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# AMDTM

## AFTERMARKET MOTO DESIGN

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

### Indian Motorcycle 2024 Model Year Lineup Features Limited Editions, Upgraded Audio and Paint - Lots of Paint!

For 2024, Indian Motorcycle has announced a brand collaboration with American motocross brand 100% - highlighted by a limited edition FTR x 100% R Carbon. The 2024 lineup "features a new Indian Challenger Elite, a completely redesigned **PowerBand Audio system** and updates across the entire Indian Motorcycle lineup."

Delivering "a robust offering of American V-twin motorcycles, unlike anything else on the road," they feature "quality craftsmanship, world-class performance and iconic style." The wide-ranging lineup runs from the sleek and stylish FTR street bike to its Scout and Chief cruisers and a diverse range of baggers and touring models - including the Indian Super Chief, Indian Springfield, Chieftain, Indian Challenger and fully loaded Roadmaster and Indian Pursuit models.

**Mike Dougherty**, President of Indian

Motorcycle, is quoted as stating that "it's amazing to think how far we've come in developing and expanding our lineup of motorcycles, delivering a wide range of new models and trim offerings in a variety of styles to meet



the diverse tastes and needs of our global riding community.

"Riders are choosing Indian Motorcycle. We're growing share and growing retail volume all over the world. We've received incredible rider feedback and continue to refine, enhance and fine-tune our lineup and accessories based on this feedback."

Pulling styling cues from 100%'s roots in action sports, the FTR x 100% R

Carbon "has been beautifully designed for the performance-minded rider who wants to stand out from the crowd. The bike features a one-of-a-kind Blue Candy carbon fiber tank, headlight nacelle, seat cowl and front fender. Its bright white powder-coated frame pops, while gloss paint finishes and red accents throughout deliver a high-quality fit and finish."

Collectively, the FTR x 100% R Carbon is "a raw slice of Americana. Built on the top-of-the-line FTR R Carbon, the FTR x 100% R Carbon features even more upgrades and details that set it apart. Striking Indian Motorcycle and 100% co-branding highlight each tank side, its rear seat cowl and the chin fairing. Race-ready Öhlins front forks and rear shock spring get custom blacked out treatment for 100% more attitude.

"A black-finished **titanium Akrapovic exhaust** and carbon fiber

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**JAN 2024**

**ISSUE #294**

**Bigtwin**  
BIKESHOW & EXPO



**ROYAL ENFIELD**



**EICMA**



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'Brown Sugar' - 'Clubstyle' parts range by Rick's H-D, Germany. See pages 60-61 for more details.





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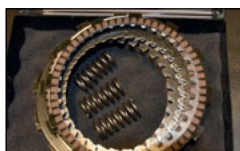
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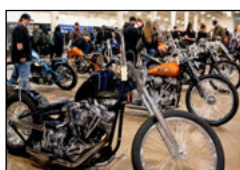
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Around 560,000 visitors, 2,306 brands, 700 plus direct exhibitors, 67 percent of them from outside Italy, representing 45 countries; more than 39,000 industry professionals, representing 120 different nations; over 7,000 media attendees from 62 countries; nearly 9,000 test rides and 19 percent attendee growth over 2022. EICMA - the show where statistics go to die!



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## AMD PRO GUIDE



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# EICMA 2023 - Hardcore P&A/G&A Exhibitor Number Down to Around 500 Vendors

This is the first opportunity for me to write a piece for an AMD edition since we got back from EICMA (the 'Milan Show') in early November. And with apologies in advance, my perennial obsession with the rise and fall of trade shows remains alive and well even after all this time!

Our primary review of that show appeared in the post expo review edition of sister magazine International Dealer News (January/February - available to read online or download at [www.idnmag.com](http://www.idnmag.com)).

This edition of AMD includes an alternate, or rather an additional, selection of show and vendor news, with the selection having as much of a V-twin slant as a 'metric'/mainstream expo allows. Truth be told, there really wasn't much H-D or custom industry action there, and it gets less every year.

I dare say, there would have been some Indian Motorcycle models on the Polaris booth, somewhere, but I have to confess that I didn't see them, not even from a distance, and there certainly was no Harley booth (nor even a LiveWire presence, as far as I am aware).

The claimed attendance of 563,000 still lags on a 2019 pre-pandemic total that was claimed to be close to 800,000 visitors, but the hall-count was back to the best it has ever been at eight halls.

These days, one of the fastest growing sectors are the number of EV exhibitors. That includes the motorcycles and scooters on conventional OEM booths as well as the new gen of purely EV exhibitors.

There are some great electric PTW (Powered Two Wheeler) manufacturers - a star of the show for me this year was the RAWRR brand that I first encountered at AIMExpo at Las Vegas in February 2023 - and there were others too.

But I am always left with the overall impression that most such start-ups are a triumph of hope over expectation. Even in the few short years since they started to come up like an annual crop of mushrooms, there has been churn. Many bright eyed but clearly undercapitalized 'wannabees' have appeared for a year or three, but are already disappearing back into the ground just as quickly as they had emerged in the first place.

Now that the established motorcycle OEMs are finally betting their stators in a row, the critical mass that their distribution power brings to the table will inevitably make it ever harder for the 'new gen' brands to sit at the top table. Indeed, a process of M&A is already consolidating some of the more promising start-ups into the balance sheets of the bigger fish.

What interested me about EICMA's post show communications this year was the apparent confession that it knows that its show (and other similar shows) are not in fact about ROI at all.

In planning for our three days of intense aisle yomping, it quickly became apparent, in P&A and G&A terms, that the list of important and traditionally viable and 'core' brand absentees gets longer every year, despite the apparent show growth.

EICMA cites 2,036 brands as "present" - but that is based on the sometimes huge number of uncurated and sometimes duplicatory brand cross-references that single exhibiting vendors will list in the show catalog. EICMA says that this was "a historical

record for the event" in brand terms. It also states that there were more than 700 direct exhibitors, which - in the context of the history of this show - is just about as far from being a historical record as its possible to get!

It is claimed that 67% of those exhibitors came from abroad, which is quite likely, and that they came from 45 countries.

However, the interesting statistic is that more than 30 percent of the companies were present for the first time. Meaning that only around two thirds of the 700 could be returnees or considered 'core' - around 500 at best, and that includes the OEMs, ICE and otherwise.

The 'short list' of vendor 'core' mission critical absentees that we have been in the habit of keeping for a few years is now more of a 'long list', so, all things considered, the show, indeed all the traditional formula shows in Europe and elsewhere, are, as many have pointed to, increasingly failing to 'speak convincingly' to the core of the parts and accessories and gear and apparel sectors that brought us (and the shows) to where we are. The exhibitors, in effect, pay for, create and subsidize the opportunities that the OEMs and other trade association members are able to exploit.

I've been hearing this from customers since before the pandemic - the whispers probably started around 2017, and they had certainly started by 2018. That was the last year we made our \$150,000 annual biennial commitment to INTERMOT at Cologne in Germany (2014, 2016, 2018 - *do the math!*), and the damaging cycle of pandemic, economics and now even warfare, that has had an inexorably negative effect on our show landscape, has made INTERMOT the primary casualty.

Capitalism, like nature, like evolution, abhors weakness, and INTERMOT has been dealt with harshly - those whispers became shouts, and the noise has now drowned out the show altogether.

Having had to cancel the planned 2020 show, the 2022 comeback was a shockingly thin outcome for a once mighty business nexus that completely dominated the international show circuit, including holding EICMA in its shade. But my, how the wheel turns!

At the time of writing, there remains much confusion about whether or not there will be an INTERMOT this year, and if so, where. The organizers have gone suicidally dark over it, and while they claim there definitely will be one, the organizers will not confirm what the plans are or whether there is any truth in rumors of a switch to an early December 2024 date.

Meanwhile, budgets are being allocated, plans made, negativity swirls and EICMA prospers - despite delivering a much lower buying power value despite the higher attendee numbers.



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## SHOW ZONE 2024

**Parts & Labor Custom Motorcycle Expo**  
San Diego, CA, US • Jan 13  
[www.biltwellinc.com](http://www.biltwellinc.com)

**Motor Bike Expo (MBE)**  
Verona, IT • Jan 19-21  
[www.motorbikeexpo.it](http://www.motorbikeexpo.it)

**Colorado Motorcycle Expo**  
Denver, CO, US • Jan 27-28  
[coloradomotorcycleexpo.com](http://coloradomotorcycleexpo.com)

**MP Motorcycle Show**  
Helsinki, FI • Feb 2-4  
[mp.messukeskus.com](http://mp.messukeskus.com)

**Garage Brewed**  
Cincinnati, OH, US • Feb 3  
[www.garagebrewed.com](http://www.garagebrewed.com)

**AIMExpo**  
Las Vegas, NV, US • Feb 6-8  
[www.aimexpousa.com](http://www.aimexpousa.com)

**Motorbeurs**  
Utrecht, NL • Feb 22-25  
[www.motorbeursutrecht.nl](http://www.motorbeursutrecht.nl)

**Mama Tried**  
Milwaukee, WI, US • Feb 24-25  
[www.mamatriedshow.com](http://www.mamatriedshow.com)

**Motosalon**  
Brno, CZ • Feb 29-Mar 2  
[www.bvv.cz/motosalon](http://www.bvv.cz/motosalon)

**Motorräder Dortmund**  
Dortmund, DE • Feb 29-Mar 3  
[www.zweiradmesse.de](http://www.zweiradmesse.de)

**Moto Festival**  
Bern, CH • Feb 29-Mar 3  
[www.motofestival.ch](http://www.motofestival.ch)

**Mecanic Show Pecquencourt**  
Pecquencourt, FR • Mar  
[www.mc-pecquencourt.fr](http://www.mc-pecquencourt.fr)

**Daytona Bike Week (83)**  
Florida, US • Mar 1-10  
[www.officialbikeweek.com](http://www.officialbikeweek.com)

**The Prowl**  
Bisbee, AZ, US • Mar 16

**Tokyo Motorcycle Show**  
Tokyo, JP • Mar 22-24  
[www.motorcycleshow.org](http://www.motorcycleshow.org)

**Donnie Smith Invitational Bike Show**  
St. Paul, MN, US • Mar 23-24  
[www.donniesmithbikeshow.com](http://www.donniesmithbikeshow.com)

**Arizona Bike Week**  
Scottsdale, AZ, US • Apr 3-7  
[www.azbikeweek.com](http://www.azbikeweek.com)

**Biltwell 100 Desert Race**  
Ridgecrest, CA, US • Apr 6  
[www.biltwell100.com](http://www.biltwell100.com)

**Tallahassee Bike Fest**  
Tallahassee, FL, US • Apr 11-14  
[www.tallybikifest.com](http://www.tallybikifest.com)

**Handbuilt**  
Austin, TX, US • Apr 12-14  
[www.revivalcycles.com](http://www.revivalcycles.com)

**The One Show**  
Portland, OR, US • Apr 19-21  
[www.the1moto.com](http://www.the1moto.com)

**Feria de las 2 Ruedas**  
Medellin, CO • May 2-5  
[www.feria2ruedas.com](http://www.feria2ruedas.com)

**Biker Fest International (38th)**  
Lignano Sabbiadoro, IT • May 9-12  
[www.bikerfest.it](http://www.bikerfest.it)

components - engine covers, chain guard and exhaust heat shield - add custom detailing expected on a limited-edition model. Exacting attention to craftsmanship shines with **Gilles Tooling parts**, including bar-end weights, oil cap and radiator cap. "Nothing is standard about the performance of the FTR x 100% R Carbon: featuring a 120 hp liquid-cooled V-twin engine with 87 ft-lb of torque, radially mounted dual-disc **Brembo brakes**, a four-inch touchscreen display powered by **RIDE COMMAND** with turn-by-turn navigation, **Bluetooth** connectivity and three selectable ride modes - Rain, Standard and Sport - which deliver a personalized riding experience." The limited-edition FTR x 100% R Carbon starts at \$18,999, with only **400 motorcycles available around the world**. Riders purchasing the FTR x 100% R Carbon will receive a complementary pair of Indian Motorcycle x 100% sunglasses. Bikes have already started shipping to dealers.

The 2024 **Indian Challenger Elite** delivers on its promise as "the ultimate American bagger. With **only 325 available around the world**, riders will turn heads with its custom-inspired Charcoal Candy paint scheme, while first-class amenities provide comfort and confidence when logging long miles in the saddle. Starting at \$38,499 "the class-leading bagger is standard with Indian Motorcycle's all-new, completely redesigned PowerBand Audio system. "Based on the 122 hp PowerPlus engine, the Indian Challenger Elite's premium features include electronically adjustable rear suspension preload from Fox, Smart Lean Technology, an adaptive LED headlight, LED driving lights, an adjustable **Flare** windscreen, driver and passenger headrest floorboards, heated grips, saddlebag lights, saddlebag closeouts, and three selectable ride modes, including Tour, Standard and Sport, which deliver a personalized riding experience based on rider preferences." Redesigned for Indian Motorcycle baggers and touring models,

**FTR x 100% R Carbon**



Indian Challenger Elite



PowerBand Audio

upgraded PowerBand Audio kits feature 100 watt speakers that produce "higher volume, increased clarity and more bass. Answering the call from riders, each speaker touts UnderGlow LED accent lighting, which delivers a custom-inspired look that stands out compared to standard audio systems." PowerBand Audio's new Bass Boost Tune "makes the music come alive with deeper bass lines, which result in 50% more bass when compared to previous PowerBand Audio offerings. New Dynamic EQ auto-optimizes in real-time for the highest quality audio as speed and conditions change. Speakers are durable, water-resistant and deliver an immersive listening experience - expertly designed to cut through road, wind and throttle noise." Featuring updated, custom-inspired style, "PowerBand Audio speakers sport a chiseled, modern look and UnderGlow, soft-white LED accent

rings. The titanium-plated dome stands out from the crowd and ensures the speakers look as good as they sound.

"Once installed, Indian Motorcycle's industry-leading, seven-inch touchscreen display powered by RIDE COMMAND automatically recognizes PowerBand Audio speakers and immediately upgrades the bike's audio menu. With PowerBand Audio, riders receive a nine-band equalizer to fully customize settings and dial-in levels for any music genre.

"Select Indian Motorcycle baggers and touring models will be available straight off the dealership floor with PowerBand Audio pre-installed at the factory. The new PowerBand Audio system is compatible with 2020-2024 models with seamless installation.

"Riders can take their audio system up to 800 watt, including 200 watt in the upper fairing, 200 watt in the lower fairing, 200 watt in the saddlebags, and 200 watt in the touring trunk. Riders can also update their PowerBand Audio system in their 2020-2023 baggers and touring models with the Bass Boost Tune software upgrade at their local dealership. All 2024 and newer motorcycles will come standard with the Bass Boost Tune, which will automatically come alive once PowerBand Audio speakers are installed.

"In addition to exciting new paint colors, Indian Motorcycle has improved fit and finish on baggers and touring models, as models receive a gloss paint finish across the dash visor, storage door, dash trim and gauge bezel."



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



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[myrtlebeachbikeweek.com](http://myrtlebeachbikeweek.com)

**European Super Rally**  
Pasohlavky, GR • May 15-19  
[www.superrally.com](http://www.superrally.com)

**Lost Highway Show**  
Poconos Park, PA, US • May 17-19  
[www.losthighwayshow.com](http://www.losthighwayshow.com)

**Distinguished Gentleman's Ride**  
Worldwide • May 19  
[www.gentlemansride.com](http://www.gentlemansride.com)

**Euro Bike Fest**  
Pasohlavky, CZ • May 23-26  
[www.eurobikefest.cz](http://www.eurobikefest.cz)

**Bike Shed Show**  
London, GB • May 24-26  
[www.bikeshedmoto.com](http://www.bikeshedmoto.com)

**Isle of Man TT**  
IOM, GB • May 27-Jun 8  
[www.iomtt.com](http://www.iomtt.com)

**Americade (40th)**  
Lake George Village, NY, US • May 29-Jun 1  
[www.americade.com](http://www.americade.com)

**Magic Bike**  
Rüdesheim, DE • May 30-Jun 2  
[magic-bike-ruedesheim.com](http://magic-bike-ruedesheim.com)

**Custombike Show**  
Nortaelje, SW • Jun 3  
[www.custombikeshow.se](http://www.custombikeshow.se)

**European H.O.G. Rally**  
Senigallia, IT • Jun 6-9  
[events.Harley-Davidson.com](http://events.Harley-Davidson.com)

**Laconia Motorcycle Week**  
New Hampshire, US • Jun 8-16  
[www.laconiamcweek.com](http://www.laconiamcweek.com)

**Wheels & Waves**  
Biarritz, FR • Jun 12-16  
[www.wheels-and-waves.com](http://www.wheels-and-waves.com)

**IRF24 Indian Riders Fest (5th)**  
Budweis Custom Show  
Ceske Budejovice • Jun 13-16  
[www.indianridersfest.eu](http://www.indianridersfest.eu)

**Biltwell People's Champ**  
Cook's Corner, CA, US • Jun 21  
[www.peopleschampshow.com](http://www.peopleschampshow.com)

**Born Free**  
Silverado, CA, US • Jun 22-23  
[www.bornfreeshow.com](http://www.bornfreeshow.com)

**Hamburg Harley Days**  
Hamburg, DE • Jun 28-30  
[www.hamburgharleydays.com](http://www.hamburgharleydays.com)

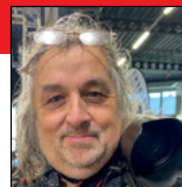
**Punta International Motorcycle Show**  
Courchevel, FR • Jul 5-7  
[www.punta-courchevel.com](http://www.punta-courchevel.com)

**Capital Moto Week**  
Brasilia, BR • Jul 18-27  
[www.capitalmotoweek.com.br](http://www.capitalmotoweek.com.br)

**H-D Homecoming**  
Milwaukee, WI, US • Jul 25-28  
[events.Harley-Davidson.com](http://events.Harley-Davidson.com)

## World Speed Trials

September 22nd-24th, 2023,  
DEKRA-Lausitz-Ring, Germany



Pics by Horst  
'Motographer'  
Roesler

As announced in AMD in September, the 'petrol heads' of Europe have a new event for their calendars - the World Speed Trials, staged in September 2023 at the DEKRA Lausitz-Ring in eastern Germany.

A new Land Speed Record formula (which means lots of new records to be set) saw nine riders bring ten bikes for an FIM sanctioned "Flying Quarter Mile" test event. A new distance for Land Speed Record racing, the plan is to make Land Speed Record racing a more accessible motorcycle sport.

Designed as more of an homage to Bonneville - an additional, not an alternate - the formula makes access to Land Speed Records a lot more versatile and, for Europe, it is a return to the roots of the sport, to the days when the likes of public roads like the German Autobahn or specialized tracks as the AVUS, the Autodrome de Linas-Monthéry or Brooklands laid the foundation for speed freakery. Higher speeds saw the introduction of longer 'tracks' like the beaches of Daytona, Pendine Sands in Wales and, later, the Salt Flats of Bonneville (Utah/USA), Lake Gairdner (Australia)



and recently the Salar de Uyuni in Bolivia, or Black Rock Desert for the highest Land Speed Record runs.

This 2023 World Speed Trials on the 5.8 km test-oval next to the racetrack acted as 'test-run' for future events that may see more attention and more competitors - and to check out the logistics of the test facility, which is part of a motorsport park north of Dresden.

"It was time to give Land Speed Record racing a new impulse - a boost that would allow new records to be run, bring new racers to the events and to allow riders to go fast in a safe and controlled environment," stated Ruedi Steck, Swiss race and event promoter and also multiple Land Speed Record racer at the Bonneville Salt Flats.

Ruedi Steck 'has form' where speed record events in Europe are concerned, having been behind an effort to establish a European Speed Trials in Italy in 2013. That event never got off the ground, but this time round, with the FIM on side and an organization like DEKRA giving it a following wind,



**Ruedi Steck, Swiss race and event promoter and also multiple Land Speed Record racer at the Bonneville Salt Flats.**

maybe the formula could be 'a lock'. "This 2023 World Speed Trials was a test-run designed to show what can be achieved without massive costs and risks for both the organizers as well as the participants," said Steck.

Following his record runs at the BUB Speed Trials in Bonneville in 2009, with teams of up to four motorcycles, it was he who organized the 2018 "World Speed Trials" on Lake Gairdner in Australia - with bikes and equipment having to be shipped halfway around the world and then - literally - transported into the middle of nowhere.

With the unpredictability of weather as well as costs, conventional LSR-racing is not for the faint-hearted. While nothing could ever replace the demands that The Great White Dyno places on men and women and their machines, anything to further popularize the sport and work towards a supporting race structure around the world is to be welcomed. **Kudos Ruedi!**

2024 World Speed Trials scheduled for August 2-4 2024.

[www.swissperformance.ch](http://www.swissperformance.ch)



**Fastest rider in 2023: Kawasaki-powered Johannes Mueller on another 300+ km/h run**

No.	Name	Country	Bike	Record 1/4 mile-km/h
2	Dominik Hilfiker	Switzerland	Kawasaki W800	200.501
3	Valentin Suchet	Switzerland	Triumph Speed Triple RR	286.609
9	Nina Prinz	Germany	Suzuki GSX-R 1000R	306.120
11	Johannes Mueller	Germany	Kawasaki Ninja H2R	330.766
12	Johannes Mueller	Germany	Kawasaki Z H2 Trackinator	292.480
21	Rudolf Steck	Switzerland	KTM Super Duke	
75	Tobias Hyrenbach	Germany	Triumph Rocket R 2022	249.124
79	Peter Scheepers	Germany	Egli-Suzuki GSX 1327 Turbo Egli	217.567
141	Sven Traber	Switzerland	Harley-Davidson FXR Sven Cycles	260.606
7223	Andreas Holzer	Switzerland	BMW S 1000 RR	306.120



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**AMA Vintage Motorcycle Days**  
Lexington, OH, US • Jul 26-28  
[vintagemotorcycledays.com](http://vintagemotorcycledays.com)

**World Ducati Week**  
Misano, IT • Jul 26-28  
[www.ducati.com](http://www.ducati.com)

**Fuel Cleveland**  
Cleveland, OH, US • Jul 27-28  
[www.fuelcleveland.com](http://www.fuelcleveland.com)

**New Order Chopper Show**  
Kobe, JP • Aug  
[neworderchoppershow.com](http://neworderchoppershow.com)

**Bonneville Motorcycle Speed Trials**  
Wendover, UT, US • Aug  
[www.bonnevillemst.com](http://www.bonnevillemst.com)

**Polish Bike Week**  
Karpacz, PL • Aug 1-4  
[www.polishbikeweek.pl](http://www.polishbikeweek.pl)

**World Speed Trials**  
DEKRA Lausitzring, DE • Aug 2-4  
[www.swissperformance.ch](http://www.swissperformance.ch)

**Sturgis Motorcycle Rally (84th)**  
Sturgis, SD, US • Aug 2-11  
[sturgismotorcyclerally.com](http://sturgismotorcyclerally.com)

**Four Corners Rally**  
Durango, CO, US • Aug 29-Sep 2  
[fourcornersmotorcyclerally.com](http://fourcornersmotorcyclerally.com)

**Glemseck 101**  
Leonberg, DE • Aug 30-Sep 1  
[www.glemseck101.de](http://www.glemseck101.de)

**CIMA Motor**  
Chongqing, CN • Sep 15-18  
[www.cimamotor.com](http://www.cimamotor.com)

**European Bike Week**  
Lake Faak, AT • Sep 3-8  
[www.harley-davidson.com](http://www.harley-davidson.com)

**Italian Bike Week**  
Lignano Sabbiadoro, IT • Sep 12-15  
[www.italianbikeweek.net](http://www.italianbikeweek.net)

**Bike Blues & BBQ**  
Fayetteville, AR, US • Sep 18-21  
[www.bikesbluesandbbq.org](http://www.bikesbluesandbbq.org)

**Myrtle Beach Bike Week - Fall**  
Myrtle Beach, SC, US • Oct 2-8  
[myrtlebeachbikeweek.com](http://myrtlebeachbikeweek.com)

**Biltwell Kernville Kampout**  
Kernville, CA, US • Oct 6-8  
[www.kernvillekampout.com](http://www.kernvillekampout.com)

**Biketoberfest**  
Daytona Beach, FL, US • Oct 17-20  
[www.biketoberfest.org](http://www.biketoberfest.org)

**Oslo Motor Show**  
Oslo, NO • Oct 25-27  
[www.oslomotorshow.no](http://www.oslomotorshow.no)

**Bigtwin Bikeshow & Expo**  
Houten/Utrecht, NL • Nov 1-3  
[www.bigtwin.nl](http://www.bigtwin.nl)

**SEMA**  
Las Vegas, US • Nov 5-8  
[www.semashow.com](http://www.semashow.com)

**EICMA (#81)**  
Milan, IT • Nov 6-10  
[www.eicma.it](http://www.eicma.it)

**Lone Star Rally**  
Galveston, TX, US • Nov 7-10  
[www.lonestarrally.com](http://www.lonestarrally.com)

**Custombike Show**  
Bad Salzuflen, DE • Nov 29-Dec 1  
[www.custombike-show.de](http://www.custombike-show.de)

## Shane Narbonne Secures 3rd Bagger Racing League Championship Title



Round 5, Willow Springs International Raceway  
Rosamond, California, November 18-19, 2023

By Carl Schlacht / [Baggerracingleague.com](http://Baggerracingleague.com)

In a thrilling display of skill and determination, Shane Narbonne has emerged victorious once again, clinching his third consecutive Bagger Racing League Championship in the fiercely competitive NAMZ Custom Cycle Product Bagger GP class.

Narbonne's exceptional performance throughout the 2023 season solidified his status as a dominant force in the BRL, showcasing his mastery of the track and his finely tuned racing machine. The Bagger GP class, known for its high-speed battles and tight competition, provided the perfect stage for Narbonne to demonstrate his prowess.

The championship-deciding race took place at the iconic Willow Springs International Raceway in California, where Narbonne faced fierce competition from some of the best riders in the Bagger GP class - including Ruben Xaus and Jesse Janisch. Narbonne, on the all-conquering Trask Performance Bagger, navigated the challenging course with precision, showcasing a perfect blend of speed, agility and strategy. As the checkered flag waved, the crowd erupted in cheers as Narbonne crossed the finish line, securing not only the race victory but also cementing his place as a three-time BRL Champion.

The seasoned rider expressed his gratitude and excitement after the race, stating: "Winning the BRL Championship for the third time is an incredible feeling. It's a testament to the hard work and dedication of my entire team. The competition was tough, but we pushed ourselves to the limit, and it paid off in the end."

Narbonne's success can be attributed not only to his exceptional skills, but also to the collaborative effort of his support team, including the



mechanics, engineers and sponsors who played a crucial role in optimizing the

performance of his Trask Performance Bagger.  
[baggerracingleague.com](http://baggerracingleague.com)

### ROUND 5, WILLOW SPRINGS INTERNATIONAL RACEWAY RESULTS

#### Zipper's American Twins Unlimited

1	Kory Cowan	Alloy Art
2	Gilbert Conde	Flex CBD
3	Anthony Bangma	RF Racing
4	Robert Parker	Shredder Bob Racing



#### Metzeler Pro Stock Bagger

1	Michael "Arnie" Wells	Suburban Harley-Davidson
2	Samuel Guerin	Original Garage Moto
3	Gunnar Ouellette	Trask Performance
4	Danny Spina	Ruthless Supply
5	Steven Chamberlain	Screaming Speed & Fab



#### NAMZ Bagger GP

1	Shane Narbonne	Trask Performance
2	Ruben Xaus	Feuling
3	Jesse Janisch	Suburban Motors/SLYFOX



#### Lite Weight Twins

1	Anthony Bangma	RF Racing
2	Cody Gilmore	Suburban Harley-Davidson
3	Bert Bledsoe	JRS Motorwerks
4	Jim Tietz	My Garage Ventura
5	Brian Wammack	



#### DP Brakes F/S Cup

1	Kory Cowan	Alloy Art
2	Gilbert Conde	Flex CBD



#### Andrews Big Twins

1	Bobby Parker	Shredder Bob Racing
2	Lenny Howard	Shifter Crew
3	Decin McLaughlin	My Garage Ventura
4	John Trujillo	Jiffy Tune Racing
5	Gary Thompson	My Garage Ventura





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Check out more details on this bike at various rallies and events throughout the year;  
or go to [dragspecialties.com/bike-builds](https://dragspecialties.com/bike-builds) to view the complete parts list.

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**June 13-16**

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Indian Riders Fest**  
Czech Republic  
[www.budweiscustom.show](http://www.budweiscustom.show)



**June 21**

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[www.bigtwin.nl](http://www.bigtwin.nl)

[www.amdchampionship.com](http://www.amdchampionship.com)

# Royal Enfield Himalayan Enters the 21st Century

By Ben Purvis



For decades, Royal Enfield has represented a step back in time that's welcomed by riders longing for a simpler age but doesn't offer a lot of competition to rivals operating at the cutting edge of motorcycle technology. That's all changing now with the new Himalayan - the first liquid-cooled, six-speed DOHC bike in the company's long history. The original Himalayan, launched in

the radiator, water pump and pipework that entails, is **3 kg lighter** than the old model, coming in at 196 kg including a 90% full tank of fuel. It's a bigger, 17-liter tank as well, up from 15 liters on the older model.

As before, the Himalayan is designed to cope with the terrain its name suggests, with a 21-inch front wheel wearing 90/90-21 rubber and a 17-inch rear with a 140/80-17 tire. There's 200 mm of wheel travel at each end and 230 mm of ground clearance, and the seat can be adjusted from 825 mm to 845 mm.

Brakes are from **Brembo's ByBre subsidiary**, with a two-piston front caliper and a 320 mm disc, plus a single-piston rear and 270 mm disc, with ABS that can be switched off for off-road use.

The styling is an updated take on the rugged original, with a sleeker look that retains signature elements like the round headlight and the distinctive luggage racks on each side of the fuel tank. From the rider's seat, there's more evidence of the bike's modernity thanks to an appealing circular dash that's actually a color TFT display, developed with the help of Google to include map-based navigation when paired with a smartphone.

Royal Enfield has also signaled its intentions for the future by revealing a prototype electric Himalayan, featuring a purpose-made alloy chassis that doubles as the battery casing. It's been under test in the Himalayas to check whether electric bikes offer the sort of capability in remote settings that the combustion engine version achieves.

## 'Liquid-cooled engine and six-speed'

2015, was a tentative step into the modern era for Royal Enfield, ditching retro looks in favour of a utilitarian style from former Ducati design boss **Pierre Terblanche**. But underneath labored an old-fashioned air-cooled single and ultra-simple chassis. The new model brings everything up to date, with the focus on an engine that nearly doubles its predecessor's output thanks to truly modern design. The **DOHC, four-valve, liquid-cooled single** manages 40 hp at 8,000 rpm, up from 24 hp for its air-cooled predecessor, from a capacity of 452 cc. It sits beneath a steel twin-spar frame that replaces the cradle design of the original Himalayan, with **upside-down 43 mm forks** instead of right-way up 41 mm versions, and an aluminum swingarm with a rising-rate monoshock.

That redesign means the new bike, despite its liquid-cooled engine and



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# NEWS BRIEFS

2024 will see a new team land in MotoGP - the independent Trackhouse Racing team. Partnering with Aprilia to run its RS-GP MotoGP prototypes (with Portuguese rider Miguel Oliveira and Peruvian Raul Fernandez), Trackhouse will be the first American team to line-up on the MotoGP grid since Kenny Roberts' Team Roberts in 2007. No American has raced in MotoGP since Nicky Hayden left the series in 2015.

**Former Dakar Rally racer Joan Pedrero Garcia is to challenge the Africa Eco Race (run roughly parallel to the original Dakar desert race route) on an H-D Pan America. Working with Harley's Spanish subsidiary, he has already been running a 1250 Pan America against the lighter and more agile middleweights of the 'rally raid-style' event scene for the past year. In 2021, he finished the 1000 Dunas Rally on a largely bone stock RA1250. The Africa Eco allows machines outside the rigid FIM classes; the race starts on December 30, 2023.**

For the first six months of its 23/24 financial year (April-September) Honda posted Group Powered Two-Wheeler (PTW) global unit sales of 9,266 (+0.7%). Some 255,000 were sold in North America, 229,000 in Europe, the bulk being in Asia, where Indonesia (2.3m units), India (2.2m) and Vietnam (approx. 1m) are its largest markets. Honda sold 122,000 units in its home market.

**BMW posted retail unit sales of +3.5% (164,908 motorcycles and maxi scooters delivered to customers worldwide) for the first nine months of the 2023 financial year, however, citing a change in its model launch calendar (in advance of the new R1300GS in the fourth quarter), revenue arising in the third quarter (July-September) was -20.9% at approx. \$705m.**

Italian giant Piaggio (Aprilia, Moto Guzzi, Vespa etc.) posted sales data for the first nine months of its 2023 financial year down by -3.4% (at approx. \$1.25bn), but with net profit at a none-month all-time record (+20.9%) and worldwide scooter and motorcycle sales +11% at 364,999 units.

**Launch of its Desert Rally X and MX market entry were the big news with Ducati at around the time of EICMA, however, for the first nine months of its 2023 financial year overall, production (-18.2%, 45,987 units) and sales (-4%, 47,867 units) were down. Scrambler sub-brand production was -21.5%. Sales in Europe were up at 59% of total sales, with the USA up by 1% to 14%, with China and other markets down.**

## Honda's New Drive Technology

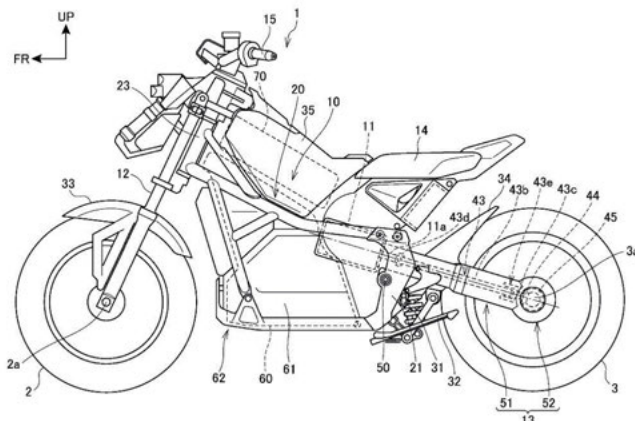
By Ben Purvis

Honda's tradition of pushing radical new ideas in motorcycling is being upheld with a new development project for a future three-motor electric bike and with the E-Clutch system that reaches showrooms in 2024.

Patent applications have emerged showing a development of the radical Riding Assist-e electric concept bike, (which debuted in 2017 with computer-controlled steering and a variable steering head angle to change the wheelbase), allowing it to **balance itself** even without a rider aboard. The new development of the idea takes the concept of rider assistance a step further by adopting as many as **three electric motors - two powering the rear wheel and a third driving the front** - to create an unprecedented level of computer assistance while leaving the rider in control.

On the face of it, having two motors powering the rear wheel, with one chain final drive on each side, seems illogical. After all, the wheel is going to turn at the same speed as it would with one motor and chain driving it. But Honda isn't thinking about the drive that the motors provide - the focus here is on the influence that they have on the bike's **balance**. Both motors are mounted longitudinally but turn in opposite directions. Anyone who's ridden a boxer **BMW**, a **Gold Wing** or a V-twin **Moto Guzzi** will know that the torque reaction of a longitudinal engine will try to tilt the bike as you rev it, and that's exactly the effect that Honda is using here.

In normal use, both rear motors work together and because they counter-rotate, they cancel out each other's torque reaction. However, Honda envisages using that torque reaction, modulating the torque from the two motors to help the bike tip into corners faster and to stand it back up again on the way out of them. The left motor, turning clockwise, will tug the bike over to the left if used on its own. The torque from the right motor, turning



counter-clockwise, tilts the bike to the right. So, by juggling the torque from both, the electronics can influence the bike's lean angle.

The third motor, mounted in the front wheel hub, uses the same phenomenon. With both wheels on the ground, it helps spread the total power output across the two tyres,

### 'E-clutch reaches production'

making the most of their potential traction, but Honda also believes it will be useful under hard acceleration when the front wheel lifts.

With the wheel in the air, reverse torque is used on the front motor, creating a reaction that tries to bring the nose back down again, allowing the bike to accelerate faster without flipping over backwards.

While that piece of drivetrain technology is clearly still years away, Honda's **E-Clutch** - introduced on the 2024 CB650R and CBR650R but likely to be adopted across many more bikes in years to come - will be available by the middle of next year.

It's perhaps the simplest and cleverest attempt yet to make a **semi-automatic transmission**, using a computer-controlled servo motor to operate a completely standard clutch while retaining the normal bar-mounted lever and cable operation,

allowing it to be overridden at any time or switched off entirely if you'd prefer conventional clutch operation.

Adding just 2 kg to a bike's weight, the E-Clutch features two small electric motors and a set of reduction gears, all mounted inside the clutch cover and attached to the conventional clutch linkage, allowing a normal cable or hydraulic clutch system to be retained. Pulling the bar-mounted lever overrides the electronics, leaving the rider in ultimate control, and gears are still shifted using the normal, mechanical left foot lever.

When active, the E-Clutch is controlled by its own ECU, taking information from the bike's speed, revs, throttle position and gear position. A quickshifter-style load sensor on the gear linkage tells the system when you want to change ratios, and there are three settings - hard, medium and soft - to change how much pressure is needed on the manual gear shift before the clutch operates. Come to a halt and the **clutch automatically dips** to ensure the engine doesn't stall, and when the system is active pulling away from a standstill, it is simply a case of engaging first gear and opening the throttle. The E-Clutch does the rest, ensuring a smooth getaway and preventing any chance of a stall.

Since the system is also tied into the engine's ride-by-wire throttles, the injection and the ignition, it promises to make up- and downshifts faster and smoother, and an on-dash display will show if you're in too high a gear and should change down.

Simpler, lighter and cheaper than Honda's DCT semi-auto gearbox, and able to be fitted to virtually any bike without major changes to the existing transmission and clutch, there's every chance that the E-Clutch will be offered across a huge **part** of Honda's range in years to come.





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# NEWS BRIEFS

Chinese giant CFMoto has staged a grand opening of its new 100,000 sq ft facility at Plymouth, Minnesota. It will house up to 120 employees and contractors and comes just four months after the opening of its massive new North American ATV/UTV manufacturing facility at Monterrey, Mexico. CFMoto is #1 ATV/UTV market share in 26 countries worldwide and, presently, the U.S. market accounts for some 40% of its \$1.6bn annual sales in the sector.

**BRP has reported revenues of CAN \$2,467.8m for the third quarter of its 2024 fiscal year (to October 31, 2023), a decrease of -CAN \$241.5m (-8.9%) compared to the year-ago period. EBITDA of \$444.9m was down -8.8%; 'normalized' diluted EPS of CAN \$3.06 was a decrease of -\$0.58 per share or -15.9%. North American quarterly retail sales were up for SSV, ATV and Snowmobile, offset by lower retail of PWC, 3WV and Sea-Doo Pontoon, resulting in overall flat retail when compared to the same period last year. "BRP delivered sound third-quarter results in the context of the current macroeconomic environment, with improved gross margin and market share gains despite reduced volumes. The decrease can also be explained by a softening in industry demand in the international market compared to the same period in 2022," said José Boisjoli, President and CEO of BRP.**

Electric vehicle brand SUPER73 will be title sponsor of the industry e-bike races at AIMExpo, Las Vegas, February 2024. The SUPER73 Industry E-Bike Throwdown will pit dealers, exhibitors, media and industry leaders in a series of races to see who will ultimately be crowned champion of the industry. SUPER73 will be bringing a range of its bikes from its "fully capable" urban commuters to its all-terrain Adventure Series. Many models are Bluetooth compatible and feature front or full suspension, fenders, a light and horn. The SUPER73 Industry E-Bike Throwdown will be held during the AIMExpo Industry Party powered by Turn 14 Distribution on Tuesday, February 6, at the AIMExpo indoor e-bike track. In other news, as at early December 2023, AIMExpo had secured expanded exhibit space, so it could accommodate additional exhibitors on the previously sold-out showfloor.

**Ex-Apple and Tesla exec George Blankenship has joined top-end Swedish electric motorcycle manufacturer Verge as Chief Revenue Officer, responsible for "developing Verge Motorcycles' customer interface and customer journey, as well as its global store strategy."**

## Lyndall Brakes to Sponsor King Of The Baggers in 2024

Texas based Lyndall Racing Brakes has been announced as an official partner of the MotoAmerica King Of The Baggers championship series in 2024. "Being an official partner of the 2024 MotoAmerica/King Of The Baggers season is an honor," said Paul Kittrell, CEO of Lyndall Brakes. "The track has always been our theatre of validation, and this partnership reflects our dedication to research and development in high-performance braking."

Family owned and operated since 1998, Lyndall Brakes has been innovating high energy braking systems for V-twin motorcycles, recently branching into the UTV/ATV market as well. Lyndall doesn't just specialize in brakes as it offers a range of aftermarket performance products for Harley-Davidsons, Indians and Polaris, including wheels, rotors, chain kits, conversion kits, titanium fasteners, and more - all "reflecting the company's unwavering commitment to quality craftsmanship and customer service."

Paul says that Lyndall is the only brake company in the motorcycle industry that offers a lifetime guarantee on its rotors when used in conjunction with



Lyndall brake pads.

"We're pumped to have Lyndall Brakes onboard as an official partner for the coming season," said Lance Bryson, MotoAmerica's Director of Sponsorship. "Lyndall Brakes has been making quality products for over 25 years and they really like what they've seen with our Mission King Of The Baggers and also our Mission Super

Hooligan National Championship class. "There are two important elements to racing, horsepower and brakes, and Lyndall takes care of the braking part." MotoAmerica will be celebrating its first decade in 2024 since being established to mastermind a return to prominence for the AMA Superbike Championship, and develop additional classes, under the auspices of race legend Wayne Rainey and the Krave Group, in which he is a partner. KOTB was established as an AMA sanctioned series under the MotoAmerica/Krave Group umbrella in 2021.

[www.lyndallbrakes.com](http://www.lyndallbrakes.com)

## Three Chicago Area Harley Dealers to Close

Powersports Business reports that Chicago based Windy City Motorcycle Company is to consolidate three of the Harley-Davidson dealerships it owns in the greater Chicago area.

It is believed that Windy City and Harley-Davidson have been having "interesting" (difficult?) conversations about sales numbers, inventory allocations and geographic proximity of formerly directly competitive stores with largely discrete ownerships.

After what PSB describes as an "extensive study in conjunction with Harley-Davidson Motor Company on the number and locations of Harley-Davidson dealerships within the region [that are] needed to provide further enhanced customer convenience, services and exceptional experiences, a plan has been developed to consolidate operations of three dealerships into nearby existing locations."

Barbed Wire Harley-Davidson in DeKalb, City Limits Harley-Davidson in Palatine, and Chicago Harley-Davidson of Wrigleyville will be



consolidated into nearby Windy City dealerships.

As part of this plan, and with immediate effect in December 2023, Barbed Wire H-D in DeKalb, Illinois will be consolidated into nearby Fox River Harley-Davidson in St. Charles, with City Limits H-D in Palatine to be consolidated into nearby Lake Shore Harley-Davidson in Libertyville.

At some as yet unspecified date in 2024, Chicago Harley-Davidson of Wrigleyville will be consolidated into the Chicago Harley-Davidson location at Rosemont, Illinois.

"Our company was founded by avid motorcycle enthusiasts looking to deliver exceptional customer experiences," says Matt Sheahan, President of Windy City Motorcycle Company.

"These moves will allow us to continue

to provide the highest levels of customer services, convenience and experiences with dealerships located at the ideal locations in the market while maintaining extended hours of operations with 7-day-a-week availability within the Chicago metro area, and allowing us to expand services to make Harley-Davidson dealerships in the area even more dynamic for more riders."

Windy City Motorcycle Company says it will work to ensure its loyal customers of these dealerships are well served throughout the Chicagoland area. Fox River Harley-Davidson will be hosting a Barbed Wire Harley-Davidson Customer Welcome event in January 2024. On the same day in January 2024, Lake Shore Harley-Davidson will be doing the same for City Limits Harley-Davidson customers.

In other news, Windy City is expanding its powersports network of outlets with the launch of two new Chicago Polaris branded locations - at Villa Park and at Saint Charles Illinois.

[www.windycitymc.com](http://www.windycitymc.com)



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# NEWS BRIEFS

The AMA has announced January 21 and February 10 for its 2024 Ice Race Grand Championship GP and Oval Events at Lake Winnebago, Fond Du Lac, Wisconsin, after the 2023 cancellation. These are the only amateur ice racing opportunities in which a racer can earn an AMA National No. 1 Plate. Racers will also compete for the AMA Ice Racer of the Year, AMA Vet/Senior Ice Racer of the Year and AMA Youth Racer of the Year. The GP event will run alongside the Steel Shoe Fund Three Hour Endurance Race, an annual endurance ice event that serves as the main fundraiser for the Steel Shoe Fund - a non-profit organization that assists flat track racers who have sustained serious injury during competition. In the event of a cancellation, the GP event will have a reserve date of January 28. The AMA celebrates its 100th anniversary in 2024.

Yamaha Motor is to exhibit a prototype hydrogen powered outboard engine at the 2024 Miami International Boat Show in February.

BRP has bought a controlling 80% stake in Pinion GmbH - a manual and electric bicycle gearbox tech specialist founded in 2008 at Denkendorf, Germany. "Beyond our existing powersports and marine products, we are expanding our addressable market and entering untapped categories such as urban mobility and services," said José Boisjoli, President and CEO of BRP. Earlier in 2023, BRP also acquired e-drive systems and transmissions Great Wall Motor Austria GmbH from its Chinese parent company.

## Kawasaki Unveils First Hybrid Bikes

By Ben Purvis

The world's first 'strong' hybrid production bikes have been launched in the form of Kawasaki's Ninja 7 Hybrid and Z7 Hybrid - but are they answers to a question that nobody asked?

The two bikes are essentially identical, differing only in their fairings and bar heights, with the Ninja taking a sportier role and the Z7 Hybrid a more upright roadster stance, and the technology both share is undeniably impressive.

Power comes from a 451 cc **parallel twin** engine that's related to the twin in the new **Eliminator 500** and the **Ninja 500** and **Z500** models that replace the previous Z400 and Ninja 400, but in the two Hybrid models it

### 'Ninja 7 Hybrid and Z7 Hybrid break new ground'

puts out a peak of 43.5 kW (58.3 hp) as there's no intention to meet the 'A2' license rules that the other models comply with, leading to their sub-35 kW (47 hp) outputs. However, the Ninja 7 Hybrid and Z7 Hybrid don't stop there, as both also get a 9 kW (12 hp) electric motor coupled to a 48V lithium-ion battery that hides under the seat. The **two powertrains can be used separately** - allowing the bikes to operate in pure-electric mode for up to 12 km at low speeds, in petrol-only mode (also recharging the battery) when out of town or, by using the '**E-Boost**' function, combining both the electric and combustion engine power for a peak of 51.1 kW (68.5 hp) to maximize performance for brief

Z7



Ninja 7

**operated lever - or can work in a full-automatic mode.** E-Boost is activated using its own separate button.

Like most four-wheeled hybrids, there's also an idle-stop system, so the combustion engine stops when you come to a halt, and in 'Eco' mode, the bike will pull away using pure electric power before kicking the engine into life once on the move.

The electric motor also allows Kawasaki to include a 'Walk' setting that lets the bike use its electric power to shuffle forwards or backwards at low speeds, helping when it comes to parking or moving the bike around a garage.

The tech is impressive, but the chassis spec is less imposing, with similar suspension and brakes as the Ninja 650 and Z650 models.

Whether customers will buy these new hybrids remains to be seen, but given the relatively good fuel economy already achieved by bikes like **Suzuki's GSX-S800** - while offering more performance - and the expected high prices of Kawasaki's hybrids, they could be facing a tough challenge to attract buyers beyond the most dedicated of early-adopters.

Sources: AMD, IDN, FT, Reuters, PSB, MPN, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor 1.com, Cycle World, motorbikewriter.com



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# The 30th Bigtwin Bikeshow - Houten 2023



Text and studio photography **Onno "Berserk" Wieringa**  
– [madnessphotography.nl](http://madnessphotography.nl)

Show & Stage photography **G-Rat**

**T**he 30th edition of the Bigtwin Bikeshow & Expo was fantastic! Despite the bad weather, we welcomed many thousands of visitors who could enjoy beautiful creations from

all over Europe and even Qatar for an entire weekend!

Bigtwin Magazine started its first show in Eindhoven in the South of the Netherlands in 1993. It was then known as Motorsale. As the event grew, it changed venue three times,



## FREESTYLE

**1. 'The Crown' BMW R 18 from Kingston Custom - Dirk Oehlerking.** A motorcycle with a long, low look based on a BMW R 18, with 2 mm thick hand-beaten aluminum sheet metal, suede saddle, and very special looks...specially the way in which the front wheel is attached and steered is a one-off construction with many technical innovations and with a Wilbers suspension system.

**2. The V8 fierce looking, completely self-built Twin Turbo 'More is More' by Otto Nijs!** An incredibly challenging project that has been twenty years in the making!

**3. The Hubless E-bike from RM Builds 'Rumata' by Ruben Mellaerts from Belgium.** Beautiful concept that shows that even with alternative energy you can still build a cool custom bike! He used a BMW R65 1978 crankcase and two electric motors, which he disguised as a look-alike engine block. A springer was used at the front and a leaf spring swingarm at the rear, everything about this bike was designed and made by the Belgian technician himself. The homemade hubless wheels in particular attracted attention!



## CLASSICS

**1. The Indian FLX of Tony Leenes.** A very special sidecar combination, originally built this way in 1926. The engine is a 1200 cc Indian Big Chief with racing camshafts. The gearbox has been modified, the Chief frame has 28 inch wheels at the front and rear.

**2. Edwin Keijzer.** A beautifully restored H-D Knucklehead, with a 1200 cc Knuckle engine from 1947 in a 1938 Knuckle frame, original Springer front fork and 16 inch spoke wheels.

**3. The H-D WLDR,** in old, authentic condition and richly provided with patina by Steven Gerrits



and Bigtwin Magazine and show owner Gerard van den Akker changed the name to that of his sponsoring organizing magazine in 2006.

Despite the challenges the market has faced since then (and presently), it has continued to serve the innovative Dutch and wider European custom bike scene as one of the 'European Majors' and a fixture of the winter custom show calendar in Europe.

Now, after 30 years, Gerard has decided that it's time to spend more time riding and less time tied to an office, so, in advance of a still active retirement, 2023 saw him sell the magazine and the show to another Dutch motorcycle magazine publisher - Motor.NL Media Company, owners of Moto73, ProMotor, and now Bigtwin Magazine.

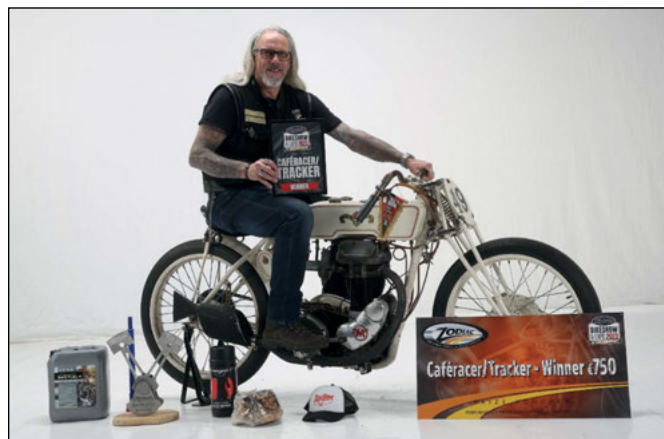
The November 2023 show at Houten,

near Utrecht in the Netherlands, was the 30th anniversary of the first show (the only missed date was in 2020 for Covid reasons) and some 20,000 plus enthusiast came over the three days to admire more than 200 bikes altogether, including the exhibitor booth display customs, with 110 of them in the prestigious six-class Bigtwin Bikeshow.

Prize giving was on stage on the Sunday afternoon, and a full day of judging was by a professional jury consisting of Zodiac's Vincent Pels, Kris Stiphout, Rick Cazemier, Eugene 'Sambal' Peilouw, Goos Bos, Horst 'Motographer' Rösler and Onno 'Berserk' Wieringa - all veteran professionals of the Dutch and wider European custom bike industry.

The first three from each class were chosen, taking into account criteria

>>>



## CAFÉ RACERS/TRACKERS

**1. Martin van den Plas.** His Matchless Boardtracker which, as you can see, is actually used for racing. Martin built this motorcycle himself. It is a Matchless Boardtracker G3L from 1919 with a Matchless 350 cc single-cylinder engine from 1956 with a 4-speed gearbox from Burman. The front fork comes from a 1932 Terrot, the wheels are both 21 inch.

**2. Moto Guzzi 1000 cc Le Mans, Dick Dorrestijn.** Beautiful bike, compiled with many body parts that came from other motorcycles and/or are homemade.

**3. Kawasaki Z900 from 1973 upgraded to 1100 cc from Jeroen Maas,** a nice mix of Streetfighter and Superbike. Built with a Zodiac frame, Bakker subframe and swingarm, and Haan 17 inch wheels.





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<<< such as details, finish, engineering and fabrication, innovations, the overall line, paint and chrome work, wiring and so on, but above all, the degree of self-construction and craftsmanship that went into each build.

Bigtwin is not a show for 'trailer queens' or catalog bikes - it has an international reputation as a genuine, bona fide design, engineering, innovation and craftsmanship-led

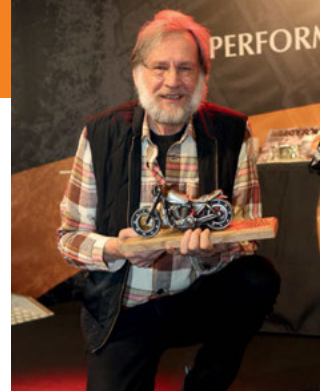
show.

In addition to all corners of the Netherlands, builders came to compete from England, Germany, Poland, Belgium, Spain, Luxembourg, Italy and even Qatar! The Bigtwin show is sponsored by many companies, with Zodiac International as the main sponsor, with €10,000 in product vouchers available.

The six different classes this year were Classics, Café Racers/Trackers,

Choppers/Bobbers, Custom Modified, Clubstyle/Performance Baggers and Freestyle. Additionally, some special prizes were given away for Best Bagger and Best Chicano, and new, and in response to visitor and magazine reader requests, a Public Choice award.

[www.bigtwin.nl](http://www.bigtwin.nl)



For his contribution to building the Dutch custom scene into the international powerhouse that it is today, retiring Bigtwin Magazine and Custom Bike Show/Expo owner Gerard van den Akker received a custom-made scale model of his sidecar - plus was awarded the first annual "Gerard van den Akker" trophy. A piece of art created in collaboration with Zodiac, CR&P and Royal Jack, Gerard's name is painted on the tank, and next year the trophy will be handed to someone else who has made an important contribution to the Dutch and wider international custom bike scene.



## CHOPPERS/BOBBERS

1. Nikobikes from Italy. Built for owner Domenico, a reliable and super-fast 1340 cc Evo chopper that is ridden daily! Homemade frame with stainless steel inserts, all wiring and pipes through the frame, incredible, beautifully detailed finish with everything homemade, including the gas tank!
2. Beautiful chopper from Christian 'Frisco Vosen' Vos from Germany. In a Triumph T100 hardtail frame is a Kawasaki W650 engine, built with homemade exhaust system. Springer front fork, special paintwork and perfect finish!
3. Ali Al-Masseh from Qatar! A fully engraved Sportster engine, mounted in a handmade frame with twisted steel tubes. The other parts are also handmade and fully engraved. Almost everything is homemade, chrome-plated and many parts are made of 24K gold!



## CLUBSTYLE/PERFORMANCE BAGGER

1. Mike Hermesen, with the H-D FXR of owner G. Visser. The 1993 FXR is equipped with a 120 R engine, with a custom-made exhaust system from Custom by Nick. The front fork is from Öhlins and the swingarm from Krüger & Junginger, the wheels are from the BST brand. The fuel tank is made of carbon and made by Dominator with paintwork from Royal Jack.
2. Nick Heere, Custom by Nick, with his FVXTR100R. He built an FXR frame containing a Honda VTR 1000 engine and gearbox. The exhaust system, like many other parts, was made by Nick. The swingarm is from Honda, the front fork from Showa.
3. H-D Low Rider. S Wolff Laurent from Luxembourg! With a 131 ci/2150 cc M-8 engine, Jekill & Hyde electronically adjustable exhaust system, Kodlin swingarm and Rebuffini front fork and Kodlin wheels.



## CUSTOM MODIFIED

1. Softail with beautiful engraving, airride, incredibly beautiful paintwork and 'opened up' rear fender by Pepe Lazzara from Belgium! 1340 cc Evo engine, homemade exhaust system and modified Springer front fork with homemade handlebars. Wheels from Jadea, 26 inches at the front, 18 inches at the rear. The petrol and oil tanks are homemade and even the very long exhausts are engraved.
- Pepe also won the Best Chicano prize with a Bigtwin certificate and a TomTom Rider 550!
2. BMW R 18 Spirit of Passion by Dirk Oehlerking - Kingston Custom from Germany. A special, limited R 18 of which only 18 were built by Dirk for BMW. The enormous front fairing is made of polyester to keep the weight low, because this bike is also used for racing, for example at Glemseck in Germany.
3. H-D 'Race Bagger', Gregory Bonini, Iron Ice Custom from Belgium. A H-D Street Glide with 26 inch Arlen Ness front wheel, airride front fork and Thock handlebars.



## BEST OF SHOW

V8 Twin Turbo by Otto Nijs! An incredible example of self-made construction, twenty years in the making. V8, twin turbos, N.O.S. nitrous oxide, methanol/water injection and every part of this motorcycle is designed and made in-house. The fact that this extreme bike with 700 hp on board has been approved by the Dutch technical inspection RDW, and has a license plate to ride it on public roads, proves how well and safely this motorcycle is built.



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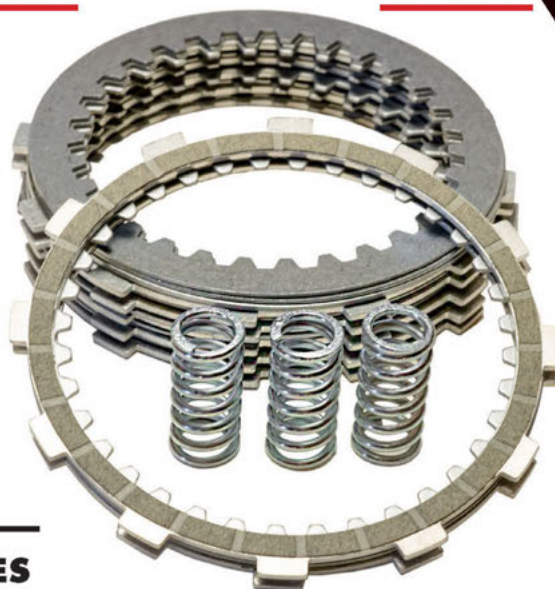
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**According to ANCMA, the Italian Motorcycle Industry Trade Association that owns and operates EICMA, the 80th edition/110th anniversary year saw "over 560,000 people attend the exhibition".**

That is some +19% up on 2022, and describing it as a "Gold Medal Edition", that is actually still some 200,000 or more visitors lower than the peak pre-pandemic claims made for the attendance, but, whether an overestimate or not, there were more than enough people there to keep the aisles and booths of the eight occupied halls busy.

That was two more halls than in 2022 and three more than in 2021. Some 2,036 brands were "present" according to the organizers, with more than 700 direct exhibitors - confirming the long and growing list of aftermarket parts and accessory and gear and apparel absentees.

Some 67% or those exhibitors were international, representing 45 countries. EICMA says that more than 30 percent of the exhibitors were "first timers" -

another 'tell' in terms of the underlying trend that continues to affect all the major shows in terms of the 'core' international motorcycle industry vendor community, with consolidation, market changes and atrophy continuing to have their effect. EICMA says there were 39,392 selected and profiled industry professionals present with updated quality criteria that were introduced in 2022 intended to improve dealer (and press) day attendee scrutiny. There were though several tens of thousands more people than that in the aisles on the so-called "Trade Day". Of the "industry professional attendance", 52% was theoretically recorded as "international", from 120 countries.

In media terms, EICMA claims that just over 7,000 journalists, technicians and communication professionals and content creators attended from 62 countries - there were though several thousand more people than that in the aisles on the so-called "Press Day".

[www.eicma.it](http://www.eicma.it)



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**Drag Specialties:** Hosting several famous name vendors and brands from the U.S. operation as part of Parts Europe's presence at EICMA, 2024 will mark the 15th anniversary of the first inventory being accepted into the custom-built 200,000 sq ft distribution complex in 2019 in Germany. Vendors and brands included S&S Cycle, Klock Werks, Memphis Shades, Motion Pro and Show Chrome; [www.partseurope.eu](http://www.partseurope.eu)



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**Puig:** The Barcelona based parts specialist (Motoplástico S.A.) has revisited the Diablo 'Everflowing Design' project that it unveiled in 2022 with DIABLOX. The start-point had been to evaluate what features and accessories motorcycles of the future will give us and, in an ideal world, where could free-flowing accessory design creativity take us? Creativity that isn't compromised by factory productionization. EICMA 2023 saw the unveil of a second iteration of its 'Everflowing

Design' thinking as a second stage in the translation of design philosophy into design language. The donor bike was a Yamaha MT-09 and parts developed include frontal spoilers, a smart display, height-adjustable seat design and rear seat cowl, side panels, rear spoiler, drag-reducing lenticular rim, side fins that modify the airflow and a fairing with an electronically adjustable windshield and full LED headlight. The most important boxes that the Puig design studio seeks to tick are to produce accessories that not only look great, but that are fully functional - "without purpose, there is no design"; adaptable - "versatile designs that can be purposed to different uses and needs"; aerodynamic - "the basis of everything"; ergonomic - "designs for every kind of rider"; minimalist - "designs with nothing unnecessary getting in the way" and 'Smart-Electronic' - "technological, useful and interactive - "a bike that responds"; [www.puig.tv](http://www.puig.tv)



**Öhlins:** Top-selling suspension products for V-twin applications from the Swedish specialist include its Blackline 49 mm complete front forks with Öhlins NIX technology and 30 mm cartridge kit, 43 mm 120 mm tube inverted forks and STX 36 twin shocks available in emulsion, piggyback, hose and inline versions for Harley Touring models; [www.ohlins.com](http://www.ohlins.com)



**S&S Cycle:** The masters of 'Proven Performance' remain an import part of the custom V-twin performance parts market in Europe. S&S is a brand that is regarded as integral to independent custom bike businesses (and authorized Harley dealers in Europe) alike and is as much a credential for their shops as it is a business opportunity; [www.sscycle.com](http://www.sscycle.com)

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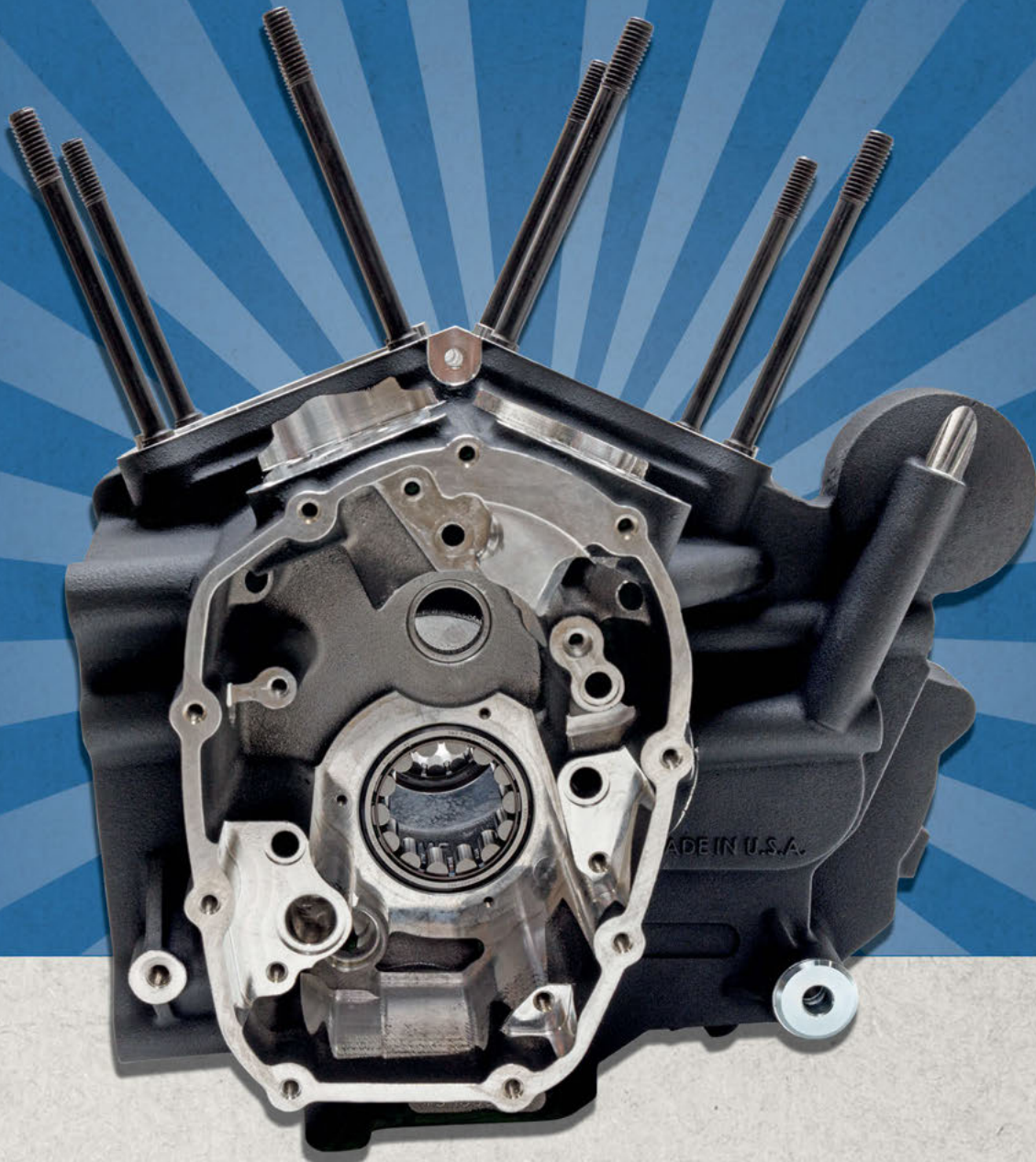
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**Andreani:** The Italian specialist is best known for its suspension equipment and award-winning Misano street cartridges. After years of planning, 2023 saw it open a U.S. office and distribution center at Hendersonville, NC. Headed up by Luciano Ubaldini, as President of Andreani USA, the facility is building a stock of products from its own lines and some of the third party brands that it distributes in its home market; [www.andreanigroup.com](http://www.andreanigroup.com), [www.andreaniusa.com](http://www.andreaniusa.com)



**BS Battery:** "Charging smart, charging safe!" - the French battery and charger specialist's BK20 is a versatile 3-in-1 tool that is ideal for factory-activated batteries, especially lithiums that require a specific charger. A real time-saver for workshop technicians, it is an intelligent bank charger and maintainer that offers three charge channels. It can simultaneously charge and maintain three batteries with different voltages (6/12V) and technologies. "Rated at 2A per channel, this powerful automatic charger is suitable for charging and maintaining all battery sizes - lead-acid and lithium up to 40 Ah, and even up to 80 Ah for in maintenance mode;" [www.bs-battery.com](http://www.bs-battery.com)



**Vperformance/QD Exhaust:** A specialty Indian Motorcycle and Harley-Davidson aftermarket exhaust brand from Manuel de Liso's Milan based Arcas Industrie/QD Exhaust manufacturing business includes its classic look 'MaXcone' series mufflers - "designed for those who want a classic look." Polished AISI 304 stainless steel gives "an aggressive and elegant character" - the die-cast magnesium end cap with the logo in relief simulates the classic "counter-cone" used in racing motorbikes of the 70s. They are equipped with the QD GAS-EXTRACTOR system to promote the flow of exhaust gases by increasing the extraction from the exhaust system - the GAS-EXTRACTOR creates a so-called "pulsation" area, which absorbs the pressure waves generated by the engine, lowering the decibel level. All QD Exhaust products are sold with a service card that allows the owner to extend to a 30-month warranty program and download the European certification; [www.vperformance.pro](http://www.vperformance.pro), [www.qdexhaust.it](http://www.qdexhaust.it)



**National Cycle:** Recent new products from the Maywood, Illinois specialist include VStream windscreens for select ADV models. Taller and wider size replacements that are "perfect for almost every rider," they offer "improved wind protection and riding comfort compared to the OEM or other aftermarket windscreens." VStream gets its name from its unique patented shape. The advanced "V" profile and dimensional contours push the wind vortex out and away from the rider's helmet, resulting in a quieter and less turbulent riding environment. Made from tough 2.0 mm Quantum hardcoated polycarbonate - a high quality material which "provides an outstanding level of optical clarity, impact strength and scratch resistance" that is "unmatched by any OEM or aftermarket windscreen maker in the world." Quantum hardcoated polycarbonate is rated at ten times more scratch-resistant than FMR hardcoated polycarbonate, and 30 times more than windscreens made from commonly used acrylic or "aircraft plastic"; [www.nationalcycle.com](http://www.nationalcycle.com)

**Bitubo:** The Italian suspension specialist continues to develop its presence on the U.S. market. It established its U.S. operation two years ago with warehousing in Florida and by hiring former Performance Machine, Burly Brand and Progressive Suspension man Sean Delshadi. The latest news is of a further hire - of industry veteran David Zemla. Also a MAG alumni (PM, BB, PS etc.), before taking the senior position to head up Bitubo's North American presence, he was VP Marketing at S&S Cycle; [www.bitubo.com](http://www.bitubo.com)





**Motion Pro:** Based near Sacramento, the California based cables, controls and tools specialist was founded in 1984 by six-day ISDT Gold Medalist Chris Carter. A long-term Official Tools and Cables contingency partner of Progressive AFT, "from top tier racers to casual weekend riders, Motion Pro products are designed to help keep your customers riding and limit garage downtime;" [www.motionpro.com](http://www.motionpro.com)



**Kellermann:** Recent new products from the award-winning Aachen, Germany, motorcycle lights specialist have included its 'Dayron' ECE-approved intelligent DRL system with smart control. Internationally respected for innovative, high quality, ECE-approved LED lighting solutions that set the benchmark for durability, design and safety, 'Dayron' is the world's first high performance daytime running light for motorcycles with intelligent light control and ECE approval. 'Dayron' can be completely integrated into the onboard electronics of the motorcycle; it is offered as a pure daytime running light with position light and indicator function option; [www.kellermann-online.com](http://www.kellermann-online.com)



**Rebelhorn:** One of the top five best-selling motorcycle apparel brands in Europe, Rebelhorn is owned and operated by Powerbike. Founded in 2003, Powerbike is one of the fastest growing motorcycle businesses in Europe. It is a major player in the Polish market and beyond - active on four continents worldwide - and an importer/distributor for some 25 well-known hard parts and accessories as well as gear and apparel brands, and also an impressive own-brand builder; [www.powerbikegroup.com](http://www.powerbikegroup.com)



**Zard:** Founded in 2005 by automotive metal-forming specialist G.P. Tecnica Group (near Turin, Italy), the Zard exhaust brand is known for "style, quality and innovation." Zard has a sophisticated H-D aftermarket exhaust program and is a prolific manufacturer for third party brand owners, including for Fred Kodlin Motorcycles (Germany, AMD October 2023) and Malparidos (Switzerland, AMD December 2023); [www.zardlab.com](http://www.zardlab.com)



**Klock Werks:** The past few months have seen a huge spike in demand for the Mitchell, South Dakota manufacturer's Kolor Flare windshields - in the United States and in Europe. In Europe they had been seen in the flesh and in the media after they were chosen for several of the award-winning custom bikes entered by leading European customizers at some of the leading 2023 custom bike shows - including in Budapest at Harley's European 120th anniversary celebration; [www.getklocked.com](http://www.getklocked.com)





**Rokker:** Swiss based protective riding jeans brand with a strong profile and good reputation in the custom motorcycle market. In what has become a 'crowded space', one characterized by claim and counter claim, Rokker is known for product that protects well, feels comfortable and looks good at the same time. Readily available to dealers in the custom market in Europe, dealers in USA can buy through Upshift Distribution in Philadelphia ([www.upshift-d.com](http://www.upshift-d.com)); [www.therokkercompany.com](http://www.therokkercompany.com)



**Denali Electronics:** The company was founded in 2012 with the introduction of an innovative LED lighting kit, purpose-built for the then under-served powersports market. "At a time when halogen and HID lighting was the industry standard, Denali focused on advancing LED technology to develop the brightest, most compact lights possible. In the years since, our passion for innovation and vehicle integration enabled us to develop best-in-class LED lights, horns and smart controllers with proprietary features and seamless integration into ATVs, Side X Sides and motorcycles." In 2022, Denali officially joined forces with U.S. manufacturer Vison X Lighting and parent company Brown & Watson International with its manufacturing in USA, Australia and Korea. "Our CANsmart technology allows us to read vehicle data in real time to deliver a seamless aftermarket experience that doesn't just meet OE standards, but exceeds them;" [www.denalielectronics.com](http://www.denalielectronics.com)



**Race Winning Brands (RWB)/Wiseco:** First introduced in 2017, Wiseco 'Black Edition' pistons feature ArmorFit and ArmorX proprietary coatings to conform to bore and reduce operating friction and noise, and increase crown, ring groove and pin wear resistance respectively; [www.wiseco.com](http://www.wiseco.com)



**HEPCO&BECKER:** The German luggage manufacturer has manufactured luggage and accessories for select Harley-Davidson applications going back to the 1980s. As a prominent player in the ADV space, Hepco & Becker has been proactive to create accessories for the new Harley, including its Lock-it tank ring system, stainless steel heat shield, steel handlebar guards, side stand enlarger, crash bars and skid plate. As a luggage specialist, there are four rear luggage racks to choose from, plus its Xplorer cutout side carrier system - which follows the contours of the exhaust. Included in the kit is the side carrier and two aluminum cases reinforced with plastic all around for a combined luggage capacity of 77 l; 40 l for the left case and 37 l for the cutout case on the right of the bike. A matching 45 l Xplorer top case in silver or black is also available. Hepco & Becker products are distributed in USA by Moto Machines ([www.motomachines.com](http://www.motomachines.com)); [www.hepco-becker.de](http://www.hepco-becker.de)



**Marolotest:** The Nantes based French workshop equipment manufacturer is best known for its advanced workshop lift designs and technology and is no stranger to H-D authorized dealer workshops; [www.marolotest.com](http://www.marolotest.com)



**Show Chrome:** Though historically known best as a Honda Gold Wing parts and accessory specialist, recent years have seen the Wisconsin based vendor add the ATV/UTV and 'reverse trike' roadster markets to its portfolio. Though a small sector in the very different powersports industry landscape that Europe has when compared to the United States, it was busy and its focus on ergonomics and comfort was well received at EICMA; [www.bigbikeparts.com](http://www.bigbikeparts.com)



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## Trigger-Lock Mount Café Fairing

Seen here on the XL883N Iron 883 and described as "the perfect fit when only the most compact and sleek fairing fits the style of your Harley-Davidson," this Café fairing by Memphis Shades is designed to fit most Sportster and Dyna models, and "blends old-school style with new-style function."

Available in a gloss black Class-A finish, it can be left stock or easily prep it for paint to match the bike.

Made in aircraft-grade Lucite, the one-piece construction has machined groove outlines and is available with or without Memphis Shades' Trigger-Lock mounting hardware system. Described as a "revolutionary" tool-free, angle-adjustable install system, it features an "innovative system that allows you to quickly and easily remove your windshields without the use of any tools. Each kit is model-specific and custom-fit to



each style of bike for a truly no-hassle installation."

A pair of glass-filled nylon latches lock the fairing down until the spring loaded "Trigger-Locks" are intentionally disengaged. Guaranteed never to rust or tarnish, they are made exclusively of electrocoated aluminum and stainless steel, with stainless steel fasteners.

Trigger-Lock mounting kits consist of anchoring hardware (the part that stays on the bike) and mounting plates (the part that connects the fairing or windshield to the bike). 'Plates Only' kits can be used when you already have a Memphis Shades Trigger-Lock anchoring hardware on your bike.

"For example, if you already run, say, a Gauntlet fairing, you could mount a windshield or another fairing using 'Plates Only.' The anchoring hardware is the same for all windshields

and fairings for each bike". Memphis Shades makes all its windscreens and fairings in-house at the company's Memphis facility.

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**Rossville, Tennessee, USA**

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# Hogtunes 225W Road Glide Speaker/Amplifier Kit with REMIT Technology



This new 225W Hogtunes speaker/amplifier kit for Road Glide models ships with all the needed plug and play wiring and Road Glide-specific amplifier mounting plate for an easy-install OE replacement and upgrade.

While not compatible on CVO models with factory amplifiers installed, the complete Road Glide kit

## '95% plus FM reception"

includes 5 x 7" XL Series front speakers that install with the supplied metal mesh grills or can use the factory grill cloth.

The amplifier features REMIT circuitry ("Reduced Electro Magnetic Interference Technology") for excellent FM reception from a Class D amp.

All Hogtunes circuit boards are made of a product called "FR-4", which is the same material used in F-14 fighter jets. Typical amps have multiple "traces" that run beside each other and "carry" Electro Magnetic Interference (EMI).

Amps with REMIT have traces that intersect at VERY specific angles, which radically reduces EMI. Moving a single trace on any of the four layers of circuit board as little as 2 mm can bring back all the FM interference. "This was a massive undertaking by our engineering team and is why REMIT took five years to perfect. There



are many tiny 'surface mount' parts robotically placed on the circuit board. Having certain parts placed on specific 'axis' also reduces EMI.

"When mounted on top of a radio inside a fairing, traditional Class D amps can reduce FM by as much as 90%. Amplifiers with REMIT typically yield 95% (or higher) FM reception. When you consider our amps are easy on bikes' charging systems, produce little heat, are small AND give excellent FM reception, REMIT amps could be the perfect amplifier solution for

motorcycles. REMIT circuitry can only be found on amplifiers made by Hogtunes, Wild Boar Audio and Metrix Audio."

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## The Don Juan Love Affair



It's not often that product designs, especially wheels, stay in demand for more than a decade. It does happen, of course. There are those 'timeless' designs that become custom staples, that almost become a foundational product line, but when a new product comes to market, even one that is destined to be a success, it is never a 'given' that demand will sustain for that long.

Especially in times that have seen such change in taste and demand, and vendor 'churn', of the kind that we have witnessed since 2007. The trick is to not be afraid to allow the design of a top-seller to evolve with tastes and to listen to your customers.

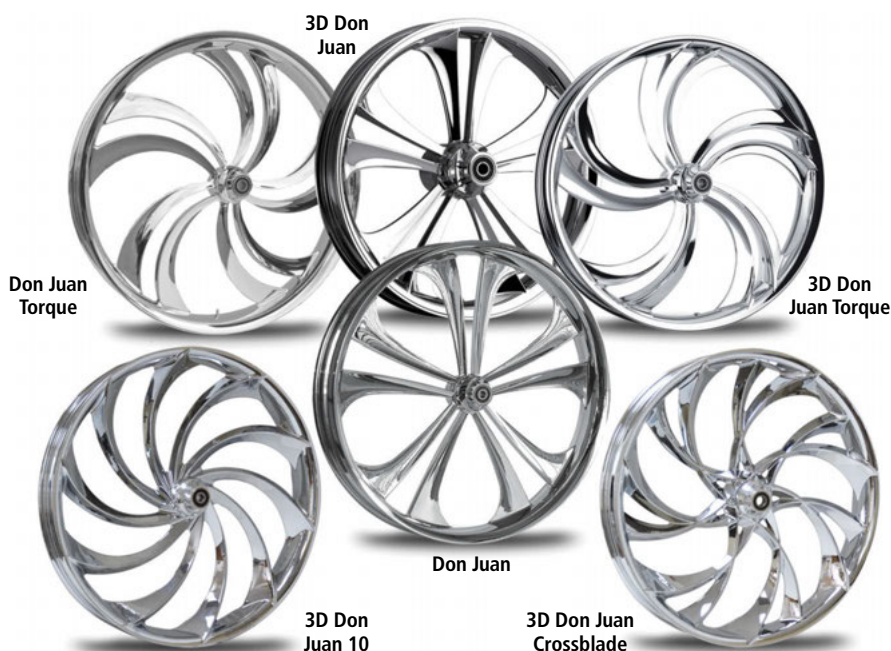
One design that has stood the test of time is Metalsport's 'Don Juan' wheel, and it has done so because it is a case study in exactly that - design evolution and a customer-centric feel for the demand that is being seen.

When Metalsport opened its doors in the latter part of 2007, the designers immediately produced more than twelve designs in the 3D format, including the 3D Don Juan.

This design remained an unchanged favorite with riders for the next five years until 2013, when its designers 'tweaked' it by adding a bend/curve to the spokes.

Both the 3D Don Juan and the 3D Don Juan Torque maintained their popularity, but Metalsport says that it was asked many times why it didn't offer these styles in the 2D format. In 2016, Metalsport debuted the Don Juan and Don Juan Torque in the 2D format.

"Since 2007, these designs have been considered one



of our most popular designs. Along with our Corleone, Impression and the Whip, they have been a design portfolio staple for us," says MSI sales manager Lizette Hotinger.

Fast forward to late 2019, and Metalsport's designers decided to tweak the Don Juan family once again by adding more spokes to the Don Juan Torque and crossing the spokes. Like all the best families, the Don Juan has gone forth and multiplied. In January 2020, two more styles were added - the 3D Don Juan 10 and the 3D Don Juan Crossblade - and the family was now starting to look more like a tribe.

These designs are available in over 30 sizes in the 2D format and over 20 sizes in 3D format - from the 16"

to the 34" size. Going into 2024, Metalsport Wheels offer 25 designs in 2D and 33 designs in the 3D format. "With 15 years of continual evolution locked into its genes, including design collaborations with designers and custom builders such as Chip Foote, Shannon Davidson and Paul Yaffe, dealers and their customers can expect more exciting Don Juan designs to be making their debut soon.

**METALSPORT WHEELS**  
South Gate, California, USA  
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# Galfer Colored Brake Rotors

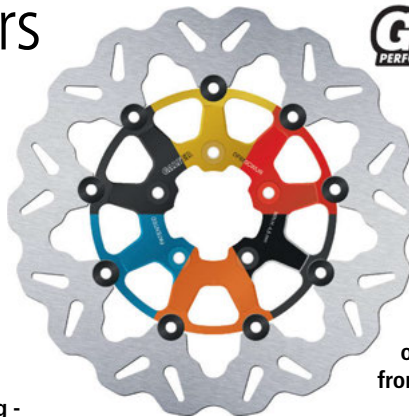
EICMA 2023 saw Spanish brake components manufacturer Galfer add new versions of its popular 'Disc Wave' rotor designs in six color finishes - red, blue, gold, orange, gloss black and contrasting black - for H-D, Indian and Victory applications.

By applying an innovative color anodizing treatment to the aluminum center, Galfer has brought an eye-catching custom touch to its avant-garde, but highly effective rotor design.

Galfer USA President Sandro Milesi says that "from now on, it will no longer be necessary to sacrifice aesthetics for

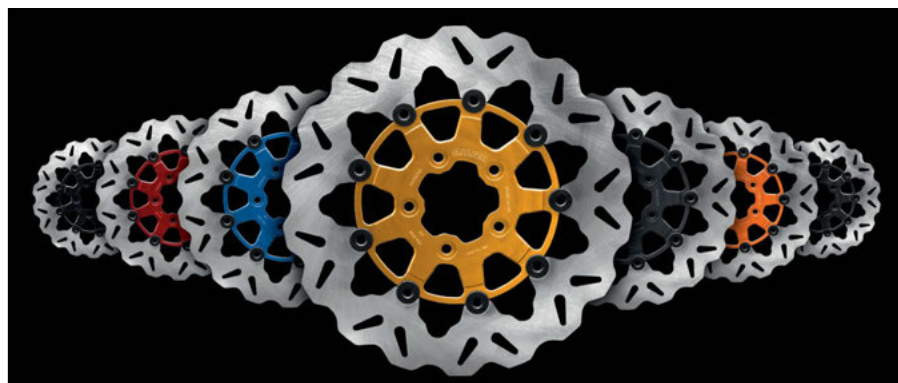
performance - now riders can get the best of both worlds in one great design solution."

Noted for its precise and efficient braking, Galfer Disc Wave rotors are said to dissipate more heat under heavy breaking - making them particularly effective for large displacement Touring and Cruiser



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use, with increased pad track area delivering improved control and braking performance. They are available for front and rear brake applications in 292 mm and 300 mm as OE replacements and in an oversize 330 mm for the front.



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# Ness 'Kickback' Radial Forged Wheels

Dublin, California based Arlen Ness Enterprises' 'Kickback' forged billet wheels feature a directional wheel pattern with angular, race-inspired design lines for aggressive in-motion styling.

Each wheel is forged from billet aluminum and meticulously CNC-machined into its final form with a high level of CNC-machined detail. Machined from radial forged 6061-T6 aluminum (proprietary forgings) with smooth rolled rim lip, they are structurally tested to meet or exceed DOT, JAS and TÜV international load ratings.

The Ness cartridge type hub design features both wheel bearings pre-set in one hub for optimum radial and lateral runout accuracy. Constructed from 6061-T6 aluminum, they are a CNC-machined sculpted design for a detailed look and reduced weight - they mount to Ness forged rims in minutes, allowing for excellent custom build/applications and are compatible with ABS and non-ABS models (proprietary fully sealed wheel bearings with ABS rings).

Available for front (18" x 5.5"/21" x 3.5") and rear

(18" x 5.5") wheel applications, they accept Ness FLT factory rotor adapters which utilize factory or aftermarket spoke-mounted rotor discs - will also accept any 5-bolt standard H-D type rotor (factory or aftermarket).

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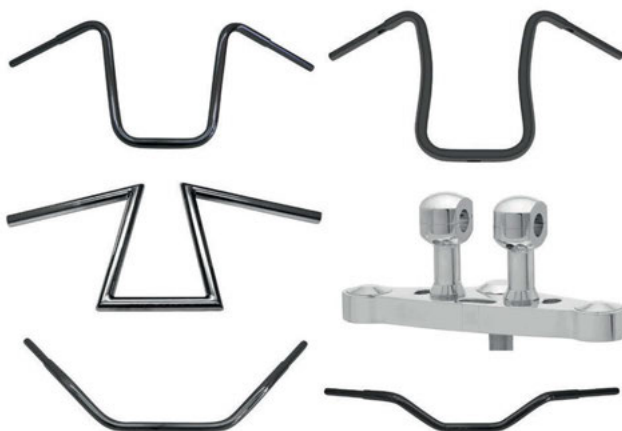


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# SBS - New H.LS V-Twin Rear Brake Pad Compound

Danish brakes specialist SBS has taken another step along its 'Better Brakes' series pathway with a new improved braking performance compound developed specifically for V-twin models - its H.LS V-twin compound (also available for 'mainstream/metric' manufacturer models as the new LS pad).

The H.LS now gives SBS dealers the option of offering their customers SBS 'Better Brakes' options at both front and rear - "achieving improved brake performance throughout their system, while also reducing their environmental footprint when riding motorcycles," says Marketing & Product Manager Thomas Midtgaard-Jørgensen.

"When it comes to stopping distance, the new LS compound has a significantly improved performance of +8.5% compared to our prior V-twin fitment. Using our 'Better Brakes' front and rear pads



compounds are produced without copper, nickel and ceramic compounds without antimony. All SBS brake pad products will be equipped with integrated NRS Technology, which locks the compound material to the backing plate, and all compounds for public roads will be approved according to ECE R90.

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together gives riders get even better maneuverability in brake situations - while also getting the same brake effect with the use of less force.

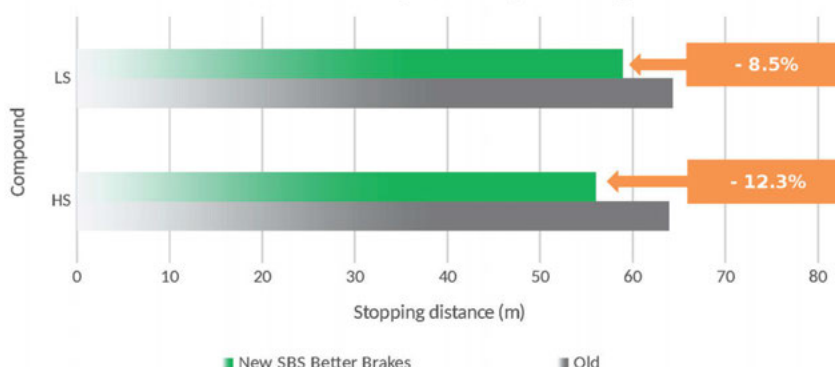
"We have also seen more grip in the initial bite, better lever feel throughout the braking sequence, improved heat stability and fade resistance and overall improved comfort when braking."

The product transition into SBS 'Better Brakes' includes transition of more than 95% of brake pad products produced by the company and the removal of hazardous materials from production at the manufacturing plant in Denmark.

"The re-engineering also delivers an improved working environment for mechanics and in workshops worldwide.". SBS 'Better Brakes' sinter



**Stopping distance  
Combined effect**  
15 bar @ 100 -> 0 kph / 60 mph -> 0 mph



# LA Choppers Performance Risers

Huntington Beach, California based LA Choppers offers a high-class, fast growing range of CNC- machined accessories and components, from handlebars such as its 'Tree Hugger' apes and 'Kage Fighter's' T-bars, to cable kits in a choice of finishes, air cleaners, 'County Line' accessories, including



Straight - 6" x 1-1/4" - Bronze

machined grip surface floorboards and pegs, speedo mounts, shock springs and 1" rear lowering kit, to their performance riders - seen here in bronze finish.

Precision CNC-machined from high-strength, lightweight 6016 T6 heat-treated billet aluminum, they are for use on all Harleys with 3-1/2" on-center handlebars. Features include machined pockets for reduced weight and a custom look.

They are available in 6", 8" and 10" by 1 1/4", in straight or 2" pullback, in chrome, black anodized and natural machined as well as the bronze-on-brass seen here.

LA Choppers is part of the Tolmar Group - a 'boutique' selection of high-quality motorcycle parts and accessory brands that also includes Hawaii based Todd's Cycle, Baron Custom Accessories and Trinity Racing.



Pullback - 10" x 1-1/4" - Bronze



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Dyna pictured with "Pleated" style.  
FXR pictured with "Gripp Tape" style.  
Bagger pictured with "Diamond" style.  
Sportster pictured with "Basket Weave" style.  
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# "Real Steel" CVO Street Glide and Road Glide Custom Front Fenders

Never one slow to spot opportunities for new model upgrades, Paul Yaffe already has new OEM direct bolt-on custom front fenders available for the redesigned 2023 CVO Street Glide and CVO Road Glide, now with an inverted front suspension. Steel fenders for Touring bikes have been bestsellers for Bagger Nation for many years - so already have hundreds of thousands of miles racked up, proving their quality and popularity.

Now available for the much-appreciated 2023 CVO Street Glid and Road Glide, there are four styles to choose from and they all ship with Bagger Nation's new inverted fork adaptors included.

"Our steel front fenders are deep drawn from one indestructible piece of 14-gauge steel," says Paul, "which is then precision laser-cut (including mount holes) to provide the highest quality fender available. "Each kit comes complete with everything you'll need to easily bolt on your choice of our custom steel front fenders. You'll receive our exclusive 2023 CVO billet aluminum mounting adaptors, mounting hardware, and, of course, your choice of fender. Bagger Nation Custom CVO Street Glide and CVO Road Glide front steel fenders will arrive in corrosion protective bags

and are ready for scuff, prime and paint."

In fact, for a limited time, they can be ordered perfectly CVO color-matched, so they are ready to bolt right on. Dark Platinum is available now with or without the Bright Smoked pinstriping, and the two-tone Whiskey Neat and Raven Metallic with Tangerine pinstriping will be available soon.



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**[www.baggernation.com](http://www.baggernation.com)**



## Le Pera 'Maverick Daddy Long Legs'

Internationally recognized 'boutique' motorcycle seats designer Le Pera's 'Maverick Daddy Long Legs' for 2018 and up Low Riders and Sport Glides is "effectively two seats in one - combining touring comfort and finely tailored styling"

"With comfort that retains a reasonably low and sporty profile, the perfectly contoured shape of the 'Maverick' will cradle the rider without restricting movement."

In terms of riding geometry, the advanced ergonomics of the design move the rider back by 2" from the standard 'Maverick', delivering 6.75" of back support with a 14.5" wide rider seating area and 12" wide passenger area.

Features include a durable, black BikerTec cover, molded Marathon foam, and a 16-gauge powder-coated steel baseplate with carpeted seat bottom.

Le Pera celebrated its 50th anniversary as the market's design leader last year and the founder's family-owned manufacturer still handcrafts all its seats at its North Hollywood, California headquarters.

All its seats feature an optimized rider seating area, the powder-coated steel, carpeted base plate and specially poured high density Marathon molded foam foundation with double-stitched, handcrafted BikerTec custom cover detailed here, using bonded polyester thread for durability.



**Le Pera**  
 Since 1972

**LE PERA ENTERPRISES**  
**North Hollywood, California, USA**

**Tel: 818 767 5110**

**[info@lepera.com](mailto:info@lepera.com)**

**[www.lepera.com](http://www.lepera.com)**

## BA M-8 Red Filter Air Cleaner Kit

With years of experience designing improved cylinder heads, combustion chambers and intake manifolds, Oceanside, California based Feuling Parts brings light to a new bolt-on air cleaner design for Harley-Davidson motorcycles.

Designed for M-8 Softails '18-'22 and Baggers '17-'22, the Feuling BA air cleaner lengthens the intake runners and increases air velocity, delivering added volume for balanced dynamic flow.

Featuring a high flow billet aluminum velocity stack with optimal opening diameter, outer lip and internal (ID) taper, it includes a high flow reusable air filter and one-piece billet cage. The one-piece design creates a clean look and eases installation when compared to the industry standard multi stack up construction.



"With performance in mind, we created a convertible backing plate offering optional cylinder head venting," says CEO Luke Leatherman. "Out of the box, the Feuling air cleaner is set up with OEM-style cylinder head breathing, routing into the intake with optimized vent hole locations to meet emissions standards.

"External 'Race Only' venting to atmosphere is available with separate purchase of a kit (#5417) which includes fittings, vent line and breather element. The backing plate is engraved with both Made in USA and Feuling logos.

"We have seen impressive horsepower and torque gains on any engine and exceptional gains seen on engines running modified and/or ported cylinder heads along with



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intakes and larger throttle bodies."

Developed and designed on the flow bench, dyno tested and track proven, max. flow is 565 CFM at 28. Available in fade resistant raw, black or chrome finish, solid or clear cover and red or black filter element.

**FEULING PARTS**  
**Oceanside, California, USA**

**Tel: 619 917 6222**

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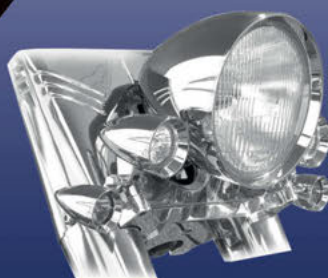
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## DP M-8 Clutch Kit and 410 Stainless Rotors

2023 saw British sintered brakes pioneer DP Brakes celebrate the 40th anniversary of the founding of the business as a spin-off from Dunlop Aviation, a subsidiary of Dunlop Tires. In the early 1980s, the legendary (then) British tire company started to divest a number of the 'adjacent' businesses that the Dunlop brand had embraced at various stages in its storied 20th century history.

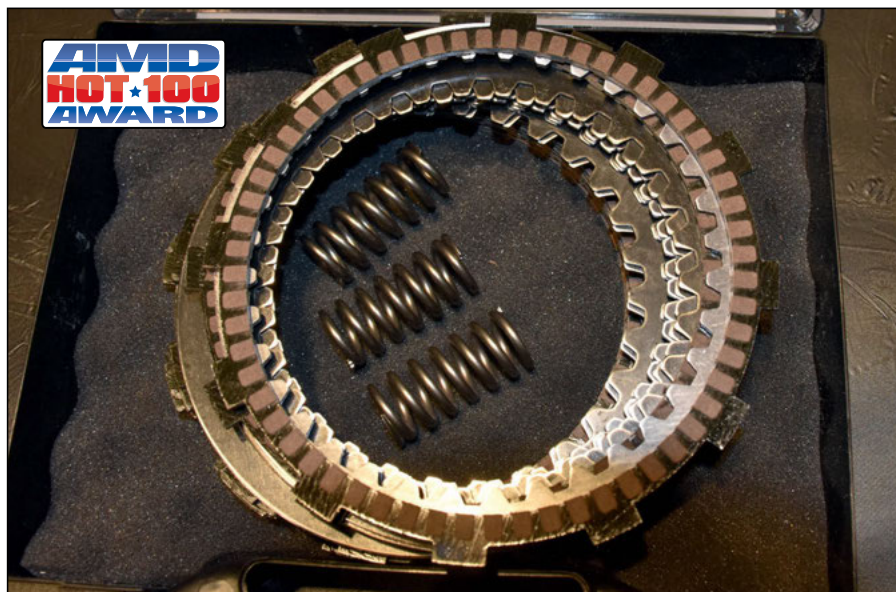
Those brand diversifications stretched from tennis rackets and golf balls to the application of the sintered braking and friction management technology that Dunlop had developed for aircraft brakes - specifically for the Concorde. The application of that sintered brake pad technology in the then fast changing motorcycle industry resulted in Dunlopap - the brand and product line that Dunlop sold in the 1980s.

This was the era of the emergence of Japanese superbikes and a street performance riding culture that was quickly beginning to think that there must be better ways of controlling speed and cornering than the historically "approximate" technology that had characterized motorcycle braking technology up to that point. Specifically, if sintered brakes could stop Concorde in the wet, then it should be able to do better on motorcycles than conventional organics. That is where Phil Ayliff Products came into the market. Ayliff and his trusty band of ex-Dunlop fellow travelers bought the Dunlopap brand. Continued product development saw Dunlopap established as the first motorcycle brake pad brand to successfully harness the stopping power of sintered friction material into a safe, reliable, stable and durable motorcycle brake pad. The name was changed to DP Brakes, and it has remained the only motorcycle brake pad range to be entirely focused on sintered pad technology ever since. DP Brakes remains a true pioneer.

The new name was chosen in order to link the new generation of products to the origins of sintered material development at Dunlop in the UK, and friction management and stopping power have remained the core competency ever since.

The British head office and factory is now under third generation family (and original employee and fellow ex-Dunlop man Frank Edwards) ownership, with founder Phil Ayliff's son Trevor taking over from his father in the 1990s and now, in turn, grandson Graham having taken over running the UK operation from his father.

The North American operation was started by ex-



**This new clutch kit for M-8 applications (DPHK607) is made using an exclusive, asbestos-free, high-heat friction material that contains a state-of-the-art blend of carbon and aramid fibers. It gives fade-free performance, achieving higher performance and greater durability than the original equipment plates.**

North America.

To come right up to date, that 40-year-old sintered compound DNA and friction management core competency is captured in these DP clutch friction plates. The tech may be 40 or more years old, but there is nothing out-of-date about the advanced and exclusive high-heat friction material used.

Containing a blend of carbon and aramid fibers, they give fade-free performance, achieving higher performance and greater durability than the original equipment plates that they replace - without using asbestos.

They comply with all the latest regulations and come ready to install - there is no need to soak in oil - and are designed "to ensure ultra smooth power delivery" with friction compounds to suit all Harleys. The DP steel plates "are precision-made to exacting tolerances, from the finest quality steel, and heat-treated for maximum life and to provide an unrivaled smooth progressive clutch action. DP clutch kits are designed to eliminate fade and slip and allow all the available horsepower that the engine makes to get to the rear wheel.

"The clutch springs are precision-wound using the finest chrome silicon wire and heat-treated and shot-peened for maximum life. Each spring set is individually designed to provide no slippage - without the need for super strong spring rates, ensuring they are easy to operate with great lever feel."

Also seen here, DP's USA made brake rotors (DP1907F) are direct OEM replacements and deliver "improved performance, feel and stopping power - a perfect combination for use with our market-leading DP sintered brake pads for maximum stopping power performance and precise, reliable feel and feedback."

Manufactured from high quality 410 stainless steel, they are 100% laser-cut for precise fitment and compatible with all brake compounds and aftermarket calipers. They are high-quality Blanchard ground (rotary surface ground) for precise flatness of down to 0.001" - Blanchard grinding is also popular for the characterful, attractive 'engineering-cred'

surface finish it produces. The rotors fit new seven spoke mount '20-'22 FLHR and '20-'24 FLHTK/FLTRK.

Here is another couple of DP Brakes factoids for you. The company was the first to use a ceramic heat shield on motorcycle pads - to reduce heat flow to the caliper.

Having been the first to produce pads that really could stop 800 lbs Big Twins before the end of time,



**Brake rotor DP1907F, fits new seven spoke mount '20-'22 FLHR and '20-'24 FLHTK/FLTRK.**

the company was also the first to produce a genuine a noise and dust-free compound for heavyweights. All DP brake and clutch components are distributed exclusively through Drag Specialties throughout North America and are available through Parts Europe.

**DP BRAKES**  
Nuneaton, UK  
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[info@dp-brakes.com](mailto:info@dp-brakes.com)  
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**Left to right: Trevor Ayliff, Graham Ayliff, Larry Mills**

Dunlop Tire North America man Tony Mills and, in turn, that too is now headed-up by his son Larry, operating the Williamsville, New York, DP Brakes



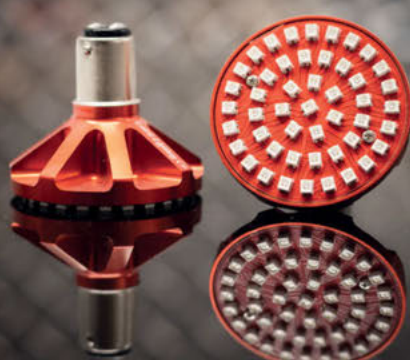
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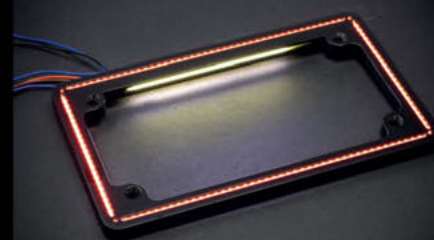
(7" full-halo & 5.75" LED headlights pictured)



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# Zodiac International Additions

## Replacement Fairing Parts



Great for crash damage repairs, these parts come in raw black ABS and can be painted to OEM or custom color of choice. They are available for 2014-up Batwing fairings and 2015-up Road Glide models (seen here).

## C.C. Rider 2-Up Seats for Touring

This low design, 2-up seat has a contoured driver bucket that aids in lower back support and a narrower than stock nose to allow for easier ground



reach when stopped. The seat is 32.6" long, with the driver area 15.4" wide, and the passenger area 9.8" wide.

## C.C. Rider Step-Up Seat for Milwaukee-Eight Softail



770811



This premium quality solo Softail seat features a smooth, sleek design that hugs the frame rails for a true custom look - designed to place the rider "in" the bike for a low-slung riding position. It is meant to integrate cleanly with the lines of the bike for a "lean and clean" appearance.

## FXR Police Style Fairing for Twin Cam Dyna and M-8 Softail



Styled after the original FXR police fairing, this fiberglass fairing comes complete with smoke screen, clear headlight lens cover and mounting hardware. The fairing body is unpainted, and the mounting brackets have a black painted finish. The lens cover is not EU compliant, but it is not a problem to ride without it. It takes a standard 7" headlight unit.

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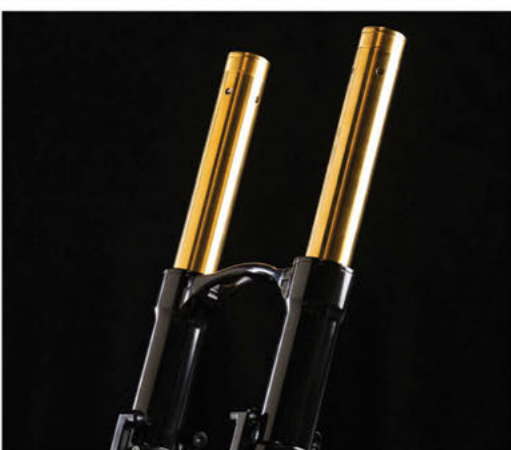
# Dakota Digital MLX-9000 for AIH Models

Dakota Digital's versatile MLX-9000 series speed/tach combination gauges have one of the widest application availabilities in the aftermarket. The latest news, and in response to demand, is the company's first ever product for American Iron Horse models. MLX-9000 gauge kits include a triple chrome-plated CNC-machined mounting bracket and a harness that plugs directly into the stock wiring on the motorcycle. All mounts allow mounting either above or below the bars. AI-290 fits MLX-9000 series gauges on '02-'04 American Iron Horse models with V-Bars, and the AI-291 fits '04-'05 and AI 292 fits '05-up models with V-Bars

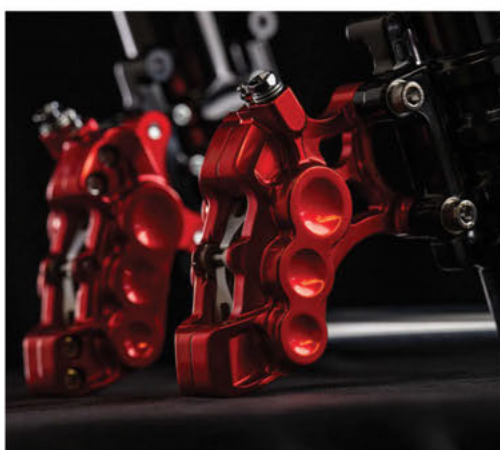
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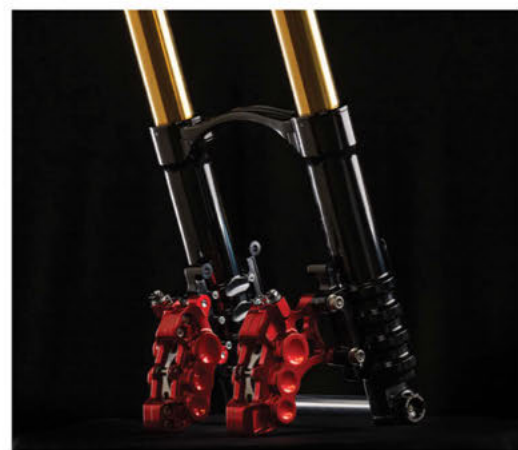




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# MK-Series Crankcase for 2017-Up M-8 Touring

S&S Cycle has announced these MK-Series crankcases for 2017-up M-8 Touring models. "The demand for performance-based bagger parts is growing," says S&S' Jon Montgomery, Head of Marketing for S&S. "These M-8 engines are creating more power, and all that power requires a quality base that the stock cases can't provide. That's where these new S&S MK-Series crankcases come in.

"We designed these cases to allow for larger bores than stock while also reinforcing them to prevent cracking in high-stress areas. They feature a machined, close-fitting oil scrapper and a larger oil sump - allowing the engine to scavenge more oil and create lower oil temperatures.



"All this results in a finished piece that is made in the USA, more reliable than stock, and still retains the stock deck height - so there are no clearance issues in the stock touring frames."

Until the end of January 2024, S&S says that these cases can be included in one of its popular 'Winter Power Packages'.

**S&S CYCLE INC.**  
**Viola, Wisconsin, USA**  
**Tel: 608 627 1497**  
[sscust@sscycle.com](mailto:sscust@sscycle.com)  
[www.sscycle.com](http://www.sscycle.com)



# Avon Kraton Rubber Grips and Pegs



Best known for the advanced design ergonomic grips, Texas based Avon Grips continues to grow its V-twin market product range, additionally offering billet custom end caps for its grips, head bolts and valve caps, axle nuts, ICruz throttle assists and the selection of footpegs, highway pegs and shifter/brake pads seen here.

Designed to complement its grips, the Avon 'secret sauce' is the durable, soft, yet grippy Kraton synthetic rubber compound it uses. Based on research that has its origins with the U.S. Defence Department's WWII search for advanced new materials, Kraton is the trade name given to a number of high-performance elastomers manufactured by Kraton Polymers and used as synthetic replacements for natural rubber.

Kraton polymers offer many of the properties of natural rubber, such as flexibility, high traction and sealing abilities, but with increased resistance to heat, weathering and chemicals - all of which are important considerations in the motorcycle accessory landscape.

All of Avon's pegs are made with the same attention to detail that goes into its grips with precision CNC 6016 T6 heat-treated billet aluminum bodies supporting the vibration dampening Kraton rubber outer sleeve.



Talking of grips, a recent addition to the Avon range is a selection of Diamond Contour grips with a choice of domed or spiked end caps in chrome or black.

**AVON GRIPS**  
**Kingwood, Texas, USA**  
**Tel: 281 358 6738**  
[www.avongrips.com](http://www.avongrips.com)

# Brawler Kits for Sportster and Dyna Models



Cerritos, California based Burly Brand has announced a new line of Brawler Kits for Sportster and Dyna models.

Brand Specialist Josh Rowlands says: "From drifting and rolling burnouts to poppin' wheelies and hitting 12 o'clock, there's a new generation of riders on the scene - they do things with their Harleys that prior generations of riders just didn't."

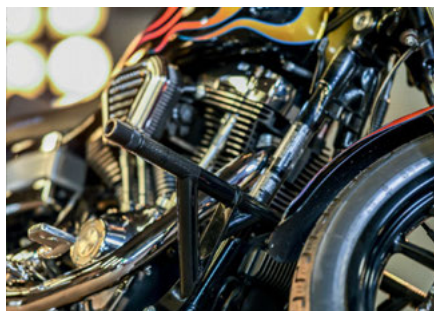
Clearly engineered for strength and designed to do double duty as highway bars, they are manufactured from the highest quality steel and feature replaceable Delrin sliders and a knurled area on the front bar. "They are finished off with a sleek black powder-coat finish for a look that kills and a quality that defends the bike in the event of a wipeout."

TIG-welded for maximum durability, Burly Brawler Kits have 7-gauge mild steel mount/gussets and come with 1/2" -13 socket head cap screw hardware included. For additional protection, the kits also include shock-mount sliders.

In addition to Sportster and Dyna models, Brawler Kits are also available for M-8 Softails and for Touring models; the kit features protective bars both for the front and the rear bags.

"Whether it's the timeless appeal of classic designs or the latest cutting-edge trends, the world of motorcycling in the 21st century has no shortage of riders pushing the limits. These high-quality construction Brawler Kits deliver style and protection and are designed to take serious abuse."

**BURLY BRAND**  
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# All-New Legend Revo-A Coil Design for M-8 Softail

Available in 12.5", 13" and 13.5" standard (450) or heavy-duty (550) applications, Sturgis, SD based Legend Suspensions says the Revo-A coil spring "provides superior ride comfort, improved performance and increased resistance to bottoming for all day comfort."

It delivers "optimum" adjustable rebound performance that can be "fine-tuned for any given rider weight, personal ride preference or style. Adjustable preload for rider setup also allows for minimal preload adjustment when changing between rider weights and loads."

Seven external knob adjustments allow fine-tuning of rebound, utilizing needle valve technology to adapt to the riding style. Low friction top and bottom sleeve bearings ease installation and allows the shock to float in its mount and avoid "shock bind." The hard anodized, machined billet aluminum 46 mm mono tube utilizes a lightweight high flow piston design "for improved fluid flow - resulting in unmatched handling and bike control."

The hard chromed shaft is 14% larger for increased strength and a high-quality chrome-silicon spring means "consistent spring rate for the life of the motorcycle." An internal floating nitrogen piston ensures consistent damping performance with deflective disc valving that self-adjusts to frequency and ensures controlled performance.

Legend's durable and low friction sealing system and sliding bearings "provide improved performance and feel." Available in black Type III hard coat anodize, the Revo-A is sold as a mono shock, with an included preload wrench. Revo-A easily replaces the stock shock and mounts with original OEM hardware.

Designed for 2018-2023 Softails, Legend says it handmakes these shocks at its Sturgis, SD facility. Backed by a lifetime warranty, for optimum performance, Legend recommends use with the Legend Axeo front suspension.

"Heavy-duty applications are recommended for 350 lb+ rider and passenger total weight. Also consider heavy-duty if the majority of your riding is two-up



with a passenger and/or gear; 13" is standard length for FLHC/FXFB/FXLRs/FXLRST."

## LEGEND SUSPENSIONS

Sturgis, South Dakota, USA

Tel: 605 720 4202

[service@legendsuspensions.com](mailto:service@legendsuspensions.com)

[www.legendsuspensions.com](http://www.legendsuspensions.com)

# Pan America Barback Riser



An ADV parts and accessory specialist, Grand Rapids, Minnesota based Rox Speed FX has designed this Barback riser specifically for the Harley-Davidson Pan America.

Precision-machined from high strength, lightweight 6061-T6 aircraft grade billet aluminum and offered in a matte black anodized finish with an engraved Rox logo for a clean and understated "factory" look, it will work with OEM cables and lines.

Shipping with all mounting hardware and instructions and a lifetime warranty, it gives 1 9/16" of diagonal rise and moves the bar approx. 1 3/8" up and 3/4" back from the stock position for improved ergonomics.



## ROX SPEED FX

Cohasset, MN, USA

Tel: 218 326 1794

[www.roxspeedfx.com](http://www.roxspeedfx.com)

# AK Muzzle Brake Style Folding Pegs



Phoenix, Arizona based Accutronix' muzzle brake styled folding pegs mimic the look of a muzzle brake on an AK-47 or an AR-15.

Machined from 6061 T-6 billet aluminum, they are available in a solid black anodized or in a brilliantly chrome plated finish.

"Our folding pegs fit Accutronix mounts, OEM H-D traditional mounts, and many other aftermarket mounts designed for traditional H-D FX folding pegs. They are 1-1/4" diameter and about 5-3/8" long from the pivot adapters hole to the end of the peg." Machined from stainless steel, the pivot adapter is fully 'clockable' in relationship to the peg. Sold in pairs; AK muzzle brake style rigid footpegs also available.



## ACCUTRONIX MOTORCYCLE PRODUCTS

Phoenix, Arizona, USA

Tel: 623 516 9600

[sales@accutronix.com](mailto:sales@accutronix.com)

[www.accutronix.com](http://www.accutronix.com)

# Universal Internal Throttle Cable

New from Ventura, California based Barnett Clutches & Cables, its wide range of control cable offerings includes is universal internal throttle cable that fits modern internal throttles.

Featuring a Teflon-lined housing and stainless steel inner wire, it "easily routes through handlebars." The cable is complete with inline adjuster and carb/throttle body fitting at one end and the housing and inner cable are trim to fit.

Celebrating its 75th anniversary and still owned and operated by the founder's family descendants, Barnett makes all its products in-house and, on request, offers dealers access to a comprehensive custom cable length service.



## BARNETT CLUTCHES & CABLES

Ventura, California, USA

Tel: 805 642 9435

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[www.barnettclutches.com](http://www.barnettclutches.com)





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## Klock Werks iOmounts

"Experience the perfect blend of simplicity and security," says Brian Klock, "with our universal magnetic phone mounting system."

"Whether it's answering a call hands-free, embarking on an adventurous trail ride, or simply keeping your phone within reach wherever you ride, iOmounts has you covered. This revolutionary system is currently up for awards for innovation, and riders love the simplicity of the design. We are confident that we have a mount for anybody, anywhere."

Klock Werks has designed easy to install, motorcycle model-specific phone mounts, including for most H-D applications, that incorporate the iOmounts system with a choice of two styles: 'Perch Mounts', which

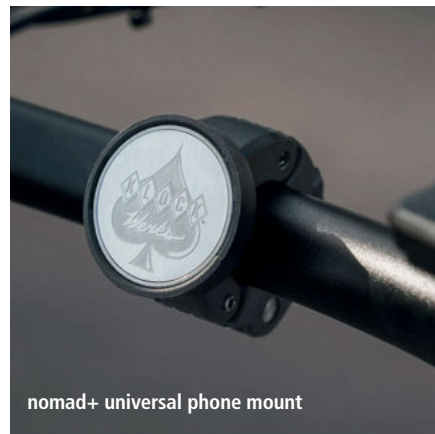
are side-specific and position the phone on the handlebars at the perfect viewing angle, and its new 'Ambidextrous Mounts', which can be used on either the right or left sides.

"Simply install the mount with included hardware, attach the razor-thin stainless steel iOdisc to the

'forward compatible design'

device and connect to the powerful iOcore magnetic carrier...no special case needed," says Brian.

"It's a simple, secure, universal system, and when you're done riding, simply remove the phone and



nomad+ universal phone mount




iOkwik universal phone mount

connect seamlessly to other Klock Werks iOmounts products, including device mounts for boats, dirt bikes, car, home, office and more."

Offering infinite rotational adjustment, sleek modern design, and a forward compatible design platform, if phone or GPS is upgraded, the mounting system can still be used. Additional iOdiscs can be bought, so multiple phones can be used on the same mount.

"This is quite possibly the best phone mount system on the market," says Brian. The kit includes the Semisphere handlebar mount, black iOcore, two x iOdiscs, a phone tether and necessary hardware.

**KLOCK WERKS**  
Mitchell, South Dakota, USA  
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## Slyfox Triple Tree Clamps and Sets

CNC-machined from high-strength, lightweight 6061-T6 aluminum, these 49 mm Sly Fox triple clamps/trees (sold exclusively by Drag Specialties) feature a zinc-plated stem construction and are 6 lb lighter than the stock designs.

Seen here in 'raw' finish, they are also available black anodized, have the stock rake, include a fork stop, accept stock risers and bushings and are compatible with OEM upper stem assembly and bearings.

Not for FLHR/FLHT/FLHX models, FLTR models will require gauge relocation and all applications need the ignition switch to be relocated and should not be used with fork boot covers/sliders.

These are the clamps that designer Alex Fox used on 'SF 49', the 2023 Drag Specialties 'Fat Book' cover bike.

Also seen here (in anodized black) is a complete triple tree set for use when **converting a 41 mm front fork assembly to 49 mm**. The stem is in stainless steel, and they accept stock risers and bushings, neck post bearings, dust shields, adjuster nut and stem nut - they do not have a fork lock or fork stop.

These kits require the use of complete 2014+ style 49 mm fork assembly, wheel assembly, rotor/caliper



49 mm triple clamps - raw



assemblies and front fender (not included) and will eliminate gauge housing and cover on FLTR models, and inner fairing cap on FLHT/FLHX models, and also should not be used with fork boot covers/sliders.

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Janesville, Wisconsin, USA

Tel: 608 758 1111

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[www.dragspecialties.com](http://www.dragspecialties.com)

[www.slyfoxperformance.com](http://www.slyfoxperformance.com)



Custom 49 mm triple tree - black anodized



49 mm FLH triple tree set, black anodized, upper/lower



49 mm triple tree - raw - upper/lower

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They measure 12" long x 5" wide and are available in gold (titanium nitride), chrome, black and red anodized finishes for all Touring models, Dyna

Switchback models and pre-'18 Softails (FLH/FLT '84-up and FLST '86-17).

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# Brown Sugar - "How Come You 'Ride' So Good?" Low Rider ST in Clubstyle

by Rick's Motorcycles/  
Harley-Davidson Baden-Baden



Harley reacted quickly and hit the bullseye, especially in terms of rider tastes in Europe, when it embraced the emergence of the 'Clubstyle' scene with the launch of the Low Rider ST in January 2022.

Pictures by Rick's,  
report by Horst Roesler

The market at that time was itself embracing the fast-growing popularity of the MotoAmerica "King of the Baggers" and independent Bagger Racing League race series in the USA. Power Baggers and 'Clubstyle' customs had already been popular in Europe for years, of course, and, in European terms, especially so in Italy and France, with rising levels of interest and growing numbers of enthusiasts among the 'petrol-heads' of Europe in Germany.

The so-called 'Clubstyle' trend originated from the now iconic FXR models introduced in 1982 when the 80 cubic inch 'Shovelhead' engine was mounted into the frame via rubber blocks to improve riding comfort.

This was particularly well received by daily and long-distance riders in motorcycle clubs - hence the name - and in the 1983 model year, the FXRT 'Sport Glide' followed up with a frame-mounted fairing -

also manufactured as the FXRP Police version FXRP - which became the contemporary 'Clubstyle' design blueprint.

In fact, the FXLRST fairing is visibly a modern interpretation of the FXRT fairing - and came just at

"built to premier a new line of  
Rick's 'Clubstyle' parts"

a time in 2022 when German customizer and Harley dealer Rick's Motorcycles had already finished developing its own modern state-of-the-art version of the FXRT/FXRP fairing for installation on modern Milwaukee-Eight Softail models.

Even in stock set-up, the Low Rider ST is an impressive **powerbike**: fired by the 1,923 cc, 117

cubic inch M-8 - pushing out a whopping 106 hp to the rear wheel at 5,020 rpm and a maximum torque of 168 Nm at 3,500 rpm.

With a chassis that is equipped with 43 mm upside-down forks and an adjustable single rear shock, the ST just demands to be **thrown into the twisties**. As with the original FXRTs from the 1980s, the fairing and bags are uniquely matched to this particular model - but that alone does not define it as a genuine 'Clubstyle' custom.

True 'Clubstyle' riders are asking for a 'powerbike' which is defined somewhere between a stunt bike and a kneesliding sports bike - with a style that demands curve abuse and an aggressive stance that shouts out a **"Here I Am"** message.

In terms of paintjob, 'Brown Sugar' absolutely hits the mark: super-bright and gleaming metallic brown with metal flake base coat with trim stripes in a







fashionable 1970s 'AMF look' glittering in the sunlight.

The **new 'Clubstyle' components** showcased on 'Brown Sugar' are thoroughly developed and perfectly manufactured (in-house at Rick's) for their tasks: design and function forming an inseparable unit. Consequently, Rick's 'Clubstyle' parts are

## "iconic FXR models"

special: check out the **massive CNC-machined risers** which smoothly integrate the stock H-D instruments.

They are supported by outstanding quality, new and matching 3-D machined **'Performance 2'** triple trees, new turn signal brackets for the ST fairing make the genuine **Kellermann Atto** front turn signals almost invisible, and even if the future owner of this bike will probably never perform a stunt show with it at any of the upcoming Rick's events, the new

'Clubstyle' **crash bars** would save much of the hardware in the case of a fall - and can act as bracket for front LED auxiliary spotlights.

A definite addition for multiple customizing styles, the **Rick's 'Wave-style' brake rotors** installed on this project with two 300 mm discs in front and the 292 mm disc at the rear acting as a replacement for the stock rotors - full floating, of course, with the stock calipers retained, fed by **Spiegler Stahlflex** brake lines. It's nice to see stylish, high-quality Italian made Rebuffini mirrors being used too.

Well established and proven, Rick's M-8 Softail parts like grips, adjustable hand levers, a "Premium" cover kit, "porthole" clutch cover, AK 4.7 pegs, steel front fender and license plate bracket complement the 'Clubstyle' look.

In addition, there's a sporty **Dr. Jekyll & Mr. Hyde 2-in-1** system in "Bare Metal" look and a Saddlemen seat that gives the driver superb riding support, with the 'Step-Up' giving a solid base if doing a wheelie of standing up stunt-style.

[www.Ricks-Motorcycles.com](http://www.Ricks-Motorcycles.com)

### SELECTED RICK'S PARTS ...

Rick's Wave full floating stainless steel disc design 'Steve 300'

Rick's Wave full floating stainless steel disc design 'Steve 292'

Rick's Clubstyle triple tree 'Performance 2'

Rick's Clubstyle riser kit 'Pullback ST', 10"

Turn signal bracket ST fairing kit Atto Integral

Rick's crash bar Softail kit front, 2018-up, black gloss

Rick's crash bar Softail kit rear, 2018-up, black gloss

Front fender steel 19", Low Rider S 2020-up

Rick's hand lever kit 'Good Guys', Softail 2018-up, black

Grip set Rick's 'Good Guys', E-throttle, black

License plate adapter Softail, 2018-up, black matte

License plate base plate 180 x 200 for 3-in-1 Atto, black matte

License plate kit Rick's, light with bracket, black matte

Belt guard OEM swingarm, 2018-up, square cut-outs, black gloss

Air filter Rick's GG2 'Spoke' Softail 2021-up E 5

Rider S cover kit 'Premium' complete, Softail M-8

Clutch cover 'Porthole' M-8, narrow primary, black matte

Clutch cover 'Porthole' M-8, narrow primary, black matte

Timer cover 'Rick's Motorcycles', 2018-up, black matte

Rick's footpegs AK 4.7 footpegs, Softail 2018-up

Rick's footpegs shifter pedal AK 4.7 footpegs, Softail 2018-up





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# NEWS BRIEFS

After more than four decades, J&P Cycles has announced the closure of its first ever and original hometown store at Anamosa, Iowa. Now owned (since 2020) by the Philadelphia-based Comoto family of brands, which also operates RevZilla and Cycle Gear, J&P Cycles was founded in Anamosa by John and Jill Parham in 1979.

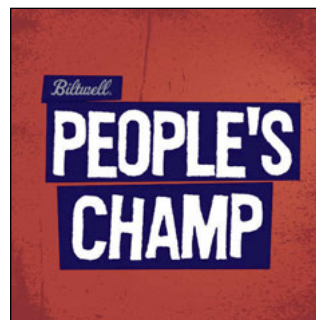
**Progressive American Flat Track has confirmed that this year's Mission Texas Half-Mile will run in conjunction with the Goodguys 14th LMC Truck Spring Lone Star Nationals at Texas Motor Speedway in Fort Worth, Texas (April 26-28, 2024).**

The Keynote at the February 2024 AIMExpo in Las Vegas will be given by David Savlowitz and Michael Ponton of Competitive Analytics - "Navigating New Horizons: Unleashing Success with Blue Ocean Strategy," on Tuesday, February 6.

**In Germany, Bike & Business reports that CECRA, the voice of European car dealers and repair shops, welcomes the decision of the European Court of Justice that manufacturer-specific restrictions on access to vehicle on-board diagnostic systems (OBD) are unlawful. This decision by the Court reinforces the association's view that security gateways introduced under the pretext of cybersecurity are unfair and contrary to [existing] EU law.**

Citing unfavorable economic conditions in Europe, PIERER Mobility, the Austrian KTM, Husqvarna, GasGas and, nowadays, MV Agusta parent company, has announced a partial relocation of production and R&D activities to China (CFMOTO) and India (Bajaj Auto). Affecting individual mid-range models and defined R&D activities, the company says this is intended to exploit cost advantages in these regions and accelerate development and industrialization processes. There will be a reduction of some 300 employees at the Austrian locations in 2024.

# Biltwell 2024 - On the Road Again!



Biltwell, the well-known Californian motorcycle helmet and P&A brand, is as equally well known for its involvement in the 'lifestyle' as it is for its contemporary/retro helmet designs and curated hard parts and accessories.

Genuine 'walkers of the walk', Biltwell invests heavily in the kind of events that they would like to go to, that promote the kind of riding that they themselves enjoy (Alaska and back anyone?), and that inform and shape the perception of the Biltwell brand and the lifestyles of the riders it designs its products for.

The coming year will see its events activity reaching another level, starting with its increasingly popular, fast growing **Parts & Labor Custom Motorcycle Expo** at the Del Mar Fairgrounds, San Diego, California, on January 13, 2024.

What started as a simple parking lot sale over a decade ago has outgrown every venue it has tried to drop anchor at, until it has now landed at what it says is its favorite venue yet - the Del Mar Fairgrounds.

With sponsors ranging from S&S and Metzeler to Choppers Magazine and Old Bike Barn, Parts & Labor mixes the new with the old, with lashings of authentic and good old-fashioned bargains - remember them?

Oh, and not to forget, some 75 or more handbuilt motorcycles on display and 100 or so curated (namely 'cool')

industry vendors.

The spring then sees the Biltwell crew getting dirty with the **Biltwell 100 Desert Race**, near Ridgecrest, California, on April 6, 2024 - where its "all about good times, not lap times." But don't be fooled, there are plenty who take everything they do seriously, including the Biltwell 100.

The summer sees the new iteration of Biltwell's **'People's Champ' Show**. What started out as a grassroots recognition for largely amateur customizers, of the kind who never get a look in at the invitational named custom bike shows, continues to morph into a genuine and valuable showcase for the unsung heroes and 'talents of tomorrow' - the amateur builders with professional chops.

We here at AMD are proud that Biltwell has partnered the event with us as an AMD 'Approved' custom

show. AMD approval isn't about anything other than drawing attention to the good work that we think people are doing for the future of the custom motorcycle lifestyle, and our industry needs many more 'cred-rich' events like the 'People's Champ' show if it is to help everyone with skin in our game to weather the potential upcoming motorcycle industry turmoil of changing platform technologies and riding experience expectations. Biltwell is taking a year off with its **El Diablo Run**, with the plan being to hold that as a biennial, but then wrapping up its 2024 'eventing' with what will be its 9th annual **'Kernville Kampout'** near the Sequoia National Forest in California on the first weekend of October.

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