles rode in the parade through downtown Budapest.

There was, of course, a large exhibition of the new Harley-Davidson models and several classic Milwaukee bikes, including some of the Motor Company's most important creations. As part of this expo, the new CVO Road Glide and CVO Street Glide models were shown for the first time in Europe. More than 70 Harley-Davidson bikes were test-ridden on the streets of the Hungarian capital and in the surrounding area. Special options included two-hour PanAmerica on- and off-road rides and free tours of up to 300 kilometers in length, led by experienced regional road captains, who took them to some of the most scenic spots in northern Hungary. A



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British visitor won the main raffle prize - a strictly limited Heritage Classic Anniversary edition.

Countless custom bikes were on display, and on Friday the most creative conversions from eight countries competed in the Harley staff judged ride-in-custom bike show supported by Metzeler.

More than 50 custom bikes from all over Europe - show winners and newly built Harley-based projects - were invited by Custom Gallery Coordinator Ondrej Hruza from Czech Republic. Ondrej was also responsible for the excellent 115th Anniversary custom bike display in Prague five years ago and had stepped in at a late stage to plan and organize the Custom Gallery. One "unofficial" highlight of the first day was Custom Chrome Europe's unveiling of a CPR-built "Speed Bob", when Ivan Vukoja, the Custom Chrome Europe Team and the future owner of the themed custom Street Bob, uncovered the stylish creation at the CCE booth just next to the event's main stage.

Friday's "Ride In Bike Show" classes included "Classic", "Sport", "Tourer", "Cruiser", "Radical Custom" and a very creative selection of custom Pan Americas populating the "Advanced Off Road" class. The "Radical Custom" allowed almost everything, even off-brand engines.

Ivan Vukoja, builder of the CCE/CPR "Speed Bob" took second prize in the "Cruiser" class and the "People's Choice" award - quite a success for the Croatia-based builder who had only finished the bike that week! A RevTech powered custom bike by Dadak Custom won "Radical Custom" and the "Best of Show" award went to a stylish Race Bagger built by Marco Sonnino of Italy. The Awards Ceremony for the four-day indoor Custom Gallery took place on the main stage on the Saturday evening, and was compered by AMD Approved Custom Show Coordinator and World Championship ambassador Onno Wieringa, with Karen and Bill Davidson making the presentations.

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Indoor Custom Gallery Bike show



Top honors and €5,000 went to Italian customizer Mirko Perugini of "Gallery Motorcycles" fame - his 1920 J motor was enclosed by one of his high-class one-off rolling chassis with unique suspension and outstanding craftsmanship. Finished literally two days before the show the bike is fully dedicated to 120 years of Harley-Davidson, including the 103-year-old IoE engine.



Second place and €3,000 went to "History" by Vito Klemencic of VK Custom Works from Slovenia. His Flathead-based masterpiece was especially created for the 120th Anniversary and was more "Art-Bike" than meant to be rideable. A tribute to the history of Harley-Davidson as well as to the history of customizing, the extreme Chopper featured numerous "one-off" details and ideas.



€2000 was handed to Hazard Motorcycles for their great Carlo Riva and Ferruccio Lamborghini inspired "Ghisarama" in third place - created as a tribute to the traditional "Riva" luxury boat manufacturer.

shops as well as authorized dealers - information on customizing options was widely available; the 120th Anniversary brought the "main players" of the European custom scene to Hungary to meet riders from all over Europe.

Leading vendor professionals judged the prestigious Indoor Custom Gallery Bike Show. The selected jury of experienced custom bike specialists from the industry and press had the honor of selecting the top-five bikes with vouchers of €2,000, 3,000 and 5,000 were handed out to the top three places.

The variety of styles was outstanding and also covered a long timeline of show-winning customs that Ondrej Hruza had pulled together. This trophy ceremony took place inside the H-D display hall in front of the assembled customizers and exhibitors.

The "Public Choice" was a Walz/Augustin Motorcycles "Prototyp" Dragstyle Lowrider featuring lots of carbon and gold plating with a Rotrex centrifugal supercharged S&S engine. Augustin Motorcycles is the German company that keeps the tradition of the original "Walz Hardcore" custom bikes alive, and also had their own Augustin-branded show bikes on display.

The judges' choices saw Peter Penzenstadler (Penz Custombikes, Austria) in fifth with his sheet metal Bagger creation "Razzle Dazzle", one of the few Bagger type customs in the display, with "Arcadia" from DMC Toys 4 Men from Italy in fourth.

The top-three awards came with a prize pot of €10,000, and €2,000 of that was handed to Hazard Motorcycles for its great Carlo Riva and Ferruccio Lamborghini inspired "Ghisarama" in third place - created as a tribute to the traditional "Riva" luxury boat manufacturer.

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Summing up the weekend, Kolja Rebstock, Regional Vice President for Europe, Middle East and Africa (EMEA) is quoted as saying: "This was an

incredible festival. It underlined the enormous appeal of Harley-Davidson and perfectly embodied the Harley lifestyle: we're about much more than just motorcycles. On behalf of Harley-Davidson EMEA, I would like to thank the organizers of the event, the Sportmarketing Agency Kft., the city of Budapest and of course the people of Hungary for supporting our synthesis of bikes, music and entertainment and for giving fans from all over the world a warm welcome. Our next major European event will take place in Faak, Austria, where we will welcome all bikers from September 5-10 to celebrate the 25th anniversary of European Bike Week."

Ride in Bike Show



The "Best of Show" award went to a stylish Race Bagger built by Marco Sonnino of Italy.



Ivan Vukoja, Croatia, builder of the CCE / CPR "Speed Bob" won the public prize and took second prize in the "Cruiser" class.



A RevTech powered custom bike by Dadak Custom won the Radical Custom class.

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NEWS BRIEFS

Sadly, it is now only a month until the National Motorcycle Museum in Anamosa, Iowa will close its doors permanently, on September 5. Mecum Auctions will be handling the sale of the John Parham Collection from September 6-9. There will be over 300 collector-grade motorcycles and over 1,000 lots of road art offered for sale to the highest bidder. In total, over 6,000 pieces will be offered.

Harley-Davidson has moved to fill the vacancy left by former CFO Gina Goetter's decision to leave the company with Jonathan Root, SVP of Harley-Davidson Financial Services (HDFS) appointed as the permanent Chief Financial Officer.

My, how times change. Following its announcement of a deal with Bell Helicopters to host the first ever Sturgis Helicopter Rally, the Buffalo Chip has partnered with Temecula, California based MotoDoffo Wines to release a "Rally Red" limited edition wine as the Official Wine of the Sturgis Buffalo Chip. The specially-labeled Cabernet Sauvignon is now available for online orders.

Marc McAllister, President and CEO, Tucker Powersports has confirmed that Tucker will again support AIMExpo at Las Vegas, February 6-8, 2024. "Tucker recognizes the importance of coming together as an industry and is proud to have a major presence at AIMExpo," said McAllister. "To share ideas, to connect with our dealers, to create inspiration, to showcase new products, and to strengthen our partnerships – it's important for us and the entire industry to be there"; www.aimexpousa.com

Japanese 'Big Four' Join Forces on Hydrogen

By Ben Purvis

Despite years of trying, there's still no clear solution to the packaging problems associated with building battery-powered motorcycles - particularly when it comes to high-performance or long-range machines - as even the best battery technology is still several orders of magnitude worse than gasoline when it comes to energy-density. As a result, companies are looking for other routes to the goal of carbon neutrality, and now Japan's 'Big Four' have joined forces to pursue the idea of hydrogen-fueled motorcycles.

Hydrogen can be used in two ways to power bikes. It can be burnt, like petrol, in an internal combustion engine, or it can be used in a hydrogen fuel cell to replace the batteries of an electric bike. The new Japanese project - dubbed 'HySE' - focuses on the former. Each company has a specific role to play in the project. Honda is concentrating on 'model-based' development of the hydrogen-powered engines themselves - i.e. computer simulations - while Suzuki is responsible for studying their functionality, performance and reliability. Meanwhile, Yamaha and Kawasaki Motors, which both already have experience of hydrogen combustion engines, are working on 'hands-on' research with real prototypes.

Yamaha is also tackling the difficult subject of developing a hydrogen refueling system and the hydrogen tanks that would be needed on 'small mobility' vehicles, including motorcycles. The four are being supported by two industry giants, Toyota and Kawasaki Heavy Industries, both with their own hydrogen infrastructure projects.

Kawasaki Motors has been the most outspoken of the Japanese 'Big Four' as an advocate of hydrogen combustion engines and had previously been working on the technology in



partnership with Yamaha. Kawasaki has already shown designs for a hydrogen-fueled, supercharged four-cylinder sports-touring bike, using an engine derived from the 1000 cc four in its H2 model. A prototype for the engine

'working together on hydrogen-powered motorcycle engines'

has also been shown already, modified to include direct fuel injection. Both forced-induction and direct injection are essential in small, high-performance hydrogen-fueled combustion engines.

The former because, while hydrogen is more energy-dense than petrol, weight-for-weight, it needs much more air in the mixture.

A turbo or supercharger compresses the air to get more into the cylinder. The direct injection is also vital, as it means the hydrogen can be added after the valves are closed without displacing air that's already in the combustion chamber. Yamaha has also been working on hydrogen combustion engines, developing a V8 that's used in a Toyota racing car in Japan.

Huge problems remain when it comes to making hydrogen a viable fuel for motorcycles. While it's carbon-neutral

when it burns, with water being the main component of the exhaust, it's very energy-intensive to get hydrogen from water via electrolysis, and other forms of hydrogen come from processes that create their own pollution.

The storage and transport of hydrogen also poses significant problems, as it needs to be cryogenically stored at incredibly low temperatures to reach liquid form or placed under huge pressure to get a substantial amount into a tank. Even as a liquid, it's far less efficient, volumetrically, than petrol - you'd need a substantially larger fuel tank to get the same range, leading to weight and packaging problems that are not dissimilar to those faced by battery-powered electric bikes.

These are among the challenges facing the HySE project. Its chairman, Kenji Komatsu, who's also Executive Officer of Technical Research and Development at Yamaha Motor, said: "We are extremely pleased to announce the planned formation of the association. There are many challenges in the development of hydrogen-powered engines, but we hope to see the association's activities advance the fundamental research in order to meet those challenges."

"We are committed to this endeavor with a sense of mission to preserve the use of internal combustion engines, which epitomize the long-time efforts that our predecessors have invested."

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