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Harley Q2 Financial Results - "Retail Growth and a Strong Gross Margin Increase"

Reiterating that Harley's strategy remains "grounded in desirability and profitability," Chairman, President and CEO Jochen Zeitz is quoted as saying that "Harley-Davidson showed continued progress in delivery of our Hardwire strategy this quarter, despite the macro-economic conditions affecting both the business and our customers."

"Following the production suspension we experienced late in the quarter, impacting motorcycle shipments, we achieved retail growth for the quarter in addition to a strong increase in gross margin."

"We are confident in our ability to navigate near-term headwinds and remain optimistic on the future, most notably following the successful launch of our game-changing CVOs and the highly attended gathering of our community during our anniversary year, reinforcing the enduring power of the brand."

The financial highlights for the second quarter and first half year to date were said to include HDMC gross margin of

34.8%, an increase of 400 basis points, but against a decline in HDMC revenue of -4%, behind a 10% decrease in wholesale shipments related to the unplanned production suspension. HDFS revenue increased



+19% on higher interest income and increased investment income. Global pricing is said to have partially offset unit declines.

Parts & Accessories revenue was up +1% driven by improved digital efforts, while Apparel revenue was down -14% compared to a strong Q2 period last year, as the bulk of seasonal product sales occurred in Q2 last year, compared to Q1 of this year.

Global retail motorcycle sales in the second quarter were up +3% versus the prior year. North America retail performance was up +1%, "driven by strength in our core categories such as Grand American Touring and Cruiser, but offset by declines in the Sport motorcycle segment, following the discontinuation of legacy Sportster models in North America at the end of 2022."

Growth in APAC was driven by continued strong demand across key markets, including Japan, China and Australia. The decline in EMEA of -6% was primarily driven by a market exit and the planned unit mix shift towards the profitable core product segments. Growth in Latin America was driven by modest growth in Brazil partially offset by weakness in Mexico.

With its mostly successful 120th Anniversary events in Budapest and Milwaukee now under its belt, events which Harley says "reinforced overall brand strength" and the introduction

Continues on page 8 >>>

OCT 2023

ISSUE #291

X-WEDGE



DRAG
Specialties
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Glory in the Frank Lloyd Wright inspired design of Madison's downtown Monona Terrace exhibition center for one last time before the annual LeMans NVP Parts Expo relocates to Milwaukee in 2024 ... see pages 26-33.



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COMMENT - Was August When the Economic Slowdown Took Hold?4

Robin Bradley has been hearing a similar story from a lot of people for quite a while. Even those who actually had an 'okay' or even 'pretty good' August are pointing to an almost infinite number of reasons why, actually, everything is 'not okay' ... is the West about to be swept away by a tsunami of debt as every pinch point of our economies make the 2007-2010 Financial Crisis look like a dress rehearsal?



X-WEDGE: European Styling and American Engineering16-17

Despite soft sales, some people just aren't put off trying to stake a claim to a slice of the Cruiser market. Say hello to an all-new 5 model X-Wedge range of cruiser style machines from Chongqing Huansong Industrial Group (aka HiSun). Initially only being offered in China, EPA permitting, it can't be long before its McKinney, Texas operation gets in on the action.



IMA: Independent Motorcycle Aftermarket Council12

In collaboration with the MRF, Bob Kay is heading up a new initiative to help Washington DC lobbyists better represent the specific interests of the independent motorcycle dealer and custom shop sector in the United States. Often overlooked as motorcycle industry stakeholders, policy priorities include The Right to Repair and Modify, Renewable Fuels, ICE obsolescence and End of Life Directives.



KODLIN: Next Level Exhaust Systems by Zard, Italy.....40-41

Initially only available in Europe (domestic U.S. approvals are pending), German master craftsman and custom bike builder Fred Kodlin has designed and prototyped a new line of stylish, high quality, high performance European street legal exhausts that are being precision manufactured for the Kodlin brand by noted Italian exhaust manufacturer Zard.



BARNETT CLUTCHES & CABLES: M-8 Lock-up Pressure Plate36

In a major new product addition, the Ventura, California clutch manufacturer is "taking it up a level" with a brand-new product line for its extensive line of Harley-Davidson high performance clutch components - the lock-up pressure plate for all M-8 FL Touring models for 2013 and later slip and assist models (except Softails) is available in Hydraulic and Cable actuated clutch versions.

AMD PRO GUIDE EXTRAS



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Was August When the Slowdown Finally Took Hold?

I was just about to launch into an entirely different topic to the one that had me triggered last month, one that was requiring considerable 'loin girding' as it would, for sure, be contentious - oh yes, very.

Then an alert fell into my inbox which span me straight back to where I was a month ago.

Having been exposed to dozens of worthy types and media outlets telling me how the European Central Bank (ECB) had reached peak interest rate hike in the fight against inflation, and about how the only conceivable direction of travel from here on would be south then, yes, you've guessed it.

In comes an advisory that, in fact, the ECB has raised its interest rates (again) on main refinancing operations, the marginal lending facility, and the deposit facility being increased to 4.50%, 4.75% and 4.00% respectively. This equates to a base rate of 4.75% in 'old-speak'.

So much for the 'talking heads', so much for the illustrious Christine Lagarde's experience and her own prior remarks (she is the former French Finance Minister who was Managing Director of the IMF for a long time and is now President of ECB).

An impressive resume, yes, and she's an impressive operator who has proven to be genuinely very good at her jobs. But if even she can get it wrong in the present economic climate, then the rest of us have no chance.

What's this got to do with us? Everything and nothing. Ultimately, thank goodness, our livelihoods are dependant on the number of people who want to ride motorcycles and the number of miles they do. Simple.

On the other hand, the economies we are dependent on are not that simple. And if they really are being steered by people who have no better handle on what to do and how to do it than the rest of us, then the past 15 years of fiscal caution have got us nowhere.

As it happens, I am writing this on the 15th anniversary of the September 12, 2008 'Lehman Apocalypse.' These days people think the quick 'In and Out' burger that was the March 2020 pandemic recession was the biggest economic deal in their lifetimes. That the 2020 to 2022 supply chain inflation farrago was the biggest challenge to businesses. That impacts of the war in Ukraine is to blame for all of our present travails. All negative and all bad, for sure, and still casting a long shadow, but how the memory fades. What price institutional memory? The present difficulties are as nothing compared to the 'edge of oblivion' the world teetered on in the fall of 2008 and then, just as now, very few siren voices knew how to respond, what to do or how to do it. The answer then proved to be so-called 'quantitative easing' - aka 'printing money'. If only life was that simple. The (absolutely necessary) measure did its job, it provided a platform for recovery and though way more palatable than the alternative, it did two things that now, 15 years on, are lurking in the back-office of our present malaise. It loaded the primary economies of Earth Inc., with a horrendous debt burden that is now utterly shaping the ever-diminishing wriggle room that governments, central banks and treasury departments have to be able to regulate for a stable fiscal environment and pull levers to finesse the response to the present inflation-berg.

Second, as sure as any addictive substance, it got bankers hooked on the assumption that it wasn't their job to manage the economy responsibly anymore because finance

ministers would appear on the horizon and ride to their rescue. The whole financial sector has gotten itself hooked on the crack cocaine of cheap money and easy solutions.

Guess what - having got so used to the bottomless pit of public money that governments had invited them to bury their snouts into again proved to be the first bag of hallucinogenic that they reached for when the pandemic arrived. It then got raided again when inflation started to get out of hand.

Only now have the primary financial administrations of the free market world drawn a line under it as a policy of first resort, and stated their determination to let it gather dust on the top shelf as what it is supposed to be - a policy of last resort.

So why am I discussing all this? Why should anyone care? Because, quite simply put, what goes round has always, eventually, has come back around and, quite clearly, is continuing to do so.

“
*'horrendous
debt burden'*
”

First, having, in 2008 and 2009, drilled down way beyond sustainable long-term debt levels into the permafrost of debt dependency, 15 years on the increases in interest rates are having a disproportionate effect on the affordability of government, business and consumer debt - just when it was needed, just at the moment when (although always unethical as far as I am concerned), it would have been having its moment of cost-effective usefulness.

The selection of financial factoids sprinkled through the 'Briefs' in this month's news pages are just the tip of an iceberg of debt issues that threaten to engulf global

capitalism and plunge us into a Japanese style economic nuclear winter of stagflation, collapsed capital markets, low yields and low investment that could haunt us for a couple of decades.

In the past few years, I have been particularly concerned at the lack of new product R&D taking place in our own industry. Yes, of course, there are some new products coming to market - some, a steady trickle. But the motorcycle P&A and G&A sectors are not managing to afford the scale of innovation that is their primary pathway to growth.

This has been apparent at all the shows I have managed to visit since travel and shows became available again. As I start to eye the upcoming EICMA 'Milan' Show in seven weeks (at the time of writing) I am fearful of seeing that paucity replicated there, of all shows, because, in business terms, Milan really is a window into the current state of the motorcycle accessories industry.

Secondly, we are now closing in on the tenth anniversary of that ill-fated so-called "merger" between Ticker Rocky (as was) and MAG - happening, as it did, just as the industry was traversing what we all thought then was the bottom of the cycle. We all knew then that it wouldn't, couldn't end well (thank you for nothing Mr Private Equity sector). The continuing fallout from that fiasco will be impacting the prospects for dozens if not hundreds of vendors, and dozens if not hundreds of industry professionals this winter.

Robin Bradley

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NEWS BRIEFS

After an eight-year tenure, industry veteran David Zemla has announced he'll be stepping away from S&S Cycle. "I've had the honor of working with some incredible teams while at S&S and together we've transformed this storied brand, readying it for an evolving market and many years of success. Now it's time for me to take a break, spend some time with my family and prepare for the next challenge," shared David. Previously Zemla had led the sales and marketing efforts at Performance Machine, Progressive Suspension and helped develop Burly Brand before moving to Wisconsin to assume the VP of Marketing role at S&S Cycle.

Indian Motorcycle is recalling certain 2023 Challenger, Pursuit Dark Horse Icon w/Premium Package, Pursuit Dark Horse w/Premium Package, and Pursuit Limited w/Premium Package motorcycles - some 50 units in total. An improperly assembled fuel line could result in an engine stall, "increasing the risk of a crash or injury."

Drag Specialties has added James Hunt as a Northeast sales representative for Long Island, New York - which must be one of the toughest beats for any road warrior. Hunt was formerly a motorcycle shop owner in the Pennsylvania area, and has been riding since he was seven years old. He is now involved in road racing with a private club and enjoys surfing and working on motorcycles and classic cars.

In a move that suggests an evolution of its sales strategy, Rocky Mountain ATV/MC, one of powersports' largest retailers and distributors, is joining AIMExpo for the first time at the 10th annual show, February 6-8, 2024, at the Las Vegas Convention Center. The employee-owned company was created in 1985 when founder Dan Thomas saw a need for ATV wheels and tires, and has grown to become a powerhouse in the industry, additionally designing, manufacturing, and testing products.

Drag Specialties has appointed John Vyborny to the sales team roster covering the western Pennsylvania area. "John comes to us with several years of experience having been a dealership owner and service manager in the PA area."

<<< Continued from cover

of the two new CVO motorcycles (as well as the new models in the Enthusiast and Icons collections from earlier in the year) completed, Harley has revised its full year 2023 outlook for HDMC.

For the full year 2023, and in-line with a realigned corporate reporting structure, the company has revised its HDMC and LiveWire unit sales guidance and now expects HDMC revenue growth of flat to 3% and operating income margin of 13.9 to 14.3%, with LiveWire motorcycle sales of just 600 to 1,000 units.

The company still expects HDFS operating income decline of 20 to 25%, a LiveWire operating loss of \$115 to \$125m and Harley-Davidson, Inc. capital investments of \$225 to \$250m.

For the second quarter, HDMC reported gross margin of 34.8%, an increase of 400 basis points, against a revenue decline of -4% "behind a 10% decrease in wholesale shipments related to the unplanned production suspension." HDFS revenue increased 19% on higher interest income and increased investment income. Harley delivered diluted Earnings Per Share

(EPS) of \$1.22.

Consolidated operating income in the second quarter was down -20%, driven by a decline of 8% at HDMC, a decline of 31% at HDFS, and an operating loss of \$32m in the LiveWire segment. Consolidated operating income margin in the second quarter was 15.3% compared to 18.9% in the second quarter a year ago.

Second quarter gross margin was up



4.0 points behind pricing, cost productivity and shipment mix, more than offsetting the negative impacts from reduced volume and foreign currency. Second quarter operating income margin fell by 0.6 points due to higher operating expense, including higher people costs and marketing spend.

For the first half of 2023, HDMC achieved operating income margin of 19.2%, an increase of 240 basis points

on HDMC revenue that was up 8% versus prior year - "driven by a 2% increase in wholesale motorcycle unit shipments" and delivered diluted EPS of \$3.27, up 12%. The company repurchased \$156m of shares (4.1 million shares) on a discretionary basis.

Consolidated revenue was down 2% in the second quarter, driven by a revenue decline of 4% at HDMC, which was partially offset by revenue growth of 19% at HDFS.

HDFS' revenue was up \$38m in the second quarter, an increase of +19%, driven primarily by higher interest income and increased investment income. HDFS' operating income decline of \$27m, or down -31%, was driven by higher interest expense and an increased provision for credit losses.

LiveWire revenue for the second quarter was down compared to the same quarter in 2022, due to lower unit sales of LiveWire ONE electric motorcycles and STACYC electric balance bikes. LiveWire operating loss of \$32m in the second quarter, in-line with expectations, was driven by product development spending associated with the launch of the Del Mar electric motorcycle.

Harley-Davidson sales revenue and production data... 2nd quarter 2023

Income statements in \$1,000s (except share)	THREE MONTHS ENDED		SIX MONTHS ENDED	
	2023 Q2	2022 Q2	2023 Q2	2022 Q2
Net sales revenue	\$1,198,136	\$1,253,965	\$2,755,965	\$2,546,735
Gross profit	\$417,474	\$387,140	\$974,500	\$794,722
Total operating income	\$221,338	\$277,615	\$590,947	\$566,847
Net income	\$173,830	\$215,849	\$475,659	\$438,351
Diluted earnings per common share	\$1.22	\$1.46	\$3.27	\$2.91
NET SALES REVENUE				
H-D Motorcycles	\$ 890,919	\$935,172	\$2,193,297	\$1,992,177
Parts & Accessories	215,520	214,267	383,192	379,587
Apparel	66,356	77,325	137,747	128,729
Licensing	5,116	11,781	11,326	18,278
Other	20,225	15,420	30,403	27,964
MOTORCYCLE SHIPMENT DATA NOTE: H-D MOTORCYCLE SHIPMENT DATA IS NOT THE SAME AS RETAIL REGISTRATIONS				
United States	24,229	28,181	66,817	64,000
WORLDWIDE MOTORCYCLE SHIPMENTS				
Grand American Touring	20,270	21,758	52,489	47,770
Cruiser	15,476	14,565	36,734	30,128
Adventure Touring	1,027	3,168	3,202	6,685
Sport and Lightweight	6,161	8,452	12,746	18,106
Total	42,934	47,943	105,171	102,689
RETAIL SALES OF H-D MOTORCYCLES:				
United States	32,161	31,641	56,438	60,985
Canada	2,899	3,086	4,643	4,955
EMEA Region	8,120	8,656	14,037	14,946
Asia Pacific Region	7,525	6,045	14,406	12,744
Latin America Region	821	791	1,427	1,600
Total	51,526	50,219	90,951	95,230

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400 cc Triumph Singles Mark New Era for British Brand

By Ben Purvis

TRIUMPH

Since John Bloor took control of Triumph back in 1983, the company has manufactured bikes with two, three and four-cylinder engines, but these new 400 cc machines are the first single-cylinder models to reach production in the 40 years since he saved the brand.

The new Speed 400 and Scrambler 400 X are the fruit of Triumph's collaboration with India's Bajaj (also KTM's partner), and the hope will be to take on the likes of Royal Enfield for a substantial slice of the domestic Indian motorcycle market.

They're not simply Triumph-badged Bajaj machines, but clean-sheet

Scrambler 400



rear monoshock suspension are up-to-date, promising strong handling and putting the bike into the mix against more modern-looking rivals like **KTM's** 390 Duke (also built by Bajaj) and **BMW's** G310R, which is made in India by **TVS**. There's a 1,380 mm wheelbase and 24.6-degree rake, plus 17-inch cast alloy wheels and **Metzeler** Sportec M9RR tires,

all aligning to promise fun handling, while a low 790 mm seat means the Speed 400 is low enough for most riders to get their feet flat on the floor. Even with the 13-liter fuel tank filled, the bike weighs only 170 kg, so the single front brake, by **Brembo's** 'ByBre' sub-brand, should be enough to be effective.

On board, you get a combined analog and digital readout for all the main functions, plus a USB-C charging port. The Scrambler 400 X takes the same main components and remixes them to fit in with Triumph's Scrambler range. The wheels are still alloys, but the front grows to 19 inches in diameter, and the frame is reworked with a 20 mm longer front section at the steering head and a revised, 23.2-degree rake. The suspension is similar to the Speed 400 but with longer travel, raising the seat to 835 mm. The same 'ByBre' front caliper grabs a 320 mm disc - up from 300 mm on the Speed 400 - to cope with the Scrambler 400 X's slightly increased 179 kg wet weight.

37.5 Nm of torque at 6,500 rpm. Despite only a slight capacity advantage, the Triumph single makes around twice as much horsepower as **Royal Enfield's** 350 cc engine. The power goes through a slipper clutch to a six-speed transmission, and reaches the ground tamed by a switchable traction control. The engine is mounted in a 'hybrid' frame that's part perimeter, part spine design, made of steel tubes and

featuring a bolt-on subframe that will allow more varieties of bikes to be made from the same central building blocks - a classic modular approach. At the bottom of the new single-cylinder range there's the Speed 400, which is designed to align with the Speed Twin 900 and 1200 models in Triumph's 'Modern Classics' line. Although the seat and tank are retro in shape, as is the simple, round headlight, the 43 mm USD forks and

"Speed 400 and Scrambler 400 X are the first results of Triumph-Bajaj venture"

designs that will be made in all Triumph's mass-production factories - three in **Thailand**, one in **Brazil** - as well as Bajaj's Indian plant, will be sold in all Triumph's global markets - presumably, including the United States.

Both models are built around the same platform, centered on a completely new single-cylinder engine. Despite the fins, the 398 cc single is water-cooled, with double overhead camshafts and four valves operated by finger-followers. There's a reverse-rotating balance shaft to keep it smooth and DLC internal coatings to reduce friction. The result is 29.4 kW (40 PS) at 8,000 rpm and

Speed 400



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NEWS BRIEFS

As of late August, MIC Events said that AIMExpo (Las Vegas, February 6-8, 2024) had already signed more than 15 OEMs and "hundreds of additional exhibitors that will occupy more than 225,000 square feet of exhibit space." Show highlights include a return for the Disruptive Thinking education series (being sponsored by Motorcycle & Powersports News); two e-Bike demo areas; New Product Central; the Dealer Recharge Zone on the show floor; the MIC Business Center, where MIC members will have access to meeting rooms, basic business services, a lounge, beverages, and lunch. At the time of writing, it appeared that AIMExpo was still anticipating Tucker Powersports' participation in the show, on an apparently similar basis to that seen in February 2023, including sponsorship of the Industry Party.

According to data from Moody's, the number of corporate debt defaults in 2023 have already blown past last year's total by June 30, 2023. 55 US firms defaulted on their debt in the first half, a +53% increase from total US corporate defaults in all of 2022. Global debt defaults could keep surging as financial conditions continue to tighten, the firm warned.

K&N Engineering has appointed Craig Scanlon as CEO - replacing Randy Bays, who is taking up a board role. Scanlon brings 20+ years of leadership experience in automotive and performance powersports to K&N. He spent eighteen years at Polaris, "where he played a pivotal role in building multi-billion-dollar businesses including the Polaris RZR and Polaris Ranger brands." He also spent four years as CEO of Transamerican Auto Parts. His love for racing, particularly off-road racing, has seen him compete in prestigious events like the BITD and SCORE series, culminating in his recent victory at this year's San Felipe 250.

This summer H-D moved to fill the CFO vacancy created by Gina Goetter's abrupt decision to quit the role after just three years. Jonathan Root, SVP of Harley-Davidson Financial Services (HDFS), has been handed the hot seat, one that may prove to be a 'poison chalice' in career terms. "Jonathan is a proven leader with extensive knowledge of our business, matched with strong financial acumen - we're excited to have him in place to lead the finance organisation at Harley-Davidson," said Jochen Zeitz, Chairman, President and CEO, Harley-Davidson.

Industry Veteran Bob Kay to Lead Independent Motorcycle Aftermarket Council (IMA)

The Motorcycle Riders Foundation in the United States (MRF) has formed a council to review the challenges that independent motorcycle dealers and custom bike builders face - providing a channel for their interests as motorcycle industry stakeholders to be addressed by MRF lobbyists in Washington, DC.

"We are pleased to have Bob Kay leading the Independent Motorcycle Aftermarket Council," stated Kirk 'Hardtail' Willard, "Bob's firsthand experience over five decades in the motorcycle industry will be invaluable in helping to direct the efforts of our lobbyists."

The MRF went on to say that "the



Bob Kay

recent focus on the future of internal combustion engines is threatening the future of independent motorcycle dealers and custom bike builders to provide alternative service centers, as well as servicing older bikes and customization projects."

Bob Kay said, "I am extremely pleased with the team we have been able to put together. The mission is to focus lobbyists on our right to repair and modify. The Independent Motorcycle Aftermarket Network will be a forum through which the efforts to campaign for those rights can be protected and developed."

Chaired by Bob Kay, initial IMA Council membership includes Keith Ball from Bikernet, Chris Callen from Cyclesource Magazine, Scott Hakins from S&S, Steve Broyles from Stevenson Cycles, John Jessup from Dream Rides, Jason Hallman from Cycle Stop USA and John O'Brien from Hardcore cycles.

Independent motorcycle dealers and custom bike builders wishing to join the Independent Motorcycle Aftermarket Network can contact Bob Kay at IMA19032023@gmail.com or visit the website at www.mrf.org. There is also a private Facebook group

Major IMA Policy Issues

- The Motorcycle Riders Foundation (MRF) provides leadership at the federal level for states' motorcyclists' rights organizations as well as motorcycle clubs and individual riders.
- The MRF is chiefly concerned with issues at the national and international levels that impact the freedom and safety of American street motorcyclists.
- The MRF is committed to being a national advocate for the advancement of motorcycling and its associated lifestyle, and works in conjunction with its partners to help educate elected officials and policymakers in Washington and beyond.

Right to Repair - Riders or their repair shop of choice should have access to the tools, parts, and technology they need to service, maintain or repair their motorcycles. The right of riders and independent shops to do so needs protection from those who seek to restrict that access.

Right to Modify - The ability to modify and customize a legally owned motorcycle is a fight that the MRF has won before. In the 1990s the MRF defeated a proposal that would have limited modification to "color and chrome." We continue to fight for consumers rights to modify the products they buy.

Renewable Fuels - The availability of fuel for use in motorcycles is under pressure. The MRF fights for the universal availability of

approved fuel blends, containing no more than 10% ethanol by volume.

Internal Combustion Engines (ICE) - Not only is the availability of the fuel that riders need under pressure, but the engines that use that fuel are also being obsoleted. A push to ban the sale of ICE vehicles is happening right now. We believe Americans should have the right to choose what type of engine to buy and not have their choice mandated by the government.

End of Life Directives - In Europe, "end of life directives" require vehicles over a certain age be turned in for destruction. Policy ideas that first appear in Europe have a history of popping up in the United States. The ability to own, collect, work on, and refurbish older motorcycles is a fundamental part of who we are as motorcyclists. The MRF will lobby against any end-of-life directives in the U.S.

Protect the Motorcycle Ecosystem - Independent shops and manufacturers are a critical part of the motorcycle ecosystem. They provide choice and competition in the marketplace. The MRF believes that to preserve the lifestyle and culture of motorcycling, independent shops and manufacturers must be protected. They must be permitted a level playing field on which to openly and fairly compete for consumer business. Specific classes of motorcycle dealerships should not have a legally enshrined competitive advantage.

set up for discussion of these important topics plus a public Instagram page dedicated to

propagating IMA news and events. You can also support lobbyist efforts by purchasing a Sustaining Independent Motorcycle Aftermarket Annual Membership at...

www.mrf.org/join/join-mrf-imac



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HHI Radial Mount Calipers

The New Radial Mount Caliper from HHI is a precision CNC machined 6-piston design made of 6061 billet aluminum. This Bolt-On design incorporates the popular 108mm mounting style used by leading suppliers of HD Performance Lower Legs Sets and Custom Front Ends. Using Differential Bore Technology for Optimum Performance and Dual Bridge construction for rigidity this caliper stops Great! Available in Machine, Black, Inca Gold, Aztec Red, and Chrome.



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NEWS BRIEFS

KTM parent company PIERER Mobility Group (Austria) has reported 190,293 motorcycles sold in the first half of 2023 (up from 163,334 in H1, 2022). Motorcycle unit sales were +16.5% with bicycles bucking the global trend with growth of some +39% (71,401 e-bicycles and bicycle units). The Group sold 76,767 motorcycles in Europe (+25%) and 59,212 bicycles (+40%). Almost 60% of motorcycle sales were outside Europe, with North America worth 50,472 units (+13%) and India worth 33,029 units, up by a massive 81%. Revenue growth of +20.2% set new record €1,387.6m (\$1.5bn USD). The group's motorcycle businesses and brands posted +19% revenue growth; group-wide Europe accounted for 59% of revenue, with North America delivering 28%. In Europe, KTM, Husqvarna, and GASGAS saw an increase of +20% in registrations, achieving a market share of 10.2% (up from 9.9% for the year ago period).

The NHTSA (campaign #23V591000) has announced that Harley-Davidson is to recall 65,224 Softails due to a shock absorber fastener fault that may be able to allow the rear shock to puncture the rear tire. Models affected include certain 2018-2019 FLDE, 2018-2021 FLHC, 2018-2023 FLHCS, 2018 and 2023 FLHCS ANV, 2020-2023 FXLRs, 2022-2023 FXLRST, and 2022 FXRST motorcycles.

Santa Fe, California SSR Motorsports has taken on the role of distributor for QJMotor products in the United States. Zhejiang Qianjiang Motorcycle Co., Ltd. (QJMotor) is the parent company of Benelli Motorcycles and is Harley's contract manufacturer in China. PSB reports that QJ models, which have been available in the U.S. since the spring, complement SSR's line of on-road motorcycles, off-road motorcycles and side-by-sides. The QJ lineup features the SRF135 street mini and the SRT750X adventure bike. "QJMotor has models that are right for the U.S. market and hit some key price points and model segments," says ex Drag Specialties and Parts Unlimited, Tucker Powersports, Metzeler, Hisun and KTM industry veteran Greg Blackwell, recently appointed as SSR's Vice President of Sales and Marketing. The initial QJ lineup features 11 models, from the SRF135 street mini to the mighty SRT750X adventure bike.

European Custombike Championship at Custombike Show

December 1st to 3rd, 2023, Exhibition Center, Bad Salzuflen, Germany



For the first time, the European Custom Bike Championship will take place at the Custom Bike Show in Germany in December.

The winner will receive €5,000 in prize money but, more importantly, receive the prestige of being chosen as the European Champion custom bike builder.

We here at AMD are delighted to see a concept that we ourselves had put so much into nurturing now being taken forward by one of the world's leading custom motorcycle exhibitions, and we wish the organizers and owners of Custombike Show (the Bad Salzuflen Exhibition Center) and the magazines that will support it (Dream Machines and Custombike) all possible success! This is a great move for a show that has had more than its share of problems in recent years, due to the pandemic and the bankruptcy of former show owner Huber Verlag, and a great move for the two surviving ex-Huber magazines - Custombike and Dream Machines. Above all though, it is great news for custom motorcycle fans, for custom bike builders and for the motorcycle industry in general.

More than 300 custom motorcycles are expected to be on show in the three exhibition halls, with a good 1,000-plus motorcycles in total. The show will also continue to host the European Biker Build-off.

The Custom Bike Show Bad Salzuflen has been "the place to be" for customizers from all over Europe for almost 20 years and the largest show-



dedicated custom motorcycle expo worldwide.

The heart of the event has always been the bike show. Since its inception, there have been winners from Scandinavia to Slovenia, from Belarus to Portugal. As a consequence, the decision for the bike show to be organized as the "European Custombike Championship" is entirely logical - a "no brainer" as the saying goes.

As part of the realignment of the bike show, the organizers are also making a big difference in terms of prize money. With €5,000 for the "Best in Show", Bad Salzuflen becomes the home of Europe's highest-paying custom contest.

Both professionals and amateur customizers will be able to enter and compete, with every style, platform and brand of motorcycle allowed. The bike show winners can look forward to trophies in 16 categories, with invitations to European partner events and bike features in the world's custom press.

Registration is through the multi-

lingual championship platform at - www.european-custombike-championship.de

Registration is not a guarantee for selection to compete, but it is necessary for consideration. The invitations with all supporting information about the European Custombike Championship will be sent out between October 1st and November 10th, 2023.

The selected bikes will be listed on November 30, 2023. The winners in the 16 categories will be chosen by a specialist jury consisting of editors from the magazines Custombike and Dream Machines. The awards ceremony will be on Sunday 3rd December, 2023 on the main stage.

The categories are: Best In Show - winner of the European Custombike Champion title and €5,000 prize; Best Bobber; Best Old School; Best Café Racer; Best Engineering; Best Chopper; Best Paint Job; Best Sportsbike; Best Radical; Best Fighter; Best Roadster; Best Clubstyle; Best Moped; Craziest Bike; Rookie of the Year.

www.custombike-show.de





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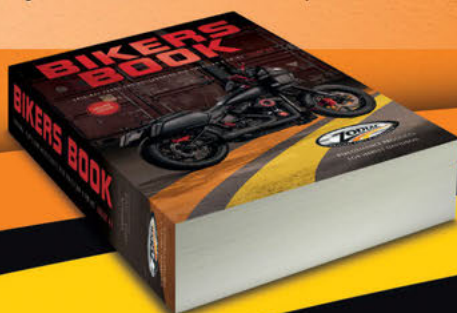
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NEWS BRIEFS

Heading into the Bagger Racing League Championship Round at the legendary Willow Springs Raceway, California, November 16-19, 2023, **Trask Performance's** Shane Narbonne leads the **NAMZ** Bagger GP class from Suburban H-D (Benny Carlson), **Lloydz Garage** (Hawk Mazzotta), **Alloy Art** (Oleg Painykh and Bryan Shields). In the **Andrews Cams** Big Twins, Shredder Bob Racing (Bobby Parker) lead Lloydz Garage's Hawk Mazzotta. The **Zipper's** American Twins Unlimited has Lloydz Garage's Josh Baird leading the class from Craig Braymiller (A Plus Performance), with Trask's Gunnar Ouellette leading Clayton Braun (Rundlett Racing) in the **Metzeler** Pro Stock Bagger. In the **ICON** Lite Weight Twins, Suburban H-D's Jake Masters has the lead from Anthony Gilmore (RF Racing) and Suburban's Cody Gilmore. Finally, the **DP Brakes** F/S Cup sees Josh Baird (Lloydz Garage) ahead of Suburban H-D's Benny Carlson and Alloy Art's Kory Cowan.

China is to launch a \$40bn state backed investment fund to boost its computer chip industry as the country ramps up efforts to catch up with the U.S. and other rivals. It is likely to be the biggest of three funds launched by the China Integrated Circuit Industry Investment Fund, also known as the 'Big Fund'. Its target of 300bn yuan (\$41bn) outdoes similar funds in 2014 and 2019, which, according to government reports, raised 138.7bn yuan and 200bn yuan respectively.

Six-time WorldSBK Champion, Jonathan Rea, will leave the Kawasaki Racing Team (KRT) at the end of the 2023 season. Formally contracted for both the current and 2024 seasons, Rea will be released from this agreement by mutual consent at the end of the racing season. During his time riding for the official Kawasaki factory team, 36-year-old Rea achieved an unprecedented haul of six WorldSBK titles (2015 to 2020 inclusive) as well as accruing a slew of other records including all-time WorldSBK records for Championships, Race Wins (119, 104 for Kawasaki), Podiums (256), Fastest Laps and Overall Points Scored. Rea will be racing for Yamaha from 2024.

Taiga Motors (LaSalle, QC) has added the 160 hp Orca Performance fully electric PWC. Features include what is described as a "revolutionary sheet-molded composite hull, an enhanced powertrain, and cutting-edge 6th generation Tractive Unit.

European styling and American engineering

By Ben Purvis



The X-Wedge was originally developed in the heyday of the volume custom bike building era by S&S Cycle, and originally launched in 2007 as a 56.25-degree off-the-shelf turn-key option for proto-OEM brands and custom bike builders.

unveiled by Chongqing Huansong Industrial Group - better known in Western markets for the HiSun brand of ATVs and side-by-side four-wheelers that it offers globally.

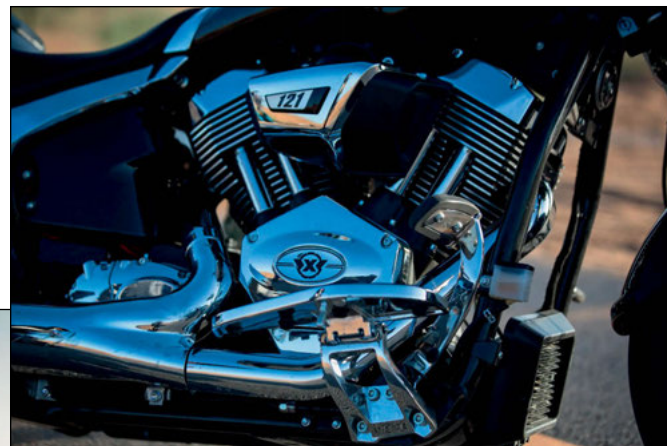
We scooped the plans for a new range of Chinese-made cruisers using the X-

Wedge engine earlier this year, but at that time what wasn't known was that Huansong had bought the whole X-Wedge project and would be building the engines in-house.

The three-cam, fuel-injected V-twin was first seen in 117 ci form but rapidly

'X-Wedge cruiser brand'

Fast forward 15 plus years to a much-changed world, and September 2023 saw the return of the X-Wedge brand with an initial five model range



Autoliv Airbags on Bikes by 2025

By Ben Purvis

For more than 70 years, Autoliv (Stockholm, Sweden) has been manufacturing safety equipment for cars and in a landmark move it's turning to motorcycles with the aim of bringing airbag technology to the mass market in 2025.

Autoliv might not be a household name, but the company has been at the forefront of car safety for decades. It developed the first car seatbelt back in 1956, the seatbelt pretensioner in 1989, the knee airbag in 1995 and the side curtain airbag in 1998. In 2021, it signed a deal with **Piaggio** to develop an affordable on-bike airbag system for motorcycles and scooters.

Now the company says its on-bike airbags will reach production in the first quarter of 2025 as part of the company's ambitious goal of saving 100,000 lives per year by 2030. At the moment, Autoliv estimates its safety equipment saves around 35,000 lives per year, so the prospect of reducing

motorcycle-related fatalities could be a significant step towards that target. Although **Honda** has been equipping some Gold Wings with airbags across two generations of the bike, starting in 2006, the technology hasn't spread. Autoliv believes that by applying

there are a lot of crashes where a car pulls out in front of a motorcycle, causing a direct frontal impact for the bike. It's in those circumstances that airbags promise to be particularly helpful.

The Autoliv airbag system is generally similar to the one on the Honda Gold Wing, inflating a bag in front of the rider when it senses a frontal impact. It's suited to scooters and most motorcycles with upright riding positions (sports bikes with a forward-biased riding position are a tougher challenge because the rider's head is closer to the point of impact - reducing the time in which an airbag can be inflated).

The system is made up of sensors, a wiring harness, an electronic control unit and the airbag itself - which uses an electric signal to start a chemical reaction that fills the bag with gas in milliseconds, just like those in cars. Because the technology is similar to

'world's biggest automotive safety supplier getting on two wheels'

airbags to small-capacity bikes and scooters - the sort of vehicles that are vastly popular in places like China and India - there's scope to save a large number of lives. In those markets there's a lower use of helmets and a large proportion of motorcycle traffic is concentrated in cities, which means

grew to 121 ci, the same size that the new X-Wedge branded models use. That's around 2,000 cc, which is why the four Chinese-made machines in the X-Wedge line-up use that number in their names.

All the new bikes have been styled in Europe by Kiska Design, the same

cruisers there and Harley-Davidsons are aspirational machines, way out of reach for most riders.

Although prices for the new X-Wedge models haven't been announced, and nor have performance figures, the engine shouldn't be short of power and the Chinese manufacturing

very obviously takes aim at the Harley Tri Glide Ultra.

At this point, the X-Wedge range starts to veer away from direct Harley-Davidson rivalry, as the Voyager VS2000, which is essentially the Ranger RX2000 with a traditional sidecar bolted on the right-hand side. That makes it a three-seater and adds a distinct appeal of its own. Sidecars might seem outdated in the Western world, but in China they remain popular; the Changjiang CJ750 was a definer for the Chinese sidecar market, built there for decades as a copy of the Soviet Dnepr M-72 - itself a descendant of the pre-war BMW R-71. The final of the five models in this first X-Wedge range iteration is distinct from the rest, not only in its style and layout but also its engine. It's the Walker WR1000, and as the name suggests it has a 1,000 cc engine.

The 976 cc, liquid-cooled V-twin borrowed from the largest of HiSun's ATVs, connected to a CVT transmission with an electromechanical reverse gear, and, in the Walker WR1000, it powers a reverse trike (two wheels at the front and one at the rear). It's clearly developed to rival Can-Am's Spyder and Ryker models and, potentially, the Polaris Slingshot line. At the moment, X-Wedge's plans outside China remain a mystery, but given the global presence of the HiSun ATV brand owned by the same parent company, and an established McKinney, Texas based US operation already established, there's a good chance they'll be exported once production is up to full speed.



Walker WR1000

company that's responsible for the appearance of most KTMs in recent years as well as many CFMoto designs. Indeed, Kiska is owned by the PIERER Mobility parent company that owns KTM.

The first is the Ranger RX2000, a Fat Boy-style cruiser with alloy wheels, plenty of chrome and conventional looks that is aimed squarely at attracting Harley-Davidson customers. In China, it's a plan that might work well; there's a strong market for

should keep costs down.

Alongside the Ranger, X-Wedge has launched the Rover RL2000 as a full-dress tourer built around the same main components. Wearing full luggage and a bar-mounted fairing, it's a direct competitor for the Harley Ultra Limited, and is stacked with tech including a large, 7-inch touchscreen display.

The same front-end design and top case also feature on X-Wedge's trike model, the Vanguard VT2000, which

car airbags, it can be cheap enough to be fitted even to low-cost bikes and scooters.

The challenge, which Autoliv appears to have solved, is to get the airbags to react fast enough once an impact is detected: bikes don't have the long bonnets and crumple zones of cars, so the time between initial impact and setting off the airbag is extremely limited.

While airbags are only intended to be effective in frontal crashes, Autoliv sees them as part of a holistic safety solution. The company is also developing worn airbags, to be fitted in vests or even in backpacks, and has also teamed up with Airoh to develop a helmet-mounted airbag system. However, the motorcycle-mounted bags are likely to be the most effective in reducing deaths and injuries as they don't rely on the rider to make sure he or she is wearing all the right kit.

Given the existing relationship between Autoliv and Piaggio, it's likely that the first production versions of the airbag will appear on bikes from one



of the Italian manufacturer's brands, which also include **Aprilia**, **Vespa** and **Moto Guzzi**. In 2022, Piaggio showed a prototype airbag-equipped version of the MP3 scooter at **EICMA** in Milan, so there's a strong chance that will be among the first models to get the system.

However, Autoliv is also expected to offer its airbag system to any other manufacturer that wants to adopt it, so in much the same way as many motorcycle brands use the same Bosch ABS braking systems, multiple companies could end up using the same Autoliv airbags in the future.

NEWS BRIEFS

In case the implication of recent announcements passed you by, Harley-Davidson now plans annual Homecoming rallies, starting in 2024. Though generally reserved for every fifth year, in the past Harley tried to apply that branding to the interim Labor Day 'Milwaukee Rally' centered on its museum, but neither concept, combined or otherwise, has ever achieved critical mass. That hasn't deterred Harley CEO Jochen Zeitz from announcing that the Homecoming rally will now be an annual event, starting next year. "Why would we just have a rally every five years in our hometown? Let's do this every year and have a big party. That's the plan," he says. The dates for next year's Homecoming will be July 25-28, 2024, where Zeitz says they plan to honor H-D icon Willie G. Davidson.

Volcon Inc. (NASDAQ: VLCN), which describes itself as "the first all-electric, off-road powersports company," reported its operational highlights and financial results for the second quarter of 2023, stating that "as of June 30, 2023, we have 142 dealers, taken delivery of our first eight Stag validation units in 2023, units that include custom suspension parts in addition to the GM propulsion components, and expect to launch the Stag to dealers in Q4." It additionally says that it has taken pre-orders for the Stag of more than \$115m; has started Grunt EVO production with first deliveries anticipated by the end of August, followed by a Runt LT launch in Q4 of 2023.

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.

Drag Specialties has added Rudy Muller to its outside sales team covering the Colorado area. "Rudy comes to us with several years of mechanic and sales rep experience at the dealer and vendor levels. He also has a Motocross and Super Hooligan racing history."

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

NEWS BRIEFS

CNBC reported a LendingClub analysis that said as of June, 61% of adults are living "paycheck to paycheck to meet essential living expenses, with little to no money left over." Almost three-quarters, 72%, of Americans say they aren't financially secure given their current financial standing, and more than a quarter said they will likely never be financially secure, according to a survey by Bankrate. This struggle is nothing new. Principal Financial Group found in 2010 that 75% of workers were concerned about their financial futures. What's more, since 1979, wages for the bottom 90% of earners had grown just 15%, compared with 138% for the top 1%, according to a 2015 Economic Policy Institute report.

The Ducati Riding Experience (DRE) Racetrack Academy has come to America for the first time - at the Circuit of the Americas in Austin, TX, on September 10-11, 2023. It offers riders the chance to train with legends of American racing "to unleash their riding potential aboard their Ducati motorcycle." Some 85 lucky 'Ducatisti' will enjoy "an unrivaled track experience." Since the DRE program started in Europe in 2003, some 28,000 riders have participated. At COTA, instructors will include American racing legends Ben Bostrom, Eric Bostrom, Jake Zemke, Jason Pridmore and Roger Lee Hayden. Toni Elias, Corey Alexander, Shelina Moreda, and current Warhorse HSBK Racing Ducati New York riders Josh Herrin and Xavi Forés will also provide instruction for attendees.

Kawasaki is to sponsor the "Future Life Expo: Future City" project, part of the Future Society Showcase Projects Exhibition at Expo 2025 Osaka, Kansai, Japan. "In the thematic area of transportation and mobility, Kawasaki will showcase sustainable mobility that will move and inspire the people, things and minds of the future, based on the concept of "Kawasaki Future World: Driving force for a prosperous society". At the Expo, Kawasaki says its aim will be to "present exhibits that prompt people to think about sustainable mobility that will move and inspire people, things and minds. The original purpose of mobility is 'movement', where the movement of people and things from one place to another evokes emotions such as joy and excitement. Our plan is to inspire such emotions through sustainable mobility and demonstrate its effectiveness in cyberspace".

Small Details Make Big Differences

French battery and charger manufacturer BS Battery is into the second year of its relationship with Parts Unlimited and Drag Specialties in the United States.

Building on the company's long-standing success with Parts Europe, its US office is now ramping up the service it provides in support of Drag Specialties sales staff and their dealers, with a Florida based facility headed up by ex-Yamaha USA man Frank Pittman as Chief Representative for the United States market.

Seen here with LeMans Chairman Paul Langley and new US marketing coordinator Angèle Linard, Frank told AMD that "as we head into the second year our priority continues to be ensuring that Drag Specialties is fully supported, ensuring that its sales executives have everything they need to help dealers engage with the BS Battery brand.

"We are focussing with dealers on our charging station, with product displays and an assembly kit to mount up to two BK20 Smart Chargers. Our R&D told us that dealers, and riders for that matter, appreciate products that pay attention to the details of real-world use and convenience, and this is especially true with chargers.

"It is the small details that make the big differences. 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, and additional features such as an auto-detect for acid and lithium technology internal overheat protection with spark free connection to eliminate reverse polarity and short circuit."

BS Battery's BK20 (6V & 12V - 2A) has been developed mainly for professionals in authorized dealership

and independent custom shop environments (and multi-bike consumers). It offers three channels of charge with different voltages and chemistries simultaneously, including a reconditioning function.

At the top-of-the-range, the ergonomic BS30 (12V - 3A) comes complete with a multi-axis hook. BS Battery provides three models altogether, all with the latest market appropriate certifications and approvals.

www.bs-battery.com

Honda Working On Self-Balancing Gold Wing

By Ben Purvis

Like Yamaha, Honda has been working on steering-assist systems for bikes for several years as it pursues a goal of zero motorcycle fatalities by 2050 - but a new patent suggests the same technology could also be used to help prevent much less severe crashes, and specifically the sort of embarrassing 'drops' that can happen when you're

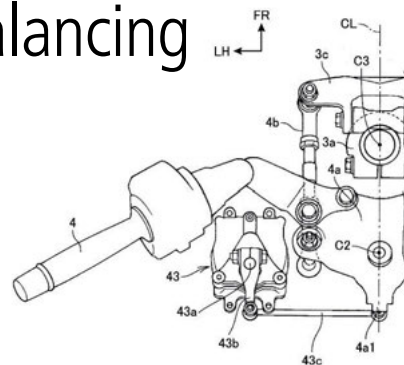
'Steering-assist could prevent parking embarrassment'

pushing a bike around to park it. Illustrated on a Gold Wing - surely the most likely candidate to get this system thanks to its huge weight - the system is essentially a steering-assistance servo that's connected to tilt sensors on the bike.

When in parking mode, something that the semi-automatic DCT version of the Gold Wing already has, allowing

it to move forwards and backwards at walking speed to take the effort out of maneuvering, the system is intended to prevent the bike from adopting a lean angle that makes it hard to hold upright.

We're all familiar with the physics that means an upright bike can be balanced with minimal effort when you're pushing it, but when it starts to lean over, the weight appears to multiply rapidly. The Honda system, shown in the new patent application, is designed to stop that from happening by automatically steering the bike into the angle of lean, bringing it back to an upright state. Specifically, the system is intended to be used when you're standing alongside the bike and pushing it. It will allow a certain amount of lean angle towards the side that you're standing on, but not so much as to make the weight unmanageable. It doesn't let the bike lean in the other direction at all, because it's much



harder to hang on to a bike that's started to topple away from you.

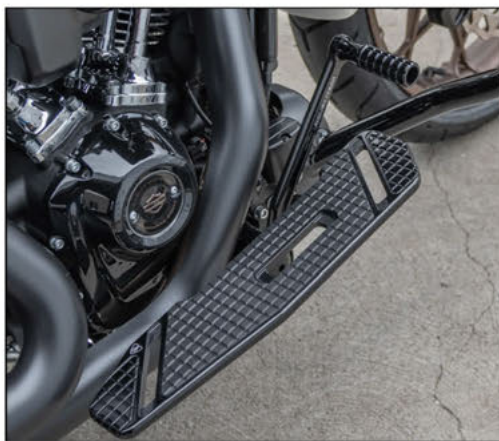
It might not have the life-and-death importance of other rider-assist systems, but a system designed to take the strain and stress out of parking is arguably more useful on a day-to-day basis. The steering servo itself, illustrated in the patent, is identical to one that's previously been seen in several other Honda patent applications that relate to much more serious rider-assist systems, including lane-assist and accident-avoidance designs, so the self-balancing parking tech is likely to be just one facet of a much larger suite of safety-oriented gadgets.



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NEWS BRIEFS

Dennis Chung (Motorcycle.com) reports that a 2024 Indian FTR X 100% R Carbon has been confirmed by VIN Filings. A collaboration with eyewear maker 100% - whose Barstow goggles feature in Indian's factory G&A offering - aside from some special edition livery, the FTR x 100% isn't expected to be to be significantly different from the existing R Carbon model with its gold-colored Öhlins suspension, upgraded seat, special tank panels with Indian Script logo, silver and gold pinstriping, and various carbon fiber component upgrades compared to the standard FTR. EICMA, in Milan in November, may be the timing for the unveil.

More news about the 2023 Powersports Business Accelerate Conference (November 5-7 at the Westin Galleria in Dallas, Texas) with details of the agenda now published. A highlight this year will be Curtis Dubai, chief economist at the U.S. Chamber of Commerce, kickstarting day two with a discussion about the current US economy and what it may look like in 2024 and 2025 - inflation, the Fed, interest rates, and how these things will affect consumer spending on powersports products. Registrations are open.

Thirteen AMA No. 1 plates will be up for grabs in seven different classes at the 2023 AMA Amateur Road Race Grand Championship - October 19-22 at Daytona International Speedway. Sanctioned by the AMA and operated by the American Superbike Racing Association (ASRA), four full days of road racing action will coincide with the ASRA team challenge series and ASRA sprint races. Outside of the national championships, other awards presented at the event include the Nicky Hayden AMA Road Race Horizon Award, the AMA Road Race Youth Award, the AMA Road Race Top Novice Award and the AMA Road Race Vet/Senior Award.

Total domestic household debt in USA rose by \$16bn to reach \$17.06tn in the second quarter of 2023. Credit card balances saw brisk growth, rising by \$45bn to a series high of \$1.03tn. Other balances, which include retail credit cards and other consumer loans, and auto loans increased by \$15bn and \$20bn, respectively. Student loan balances fell by \$35bn to reach \$1.57tn, while mortgage balances were largely unchanged at \$12.01tn.

Mees and Kopp Win 2023 AFT Championships

Following his win in the **Springfield Mile I (September 2)**, Jared Mees (No. 1 Indian Motorcycle/Rogers Racing/SDI Racing FTR750) strengthened his case for consideration as **the greatest AFT rider in history in finishing second - behind Briar Bauman (No. 3 Parts Plus/Jacob Companies KTM 790 Duke) - to secure a third consecutive and ninth total Grand National Championship in the (September 3) season-ending Mission Springfield Mile II presented by Drag Specialties at the Illinois State Fairgrounds in Springfield, Illinois.**

Mission SuperTwins presented by S&S Cycle

Two-time champ Briar Bauman edged his great rival to the season's final checkered flag by 0.075 seconds - the pair having slipped free first from title challenger Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07 DT), and then Brandon Robinson (No. 44 Mission Roof Systems Indian FTR750) - to settle into a two-rider duel for the contest's second half.

The back-and-forth affair remained in question right up to that last charge to the stripe where Bauman earned his first-career Springfield Mile victory and Mees added to his legend. While the season belonged to Mees, Bauman's stunning finale served as an enticing sneak preview of what could be in store for the series in 2024.

Despite having been pitched up against multiple generations of dirt track titans over the past two decades - from Chris Carr to Kenny Coolbeth to Jake Johnson to Brad Baker to Bryan Smith to Bauman and now Daniels - Mees has stacked up a résumé that stands alongside any previously assembled in the 70-year history of the championship.

The factory Indian superstar now boasts an incredible nine Grand National Championships (2009, 2012, 2014, 2015, 2017, 2018, 2021, 2022 and 2023), equaling the great Scott Parker for most all-time.

Mees said, "It's what you wake up for every day. It's what you train for. Hats off to Scottie Parker -that's the guy that keeps me going. He kept me going year after year, race after race. He's still the best in my book, and it's an honor to match something that he did."

The same way, a tenth victory would have been a fitting conclusion to Mees' season, a 16th podium would



have been a natural way to end Daniels' remarkable sophomore campaign. Of course, the racing gods aren't often supporters of such contrivances, and thus Davis Fisher (No. 67 Rackley Racing/Bob Lanphere's BMC Racing Indian FTR750) earned the last step on the podium by 0.024 seconds ahead of Daniels in fourth, with Robinson and Beach just behind in fifth and sixth, respectively.

Fisher's second top three of the season allowed him to secure a spot in the championship top five (257) behind Mees (388), Daniels (372), Beach (301) and Bauman (299), and end the year as the top independent Indian. Daniels, meanwhile, completes 2023 with a five-win, 15-podium runner-up season, and now armed with plenty of motivation and hard-earned experience, heading into 2024.

Bronson Bauman (No. 37 Fastrack Racing/2 Wheelz KTM 790 Duke) finished seventh, with Ben Lowe (No. 25 Rackley Racing/Mission Foods Indian FTR750), Henry Wiles (No. 17 BriggsAuto.com/Martin Trucking Indian FTR750), and Jarod Vanderkooi (No. 20 JMC Motorsports/Fairway Ford Indian FTR750) completing the finale top ten.

This meant a win and three riders in the top-10 in total for the KTM 790 Duke, with five Indian FTR750 riders and two on the Yamaha MT-07.

Parts Unlimited AFT Singles presented by KICKER

Even though Kody Kopp (No. 1 Red Bull KTM Factory Racing 450 SX-F) locked up a repeat Parts Unlimited AFT Singles presented by KICKER crown a day early, the class did not lack for drama in its final outing of the year. Nine riders ran in contention for victory for the full ten laps and two minutes of the epic finale, running five wide and swapping positions all the while. *As unpredictable as it was, throughout it all, the top three positions were dominated by the*

2023 "usual suspects" - Kopp, Tom Drane (No. 59 Estenson Racing Yamaha YZ450F) and Chase Saathoff (No. 88 American Honda/Mission Foods CRF450R).

Drane took the white flag in the lead, with Kopp on his rear wheel. But before any Saturday flashbacks could fully materialize, Saathoff blew past Kopp and dove under his Aussie rival, entering Turn 3 for the final time.

The Honda ace leapt out of Turn 4 with his maiden victory in his sights, but his ascension to Progressive AFT winner status was cruelly delayed once again when Drane powered ahead to steal the win at the line by 0.043 seconds.

The victory was Drane's fourth of the season and more than enough to leapfrog his teammate and Sunday fourth-place finisher Trevor Brunner (No. 21 Estenson Racing Yamaha YZ450F) for second position in the final standings.

The near miss was Saathoff's ninth podium of the season and his sixth runner-up. Meanwhile, two-time champion Kopp finished third to round out his incredible eight-win season with an 11th podium.

Morgen Mischler (No. 13 American Honda/Mission Foods CRF450R), Trent Lowe (No. 48 American Honda/Mission Foods CRF450R), Declan Bender (No. 216 Killer Bee Racing/Luczak Racing KTM 450 SX-F), and James Ott (No. 19 1st Impressions Race Team/Husqvarna Racing FC450) finished fractions of a second back in fifth through eighth, respectively.

Kopp's teammate, Max Whale (No. 18 Red Bull KTM Factory Racing 450 SX-F), crossed the stripe as the final rider in the lead pack, registering a ninth-place result despite finishing only 0.637 seconds off the victory. The result was still stout enough to hold onto a championship top-five ranking, however, with an ultimate class order of Kopp (351), Drane (310), Brunner (305), Saathoff (291) and Whale (266).

www.americanflatrack.com

Mission AFT SuperTwins

* Lap Leader - # Best Qualifier

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	Bridgeport Half-Mile	Peoria TT	Black Hills Half-Mile	Castle Rock TT	Springfield Mile I	Springfield Mile II	Wins
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	Jared Mees	Indian FTR750	388	4	4	1*#	6	1*#	3	1*#	1#	1*#	3	1*	1*	2	3	1*#	2	1*	2	9
2	Dallas Daniels	Yamaha MT-07	372	1#	1#	2	2#	2	1*#	2	2*	3	2*#	3	3#	1*	5#	2	1*#	5	4	5
3	JD Beach	Yamaha MT-07	301	5	5	3	1*	17	2	3	4	5	5	4	5	3#	1*	3	3	4	6	2
4	Briar Bauman	KTM 790 Duke	299	3	7	7	3	4	4	7	3	4	1	2	2	6	2	12	18	2#	1*#	2
5	Davis Fisher	Indian FTR750	257	9	3	5	7	5	9	6	5	6	7	5#	8	4	8	4	5	6	3	0
6	Brandon Robinson	Indian FTR750	246	2*	6	4		3	17	5	8	2	4	11	4	5	10	6	7	3	5	0
7	Jarod Vanderkooi	Indian FTR750	215	17	2*	6	11	7	10	10	6	7	8	7	7	7	4	9	12	8	10	0
8	Bronson Bauman	KTM 790 Duke	185	11	12	8	8	8	7	8	10	8	6	13	10	11	11	10	16	11	7	0
9	Ben Lowe	Indian FTR750	174	10	14	10	4	9	11	9	11	18	11	12	14	9	9	11	9	7	8	0
10	Kolby Carlile	Yamaha MT-07	173	15	11	11	9	10	8	4	7	10	9	14	11	14	12	7	11	12	12	0

Parts Unlimited AFT Singles

* Lap Leader - # Best Qualifier

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	Bridgeport Half-Mile	Peoria TT	Black Hills Half-Mile	Castle Rock TT	Springfield Mile I	Springfield Mile II	Wins
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	Kody Kopp	KTM 450 SX-F	351	1*	1*#	5	2	4	1*	10	6	5	1*	1*	1#	6	3	1	10	1	3	8
2	Tom Drane	Yamaha YZ450F	310	5	12	13	11	10	7	1*#	3*#	1	2#	7	3	1#	2*	2*#	5	2*#	1*	4
3	Trevor Brunner	Yamaha YZ450F	305	3	6	4	4	6	5	6	4	6	5	2	6	2*	1#	5	1*	4	4	2
4	Chase Saathoff	Honda CRF450R	291	10	3	8	5	2#	2#	3	2	2*	19	5	2*	4	6	6	6	3	2	0
5	Max Whale	KTM 450 SX-F	266	8	4	1*	3	5	4	7	5	4	4	6	18	3	4	4	4	9	9	1
6	Trent Lowe	Honda CRF450R	260	4#		7	17	1*	6	2	1	3#	6	4	4	5	7	3	13	8	6#	2
7	Dalton Gauthier	KTM 450 SX-F	247	2	2	3	1*#	7	10	5	7	8	13	9	7	12	5	8	2#	12	16	1
8	Morgen Mischler	Honda CRF450R	200	11	10	6	15	3	3	11	9	7	12	11	15	7	9	12	11	5	5	0
9	James Ott	Husqvarna FC450	178	6	8	2#	18	18	13	13	8	10	3	3#		16	16	11	7	7	8	0
10	Chad Cose	Honda CRF450R	170	16	13	10	9	8	16	4	10	9	7	8	19	8	8	13	8	10	14	0

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Record Pass Among the AHDRA Highlights at Cecil County

by Tim Hailey, Eatmyink
Motorsport Media

AHDRA/AMA Zipper's Performance Mid-Atlantic Nitro Showdown

Cecil County Dragway in Rising Sun, Maryland, September 9-10, 2023

On a day mostly plagued by intense heat and humidity, the AHDRA/AMA's Zipper's Performance Mid-Atlantic Nitro Showdown at Cecil County Dragway suddenly went from simply finishing before the lights went on, to surviving a cataclysmic storm. And along the way, one of the most watched records in the sport fell to the rider that built the previous record holder's motorcycle.

Gregg Dahl has held the unofficial no-bar, street tire, V-twin quarter mile record for three years with a 7.62. But his customer Mike Motto's 7.72 was run at a sanctioned event, and AHDRA champion Charley Douglass come tantalizingly close as well while Dahl devoted his time to his customers and business.

Douglass was the one who had it together in GMS Racing Engines Xtreme Outlaw qualifying at Cecil County, taking the number one spot but breaking his turbo bike in the process.

That left the two GMS nitrous bikes of Dahl and Motto to battle it out in the final. There might have been a

of the record he lives to break.

And he insists there will be more. "We hope to get enough runs by the end of the year to get this new engine running the short times that we ran with the smaller engine three years ago," said Dahl. "If that happens, look out!"

Motto said: "We have suffered the pain the past couple years trying to improve the longevity of our power plants. It looks like Gregg has developed an engine that we can really put the juice to, and we are excited for The Rock!"

That would be October's AHDRA and AMRA finals, the **Jim McClure All-Harley Nationals at Rockingham Dragway on October 27-29** that the American V-Twin drag racing calendar revolves around.

2021 AHDRA champion and NHRA U.S. Nationals winner Ryan Perry capitalized on his typically consistent performance to take the Top Fuel win over final round runner-up Tracy Kile. The 2021 winner and current AHDRA champion Kile smoked the tire every round, including his round one match with Ziggy Stewart. Both these riders engaged in a peddlefest that saw Kile advance despite giving up .226 at the tree.

Kile's reaction fortunes went the other way in the final, as he was .041 to Peery's .148. Peery was there for the taking down-track as well, as he slowed to a 7.16 at 183. Kile was not able to put up a fight this time around, though, and coasted across the line well behind Peery.

Kile's Bad Apple Racing teammate (and more) "Bad Apple Mary" Dangrow came through for the **Hawaya Racing** Pro Fuel win, though, handing champion and defending event winner Sam White his first AHDRA loss of the season. Both riders left the starting line within .005 of each other, but Dangrow legged it out for the 7.44 at 168 to 7.51 at 167 win.

Bad Apple Racing's Frank Schaffroth also joined Dangrow in the winner's circle when he won the **Pingel** Modified final over Nate Carnahan. Nate's .067 light gapped Schaffroth's .314 pretty big at the start, but Frank's 9.478 at 139 drove around Carnahan's 9.81 at 129.

Nitro Funnybike champion Michael Balch didn't have to put up much of a race in his final when first year nitro rider - and number one qualifier - Cameron Gunter timed out at the tree. Cecil County is the home race for



Gary Douglass

event and Pro Modified sponsor **Zipper's Performance Products**. John Price won Pro Mod at Milan last time out, won this race last year, and won again this time around.

Gary Douglass won **Axtell Cylinders** Super Modified when Keith Carper was unable to make the call for the final. Season dominator Kimberly "K-Charm" Deshields had to borrow an index bike when her own mount was delayed after the team's truck broke down.

Geronimo Pratt won both Pro Bagger and Bagger Street at Cecil for the second straight year. Julius DeManns broke down track and was unable to challenge Pratt for the stripe in the Pro Bagger final.

Pratt handily took the tree .190 to Shawn Miller's .324 in the Bagger Street final and just as handily held on to the lead with a 10.17 at 132 to Miller's 12.64 at 106.

Ken Strauss also doubled up, winning 9.30 index and Vreeland's Harley-Davidson 9.90. Strauss wound out his ProCharged bike to erase Chris Hoppe's .013 starting line advantage and run 9.37 to Hoppe's 9.42 for the 9.30 win in that final.

His 9.90 final round came at the expense of Kevin Laughman. Strauss put a full tenth on Laughman at the tree and ran a 9.97 to Kevin's 10.26 for the win.

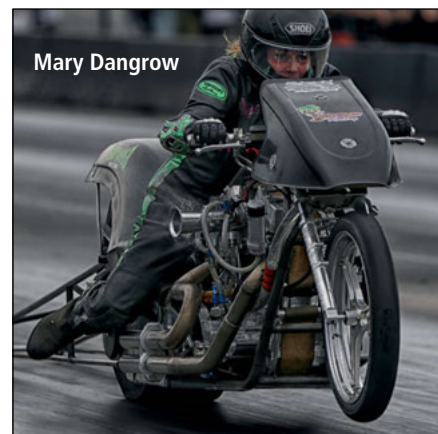
Richard George backed up his Milan win with 10.30 Super Pro honors at Cecil County. Carnahan runner-upped for the second time in one day despite having a .010 starting line advantage against George, who ran only .027 over the index for the win.

Cody Hayworth won the Universal Fleet & Tire 10.90 final against Kevin Gaunt, who failed to run the number after a brilliant .006 light. Hayworth posted a 10.930.

The 11.50 win went to Gary Burkley. His .166 light was quicker than

champion Chris Ussery's .212, giving him the win despite giving up .043 at the stripe in a good race.

Mike Tewey's .077 light paved his way to the Eliminator win over final round runner-up Mike Carpentieri. Chris Vilardi's final round redlight handed the Trophy win to David Hebert. Timmy Gaunt took the tree .065 to .140 against Jaden Hines in the Junior Dragbike final, but Hines stayed close to his dial-in for the win. Kylie Himmelreich took the Junior Senior Dragbike final against Bradley Croneberger Jr. despite giving up .028 at the tree.



Mary Dangrow

AHDRA's **Bill and Chrissy Rowe** look forward to seeing everyone at the **AHDRA and AMRA finals, the Jim McClure All-Harley Nationals at Rockingham Dragway on October 27-29**.

AHDRA/AMA thanks Vreeland's Harley-Davidson, MTC Engineering, Hawaya Racing, Pingel Enterprise, GMS Racing Engines, Zippers Performance, Horsepower Inc., Vanson Leathers, Universal Fleet & Tire, Daryl Coffin Motorsports and Axtell Cylinders.



Mike Motto

malfunction that left Dahl sitting at the tree for a full .541 while Motto streaked away with a .164 reaction and a 7.92 at 173 miles per hour for the win. But Dahl hardly cared when the scoreboard on his side lit up with a **7.672 at 183.12 mph** - both ends



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BUSINESS AS USUAL

Drag Specialties & Parts Unlimited 2023



North American NVP

Madison, Wisconsin, August 17-20, 2023



After finally being able to 'Get the Band Back Together' after the years of Covid triggered interruption to normal business cycles, Parts Unlimited, Drag Specialties and Parts Canada brought their teams back together in Madison, WI (August 17-20) for what proved to be a successful 2023 North American NVP Expo.

The Expo weekend, kicked off on Thursday with training for the Parts Unlimited, Drag Specialties and Parts Canada Sales Teams and extended



Words and Pictures
by Robin Bradley

additional incentives.

Saturday evening brought everyone together for a magnificent social event on the rooftop of the Frank Lloyd Wright inspired, lakeside Monona Terrace, for the annual bike show and Meet & Greet. After this, attendees headed to downtown Madison to



Andrews Products: The Mount Prospect, Illinois based camshafts, transmission and gears specialist underlined its performance credentials this year by signing as a 2023 Bagger Racing League series sponsor, bringing "elite performance products" to the Big Twin class. General Manager Mike Pedersen told AMD that: "At Andrews Products, we are committed to pushing the boundaries when it comes to engineering design and manufacturing technology both on and off the track;
www.andrewsproducts.com

into Friday, where they had additional opportunities to visit vendor displays and additional training for top vendors.

On Saturday and Sunday, exciting new brands and products were unveiled along with opportunities to connect with the industry's leading brand representatives. Dealers attending the expo received expo discounts and

Make A Date - Milwaukee, September 7-8, 2024

watch the 'Boonie Bike Bonanza', an exciting and fun entertainment event provided by Icon.

Paul Langley, LeMans CEO, stated: "The 2023 Madison North American >>>



Galfer USA: Company President Sandro Milesi told AMD: "We are celebrating our 70th anniversary and our U.S. subsidiary has been supporting the brand since the 1990s. In addition to new race-bred brake pads, major recent new product introductions include the Cubiq and revolutionary Floatech rotor designs. Cubiq rotors feature a brake track design in hexagonal shapes to optimize pad contact to reduce wear, weight and dust"; www.galfer.eu, www.galferusa.com



Biltwell: Watch this space - headed to a PO near you soon, the Biltwell 395 will be the company's first off-road helmet. "Given our heavy commitment to custom street bikes and riding gear, some folks are shocked to learn about the off-road gene in Biltwell's DNA," says company co-founder Harold 'McGoo' McGruther. "As a company, we come by our lust for dust and glory honestly - fellow co-founder Bill Bryant built and drove desert cars in Baja for decades before he got the dirt bike bug in the early '90s. My own shot in Biltwell's dirty cocktail includes 50 years of motocross obsession that started with minibikes and BMX in the early '70s, then morphed into wrenching and riding on Jeremy McGrath's old practice bike and MTBs at the turn of last century. Everyone at Biltwell loves dirt bikes. It's the amped-out, space-age, neon-pink feature creep on contemporary dirt bike gear - especially helmets - that leaves us cold. So, having shimmied over the speedbump that was Covid, our prototype and testing programmes should reach a crescendo soon - watch this space"; www.biltwellinc.com

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Dyna pictured with "Pleated" style.
FXR pictured with "Gripp Tape" style.
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Sportster pictured with "Basket Weave" style.
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< NVP was a huge success, with dealers, reps, and vendors giving it positive feedback. The weather for the Saturday evening Meet & Greet/bike show was ideal, and we had a full house.

"Although many participants have cherished the Madison expo for many years, we have simply outgrown all available floor space and downtown hotel room capacity. **Therefore, we are excited to announce that the**



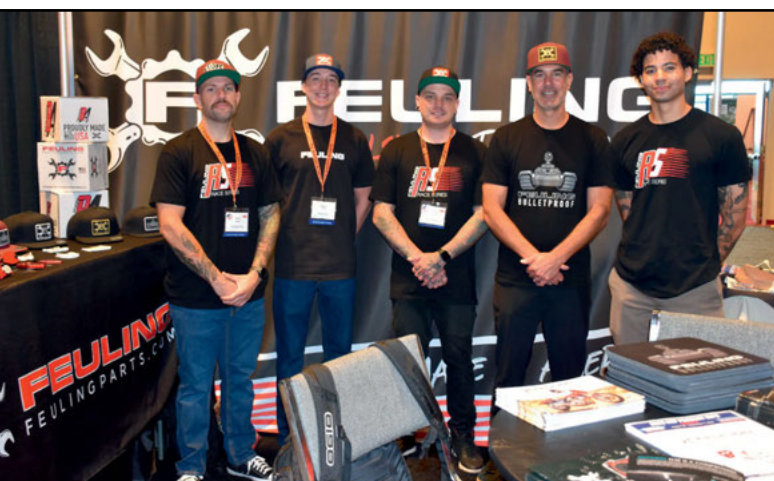
Hogtunes: Founded by Mike 'Pez' Pesdirz in 2004, the Canadian V-twin audio specialist's Wild Boar Audio has become a top seller with Harley riders. Sold worldwide exclusively through Drag Specialties, Hogtunes undertakes its own prototyping in-house using CAD software, 3D lasers, scanners, 3D printers and other technology and tools that help them to ensure manufacturing precision and quality control. "We build easy-to-install products, custom-engineered specifically for a motorcycle or UTV and their unique needs. We're relentless with our attention to detail and ensure that not only will the products fit seamlessly into your H-D bike, but they will never damage the factory charging system - we make motorcycle audio, not car audio retrofitted for a motorcycle"; www.hogtunes.com



Bagger Nation: Paul Yaffe is one of the market's most prolific product designers. Recent new products include Bag Bolt Taillight Kits and Thunder Pods for customizing the rear end of Sport Glides, Low Rider ST, or any M-8 Softail with hard bags. Shipping complete with two sets of Lightening or Thunder Bolts, they are an all-inclusive taillight and wiring package that helps riders add either a set of Thunder Bolts or Lightning Bolts without the need to use an additional load equalizer - it is built-in. All the wiring, heat shrink, and connectors are included for quick and easy bag removal. "With the Bag Bolt taillight kit, you can add two sets of our Lightning Bolts or Thunder Bolts to your M-8 Softail with hard bags," says Paul; www.baggernation.com



Burly Brand: Recent new products introduced by Brand Specialist Josh Rowlands include updated 'Brawler' kits for Dyna, Softail, Sportster and Touring models, short, tall and 'stupid tall' sissy bars, 'Folsom' handlebars, cable kits, Diamondback grips, 'Voyager' luggage and, as seen in this edition of AMD, MX style floorboards for M-8 Softails; www.burlybrand.com



Feuling Performance Parts: Luke Leatherman (seen here second from right) told AMD: "Our HP+ and Race Series oiling system kits for M-8 engines include Feuling's 7075 billet aluminum high flow camplates - designed to be 50% harder and stronger than the factory or Feuling OE+ equivalents. We increase oil flow and volume by enlarging the oil pump reservoirs and critical oil passages, including matching the oil port holes throughout the camplate to the port holes in the engine case - this increases engine oil flow to the lifters, piston cooling jets, crankshaft and rod bearings." Backed by a no-charge extendable one-year warranty, these kits deliver 27% more pressure and scavenge volume over stock, 42% more scavenge volume through port sizing, matched passages and holes to the engine case and 68% more oil volume to the crankshaft and connecting rod bearing. "They are proven to cool engine temperatures by 15-25 degrees and reduce oil temperatures by between 15-30 degrees with 10-30 more PSI of oil pressure"; www.feulingparts.com



KB Pistons: Manufactured in Carson City, Nevada, by United Engine and Machine, KB Pistons have a rich pedigree, from Keith Black, when it comes to V-twin performance. However, UEM boasts the Daddy of all heritage DNA. The received wisdom is that only about a half of a percent (0.5%) of all companies have what it takes to last 100 years. From that very small percentage that reach the centennial mark, far less reach the milestone of remaining family owned and operated. Founded in 1922, United Engine and Machine Co. (UEM Pistons) proudly holds both distinctions and is now in its fourth generation of leadership; www.uempistons.com

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The Fishtail is a subtle take on a classic shape with an elaborately cast aluminum tip as well as the same durable internals as other S&S slip-ons. We're thinking the Fishtail is probably a better fit for the Chieftain than the more sporty Challenger, but it will definitely fit both.



The Broadhead Slip-ons feature slash cut end caps that open to the sides and gracefully follow the lines of the factory bags, internals include stainless main baffle with removable dB reducer that allows you to tune sound and power to your liking.



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Kodlin USA: New products from the German Master Craftsman include M-8 Engine Guards, curved Elypse 3-1 LED license plate kits and a major new line of Performance Bagger exhausts manufactured exclusively for Kodlin by Zard in Italy. Seen here are Holger Mohr (right) and James Sersio; www.kodlinusa.com

< **2024 North American NVP will move to the newly renovated Wisconsin Center in Milwaukee, Wisconsin, with the preferable dates of September 7-8, 2024.**

James Danyluk, President, Parts Canada "The 2023 Madison NVP in my view was a complete success. All the Canadian dealers I talked with said it was a fantastic show and well worth it to come. A fitting way to close out

our years at the Madison venue, we are all looking forward to Milwaukee in 2024."

Milwaukee will be a great backdrop for the next North American NVP, and will bring more than triple the floor space allowing for more vendors and larger exhibits making this the largest footprint yet for the Expo. "This change of venue will also bring a lot of new twists and fun for all."



Progressive Suspension: Founded in 1982 by Don Rickard and Jay Tullis, Progressive Suspension celebrated its 40th anniversary last year and always was, and still is, respected for R&D investments. Innovative features such as the IAS (Inertia Active System), a forerunner of the FST system that enabled shocks to automatically differentiate between low-speed chassis movements and high-speed wheel movement, have made Progressive a V-twin industry 'go-to' brand; www.progressivesuspension.com



Klock Werks: Mitchell, South Dakota based Brian Klock's 'Flare' windshield business (just one of the product lines sold by Klock Werks) continues to go from strength to strength - recent demand for his 'Kolor Flare' shields, especially for the Softail Lowrider ST, and especially from Europe, has been "off the scale" since being seen on some of this summer's custom bikes at shows in Europe, especially at Harley's 120th in Budapest Hungary. "It's been insane. We knew nothing about this and all of a sudden, we're getting calls and emails from all over the world as pictures of bikes with our screens went global"; www.getklocked.com



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Maxima Racing Oils: The Santee, California based manufacturer is best known in the V-twin market for its Big Twin 'Oil Change in a Box' programs, including M-8 specific formulations, and its choice of black or chrome spin-on ProFilters. Earlier this year Maxima updated its model-specific guidance with a recommendation for the Harley Pan America's 1250 cc Revolution Max liquid-cooled 60-degree V-twin. That engine and the rigors of ADV models means a very different engine oil requirement - the Maxima 20W-50 Pro Plus+ Full Synthetic is the company's recommendation - an ester-fortified 4-stroke engine oil that is "designed to ensure optimum protection, peak performance and positive clutch feel. The surface-active, oxidatively stable formulation provides excellent film thickness while maintaining viscosity across all operating temperatures." Pro Plus+ Full Synthetic engine oil exceeds the requirements of API SN PLUS/JASO MA2;

www.maximausa.com



Performance Machine: Recent product additions from the Cerritos, California based brakes and wheels specialist include a Radial Brake Master Cylinder in Black Ops and Gold Ops finishes. CNC machined from billet aluminum, the race bred design features built-in reservoirs which deliver "stunning performance and style for any bike," said 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." A Radial Clutch Master Cylinder (1" clamping) also available, with fully adjustable CNC machined billet aluminium fluid reservoirs and clearance for stock switch housings; www.performancemachine.com



Rick's Motorsport Electrics: Still a family owned and operated business, New Hampshire based Rick's has grown from humble origins as a used and reconditioned parts specialist to one of the most important motorcycle charging system component manufacturers in the world;

www.ricksmotorsportelectrics.com



SBS: Following the launch of the company's improved performance brake pad series late last year - 'Better Brakes' - SBS has announced that it has started the anticipated second transition phase that will include rear brake pad compounds LS, H.LS, RQ, ATS and CT, plus the H.CT front wheel compound. "Our customers and riders in general expect top brake performance, and that is exactly what they with SBS 'Better Brakes'. In addition to improved stopping power and durability, the program also delivers a product that is produced in a non-fossil production setup and without heavy metals such as copper and nickel," says Marketing and Product Manager at SBS, Thomas Midtgaard Jørgensen. "In addition to the improved braking power and brake feel from first stop, a higher heat resistance increases reliability and durability. All brake pad products will be equipped with integrated NRS Technology which locks the compound material to the backing plate. All compounds for public roads will be ECE R90 approved." Seen here left to right: General Manager Christel Munk Pedersen, Marketing Manager Thomas Midtgaard-Jørgensen, Category Manager Emil Senf Jakobsen, Jessica Shine and Gunnar Heinemeyer of Brands That Shine; www.sbsbrakes.com



Le Pera Enterprises: The latest TailWhip seat design from the North Hollywood, California based boutique seat manufacturer is the 'Upfront' for 2008-2023 Baggers (except the 2023 CVO), so-called because it easier for the driver to reach the bars by moving the seating position forward by 2". It has 6.75" of back support, an 11.75" wide driver seating area and an 8" wide passenger area. With more than 50 years of experience and widely recognized as the market's design leader, Le Pera is still family owned and still handcrafting all its seats - all featuring a highly detailed powder-coated steel, carpeted base plate, a specially poured high density 'Marathon' molded foam foundation and double stitched, handcrafted 'BikerTec' custom cover with bonded polyester thread for durability; www.lepera.com



S&S Cycle: The home of "Proven Performance" has again been offering its popular Power Packages for 2017-2023 M-8 engines - "the ideal combination of performance and savings." For the latest generation H-Ds, S&S has been combining its recently launched 129" and 132" bolt-in big bore kits with a lumpy 550 cam, cam plate and high flow oil pump, with valve springs, lifters and pushrods. Kits come with either gear or chain drive cam and are designed to make big, reliable power. They do not require case mods or engine removal and all the parts are designed, tested and manufactured by S&S at its iconic Viola, Wisconsin facility. The kits transform the 107-inch engine into a 129 inch, with 114/117 inch engines taken out to 132 cubic inch monsters. Picture here left to right: President Paul Skarie, Vice President Sales and Business Development Eric Bondy, Director of Marketing Jon Montgomery; www.sscycle.com



TecMate International: The upcoming move to USB-C is going to materially affect the personal electronics landscape, and influence design direction in the battery charging segment. TecMate Chief Technology Officer Martin Human says that TecMate is ahead of the game with its OptiMate USB-C and USB-A Combo charger. "USB-C is slated to become the universal USB standard for Europe, and with many smartphones going towards USB-C, including Apple, TecMate has responded by releasing the OptiMate USB O-114 and the OptiMate USB O-119. It is identical in design to the O-105 and O-115, and therefore equally as ergonomic, except that one charge port is a USB-C." The USB-C socket delivers up to 3300mA of charge to a single connected USB-C device. "All OptiMate USB chargers have a unique feature that protects the vehicle's battery that it is drawing power from - when the vehicle's engine is turned off, the OptiMate USB charger senses that and will turn off within one hour"; www.tecmate.com, www.optimate1.com/usb



Magnum Shielding: The upstate New York based cable and hose specialist Magnum Shielding's handlebar installation kits have everything customers need for cable and brake line replacement on H-D models going back to 1996 and Indians back to 2015. "What really sets our kits apart is our vast selection of sizes, colors and kit configurations," according to Reese (seen here on the right, pictured with Chris Hughson). Magnum kits fit a wide range of bar heights, from 10" to 20", and are available in six different color finishes, including Sterling Chromite, Black Pearl and KARBONFIBR in the braided Signature Series, and braided stainless steel, black vinyl with black chrome-plated or highly polished chrome fittings in the economical XR series. Each kit includes everything for a handlebar replacement - FMVSS-106 compliant DOT brake lines, a clutch cable or hydraulic clutch line, copper crush washers and hardware, any necessary adapters, throttle/idle cables or plug and play throttle-by-wire and wiring extensions. www.magnumshielding.com



DP Brakes: Larry Mills (left) told AMD: "Friction plates are the heart of the clutch. Our new DPHK Street Clutch Kits for H-D are made using a wide range of compounds to ensure the correct one matches the engine characteristics. Our friction plates do not need any pre-soaking in oil and are ready to fit. Our steel plates are manufactured to exacting tolerances using high-quality heat-treated steel to ensure smooth progressive clutch action - they are more durable than original equipment plates, and our exclusive high heat friction materials mean fade free performance with friction compounds to suit all types of H-D motorcycles; www.dp-brakes.com

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Rob's Dyno Service - Indian Performance Shock Absorber Kits

Rob's Dyno Service is offering dealers access to performance front fork cartridges, rear shocks supply and a service program for Indian Motorcycle Big Twins. These performance suspension kits are specifically designed for Indian Touring models with 111 or 116 engines, from 2014 to present, including Challenger models.

Based near Boston at Gardner, Massachusetts, Rob's Dyno Service owner Rob Swartz told AMD that his company is "dedicated to providing customers with superior performance and quality products," and these new kits are no exception. They feature a monotube, aircraft grade aluminum construction, with a 1.75" primary piston and shock body bore, 40 clicks of dampening adjustment, adjustable ride height using the spring preload adjuster, and are 100% dyno tested for guaranteed performance.

With Teflon coated sliding surfaces to reduce friction, the 100% dyno tested design features 40 clicks of dampening adjustment with ride height adjustable using the spring preload adjuster. "The shock valving gives a comfortable ride while enhancing the platform's stability and control."

Swartz went on to say: "We strive to provide our customers with only the best in motorcycle suspension systems. Our Indian Motorcycle fork cartridges and rear shocks are engineered for maximum comfort while enhancing platform



Rear shock for 2014-2021 Indian models



Rear shock for 2020-present Indian Touring models (all 111" and 116" models)



Rear shock for 2020-present Indian Challenger models



technology was advancing rapidly and just starting to heavily influence what was happening on the track - and founded JRi Shocks in 2007. Much of the technology that he created early in his career is still used today.

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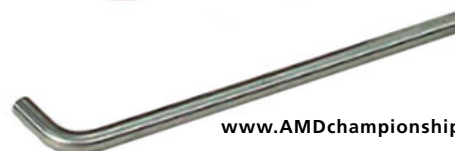
Developed at performance legend Jeff Ryan's Mooresville, North Carolina headquarters, home of North America's primary suspension 'centers of excellence' and located deep in the heart of open wheel racing country, Ryan's journey to suspension guru status actually started with his "love of motocross and mind for machines."

His path through motorsports has been a journey around the world, where he worked with legendary racers such as Dale Earnhardt, Nigel Mansell, Rick Mears, Richard Petty, Alain Prost, Michael Schumacher and Rusty Wallace, while quietly becoming a shock building legend himself. Jeff Ryan's pioneering technologies have supported championship teams from Formula 1 in Europe to the depths of Baja in off-road racing, to stock car racing's highest levels of NASCAR.

Ryan started out in California as a general assembler for legendary shock innovator Bob Fox - he was one of the first ten employees at Fox Shocks - at a time when suspension



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Madstad - Adjustable Windshield for Managed Airflow on Road King Models

A new name for us here at AMD, Brooksville, Florida based Madstad Engineering has been manufacturing adjustable, ergonomic windshields for a range of motorcycle brands and models since 2006.

Complete windshield systems are offered for adventure bikes, sport touring, enduro, naked standards, baggers, modern classics, and even sport bikes, plus it has added other motorcycle accessories to its product line as well, including kickstand shoes, tail racks, skid plates and more.

"It all started with the goal of wanting to be comfortable when riding, not getting your head battered constantly by buffeting. Amazingly enough, not many motorcycles are built for airflow comfort, even those made for longer distance riding. We discovered that in many cases, aftermarket designs are just a bigger version of the stock windshield, taking the same turbulence problem and just making it bigger. Then you are hiding behind it, looking



through dirty, scratched, and often distorted plastic, but the turbulence is still there.

"Our solution was to create (and patent) an adjustable mounting system to separate the windshield from the bike, allowing air to flow under it, thereby relieving the vacuum that is created behind it, which would normally dump turbulence onto your head. To overcome this, our systems offer control of the shield angle so you can dial in the smoothest possible airflow, while still looking over the top, not through it."

One of Madstad's latest additions is this adjustable windshield system for the Harley-Davidson Road King - designed for "great wind protection with excellent styling and functionality."

Designed and manufactured in the USA, the system pairs 11-gauge stainless steel, quick-release

brackets with a 3/16" windshield, reducing flex and vibration and eliminating the need for the extra bracing that's often required with OEM and other shields. "This results in a cleaner, unobstructed view of the road ahead."

To match the rider's build, the windshield is offered in 14", 16" and 18" sizes. It comes in crystal clear or two levels of tint - medium and dark.

"Like all Madstad systems, the windshield can be adjusted 2.5" up and down and tilted back and forth a total range of 15 degrees. This means that you can ride longer with less fatigue after dialing in a much cleaner and smoother airflow."

The kit includes everything needed for a reversible, modification-free bolt-on install - a set of Madstad adjustable fork mounts, quick-release brackets, 3/16" windshield in several size and color options, and all the required mounting hardware.

This latest windshield design fits 1994 and up Road Kings, but Madstad also offers systems for a wide range of models, including the H-D Pan America and select Triumph, Honda and BMW applications.

"At Madstad, we don't just make windshields, we empower riders to change aerodynamics, smooth out turbulence and guide airflow to create the most comfortable wind protection for their ride. In addition to the patented windshield systems that adjust for both height and angle, our fixed flyscreens and other accessories enhance ride quality both on and off road."

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Brooksville, FL, USA
Tel: 352 848 3646
www.madstad.com



Barnett Lock Up Pressure Plate

Barnett Clutches and Cables is "taking it up a level" with a brand-new product line for its extensive line of Harley-Davidson high performance clutch components - the lock-up pressure plate for all M-8 FL Touring models and 2013 and later slip and assist models (except Softails).

The one piece hard anodized billet pressure plate guarantees no flex and optimal durability. The weighted arms apply progressive pressure as RPM's increase. Two sets of chrome silicon heat-treated and preset no-sag springs are included for different pressure options.

"This pressure plate works great with O.E. clutches

but for maximum performance, install our replacement clutch (#303-30-10019) or our extra plate clutch kit (#304-30-10020). This unit fits under the O.E. primary cover and is available for cable and hydraulic applications." Part #618-30-23017 is for cable applications and part #618-30-33017 is for hydraulic clutches. They are made in-house at Barnett's Ventura, California headquarters.



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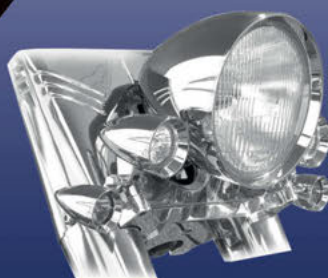
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One of Europe's best-known parts and accessory manufacturers, Puig (Barcelona, Spain) has added more product designs for Harley's Pan America Adventure Tourer.

The Touring screen seen here has been designed for improved aerodynamics to increase protection without affecting the field of vision, and to "fit perfectly with the adventure style and aesthetics of Harley's maxi-trail models, with a choice of sizes and colors available.

"Manufactured using the most advanced technologies, using 4 mm thick acrylic material, with UV protection, they have a burr-free 2 mm rounded edge. This finish gives them a more elegant touch and offers greater security, complying with the German TÜV regulations."

In a unique touch, Puig ships its screens with a copy



of the virtual wind tunnel aerodynamic studies that were conducted in its design testing, comparing the Puig screen with the original design.

Riders can therefore see the math that drives the improvements that they will be feeling once installed - in which connection, they are a simple, modification-free, fully reversible install, using the OEM screen mounting points, with all necessary hardware provided.

Though they replace the stock screen, they are designed so that they can still be raised using the stock screen adjustment mechanism that Harley incorporates into the Pan America as standard. Being wider than the standard screen, greater protection is achieved in the forearms and back area with a 60%

improvement in the aerodynamic protection compared to the stock design, and the Puig design can reduce the air pressure on the rider by up to 1.17 kilos - increasing comfort while riding and reducing fatigue.

It measures 470 mm wide x 575 mm high, is available in clear, smoke and dark smoke and has German ABE approval - which, worldwide, is pretty much the best product quality control credential.

Also seen here for the Pan America is a range of high strength, high quality ABS replacement rear fenders that substantially improve protection and safety - they are highly resistant to impacts and have great aerodynamics.

Puig's product designers have worked hard on these fender designs, achieving three different, stylish, model-specific designs. The rear mudguard "S" is ideal for Naked models; type "R" is specific for R-motorcycles and, third is a 'Crosstourer' model design with aluminum support and breaker design with aluminum injection supports fixed to the swingarm.

Another easy-install, fully reversible, modification-free design with installation kit and instructions provided - available in choice of flat black and carbon look finish.



There are plenty more Pan America accessory and performance options to see on the Puig website, but finally, for this selection, are the company's latest generation of advanced lever designs - its 3.0 levers - for improved ergonomics and durability.

A recent evolution from Puig's popular 2.0 designs with even better ergonomics, they have been designed to bring a more modern and aggressive styling touch to ADV models.



"The new shape of the levers allows for a perfect handle feel, a fact that will guarantee greater grip and accessibility, improving the safety and comfort of the riding experience - modified and improved ergonomics, ensuring that the rider's fingers will work even more comfortably."

Available in seven different colors, there are four different designs - folding, fixed, short and extendable folding.

All necessary instructions are provided and a model-specific fit-kit is additionally available - in order to optimize the ergonomic improvements that Puig has achieved, these levers do not install using the stock mounts. In order to get a full set, it is required to purchase the brake lever, brake fix-kit, clutch lever and clutch fix-kit. These levers ship with a TÜV certificate and have German ABE approval (91294).



This Puig windshield reinforcement support for Pan America models provides much improved rigidity to the entire windscreen and adds excellent electronic device ergonomics.

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- State-of-the-art internal components for durability
- Three Lambda-sensor connections (two large ones for wideband lambda sensor tuning, including adapter for OEM sensor)
- Riveted "Kodlin powered by Zard" branding
- Easy installation and adaption to Milwaukee-Eight electrical system - some mapping may be needed
- Euro 5 homologation certificate

New from German custom legend Fred Kodlin and his business partner and custom builder son Len, these new 'Next Level' Harley-Davidson Milwaukee-Eight 2-in-1 systems for M-8 Softail and Touring models have been designed by Kodlin Motorcycles and meticulously precision-manufactured in Italy by Scarichi Moto Zard.

Launched at European Bike Week at Faaker See in Austria at the beginning of September, these new "Kodlin powered by Zard" exhaust systems provide dealers with high-quality options for the currently most popular custom bike styles - whether Clubstyle,



'design meets performance'

Power Customs or Race-Style Bagger, Fred and Len Kodlin have a fitting answer for all the most popular of contemporary styles.

"Precision-manufactured, using the world's finest materials and components, by some of the leading production engineers on some of the world's most advanced production equipment at high-end manufacturer Zard in Italy, these new performance

styled systems are exclusively available through Kodlin Motorcycles," Len Kodlin told AMD Magazine. Available in high-grade stainless steel and lightweight, high-strength titanium versions, master craftsman Fred Kodlin handcrafted the prototypes of

these brand-new exhaust systems himself - "raising the bar in performance products for V-twin powered motorcycles."

"Our exclusive manufacturing partner, Zard in Italy,

'Next Level' 2-into-1 shown on a Softail



'Next Level' 2-into-1 for Touring models





brings its decades of experience in research, development and manufacturing of motorsport exhaust systems and proven racetrack technology to create these one of a kind 'Kodlin Next Level' systems.

"The result is a winning formula: visible welding seams of the highest quality and state-of-the-art high-end spring connections are a visible proof of the exceptional craftsmanship and highly specialized manufacturing processes that are a trademark of these hi-tech systems. Kodlin 'Next Level' exhaust systems are true works of art - designed and manufactured to meet the highest demands and standards of any performance-oriented riders."

The meticulously produced stainless steel version has been developed for extreme durability, but the even more detailed and precision-manufactured titanium versions adds the weight saving benefits of a lighter weight material, greater heat resistance and higher strength into the already impressive equation.

Fred Kodlin explains: "We have developed these systems for performance-oriented M-8 Softail and Touring models and the popular 'Clubstyle' customs based on M-8 Street Bob, Fat Bob and Lowrider S and ST models. They can be installed by our experienced team, at your local authorized Harley-Davidson dealers, or your aftermarket shop of choice."

"The time of extreme performance and Race-Bagger custom bikes is just starting in Europe, as we have started to see this year, and is already well established as a major long-term development in the United States. These exhausts are designed to answer dealers' needs for the kind of style and performance that performance Bagger riders are asking for."

"Designed specifically to work with all Milwaukee-Eight engines, and ready for a seamless installation, all the systems that will be sold in Europe will come with a Euro 5 homologation certificate and are now available from Kodlin Motorcycles."

"In the United States, after a successful R&D programme, 49-state emissions compliance approval is expected in the coming months, at which point the team of Kodlin USA, Morgan Hill, California, will launch these stylish systems for the U.S. and worldwide markets."

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High Brow Authenticity From Lowbrow

Brunswick, Ohio based Lowbrow Customs continues apace with new product introductions - including these Gasbox 'Dog Dish' style air cleaners and a Sportster style 'Frisco' mount gas tank for EFI Harleys. Available for Super E as well as CV carbs and EFI bikes (1991-2019), these Gasbox brand air cleaners are made locally to Lowbrow, in Cleveland, Ohio.



They feature a 5-3/8" diameter handspun polished aluminum cover with a high-quality element for high flow and superior protection from dust and dirt - they include a high-quality filter element, and replacement stock paper style air filter elements are available.

They have a black powder-coated backing plate and they fit Sportsters 1991-2019, Dyna 2004-2017, and Big Twins 1993-2006 with CV carburetors.

Of this standard width, 2.5 gallon 'Frisco' style mount gas tank, Lowbrow's Tyler Malinky told AMD: "I don't believe anyone else makes these besides us, so it's kind of cool. A neat chopper part for those who are building custom bikes out of later model bikes such as 2007 and later Sportsters."

This Sportster Frisco mount gas tank will sit up higher on the backbone than the standard tank. This is the



standard width version, which has similar dimensions to a stock Harley-Davidson Sportster gas tank. These 2.5-gallon gas tanks are top quality, heavy gauge steel with an offset gas filler bung that accepts a thread-in Harley-Davidson style gas cap.

This tank is a direct bolt on for 2007-2022 Sportster models and accepts the OEM fuel pump as well as the stock mounting hardware. It features TIG-welded construction, and tanks for fuel-injected models accept the OEM fuel pump, components and fuel door (but will not fit Sportster S models with the Revolution Max motor).

"One final thought," said Tyler, "from bitter experience it is highly recommended that dealers and riders fit their gas tank to the bike before painting - to check for clearance or mounting issues as different combinations of triple trees, risers and handlebars may cause clearance issues when turning. These tanks are pressure-tested, but it is best practise that you or your painter pressure-test them again before painting - it's cheap insurance."

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

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Timing		Duration	Lift
7.5	29.5	217	.485"
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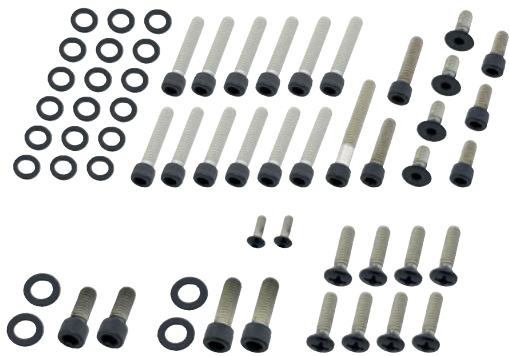
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Black Headed Stainless Steel Screw Kits



"stainless steel screws with matte black powder-coated heads are a stylish and classy finishing touch for any bike. They come in convenient kits, and when you simply remove and replace one screw at the time, you don't need new gaskets."

The huge range of kits offered include belt pulley/final drive kits, front forks, Wide Glide and triple tree kits, drivetrain screw kits, Twin Cam and M-8 cam cover screw sets, headlight screws, tappet block kits, Sportster cam cover kits and brake rotor screws and nuts, including for Softail and FXR models.

Netherlands based Zodiac International is offering dealers access to a selection of over 100 different black headed stainless steel screw sets and kits for Harley applications. Manufactured in Germany by 'Screws4Bikes,' these

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M-8 Softail MX-Style Floorboards



Bang 'on-point', Cerritos, California based Burly Brand has added these "meticulously crafted" MX-style floorboards to "complement the dynamic aesthetic of our original MX-style pegs," says brand specialist Josh Rowlands.

"Exclusively tailored to fit Harley-Davidson M-8 Softail models, these purpose-built rider floorboards offer an expansive surface area, providing ample space and unwavering support to help riders discover their ideal riding position while maintaining absolute control.

"Engineered to endure the demands of intense riding, these floorboards are skillfully TIG-welded, guaranteeing unparalleled durability, and instilling the utmost confidence to conquer any road or terrain. Installation is effortless, as these rider boards conveniently bolt-on to existing mounts for a fully reversible, modification-free and hassle-free setup.

"Inspired by vintage motocross pegs, the serrated



edge gives enhanced grip and stability. They are finished off with a sleek satin black powder-coat finish - ensuring a perfect blend for any style with ease."

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Le Pera TailWhip 'Upfront'



Designed to fit 2008-2023 Baggers (except the 2023 CVO), Le Pera's new TailWhip 'Upfront' takes its popular KickFlip "one step further."

The 'Upfront' is for those that want to be pushed forward, or want a more aggressive riding position, making mid controls actually feel like mid controls. "The TailWhip design provides more comfort for the passenger or just another platform to let the rider's adventurous side explore, the whipped-up tail will give your customers what they are looking for."

Featuring 6.75" of back support, an 11.75" wide driver seating area and 8" wide passenger area, it has a durable black cover



with molded 'Marathon' foam, a carpeted seat bottom and a seat baseplate made from 16-gauge powder-coated steel. The design was conceived for the rider that wants to be closer to the handlebars - the TailWhip 'Upfront' moves the driver 2" closer to the handlebars. Available in 'Double Diamond' (with or without chestnut thread), 'Basket Weave' or 'Pleated' style stitch finish.

With more than 50 years of experience and widely recognized as the market's design leader, Le Pera is still family owned and still handcrafting all its seats at its North Hollywood, California headquarters. All Le Pera seats feature a highly detailed powder-coated steel, carpeted base plate, a specially poured high density 'Marathon' molded foam foundation and double stitched, handcrafted 'BikerTec' custom cover with bonded polyester thread for durability.

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The background of the advertisement is a photograph of four motorcyclists riding down a paved road that stretches into the distance. The road is flanked by tall evergreen trees. The sky is bright with some clouds. Overlaid on the entire image are faint, semi-transparent technical drawings of motorcycle parts, including engines, wheels, and suspension components, some of which are numbered. The overall color palette is a mix of natural outdoor colors and a slightly desaturated, vintage feel.

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Drag Specialties Additions

3/4 Solo Seats for Indian Bobbers



Designed to bring Café Racer-inspired solo seat styling to speed up the look of '18-'22 Scout Bobbers, this seat has a 4" rise at the back for added support. The high-quality automotive-grade seat cover material looks great and is extremely durable. The ABS thermoformed seat base provides a perfect fit, and the carpeted bottom has rubber bumpers to keep paint scratch-free. It installs using the OEM hardware. The seat measures 22" long overall and is 11" long x 11 1/4" wide at the front and 9" long x 5" wide at the rear. It is available with a smooth or diamond-stitch pattern.

Quick-Detach Tour Box Mounts



These quick-detach Tour Box mounts are made from a durable steel, come in a chrome or gloss black finish and are compatible with OEM quick-detach mounts. The mounting bolt pattern will fit any 2006 and later Tour Box and includes all the hardware necessary to attach the Tour Box to the mounts. Available for '14-'23 FLHT, FLTR, FLHR and FLHX models.

Floorboard To Footpeg Conversion Mounts

Drag Specialties floorboard to footpeg conversion mounts allow you to install M-8 driver mini footboards and footpegs to models that were originally equipped with floorboards. The brackets reuse the existing brake and shift controls, along with the master cylinder, and come in a gloss black finish.



The kit includes both the left and right brackets along with all the necessary installation hardware, and is available for '18-'23 FLHC, FLHCS, FLFB, FLFBS, FLFL and FLDE models (replaces OEM #50501640).

Heavy-Duty Outer Fairing Support Brackets



These Drag Specialties heavy-duty outer fairing support brackets are made with thick 13-gauge steel for increased strength and come with a black powder-coat for superior rust resistance. They are ideal for use on bikes that have upgraded speakers and amps. The brackets are available for '99-'13 FLHT, FLHX, FLHTCUTG and FLHXXX models (replaces OEM #s 58478-96B and 58479-96B).

Fuel Tank Service Cover



Protect the gas tank when working around it with this Drag Specialties fuel tank service cover. Made in durable black vinyl and displaying the Drag Specialties logo, it is made to fit any Dyna, Softail, Touring or Trike model.

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Wunderlich Adventure - Protecting the Pan America

German BMW parts and accessory specialist Wunderlich has always been a major player in the ADV sector and last year established a new division especially for the burgeoning Adventure Touring sector.

One of the first models Wunderlich addressed beyond its traditional BMW footprint has been Harley's Pan America and, having already shown



Manifold heat shield

some model-specific and universal parts designs for the RA 1250 in prior editions, this manifold heat shield seen in one of the company's recent newsletters caught our eye.

Everyone knows, of course, that heat management (and vibrations for that matter) has always been an issue for Harley owners, and while the liquid-cooled Revolution Max is a very different beast to Harley's classic air-cooled V-twin, it is still a twin - even if a better, 60-degree layout - and therefore still prone to less efficient heat control than triples and fours.

The course of the manifold of the rear cylinder of the Pan America 1250 twists and bends and curves until it arrives at the collector, and this new manifold protection and heat shield from Wunderlich follows the same fluid, curved, organic shape of the manifold and tucks perfectly into the side 'fly-line' of the Pan America design to avoid producing additional drag. Produced from genuine carbon exclusively for

Wunderlich by leading German carbon fiber parts manufacturer Ilmberger Carbonparts, this is a solid yet lightweight cover that provides both thermal and mechanical protection to reliably shield the radiant heat coming from the manifold of the rear cylinder, and, importantly, prevents the right lower leg from coming into direct contact with the hot manifold pipe.

Made more than 130 mm longer than the standard shield, it therefore offers much improved heat protection, and a high degree of mechanical protection from scratches or dents to the manifold - always an issue for Adventure Tourers.

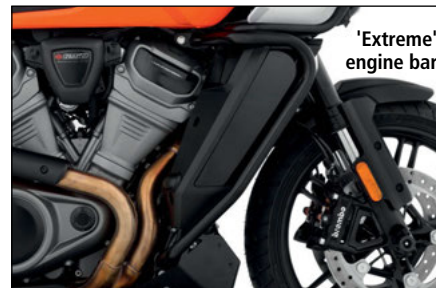
A one-piece design, it is thermally isolated when fitted, replaces the original Harley side part and is an easy-install with the assembly kits supplied. It uses the OEM attachment points, for a modification-free and fully reversible install, and typically saves some 70% of the weight of the OEM design and delivers greater rigidity than the Harley design it replaces.

Ilmberger uses pre-impregnated carbon fiber matrices for its high-quality carbon - the fiber volume is dimensioned, and the alignment of the individual fibers is defined. The matrix is then laminated - bubble-free - by hand and coated twice with a protective layer. The added clear varnish layer protects and emphasizes the three-dimensional effect of the carbon structure. After hardening in the autoclave, its carbon components meet even the toughest demands and requirements.

It comes with German type approval (ABE) and is backed by a five-year warranty.

Frequently bought together, Wunderlich also offers a two-piece tank pad set to protect the Pan America's gas tank, improving the angle of the knee, and increasing grip; a heat shield for the radiator hose, and a model-specific Wunderlich 'Extreme' engine protection bar concept that brings maximum protection to another critical Pan America component.

The ergonomically designed geometry of the



'Extreme' engine bar

'Extreme' engine bar protects the engine, its add-on parts, and the radiator. "In addition to comprehensive protection, during its development and construction we placed the utmost importance on ride height and lean angle. The two-part symmetric engine protection bar thus sits snugly, and its specific structure also gives it additional stability and rigidity - all while optimizing the weight of the component.

"The 25 mm bars for left and right screw on to three selected attachment points. The torques and forces that arise during a crash or fall are thereby



Tank pad set

distributed across each of the three points on each side of the vehicle. This reduces peak loads caused by external forces. It is manufactured from high-quality steel, precision-formed on CNC pipe bending machines, clean welded and black powder-coated."

WUNDERLICH GMBH

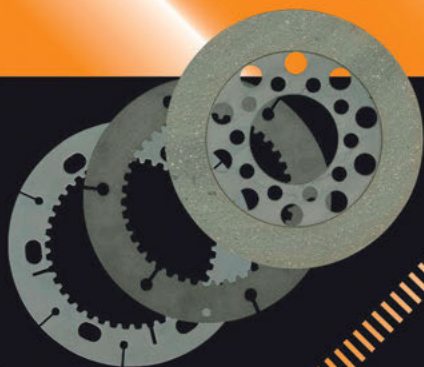
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"We started making 6-into-4 transmissions with kickers over ten years ago. At the time, we could only purchase some lower grade Taiwanese kicker gears in volume, because nobody made them in the USA anymore. Not acceptable. So, we tooled up our own right here in Michigan.

"They come standard on all Baker 4-speeds, 6-into-4s and kicker kits. To see the difference, take a pair of imported gears and roll the teeth together - they roll like a mismatched pair of gears and are dangerous to have inside the transmission. Our 'Klassic' kicker gears roll the way they should - they look, feel and are quality. They're not cheap, but they are the last set you will have to buy."

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Motorcycle Storehouse Adds Trask Performance

Dutch based multinational distributor Motorcycle Storehouse has added Trask to its line-up of performance brands.

Founded over two decades ago, Phoenix, Arizona based Trask Performance has gone from strength to strength, not least because of its award-winning 'Assault Series' custom baggers - the signature styling and custom detailing of which can be seen running through its USA made bolt-on product range.

"Trask's 'V-Line' handlebars and 'Assault' risers come in a range of heights and are the perfect upgrade for riders looking to improve the ergonomics of their current setup, while achieving that on-trend performance aesthetic."

Noted for the dominance in the Bagger Racing League and, historically, for its Turbo Chargers, high performance is coded into Trask's DNA and its dyno-developed 'Assault' hi-flow air cleaner kits are an iconic design, with the performance gains to match. "A high-capacity air filter and large diameter velocity stack work in harmony to significantly improve airflow, resulting in a +8 hp increase in power output. Plus, with a hidden integrated breather system and crystal-clear LEXAN cover, they look great too."



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MOTORCYCLE STOREHOUSE



ProTaper Pro-Am Bar for Pan America



Leveraging its ADV experience, ProTaper has added a new handlebar specifically designed for the H-D Pan America. Featuring proven proprietary ProTaper technology, the design is said to be an easy install with improved ergonomics for almost every rider. "Putting a big ADV bike through its paces is an athletic endeavor, so a great fitting handlebar is essential," said ProTaper Brand



Manager Paul O'Brien. "This bar positions the rider's hands a bit higher, which makes the stand-up position easier, and it also fits really well when seated. Great materials and simple installation will make this a must-have for Pan America owners."

The bar is based on ProTaper's EVO line of products and is manufactured from 4 mm, 7000-series aluminum alloy, which delivers superior tensile and yield strength. "The finish is a high-tech, shot-peened, anodized finish with outstanding durability. The design of the bars allows them to be an easy bolt-on installation with no wiring or cable changes necessary."

Introduced in 1991, "ProTaper has led the way in premium control components. The brand delivers an exciting, innovative and complete product line that fulfills the needs of professional racers and weekend riders alike. Through revolutionary ideas like the oversized 1" handlebar and the micro handlebar kit - the only control system purpose-built for youth riders - ProTaper transforms how riders experience their motorcycles."

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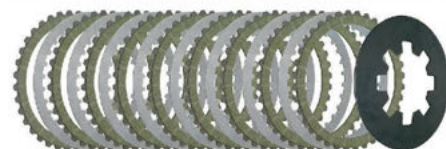
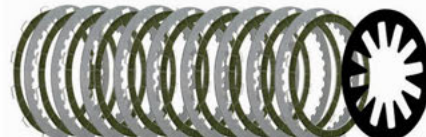
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Zodiac International Additions

Arlen Ness 'Method' Risers for Road Glide

These 'Method' bagger kickback risers give 10" (25.4 cm) rise with a 1 1/2" (3.8 cm) kickback to provide the proper mix of comfort and control. The



innovative design relocates factory gauges to the riser top clamp, which ensures a clear view of the navigation screen and gauges. The integrated hidden wire design keeps the handlebar section clean. Accepts handlebars with 1" clamping areas.

Black Stainless Steel M-8 Cam Cover Screw Kits



Stainless steel screws with matte black powder-coated heads for the finishing touch on black engines. "We recommend installing them using an anti-seize compound such as ZPN 770508. Hex socket cap screws are also known as Allen heads."

Detachable Sissy Bars For Touring



These sissy bars install and remove within seconds. Order required docking point kit and optional sissy bar pad separately.

Radical Radius for Indian Thunderstroke



Complete exhaust system with exclusive performance collector for maximum horsepower, plus torque and billet end caps. Features include one-piece full length heat shields to prevent chipping, rust and peeling between sections; large 2 1/2" 16-gauge heavy duty 220-degree blue proof; complete with mounting hardware and brackets and "unmatched sound and performance".

It fits forward and mid controls. Installation requires removal of the passenger peg, so consequently cannot be used with a pillion.



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Pro Street Rear End Kits for Freewheeler and Road Glide 3

Paul Yaffe is a prolific new product designer - his Phoenix, Arizona based Bagger Nation product line is dynamic - creativity and innovation is in its DNA. Recently, Paul has turned his attention to new products for the H-D trike platforms. As they rapidly gain in popularity, so too does the desire among owners to customize and personalize them, and with the introduction of the long-awaited Road Glide 3,

there are more trikes than ever out on the road. Paul set out to create a completely new look and attitude for the three-wheel platform, and having seen his custom project trike up close at the recent Drag Specialties NVP at Madison, Wisconsin, it's fair to see "he nailed it." New additions include his all-new Pro-Street rear end kit for Freewheeler and Road Glide 3 models - a



distinctive and different addition to Bagger Nation's growing range of three-piece body kits. "Our amazing Pro Street rear fender kit transforms your trike into a Pro Street thrill ride," says Paul, "and if you want to go 'car tire' wide, we'll have a special wide kit coming soon."

Options include no taillight and/or five sets of Bagger Nation 'Lightning Bolt' LEDs, choice of dual outlet or no outlet, and choice of black or chrome finish. On thing to note - this Pro Street rear end kit will not fit a Tri-Glide, but Bagger Nation has them covered with its 'Swoop' Tri-Glide fenders.

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Looking Cool

Avon Lake, Ohio based heat and sound management specialist Design Engineering has a selection of options to help dealers help their riders to eliminate the danger and reduce the discomfort of excessive exhaust heat.

DEI heat shield liner kits are easy to install liners for the back of the unlined factory exhaust heat shields.

No adhesives or modifications are required, so they are a fully reversible install, and are said to be able to reduce the heat radiating through the stock heat shields by up to 50%. Custom fit kits

available for stock and aftermarket head pipes on Harley, Indian and Triumph models, with universal application cut-to-fit kits, also available.

DEI's popular titanium exhaust wrap can often be installed with the exhaust still on the bike and heat shields can be installed over the wrap to maintain the look of the motorcycle. Also able to block 50% of the heat radiating through the pipes, they offer 360-degree coverage



for increased heat reduction. Finally, DEI's titanium exhaust sleeve does require removal of the head pipes and



flanges, but can also be installed over the sleeve to maintain the look of the motorcycle for a 50% reduction in heat and 360-degree coverage. These sleeves are a perfect option for use when installing a new exhaust or servicing an original.

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Motorcycle Storehouse is a trade-only distributor. Retail purchases can be made through your local dealer. For pricing and availability, please check our website.

Motul V-Twin OEM Compatible "Regenerated Content" Engine Oils



Motul has introduced new 'NGEN' 5 and 7 motorcycle engine oil formulations that are SAE and JASO approved as meeting or exceeding OEM requirements for use in air-cooled and current V-twins that usually have had mineral based oils as first-fill.

The company's new 'NGEN' 5 is described as a "high-performance, reliable engine oil for everyday use - tackling the challenges of both urban and rural environments.

"The focus is on optimized starting and shifting behavior, as well as best fuel efficiency. 'NGEN' 5 uses an additive and ester formulation like the conventional Motul 5100 engine oil, but it relies on up to 75% regenerated engine oil."

Also available through Motul importers and distributors worldwide (including Drag Specialties, Parts Unlimited, Parts Canada and Parts Europe), 'NGEN' 7 is "the first choice for all motorcyclists for the demands of sporty driving behavior. The high-

performance oil offers improved response for powerful engines as well as high temperature resistance and strong clutch grip.

"Identical to Motul 7100 in terms of additive and ester formulation, 'NGEN' 7 uses up to 50% regenerated motor oil. Both products are suitable for the entire powersports range - including quads, ATV and side-by-side vehicles, as well as V-twin Cruisers, Tourers, Street Bikes and ASDV models." They are JASO MA2 certified and meet the current API standards.

In addition to the contents, the packaging of Motul 'NGEN' products is also designed to be sustainable. All bottles consist of 50% recycled plastics and are made to be 100% recyclable.

MOTUL
Aubervilliers, FRANCE
Tel: (+33) 1 48 11 70 00
www.motul.com

Rear Radial Brake Kit

Hawg Halters (HHI) continues to expand its new 6-piston radial brake caliper line with the addition of a new FLH/FLT rear brake kit.

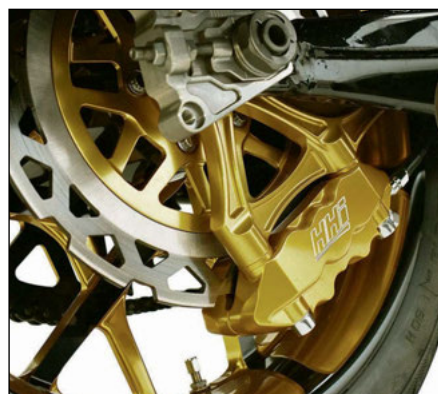
Featuring a precision CNC-machined 6061 billet aluminum 6-piston differential bore caliper "for optimum performance and style, this dual bridge construction caliper is designed for rigidity and

meant for action." It now comes with the latest DP performance brake pads for street or competition use.

These HHI calipers are designed for the popular 108 mm x 22.5 mm mounting and fit most 5 mm thick, 11.8 rear aftermarket brake rotors (only). This new rear radial brake kit fits 2009 and up FLH/FLT applications with a 25 mm axle.

The HHI rear radial brake caliper kit comes complete with DP pads, grade 8 hardware, and a one-piece billet bracket in machine, Black, Aztec Red, Inca Gold and Chrome finishes.

HAWG HALTERS INC.
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Tel: 877 442 5837
sales@hawghalters.com
www.hawghalters.com



Biltwell and Emerica Brand Partnership



Designed and engineered to withstand the kind of abuse that only skateboarders know how to hand out to their footwear, iconic skateboard footwear and apparel brand Emerica Footwear has joined forces with Biltwell, the equally iconic southern California-based purveyor of fine motorcycle helmets and accessories - to create an exclusive collaboration that highlights the "shared stoke of skateboarding and riding: the love of the open road."

Inspired by vintage riding boots, the Biltwell collection by Emerica initially features three footwear options - a suede 'Omen-Hi', full grain leather 'Romero Laced High', and for the skate purists, a 'Wino G6' slip-on with a rubber ollie guard for added



'Romero Laced High'

durability. The collection comes with a limited box and custom insole artwork as well as an available full apparel capsule.

"With over 25 years of commitment to the global skate community, Emerica continues to push the limits of skate footwear, support the world's most dedicated skateboarders, and continue our lifelong legacy of empowering youth through skateboarding."

"Owned and operated by skateboarders since 1996," the happy union between Emerica and Biltwell (owned and operated by riders since 2006) is a 'natch' - a classic of adjacent brand collaboration that could add an additional wheel to the Biltwell dealer's 'deck' for years to come.

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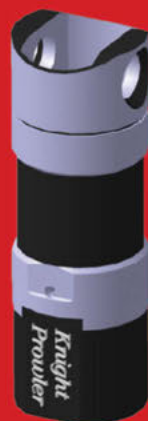
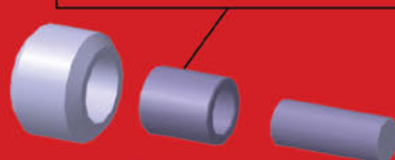


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NEWS BRIEFS

Harley-Davidson has announced additional share repurchase authorization headroom up to an additional 10.0 million shares of H-D, Inc. common stock. The Board authorization is in addition to the existing share repurchase authorization approved in February 2020. As of June 30, 2023, 5.8 million shares remained on that share repurchase authorization.

The Harley-Davidson, Inc. (NYSE: HOG) Board of Directors approved a cash dividend of \$0.165 per share for the third quarter of 2023 - payable September 27, 2023 to the common stock shareholders of record as of Sept 12, 2023.

Energica is celebrating its first ever podium, indeed the first ever podium for any electric motorcycle manufacturer, in a top-class internal combustion engine (ICE) race and series. Tytlers Cycle Racing's Stefano Mesa from Colombia rode the Energica Eva Ribelle RS (equipped with the Kit Corsa Clienti) to second place on the podium in the fourth round of the MotoAmerica Super Hooligan National Championship at The Circuit of The Americas (CoTA) on the weekend of September 8-10. The result left them fifth in the championship.

Mullholland Harley-Davidson, located in Calabasas, California, has been sold by seven H-D dealership owner Rodin Younessi to Bret Irvine. Mullholland was a second dealership in the Greater Los Angeles area and is Irvine's second H-D store acquisition.

PSB has opened registrations for its 2023 'Accelerate' Conference, being held at the Westin Galleria in Dallas, Texas, Nov. 5-7. "Industry leaders, dealers and enthusiasts will gather in Texas to network and attend seminars and roundtable discussions focused on dealership growth and development."

Polaris Q2 Growth

Polaris Industries reported second quarter sales of \$2,217m, up 7% compared to last year. The company reported market share gains in Off Road, On Road and Marine segments with overall powersports retail sales for the quarter up 14% versus last year - driven by a more than 50% increase in On Road, as well as double-digit percentage growth in Off Road.

North America unit retail sales for **Indian Motorcycle** were up over 40%. "North America unit retail sales for the comparable motorcycle industry were up low-single digits percent."

However, On-Road PG&A sales decreased -12%, with the benefits of the unit sales volume increase partially offset by higher finance interest. The achieved gross profit margin performance (22.8%) was driven by favorable product mix, lower logistics costs and higher volumes.

Polaris CEO **Mike Speetzen** is quoted as saying: "The Polaris team

POLARIS
Think Outside

Indian
MOTORCYCLE

CONSOLIDATED STATEMENTS OF INCOME (LOSS) (in thousands US \$)

	Three months ended June 30		Six months ended June 30	
	2023	2022	2023	2022
Sales	2,216.6	2,062.8	4,396.3	3,844.3
Cost of sales	1,711.6	1,588.4	3,422.1	3,017.0
Gross profit	505.0	474.4	974.2	827.3
Operating expenses:				
Selling and marketing	132.6	115.5	270.2	227.1
Research and development	93.2	86.8	189.7	167.6
General and administrative	103.8	89.2	194.6	160.9
Total operating expenses	329.6	291.5	654.5	555.6
Income from financial services	20.6	10.2	37.4	21.6
Operating income	196.0	193.1	357.1	293.3
Net income (loss)	134.3	(4.4)	247.9	65.5
Diluted Net income per share:	\$2.32	\$(0.08)	\$4.28	\$1.07

continued to execute on our 2023 plans with this quarter's performance being a strong reflection of our ongoing focus and dedication.

"Improved demand and industry-leading products drove retail growth across our Off Road and On Road segments in the quarter, including a 50% increase in On Road retail sales compared to the prior year.

Of the reported worldwide sales of

\$2,217m (up 7% versus the second quarter of 2022, **North America** sales of \$1,883m represented 85% of total company sales and an 8% increase from \$1,748m in 2022. **International** sales of \$333m represented 15% of total company sales and increased 6% versus the second quarter of 2022.

"Total company sales growth in the second quarter of 2023 was driven by higher shipment volumes, primarily driven by Off Road and Indian Motorcycle, as well as favorable net pricing."

Off Road segment results were also primarily driven by higher volume partially offset by higher finance interest. However, Off Road PG&A sales increased by 17%. Polaris North America ORV unit retail sales were up 14%. Estimated North America industry ORV unit retail sales were up high-single digits percent.

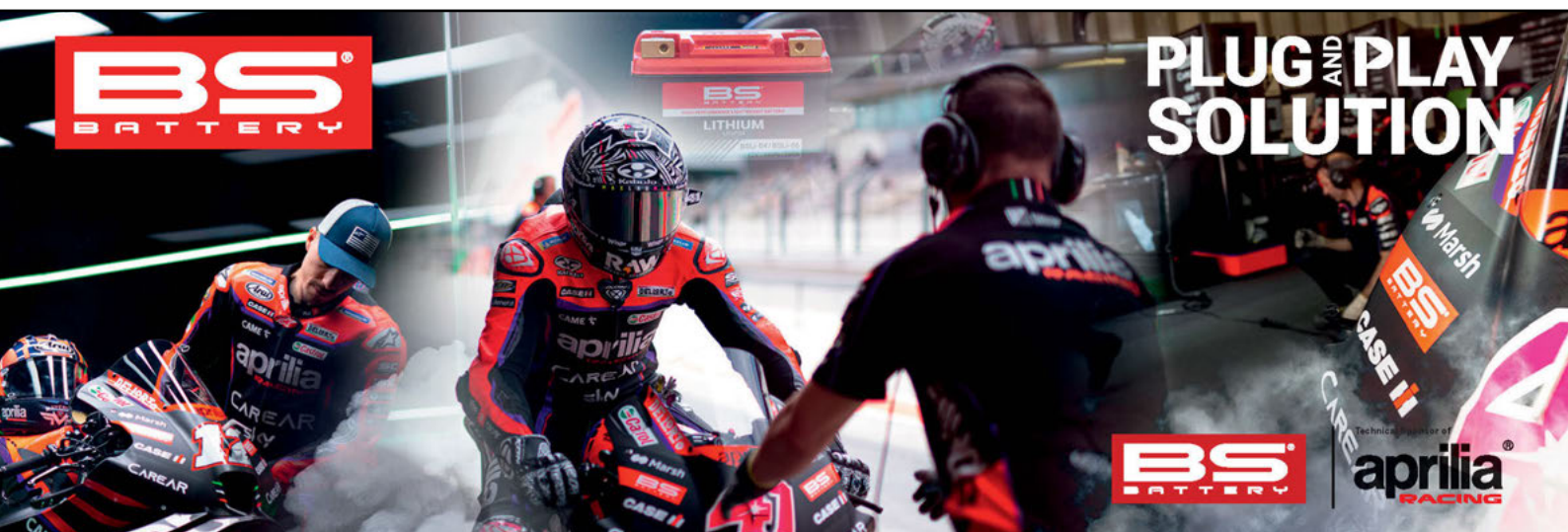
Polaris has upgraded its 2023 sales outlook by 3% to 6% versus its previous outlook of flat to up 5% versus 2022.



Internationally, Indian Motorcycles continues to build momentum. The recent Indian Riders Fest in the Czech Republic (June 2023) saw of thousands of Indian enthusiasts riding from more than 20 different countries for what is believed to have been the first ever (and certainly the largest ever) independent Indian motorcycle enthusiasts rally in the world.

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