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## AFTERMARKET MOTO DESIGN

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

### Harley Announces 2024 "Returning Models" Already in Dealerships With New Model and Limited Edition Reveal Slated for Late January

In advance of what it is hyping as the 'Dawn of a New Era' when "additional new models" were slated to premier on January 24 (10:00 a.m. CST), Harley-Davidson exactly no new models in a January 03, 2024, announcement about its announcement - confirming only that returning (and apparently unaltered) new models were already in dealerships at that stage.

Described as a "portion" of its 2024 motorcycle line, and restricted to models already available at authorized Harley-Davidson dealerships globally at the start of January 2024, the limited-production 2024 models from Harley-Davidson Custom Vehicle Operations (CVO) and "more new Harley-Davidson motorcycle models" were slated for a "part deux" video reveal ("American Dreamin") in timing that, as much as anything else, has likely been optimized to maximize share price benefit -or ameliorate

share price damage triggered by expected 2023 Q4 and full year fiscals that are likely to disappoint investors and their analysts.

The 2024 *returning* models "represent the following categories in the Harley-



Davidson motorcycle portfolio, a collection of the sport's most desirable motorcycles."

**Grand American Touring:** For riders responding to the call of the open road. Grand American Touring models

take riders beyond the horizon with the comfort and community that makes the journey spectacular, from the company that started the cross-country experience.

**Cruiser:** Iconic and diverse styling - from nostalgic to very modern - is paired with the ability to customize and make the ultimate personal statement.

**Sport:** Industry-leading performance and advanced technology offer an exhilarating riding experience combined with styling inspired by Harley-Davidson heritage.

**Trike:** Harley-Davidson Trike models offer an appealing option for those who appreciate the confidence of a three-wheel platform.

**Adventure Touring:** For riders who want the ability to go anywhere, those who see touring as detouring. The award-winning Pan America motorcycle is a versatile and

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FEB 2024

ISSUE #295

SHOWZONE 6,8,10

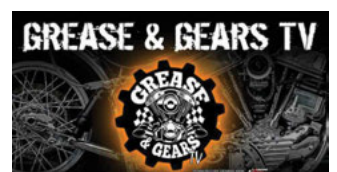
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ZACH PARHAM



### 'BOLT ON AND RIDE'



Custombike Show, Bad Salzufflen, Germany, December 1-3, 2023, pages 58-61...





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FEBRUARY 2024 (#295)



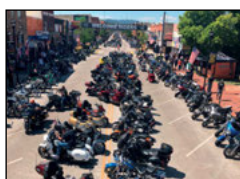
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Writing some three weeks before Harley's new models are (theoretically) confirmed for 2024, and some unknown number of weeks before it reports its Q4 and 2023 full year results, Robin Bradley is back to one of his time-honored themes - worried that unless the MY24 announcement really is the "Dawn of a New Era" and its results stellar, H-D could be back to where it was when Zeitz replaced Levatich as CEO four years ago ...



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Racing on the streets of Sturgis may not exactly be new, but rather than being a ticket magnet, AMA ProRacing and the City of Sturgis are collaborating to bring us the inaugural Sprit of Sturgis TT on a 1.9 mile track downtown that will include Main Street - slated for August 11, the final Sunday of the 84th annual Sturgis Rally.



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"As a long-standing Indian Motorcycle fan from way back as a kid, the growth of this show in such a short time is food for my soul. The 2023 class winners were exceptional, and I'm looking forward seeing the creativity and ingenuity infused in metal, chrome and paint at BCS2," says Ola Stenegård, Director of Product Design for Indian Motorcycle.



## SHOWZONE: Over 60 International Shows and Events .....6,8,10

A welcome return for AMD's long established global show, expo and event listing, curated specifically for the V-twin market. While the jury is out on whether the popular AMD Year Planner will ever return, this marks the start of a reliable, regular, beefed-up industry event date listing service.



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From Italy to the Czech Republic, the Netherlands to the United States and Sweden -  
*the school of cool!*

## AMD PRO GUIDE



# Custom WEEK

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# Where Have All The Flowers Gone?

As this edition went to press (January 11, 2024), Harley-Davidson had not released the 'meat and potatoes' of its MY2024 plans - merely a January 3rd dated statement that the continuing 2023 models were already in dealerships. Nether had it yet confirmed when it would publish 2023 Q4 and full year financials.

There was no new model information in the release at all, yet confusingly they promised that "more new model information" would be released in a video on January 24 - one promising the "dawn of a new era."

Personally, and in common with investors and analysts, and I dare say most of the Harley dealers too, let us hope that it does turn out to be something substantial and truly interesting. Something that really will create brand excitement and, in particular, bring 'Fresh Feet' into the showrooms. Because Harley desperately needs that. Harley dealers desperately need that. It is time for all stakeholders to be able to "see the beef" of the Zeitz era. To have their faith in the Rewire/Hardwire renewed.

My recent return to deep dive scepticism about Harley's direction of travel isn't to denigrate the hard work that the many hundreds of talented people and thousands of hard working souls put into their work.

Quite the reverse. As much as anything else, it is born out of frustration on their behalf that all their efforts must at times feel like that never ending tunnel where the daylight just never seems to get any closer. The past five years in particular have shown that even after the boom and bust of the post 1980s stock float era, Harley has had, and has still got, some remarkable engineers. Professionals who can mix it with the best if they are given the space and backing.

For all its idiosyncrasies, the M-8 is a way better platform than the Twin Cam. In turn, that was a quantum leap on the Evo, the 60-degree V-twin Revolution Max and the Pan America models (especially) and Sportster it powers, has been another major step forward - 'potato-potato' has had its day. Sorry 'n all, but as the late, great Alan Spuht kept telling those who would listen, Harley could never compete effectively in the wider international motorcycle market while it cleaved to 100-year-old concepts like 45-degree layout cylinders.

So, maybe 60 degrees throughout is the new era that will dawn? But no, not likely. The adoption of Variable Valve Timing in last summer's CVOs was another major leap forward. As with entry into the ADV sector, one that takes Harley further down the path of admission to the 'Big Boys Club' of the mid-21st century. The scuttlebutt that I've been picking up is that this is closer to the mark - the start of VVT migration into the Touring range. But even so, while welcome, essential even, it still smacks of the kind of conservative incrementalism that has so often held Harley back. Is it really the dawn of a brave new era? For me it is kind of like dipping one foot in the water, one toe at a time.

While its share price is up from the October \$26 low, it is still continuing to stagnate way off the current 12-month high of \$51.71 (February 2023) and triggering a dangerously low level of market capitalization (below \$5bn) that I for one never expected to see again after the worst of the 2008 financial crisis. Remember when Matt Levatich derided Polaris' \$5bn market cap? From the lofty

near \$10bn perch it was sat on some 12 years or so ago? *Hubris never has been an attractive look.*

Without the injection of some serious horsepower into its financial performance, by the time you are likely to be reading this, the January 24 announcement will have dawned, and we will either be doffing our caps at the inscrutable, poker-faced wisdom of a very smart play, or waiting on the compound effect that a disappointing product range announcement and disappointing 2023 numbers will have on the share price.

Regardless of the positive talking points that may be able to be mined from the data, the headline figures will not be the kind that investors and their analysts, or dealers and Harley employees need as the Zeitz era starts to edge ever closer to the final year of its 5-year strategic objectives.

In February 2021, Hardwire was touted as a plan for "profitable growth and brand desirability," targeting "increased profitability and low double-digit EPS growth through 2025." Well, we are now past top-dead-center of the Hardwire five-year cycle and still awaiting and hoping for "the dawn of a new era."

When the activist 2019 investor triggered the boardroom coup that eventually saw Zeitz replace Levatich, I was an enthusiastic supporter of the change. Right up to a year or so ago I remained convinced that a plan that appeared to put brand desirability and

shareholder returns ahead of unit numbers deserved an open mind.

I never subscribed to the implicit perspective in the new plan that appeared to lay at least a portion of the blame for Harley's then malaise at the door of its dealers. However, there certainly were bigger-picture strategic issues to resolve before a sounder financial foundation could be built. One that would allow the company build a truly competitive and future-proof model range position for itself in the fast-changing global motorcycle industry, which it needed to face-up to. Sadly, in the past 12 months I have found my faith wavering. I have found myself less convinced about the execution of what had appeared to be a robust plan. Less able to sustain the optimism I'd originally had about that plan. It has been starting to look shallow and short-term.

Long-term readers will remember me spending several years concerned that Harley was vulnerable to a hostile takeover, and that delisting might be the smartest play.

Having already aired that concern once already in passing in the past year, for the first time since that 2019 changing of the guard, I do now find myself genuinely concerned that without the kind of impactful MY announcement and convincing set of fiscals that are required, we may well be headed back into that uncertainty.

“One more road to nowhere?”

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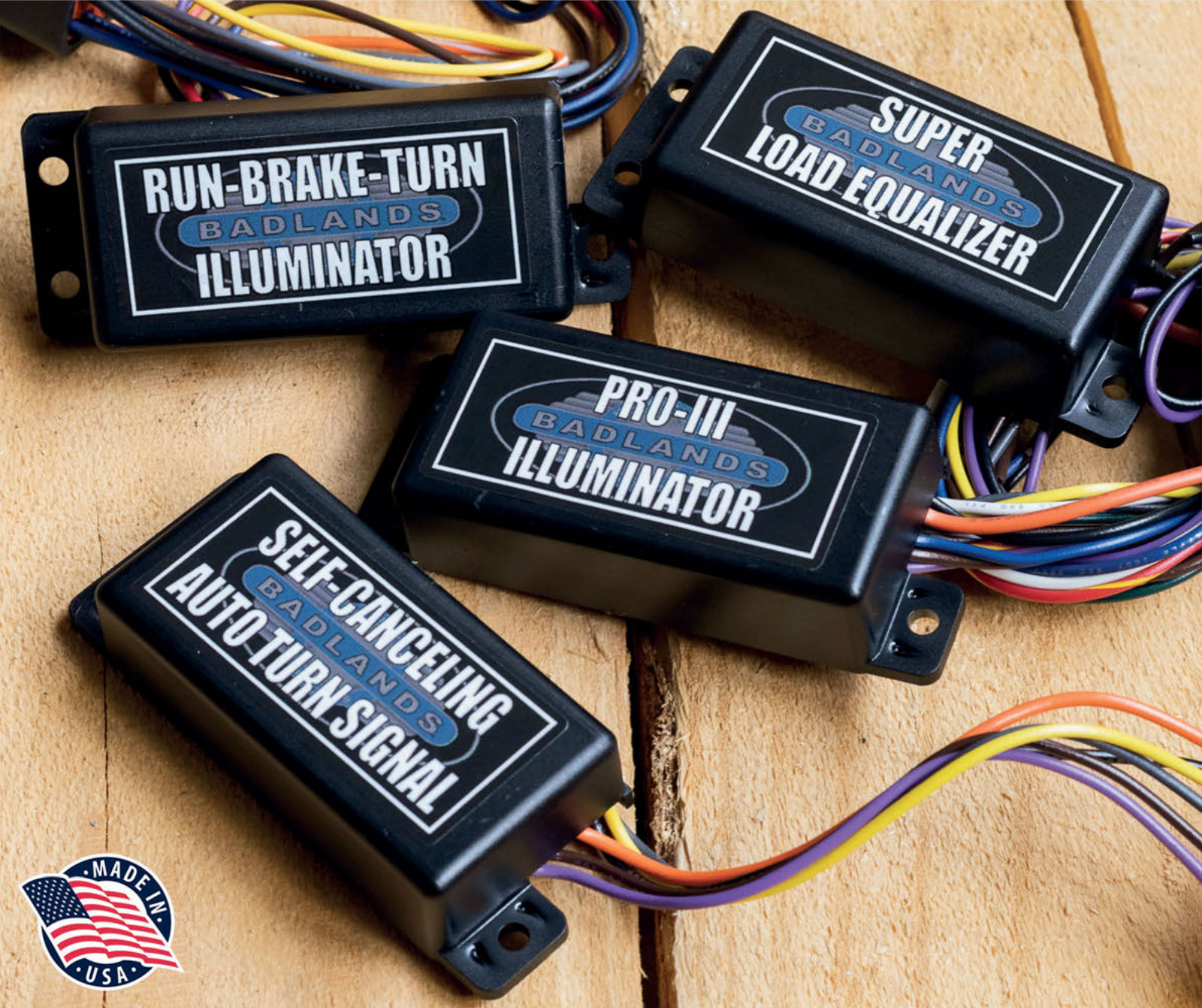
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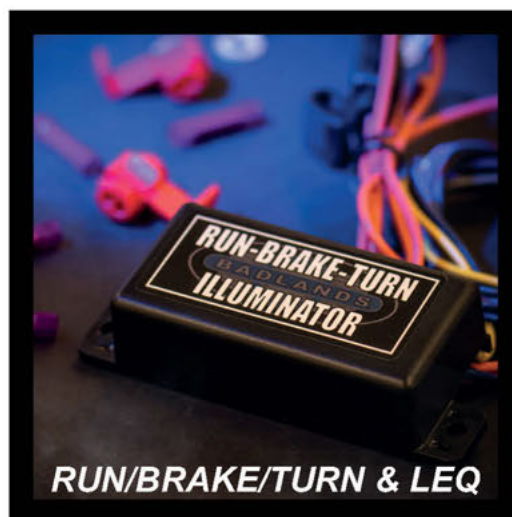



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## SHOW ZONE 2024

### 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.zweiradmessen.de](http://www.zweiradmessen.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

Bizbee, 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.tallybikfest.com](http://www.tallybikfest.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)

### <<< Continued from cover

inspirational machine that makes any surface a road.

And that was it! Nothing about those returning models, as such, and therefore no insight into any that have been dropped, and, most unusually, nothing about there even being new paint, accessories (or G&A) options for them.

This edition of AMD went to press some ten days before the planned reveal, so we can't be sure what they are driving at, but, reassuringly, Harley did remind us that its brand "stands for the timeless pursuit of adventure and freedom for the soul" and that potential buyers could go to the website to learn more. Good then!

That was the wording of Harley's



release, suggesting that if there are any new model announcements, they may well be in a new category. That said, the most widely expected 'newbie' for MY2024 would have been an additional, lower displacement 'Pan America' ADV model on the modular 'Revolution

Max' platform. Despite the 'hoop-la' that BMW has successfully managed to create surrounding its heavily updated 1300 cc GS adventuring touring iteration, mid-displacements are where buyers are focused currently - especially in international markets.

As far as the existing categories are concerned, Harley's release was light on tech detail - in fact, there wasn't any - and even more surprisingly, shorter on the usual hyperbole.

However, AMD is led to believe that the MY24 V2.0 announcement should see some Trike news and the start of migration of Harley's VVT tech to the Touring lineup with new Street Glide and Road models - albeit on the 117" platform.

There will likely be eight existing

Softail models continued for all markets, plus the existing Sport Glide for "international" markets. The Sportster S and Nightster options are continued. Some kind of new race style model is also speculated, but sans-VVT (which is odd if true).

All things considered, it doesn't look



like the market is about to be treated to the kind of MY2024 that is needed. That was the wording of Harley's release, suggesting that if there are any new model announcements, they may well be in a new category. That said, the most widely expected 'newbie' for MY2024 would have been an additional, lower displacement 'Pan America' ADV model on the modular 'Revolution Max' platform. Despite the 'hoop-la' that BMW has successfully managed to create surrounding its heavily updated 1300 cc GS adventuring touring iteration, mid-displacements are where buyers are focused currently - especially in international markets. As far as the existing categories are concerned, Harley's release was light on tech detail - in fact, there wasn't any; and even more surprisingly, shorter on the hyperbole than usual, simply stating a bunch of the blindingly obvious."

## AFT to Hit the Streets of Sturgis



AMA Pro Racing, in collaboration with Øuterkind and the City of Sturgis, has announced a major new event on the 2024 Progressive American Flat Track schedule: the inaugural Spirit of Sturgis TT.

This "spectacle of motorcycle sport" is scheduled for August 11, 2024, coinciding with the final Sunday of the 84th Annual City of Sturgis Motorcycle Rally - continuing a legacy of motorcycle racing for the city that dates back to 1938.

"The history and the legacy of the City of Sturgis Motorcycle Rally started with racing," said Mark Carstensen, mayor of the City of Sturgis. "To host this event, Sturgis is building the bridge to the future."

The Spirit of Sturgis TT is a culmination of the collaborative effort to combine the rich heritage and tradition of the Sturgis Motorcycle Rally with American Flat Track's 70+ years of national championship racing to create a modern-day racing spectacle for fans.

This groundbreaking event is taking place in the vibrant heart of downtown

Sturgis and will feature "an innovative mix of street and dirt sections and free for the public to attend."

Gene Crouch, CEO of AMA Pro Racing, states: "The Spirit of Sturgis TT is not just a race; it's a tribute to the enduring legacy of the Sturgis Motorcycle Rally, blending tradition with innovation. Racing through the storied streets of Sturgis promises a spectacular new chapter in the city's rich history in motorcycle racing, while offering an unparalleled experience for fans and competitors."

"The inaugural Spirit of Sturgis TT race

is an embodiment of our agency's commitment to delivering an exceptional motorsports experience within the world's most iconic motorcycle rally," says Ben Keane, Partner in Denver, Colorado based Øuterkind.

The 0.5-mile circuit will include legendary Main Street and each race will start and finish at the iconic Harley-Davidson Rally Point.

The event will also feature the debut of the AFT AdventureTrackers class. This new category will introduce the latest production-based Adventure bikes, providing the motorcycle industry with an opportunity to showcase the rapidly growing segment.





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**Kuryakyn:** Nova Curved Side-Mount License Plate Holder, License Plate Frame Mount, Fender Strut Cover Plates

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**Metzeler:** ME888 Marathon Ultra Front/Rear Tires

**Paul Yaffe's Bagger Nation:** Super-Lite Café Front Fender

**Performance Machine:** Chrome Fork Leg Kit & Dust Caps, Overdrive Custom Grips, Driver Footpegs & Shift Peg

**Rough Crafts:** Rocker Box Covers

**Saddlemen:** S-RT Mini Fairing Kit

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**Trask:** Tornado Turbo Kit Polished w/Brushed Stainless Exhaust\*

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# SHOW ZONE 2024

**Myrtle Beach Spring Bike Week**  
Myrtle Beach, SC, US • May 10-19  
[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**  
Norrtälje, 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)

**Buckeye Motorcycle and Music Rally**  
Columbus, OH, US • Jun 27-29  
[buckeyemotorcycleandmusicrally.com](http://buckeyemotorcycleandmusicrally.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)

## Registrations Open for 2024 Budweis Indian Motorcycle Custom Show

The only custom show 100% dedicated to Indian Motorcycles, the 'AMD Approved' 2024 Budweis Indian Motorcycle Custom Show is slated for the 2024 Indian Riders Fest (IRF) in the Czech Republic from 13 to 16 June.



After the success of the 2023 show, the organizers have achieved a lot for 2024 already, with five months still to go. Brian Klock will fly over from his Mitchell, South Dakota headquarters as president of the jury, and pre-registration is already open for this third edition - and guarantees participation and three additional complimentary tickets.

The bike show is slated to occupy one complete hall on the IRF site at eské Budjovice (Budweis) in the Czech Republic.

Talking about this upcoming third edition, Ola Stenegård, Director of Product Design for Indian Motorcycle, said: "There isn't much in life that gets me more excited than a custom motorcycle show. As a designer and custom builder, I really feed on that creative energy. With the BCS totally focused on Indian Motorcycle, it is a standout event for me.

"As a long-standing Indian Motorcycle fan from way back as a kid, the growth of this show in such a short time is food for my soul. The 2023 class winners were exceptional, and I'm looking forward to seeing the creativity and ingenuity infused in metal, chrome and paint at BCS24." However, BCS24 is not just a display of chrome and steel. It is an engineering-led show, a celebration of the extraordinary craftsmanship of European custom bike builders and

Indian Motorcycle dealers. Committed to fostering a community of creativity, the BCS welcomes builders of all levels, from aspiring rookies to seasoned veterans, and with more exhibition space than ever before, the highly anticipated event promises an eclectic collection of innovative and skilfully crafted motorcycles.

Multi-award-winning custom bike builder and Sturgis Motorcycle Hall of Fame inductee Brian Klock (2012), who will lead the international judging panel as its president, said: "Indian Motorcycle is near and dear to my heart. Having been part of the aftermarket advisory team since 2014 and designing many of the limited

editions coming out of the factory, just like Ola, a custom show dedicated to Indian Motorcycle is something I'm really excited about. I cannot wait to meet everyone at Budweis this year and see their craftsmanship and incredible skills."

Klock, his wife Vanessa, and other dignitaries, including Stenegård and Onno Wieringa, Official AMD World Championship photographer, will evaluate the entrants in seven distinct classes, with one build also being awarded the prestigious 'Best In Show' trophy.

In an addition to the 2023 classes, a ClubStyle/Performance Baggers class has been introduced in keeping with current trends and, to allow even more creativity, the new Freestyle class is the only category where entrants do not need to be road legal - however, competitors in all classes must be able to start and ride their builds onto the podium to accept their awards. The seven classes are:

- Indian Scout
- Indian Chief/Non-Fairing
- Indian Motorcycle Bagger
- Indian Motorcycle Vintage
- Indian FTR/Sportbike
- Indian Motorcycle Freestyle
- Indian Motorcycle ClubStyle/Performance Bagger

[www.budweiscustom.show](http://www.budweiscustom.show)  
[www.indianridersfest.eu](http://www.indianridersfest.eu)



Winner photo caption: 2023 winner, 'Purple Haze' by Bike Farm Melle in Germany



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[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.bonnevillefst.com](http://www.bonnevillefst.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  
[sturgismotorcyclerrally.com](http://sturgismotorcyclerrally.com)

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

## Progressive AFT and Mission Foods Renew Partnership

Progressive American Flat Track, sanctioned by AMA Pro Racing, has announced a partnership renewal with Mission Foods to continue its wide-ranging support of the series for a fourth consecutive season in 2024.

Included as key features of the multifaceted partnership agreement, Mission Foods will again serve as the title sponsor for the premier Mission SuperTwins class and the associated Mission #2Fast2Tasty Challenge, while remaining the Official Tortilla, Chip and Salsa of AFT.

The nation's top manufacturer of tortillas, tortilla chips, flatbreads and other baked products, Mission Foods has been one of the most active and influential sponsors of AFT since making its high-profile debut with the series in 2021. Its support has only

expanded since, and it will again serve as the title sponsor for its home round, the Mission Texas Half-Mile at Texas Motor Speedway in Fort Worth, Texas, on Saturday, April 27.

"We are proud to continue our partnership with AFT as the title sponsor of the SuperTwins class and Mission #2Fast2Tasty Challenge for 2024," said Juan Gonzalez, Mission Foods Chief Executive Officer. "We look forward to keep connecting with

fans on race weekends, and it further exemplifies our commitment to motorsports racing."

"Mission Foods is an exceptional partner, continually elevating the AFT experience both on and off the track," said Gene Crouch, Chief Executive Officer of AMA Pro Racing. "We're truly grateful for their energy and enthusiasm in supporting our athletes and engaging with fans."

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# Harley-Davidson Performance Baggers

This new book by Timothy Remus (of Wolfgang Publications fame) delivers a detailed look at the new breed of M-8 Baggers, and the Twin Cams that preceded them. The book includes interviews with people like Rick Ward and Bert Baker, and advice on brakes and suspension, from the likes of Beringer and Öhlins. In addition to the techs and experts, the bulk of this entertaining book is filled with pictures and the story of what makes true Performance Baggers owned by regular

riders - on Road Glide and Street Glide platforms. Each of those 20 stories cover the motors, the drivetrain and the chassis. Some went all the way with a 143 cubic inch M-8 with a blower for 200 hp dyno runs. Other owners left the motor cases in the frame, and installed bigger jugs, ported heads and a tune to achieve 140+ hp. Same goes with the chassis: new shocks and replaced (or upgraded) forks. For brakes maybe they install new front rotors and retain the factory

calipers or replace all the components. What they did or didn't do is a lesson to readers in all the possible options and why to use some modifications, in some circumstances, rather than others.

Written by Timothy Remus with the help with experienced builders and owners, H-D Performance Bagger is a high-quality guide for anyone with a late model Bagger or plans to buy that new Bagger.

Available from...

[www.barnesandnoble.com](http://www.barnesandnoble.com)  
and [www.amazon.com](http://www.amazon.com)



# Comoto Announces Zach Parham as New CEO

The Comoto Family of Brands, "a leading force in the motorcycle aftermarket parts and apparel industry", has announced that Zach Parham has been elevated to President and Chief Executive Officer of Comoto in a succession plan that had been previously approved by the Board of Directors.

Comoto said: "Zach has been an invaluable asset since the acquisition of J&P Cycles in February 2020, showcasing his expertise in overseeing various aspects of Comoto's operations, including finance, accounting, merchandising, customer service, demand planning, risk management, procurement, and overall operations."

Zach is the successor for Ken Murphy, who initially joined Comoto five years ago as a Board Member and then



shortly after assumed the role of President and CEO. Murphy is leaving Comoto to pursue a new opportunity. Jeff Teschke, Partner at Prospect Hill

Growth Partners and Board Member of Comoto commented: "We thank Ken Murphy for his valued service to Comoto over the last several years and are confident he will remain a strong supporter of the Company. We wish him well in future endeavors."

Mr. Teschke further added that "we are very excited to promote Zach to Chief Executive Officer. Zach's lifelong passion for motorsports, starting from his early days at his parents' business, J&P Cycles, uniquely qualifies him as a natural leader for Comoto and the broader industry."

"His extensive experience, ranging from Retail Store Manager to President at J&P Cycles, has prepared him well for this new role. Since joining Comoto in 2020, Zach has excelled in positions such as Chief Merchandising Officer, Chief Financial Officer, and Chief

Operating Officer, successfully guiding the company through rapid growth, complex integrations, and challenging business environments."

Zach Parham said: "I have been an avid motorcycle enthusiast my entire life and I am thrilled to lead the Comoto Family of Brands and our dedicated team. I look forward to working with our long-standing supplier community to bring even more great products and services to our consumer base. I also want to thank Ken Murphy for his leadership and mentorship over the past several years."

Comoto is America's largest and fastest growing 'omni-channel' platform in the powersports aftermarket-products industry, with brands including RevZilla, Common Tread, Cycle Gear, J&P Cycles, and REVER.

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# NEWS BRIEFS

December saw the National Powersports Dealer Association (NPDA) announce that the Federal Trade Commission had released the final version of its Auto Rule (renamed the Combating Auto Retail Scams Rule - CARS). Designed to protect consumers from auto retail scams, the rule would have required powersports dealers to fundamentally alter the way they do business. However, the final language of the CARS Rule explicitly exempts powersports dealers and other non-automotive dealers from the requirements of the rule. Bob Althoff, NPDA Chairman, said: "The NPDA appreciates the collaboration shown by our various partners to help overcome this regulation. We are also thankful that the FTC listened to the input and allowed for these exemptions."

December saw the National Highway Traffic Safety Administration (NHTSA) in USA release its annual Traffic Safety Facts report for 2021. A compilation of motor vehicle traffic crash data, the 225-page report contains information on crash types, causes and participants involved. According to the report, motorcyclists made up 13.8% of all nationwide traffic fatalities in 2021, with 5,932 motorcyclists killed on U.S. roads. That is the highest number since data collection began in 1975. In comparison, the pre-Covid year of 2019 saw 5,044 bikers killed. The number of those injured on motorcycles reported in 2021 was 82,686, which is fewer than the all-time high of 104,442 in 2016. This total injury count represents 3.3% of the 2.5 million people injured in all motor vehicle crashes. It is important to note that 2021 showed a substantial increase in motorcycles registered. The data also shows an increase in vehicle miles traveled by bikers. NHTSA data shows 9.8 million registered motorcycles with approximately 19.6 billion miles traveled in 2021. Those increases mean that while the total number of fatalities and injuries went up, the rate per 100,000 registered motorcycles went down. Riders accounted for 95% of deaths, while 5% were motorcycle passengers; 57% of fatalities occurred by collision with another vehicle, 26% resulted from a collision with a fixed object, 4% collision with a non-fixed object, while 13% of fatalities occurred without a collision; 34% of fatalities involved a rider impaired by alcohol. That number is in line with the 31% of alcohol-related fatalities nationwide. Riders were wearing helmets in 59% of fatalities, while riders were not wearing helmets in 38% of fatalities. Another 3% of fatalities occurred where helmet usage was unknown; 29% of fatalities involved an unlicensed rider.

## Yamaha - Official AFT OEM Partner of Progressive AFT in 2024

Progressive American Flat Track, sanctioned by AMA Pro Racing, has confirmed that Yamaha Motor Corp., USA, will again stand as an Official OEM Partner of Progressive AFT for the upcoming 2024 season. Additionally, Yamaha will once again serve as the title sponsor for the Yamaha Senoia Short Track at Senoia Raceway in Senoia, Georgia, on March 23. This marks the fifth occasion Yamaha has stepped into that role for the series' visits to the Atlanta area since the manufacturer first opened its corporate offices in Marietta, Georgia, in late 2018. Yamaha enjoyed another banner

season of AFT competition in 2023, proving itself a title-contending powerhouse in both Mission SuperTwins and Parts Unlimited AFT Singles presented by KICKER. Spearheaded by Estenson Racing's rising superstar, Dallas Daniels, Yamaha-mounted riders racked up seven victories, 15 top twos, 23 podiums and 35 top fives in the premier class. That included a pair of 1-2 finishes and an ultimate championship ranking of second and third. Along the way, Daniels demonstrated the all-around excellence of the Yamaha MT-07 by completing the career Grand Slam -



earning at least one win on a Mile, Half-Mile, Short Track and TT - in just his second season competing at the pinnacle of the sport.

It was a similar story in the Parts Unlimited AFT Singles class, where another emerging force, young Tom Drane, led the way aboard his Estenson Racing Yamaha YZ450F. There, Yamaha-mounted riders secured six wins, 12 top twos, 15 podiums, 25 top fives and two 1-2 finishes en route to second and third-place title standings.

Yamaha is well positioned to continue its modern-day dirt track ascent with Daniels and Drane recently confirmed to be back to hunt their respective #1 plates aboard Estenson Racing-tuned Yamahas in 2024.

[www.yamahamotorsports.com](http://www.yamahamotorsports.com)  
[www.americanflattrack.com](http://www.americanflattrack.com)



## Bitubo adds David Zemla to US team

Italian suspension specialist Bitubo has announced the next stage in the development of its plans to build foundations for increased brand profile and sales in the United States. Having hired former Progressive Suspension, Performance Machine and Burly Brand (MAG group) Product Manager Sean Delshadi to head-up Sales and Marketing of the Bitubo brand in America, they have now hired another former Progressive Suspension and Performance Machine group man, David Zemla, as the Director of US Operations. Most recently Zemla held one of the more prestigious roles in the American motorcycle parts and accessories aftermarket as VP of Marketing for historic US performance parts manufacturer S&S Cycle. At EICMA Zemla told IDN that "I've spent my entire career working with premier level aftermarket brands and am more than excited to help grow Bitubo's US operations."

Sales & Marketing Manager and fourth generation leader at Bitubo, Giorgia Mardollos shared: "We believe the United States has been a 'sleeping giant' in sales terms. Bitubo is one of the very few motorcycle suspension manufacturers that can convincingly claim to offer a world

class level of high performance suspension and with the right team in place we can bring that expertise and top shelf product to a performance hungry US market."

David hit the ground running in October and can be reached at [dzemla@bitubousa.com](mailto:dzemla@bitubousa.com).



Product Manager Sean Delshadi, Sales & Marketing Manager; Sales & Marketing Manager Giorgia Mardollos; U.S. Chief of Operations David Zemla



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**AMD NEWS**

# H-D Announces Contingency Programs For 2024 Race Season



Harley is boosting its support for racing competitors for the 2024 season with cash contingency programs totaling more than \$570,000.

This will be available for qualified H-D racers competing in select classes in the American Flat Track series, and the MotoAmerica AMA/FIM North American Road Racing Championship. The H-D Factory Racing Team will compete in the MotoAmerica Mission Foods King Of The Baggers Road Racing series in 2024 with riders Kyle Wyman and James Rispoli aboard race-modified Road Glides powered by modified Screamin' Eagle Milwaukee-Eight 131 performance crate engines.

In addition, privateer teams racing Harley-Davidson motorcycles in the series can benefit from racing contingency and available racing parts for purchase.

## Mission Foods Super Hooligan

New for 2024, Harley will offer contingency opportunities for racers competing in the Mission Foods Super Hooligan National Championship brought to you by Roland Sands Design. The road racing series features 750 cc-and-up high-bar race-prepared street bikes.

Held in conjunction with the MotoAmerica Superbike series, the Super Hooligan Championship includes ten races over five double-header weekends, beginning with two races at Daytona International Speedway March 7-9.

Harley will offer a \$123,000 cash contingency program for qualified Harley racers, with a contingency payout from first to 10th place and a \$20,000 championship bonus.

## Mission Foods King Of The Baggers

Offering exciting competition between American V-Twin touring motorcycles prepared for competition and equipped with stock frames and a fairing/windscreen and saddlebags. The 2024 King Of The Baggers series is expanded to 16 races over eight



doubleheader weekends held in conjunction with the MotoAmerica Superbike series.

The series opens on the high banks of Daytona International Speedway in Daytona Beach, Florida, March 7-9. Harley will offer a \$263,000 cash contingency program for qualified H-D racers competing in the series, with a contingency payout from first to 10th place and a \$35,000 championship bonus.

## Progressive American Flat Track

Harley will offer contingency opportunities for racers competing in the premier SuperTwins class on the 16-event 2024 Progressive American



Flat Track series, committing \$185,000 in contingency funds for qualified SuperTwins class riders.

Harley contingency will pay first to 10th place and a \$20,000 championship bonus. The season opens March 7-8 with the Daytona Short Track double-header at Daytona International Speedway.



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# NEWS BRIEFS

The AMA has announced the passing of Hall of Famer Tom Heininger at the age of 97. As the co-founder of Webco, a popular motorcycle aftermarket and accessory company in the 1960s and 1970s, Heininger's impact on the motorcycle industry was immense. Heininger served as president of the MIC in 1972 and played an influential role in the formation of the Motorcycle Safety Foundation. After serving aboard a submarine during World War II, Heininger entered the auto industry and worked for Offenhauser, a major automobile racing parts business at the time. While there he met Bob Hughes and they became fast friends before forming Webco together in 1954. In the early days of the company, Webco primarily focused on manufacturing high-quality racing engine parts for motorcycles, but the brand later expanded to include all forms of aftermarket accessories and apparel. Heininger and Hughes also opened a pair of Honda dealerships in Los Angeles during the 1960s and formed a nightly radio show during Daytona Bike Week with AMA announcer Roxy Rockwood. He also worked to further the motorcycle industry by serving on the board of the Motorcycle, Scooter and Allied Trades Association (MS&ATA) during the 1960s - a trade association that AMA formed out of in 1924. MS&ATA merged with the California Motorcycle Safety Council to form the MIC in 1969. Heininger was inducted into the AMA Motorcycle Hall of Fame in 2003.

**A1R Racing has announced an augmented program for the upcoming AFT season featuring Aidan RoosEvans aboard Yamaha YZ450Fs in the Parts Unlimited AFT Singles presented by KICKER class, former racer and professional bodybuilder Joe RoosEvans on board as coach.**

According to The Economist Group's global EIU City Liveability Survey for 2023, the first four of the top ten North American Cities to score highest in the survey were Canadian. Vancouver is 'top dog', followed by Calgary, Toronto and Montreal 4th - tied with best U.S. city Honolulu. Atlanta (fifth) was the leading continental U.S. city, followed by Pittsburgh and Seattle, with Miami and Chicago joint 10th. Austrian capital Vienna scored best in global terms, followed by Copenhagen (Denmark), Melbourne and Sydney (Australia) and Vancouver fifth. Bottom of the U.S. city list were Lexington, New York City, Detroit and Houston. However, be pleased you don't live in Damascus, Syria (or what's left of it) - the ancient and once great center of learning, advanced civilisation, oldest capital city in the world and revered architectural wonder of its time was the 2023 'bottom feeder' - which just shows what can happen!

## Triumph 2024 Range Update Continues

By Ben Purvis

Triumph has stepped away from the old format of launching all its new models in a single shot and moved to a program of continual updates and new bike releases throughout the year - and the latest updates include **changes for the Scrambler 1200 range.**

The big news here is that the old Scrambler 1200 XC model has been dropped for 2024, replaced with a new Scrambler 1200 X that promises to open the door to more customers - lowering the price and increasing the gap between the lower-cost Scrambler 1200 X and the more upmarket Scrambler 1200 XE that remains available.

The new 1200 X sacrifices some off-road ability in favor of a more accessible height, replacing the old XC's **Showa** front, **Öhlins** rear suspension combination with new **Marzocchi** parts at both ends. They're non-adjustable and lower, with 170 mm of travel instead of the XC's 200 mm. The brakes are also revised, with twin-piston **Nissin** front calipers instead of the old **Brembo** four-pots, backed up by a **Continental** ABS system. Unlike the old XC, the X's ABS works in corners thanks to an IMU.

The changes help bring the seat height down to 820 mm. That's 20 mm lower than the old XC and a full 50 mm down from the XE version, and a low seat option can bring it down even more to 795 mm.

On board, the Scrambler 1200 X gets new instruments with a white-on-black LCD display above a smaller color TFT dash, all housed in a single, circular pod.

For riders who want real off-road capability, the updated 2024 Scrambler 1200 XE still has a large 250 mm of suspension travel and huge ground clearance, like its predecessor, but it also swaps to Marzocchi suspension in place of the old Showa and Öhlins parts. It also keeps the Brembo brakes, but uprated from the



Thruxton 'Final Edition' model

2023 model's M50s to **Stylema** calipers, with cornering ABS as standard.

Both the Scrambler 1200 X and the XE get engine revisions for 2024, with a new 50 mm single throttle body,

### More updated models for next year

revised exhaust headers and new mapping that shifts the peak power and torque points to lower in the rev range. The exhaust changes also reduce the heat that reaches the rider, and both models have multiple riding modes and traction control settings. Peak power and torque figures are unchanged at 89 hp (66.2 kW) and 81.1 lb-ft (110 Nm).

Elsewhere in Triumph's 2024 range, the company has introduced a new set of **limited-edition models in the Modern Classics range with the one-year-only 'Stealth' variants** of the Bonneville, Speedmaster, Bobber, Speed Twin and Scrambler 900. These are the follow-ups to 2022's Gold Line bikes and 2023's Chrome Collection, and like those previous models, numbers aren't restricted but the Stealth bikes will be sold for just one year to ensure exclusivity in the future, with a relatively small price premium over the standard variants.

Each Stealth bike gets a fuel tank that fades from black at the front to a candy metallic color at the rear - with different colors for each model. It's a finish that's achieved with a silver base coat with the black fade sprayed on top, followed by several coats of colored lacquer to build up the

pigment.

The Bobber gets 'Purple Stealth', while the Speedmaster is finished in 'Red Stealth'. The Bonneville T100 and T120 come in 'Blue Stealth' and the Bonneville Black Stealth Edition has a tank that fades from black to silver. The Speed Twin 1200 comes in 'Red Stealth', the 900 version gets a 'Green Stealth' finish, and the Scrambler 900 gets an 'Orange Stealth' paint scheme. You'll notice that the Thruxton isn't included among the Modern Classic models in the Stealth range. That's because **2024 will be the last year**

TF 250-X



**of Thruxton production**, and the occasion is being marked with a one-year-only 'Final Edition' model. Offered in the same spec as the Thruxton RS, with 105 hp, Showa forks, Öhlins shocks and Brembo M50 brakes, the 'Final Edition' gets a 'Competition Green' paint scheme with hand-applied gold pinstripes and a certificate of authenticity signed by members of the Thruxton design team and by Triumph CEO Nick Bloor. In future, the Café Racer duties in Triumph's Modern Classics range will be covered by the Speed Twin.

More 2024 news from Triumph comes in the form of the company's new 250 cc single-cylinder motocross bike, the

**Continues on page 20 >>>**



Stealth 2024 edition family



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## NEWS BRIEFS

The MRF reports that just before the end of 2023, Ohio Governor Mike DeWine signed H.B. 201 into law. The focus of the bill is to "Prohibit a state agency, county or township from restricting the sale or use of a motor vehicle based on the energy source used to power the motor vehicle; to prohibit a state agency from adopting the California emissions standards for motor vehicles." The Clean Air Act allows states to seek a waiver to enact emission standards outside of those set by the federal government. In 2022, California received a waiver allowing the state to establish guidelines requiring every new car and truck sold there to have zero emissions by 2035. This requirement has set off a debate in state capitals around the country. Some states seek to align with California, while others, like Ohio, are pushing back against California's plans. Created by federal law in 2021, the U.S. Department of Transportation (DOT) has been slow in establishing the Motorcyclist Advisory Council (MAC). At the urging of the MRF in May 2023, thirteen lawmakers sent a letter pressing DOT to seat the MAC. December 2023 finally saw the DOT begin the selection process for the MAC. The MRF has worked hard to advocate for qualified candidates for the MAC and anticipate a formal announcement on membership soon.

**Cumming, Georgia based Turner Racing Honda has announced a 2024 AFT lineup that sees veteran racer Trent Lowe alongside promising rookie Evan Renshaw aboard American Honda CRF450Rs in the Parts Unlimited AFT Singles presented by KICKER class.**

The 2024 Mission Foods AMA Flat Track Grand Championship is set for June 30 - July 6, with the week-long amateur competition returning to Du Quoin, Illinois. The AMA will operate and promote the event, which is the only race in the United States where a rider can earn an AMA National No. 1 plate in amateur flat track racing. The event will feature all four dirt-track disciplines - Short Track, TT, Half-Mile and Mile.

**JPG Motorsports are to field Chase Saathoff aboard Honda CRF450Rs in its all-new Bryan Bigelow managed 2024 Parts Unlimited AFT Singles presented by KICKER effort. Despite having only recently turned 18, Saathoff has already established himself as one of the most promising talents to hit the Progressive AFT scene in recent seasons. The Illinois native has racked up numerous accolades in his young career, including being named the 2021 Nicky Hayden AMA Horizon Award winner and 2022 Progressive AFT Rookie of the Year. Saathoff continued his rapid ascent in 2023, scoring nine podiums, including six runner-up finishes, en route to a fourth-place finish in the Parts Unlimited AFT Singles championship standings.**

<<< Continued from page 18

TF 250-X, which will form the basis of a two-bike works attempt at the FIM Motocross World Championship in the MX2 class in 2024, as well as the U.S. SuperMotocross World Championship. Featuring a 250 cc engine with a remarkable 14.4:1 compression ratio, forged aluminum pistons and titanium valves in an aluminum spine frame, the company claims it has the highest power-to-weight ratio in its class. Bold words for a company that's going head-to-head with the best that Japan and Europe can offer. Impressively, Triumph intends to open a network of specialist motocross and

enduro dealers to sell the bike, its optional accessories and a range of clothing developed for it in conjunction with Alpinestars. Triumph says there will be 300 such centers open across the U.S.W, Europe and Australia by the end of 2024.

The bike itself uses KYB suspension front and rear, with a chassis and engine developed 100% by Triumph, which has taken guidance from Ricky Carmichael and Ivan Cervantes throughout the project's progress. An enduro version is expected to join it by the end of 2024, along with a pair of 450 cc models, and Triumph has already tied in with aftermarket

Scrambler 1200 X



accessory brands for a range of optional parts including an Akrapovic exhaust, an MX Tune Wi-Fi module, Athena LC-GPA launch control and an XTrig holeshot device.

## Motorcycle Print Magazine Finds New Life On Streaming Platform

The Pittsburgh, PA based Source Media Group has announced that after 27 years of print magazine publication, the Cycle Source Magazine, Track Side Report and Torque Performance publishers have launched a new channel - adding Grease & Gears TV.

Cycle Source Magazine publisher and Source Media Group President Chris Callen told AMD that his three-year project to bring motorcycle media back to televisions and beyond "has started to pick up speed. After the initial soft launch during the 2023 Sturgis Motorcycle Rally, Grease & Gears is growing strong.

"Due to the enormous support from Dennis Kirk, Grease & Gears is now available on Apple and Android devices, Roku and Firestick. So, no matter where you are or what screen you want to watch it on, 24/7 motorcycle entertainment is at your fingertips."

Asked what exactly Grease & Gears is, Chris said simply that "it's kinda like Netflix for motorcycle riders.

"It's a collection of stories from the road, inside the garage, and collected over our travels. The great events we go to and the incredible bikes we see, all with a deeply personal connection since it is no longer a media interpretation of what someone said, but their voice brought to life through video and contained in a place where it will live on forever."

The channel is, as Callen went on to say, "nothing different than the work we have done for three decades. Subscribers pay us to deliver stories on motorcycles, the people who build them, and the places they go on them. Same thing here. We just have another dimension with the video component."



While this is nothing new in social media, as many YouTube sites now focus on motorcycle media, the difference, Callen says, is that Grease & Gears exists "outside of the



algorithm. Nothing slows the roll for people who want to see great motorcycle media, not even commercials, since they do not exist on Grease & Gears TV."

**Source Media Group President Chris Callen**



Callen explained that collaborators are a big part of what makes it run. With nearly a dozen content creators, some of your favorite personalities - like Professional Monkey, Jason Sims, and even Michael Lichter - all have a home on Grease & Gears where their content can be accessed. "With hundreds of hours of programming already up and running, you can expect the regular delivery of fresh new content from the whole team."

In addition to great motorcycle entertainment, and depending on your subscription level, there are giveaways, exclusive content, monthly drawings for prizes, and even talks of "Subscriber Only" events at rallies like Sturgis and Daytona.

Callen says that Source Media has always been strict about its value-added approach to its print magazine over the years, and he indicated that this will have the same values. "I always think about the person that sets down their five or ten bucks for a magazine. That's hard-earned money, and if they give it to me to show them part of the world that I get to see, I'm gonna make sure they get more than their money's worth."

Cycle Source Magazine will continue to be published digitally and in print, as this new chapter for Source Media is about finding new life in new media channels.

"While citizen journalism has done a very good job in the last ten years to promote the motorcycle business, there is something about the tried-and-true methods of journalists who have made telling these stories, asking questions, and making sure regular people are counted that is still priceless - an honest approach that will provide longevity to our culture.

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# NEWS BRIEFS

Marietta, Georgia based Estenson Racing has announced that young title contenders Dallas Daniels and Tom Drane are to return to spearhead the 2024 AFT Championship campaign for the Estenson Racing squad - Daniels in the Mission SuperTwins on the Yamaha MT-07 and Drane on the Yamaha YZ450F in the Parts Unlimited AFT Singles presented by KICKER.

Montreal based Taiga Motors Corporation, Canada's leading electric powersports brand, is set to be the exclusive Personal Watercraft (PWC) supplier of the UIM E1 World Championship, the world's first and only all-electric powerboat championship. The championship will see up to ten teams and 20 mixed gender pilots racing on the water in iconic cities around the world, with the U.S. due to host a race in Season 2.

The American Motorcyclist Association will celebrate "the great heroes of motorcycling" with its annual AMA Hall of Fame Days on 10-13 October, 2024, on the AMA campus in Pickerington, Ohio. The Class of 2024 will be formally inducted at the annual recognition ceremony on October 10.

H-D has recalled some 1,464 2023 FLHXSE (Street Glide CVO) models for engine and engine cooling and structural component issues that could make the motorcycle difficult to control at high speeds.

Indian Motorcycle is recalling 1,215 2023 - 2024 Chieftain, Roadmaster and Springfield motorcycles for an improperly routed crankshaft position sensor issue.

## AMA Welcomes Buckeye Motorcycle and Music Rally to Central Ohio

Three-day motorcycle and music rally to run June 27-29, 2024, at Historic Crew Stadium in Columbus, Ohio. AMA has welcomed the Buckeye Motorcycle and Music Rally to its "home patch" in central Ohio. The rally will feature top musical acts, vendor exhibits, bike shows and more from June 27-29, 2024, at Historic Crew Stadium in Columbus, Ohio.

"It's great to see this jam-packed rally come to the AMA's own backyard, promoting the motorcycle lifestyle in a very big way with multiple days of motorcycling fun and music," said AMA Chief Operating Officer James Holter. "We appreciate the support and hospitality the event organizers, 614 Events and Haslam Sports Group, are providing to the AMA and AMA Motorcycle Hall of Fame. We expect the Buckeye Motorcycle and Music Rally to thrive and enrich the region's motorcycling community for many summers to come." The AMA will work with AMA-chartered clubs that will plan rides to the event, bring its own 100-year AMA anniversary display to the event and support the event with a



showcase of historic motorcycles that highlight the history and heritage of American motorcycling. "This event has been a multi-year process to bring to the city of Columbus," Tim Niese, Buckeye Motorcycle and Music Rally owner and organizer, said. "We are excited to be working with Haslam Sports Group and the AMA to grow this into an annual event." On June 28 and 29, several high-profile acts will play inside Historic Crew Stadium during the Buckeye Motorcycle and

Music Rally. Country legend Hank Williams Jr. headlines the slate on June 28, with Brantley Gilbert, Colt Ford and Cory Farley also to perform. Lynyrd Skynyrd serves as the headliner on June 29, with Oliver Anthony, Fuel, Taylor Austin Dye and The Rob Matterhorn Band rounding out the performances that evening. Tickets are required for access to the concerts inside Historic Crew Stadium. "The rally will have several exhilarating opportunities for motorcyclists, including stunt shows, motorcycle

dealers and vendors, food trucks, live music and much more in the event's Biker Mall. The Biker Mall, which will be free to the public, will include a free outdoor stage with performances by A Thousand Horses, Elektrik Circus, David Graham & The Eskimo Brothers, Alan Carl, Appalachian Outlaws, Radio City, and much more." There will be camping available near the stadium throughout the three-day event. [www.buckeyemotorcycleandmusicrally.com](http://www.buckeyemotorcycleandmusicrally.com)

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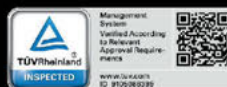


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# NEWS BRIEFS

With the cold, hard realities of life cast adrift from the European Union starting to become apparent, the United Kingdom has abandoned the new, post-Brexit UKCA (United Kingdom Conformity Assessed) mark. The scheme was intended to reduce complexity and cost for vendors selling on the UK market, allowing their products to diverge from EU standards - namely become poorer quality. But it turns out the scheme was actually increasing complexity and cost and was starting to reduce consumer choice. Brands had been starting to decide that the extra overhead of additional new UK standards, for a diminishing market, would not likely result in an acceptable ROI. Therefore, the British Conservative government, the same one that thought commercial isolation was a "good thing" in the first place, has now surrendered to the embrace of Johnny Foreigners' nasty rules and abandoned the UKCA scheme.

Kawasaki has shown what is slated to be the world's first production sports bike powered by hydrogen. Tests with the Ninja H2 HySE ride-ready prototype are due to start in 2024. Created as part of the Kawasaki, Yamaha, Suzuki, Honda and Toyota 'HySE' consortium effort, it was unveiled at its "Group Vision 2030" conference in Japan in December. Based on its existing H2 model, rear panniers hold extra hydrogen canisters with the 999 cc super-charged inline-four designed to be very similar to a conventional gas engine - complete with direct injection.

The 2023 Isle of Man TT was a resounding success, though it still lags the highest record attendance seen in 2019. The IOM Government's Department for Enterprise has revealed findings of a survey (the first since 2019) that show overall visitor numbers for the period down by an estimated -6.3% on the 2019 attendance at 43,272. At 46,174, that 2019 figure had been the highest figure recorded since surveys of this type began at +4% over 2018. Average spends per visitor in 2013 was approx. \$1,000, which though an increase on a per head basis, represented an actual overall revenue decline from the event for the island's economy at approx. \$48m. The average length of stay was down at 6.09 nights, with 79.2% staying in paid accommodation (32% camping); there was a 30.6% increase in those traveling to the island by air, with 90.7% of all visitors from the UK and Ireland and 50-64-year-olds the largest age group at 38.3% (18.9% were aged 65 and older, with just 20.2% below the age of 30).

## Custom Chrome Europe - 'Bolt On And Ride' Program Back After Four-Year Absence



Custom Chrome Europe celebrated 25 years in business in 2023. During that time, and born out of the widespread 'kit bike' phenomena that swept the parts and accessory community from the mid-1990s, CCE's 'Bolt On And Ride' concept (2009-2020) was always a more "considered" and "convincing" proposition. Rather than complete builds, they were a selection of custom builds designed by leading European custom bike builders.

The 'Bolt On And Ride' concept had been immediately popular, providing an easy access pathway for riders to be able to enjoy and share in the design ideas of many of the European market's leading customizers.

So, fast forward four years, and the Custombike Show at Bad Salzungen in Germany in December 2023 (and subsequently Motor Bike Expo at Verona, Italy, in January 2024) saw CCE dive back into those waters and bring back an all-new iteration of the concept to market.

The presentations featured three designs and platforms by German customizers Rick's Motorcycles, Bike Farm Melle and former World Champion custom bike builders Thunderbike, the latest custom parts available from CCE, Rick's Motorcycles' FXRT-style fairing for M-8 Softails and numerous new Rick's 'Clubstyle' parts showcased on their Low Rider ST. Rick's prior contributions to the BOAR program had included 'Black Bob' (2013) and 'Moccarica' (2018).

Thunderbike had previously built no



Bike Farm Melle, also established as Indian Melle has customized a 2023 Indian Scout "Bobber" for a more "Bobber spirited" Scout rolling on TTS "Fat Spoke" wheels and V-Performance exhaust system.



In 2024, Rick's Motorcycles will celebrate 30 years in business - and this radical "Clubstyle" "Bolt On And Ride" bike is another "Clubstyle" themed radical rider, featuring Rick's own FXRT/RP fairing, brand new and super-solid risers and triple-trees and many new Rick's parts that are new to the Custom Chrome Europe catalog.

less than nine BOAR customs, from the first Street Bob and Fat Boy in 2009 to CCE's "Custom Chrome 50th Anniversary" tribute in January 2020.

Bike Farm Melle had one prior design in the BOAR program - 'Fisherman's Chop' from 2014.

Bike Farm Melle, also now established



as Indian Melle, has modified a basic 2023 Indian Scout Bobber for a more "Bobber spirited" Scout, rolling on TTS 'fat spoke' wheels (Germany), with a V-Performance exhaust system (Italy), Ness pegs and CultWerk (Austria) front and rear fender to "bob-up" the basic Scout Bobber.

Thunderbike produced a super-clean 2023 Fat Boy, featuring numerous brand-new Thunderbike and Performance Machine parts, including PM M-8 cam and rockerbox covers and Fred Kodlin's super-fat handlebar. Thunderbike added air suspension, air filter, a tail end conversion and numerous details and covers for a great 'bookend' to the similar Fat Boy

and Street Bob customs they kickstarted the "Bolt On And Ride" program with 15 years ago. Rick's Motorcycles' superb 'Clubstyle' interpretation of the Low Rider is a 'Clubstyle' themed radical, loaded with its already popular new parts and accessories that act as a precursor to its 2024 celebration of 30 years as one of Europe's custom motorcycle market leaders.

[custom-chrome-europe.com](http://custom-chrome-europe.com)



Custom Chrome Europe partner Thunderbike, also creators of the first two "official" Bolt On And Ride" bikes in 2009, customized a superb 2023 model year "Fat Boy", featuring numerous brand new Thunderbike and Performance Machine parts.

## QJMotor 600 cc V4 Details Revealed By Ben Purvis

Earlier this year, China's QJMotor confirmed plans to make a new 600 cc cruiser powered by an unusual V4 engine - marking another step forward for both the company and for China's motorcycle industry - but it didn't give technical details of the bike.

Now those details have become clear as it makes its way towards production, with type-approval paperwork filed in China that shows

the key dimensions and the performance of the bike.

The details show that the bike, dubbed **Flash 600**, has a precise capacity of 561 cc, with a 61 mm bore and a 48 mm stroke. Those figures appear to confirm suspicions that QJMotor's V4 engine takes some influence from **Honda's old VFR800 engine**, which shared the same 48 mm stroke but allied it to a 72 mm bore for a total

capacity of 782 cc - something that QJMotor might well replicate in the future.

In its 561 cc form, the engine makes 50 kW (67 hp), but the bike weighs a substantial 219 kg including fuel. The top speed is listed as 178 km/h (111 mph), and the type-approval shows that the wheels are 16-inches, with a 130/90-16 front and 180/65-16 rear tire. The 1,580 mm wheelbase is the



same as a **Harley-Davidson Pan America** or a **Ducati Diavel** - adding to the impression that the initial 600 cc version of the bike will be followed by larger-capacity, more powerful variants in the future.

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# MOTOGRAPHER'S MARVELOUS MOTORCYCLES

# 2023

Those who know internationally respected custom motorcycle photographer Horst 'Motographer' Rösler from Germany have seen him doing the hard miles for some 30 years in his pursuit of the finest custom bikes the industry's leading builders produce each year. His work has appeared in literally thousands of media outlet editions in the past three decades. He is estimated to have taken close to ten million motorcycle pictures (man, how he loves a good memory card) in a career that has seen him cover hundreds of events - throughout Europe, North America and worldwide. Seen here, AMD has the pleasure of presenting a small selection of some of the outstanding custom bikes he saw at shows in Europe last year...



**Miss Penny by Mannaia - Italy:** A bike that was conceived and crafted for competing in the World Championship, and is now another highlight of Italian ingenuity and craftsmanship.

A hubless front wheel, handcrafted frame and extremely compact, "race-style", in a 113 cu in S&S turbo-charged motorcycle that is more a piece of art than a practical "daily rider." Most of the components are one-off handcrafted and CNC-machined by the creator. Oil tank and brake system are integrated in the rear wheel. Steering is performed by a link system inside the "front downtube", as you may call that section of the frame. Shifting - surprisingly enough - is by hand. The power is transmitted to the rear wheel by chain. The M&H "Racemaster" tire (P 185 80 D16) at the rear end is originally a drag race car tire for front wheel use. [www.mannaia.com](http://www.mannaia.com)



**2022 Pan America "Speed Hog" - Harley-Davidson Würzburg Village, Germany:** Built in 2022 by Harley-Davidson Würzburg Village, this Super Moto Pan America was already built when the Bagger Party Race was just an idea, the concept yet to be tried and tested at Schlüsselfeld/Germany in 2022.

One of the first Pan Americas to be customized into a "Super Moto" interpretation, Christoph "Chicken" Repp had new parts like front fender and Café Racer-style tail end designed for Harley's off-roader. 2023 season rider Stefan Soehnlein delivered a solid performance on the superb handling "Speed Hog", the parts are available at Harley-Davidson Würzburg Village. [www.hdwv.de](http://www.hdwv.de)







**Screamin' Eagle Street Glide Special ST, Team Harley-Davidson Germany, Frankfurt, Germany:** This "close to stock" Harley-Davidson FLHXST Street Glide saw lots of "race action" in the Bagger Party Race Series of 2023, held in a three-part series at various kart tracks all over Germany. As rules limited the modification costs, Harley-Davidson Germany GmbH District Manager André Jaeger had only the allowed modifications performed to what was a "reference" Bagger race bike for the "Stock" class Harley-Davidsons. Upgraded with Dr. Jekyll & Mr. Hyde exhaust system for the 117 Screamin' Eagle Milwaukee-Eight motor, Öhlins shocks and Metzeler tires, the bike was used by different racers who raced it in the "Stock" class of the series, including André Jaeger himself and "hotshot" Peet Gerards (J&H). The start number 03 came naturally in the year of Harley-Davidson's 120th anniversary, since the bikes were presented at many events, and this one is street-legal anyway. [www.baggerpartyrace.de](http://www.baggerpartyrace.de)



**H-D Germany Pan America Super Moto Racer "PLAN B":** A Harley-Davidson Pan America, created by H-D Germany's André Jaeger for the 2023 introduced "Hooligan" class of the Bagger Party Race Series 2023, the Super Moto style Pan America was modified for fast paced road racing on tight Go-Kart tracks. The hybrid-looking mix of Pan America with Sportster S tank and tailed lost considerable weight in the process - everything that wasn't needed to race was "off" when the bike took shape in the press workshop of H-D Germany at SKS in the freezing Westerwald forest in Mogendorf. Dr. Jekyll & Mr. Hyde delivered its Pan Am mufflers for the ride, Thunderbike fitted CNC-machined pegs, foldable. The engine was upgraded to 160+ hp by remapping, power which came in quite handy when racing the bike in the "Hooligan" races of the 2023 season. All riders had great fun with this ride built by André Jaeger and H-D press workshop manager Stephan Maertz.



**Wilbers' Project Lap Record:** A Harley-Davidson Sportster S, built for breaking the motorcycle lap record at Oschersleben racetrack, ridden by Thilo Guenther not just at the Oschersleben record, but also at several "Hooligan" races in the Bagger Party Race series in 2023. Upgraded with Wilbers Suspension components, Thunderbike parts and Dr. Jekyll & Mr. Hyde exhaust system, the bike has been slimmed down from 228 to 209 kg, engine remapping by DON Performance to 136 hp, and the belt was swapped for a racing chain drive. BMW M carbon wheels helped saving weight; Thunderbike also delivered the footpegs for this highly modified Sportster S. Metzeler race slicks allowed a lap time at Oschersleben of 1:42.2 minutes - the best Oschersleben time for a Harley-Davidson! [www.harley-bs.de](http://www.harley-bs.de); [www.thunderbike.de](http://www.thunderbike.de)





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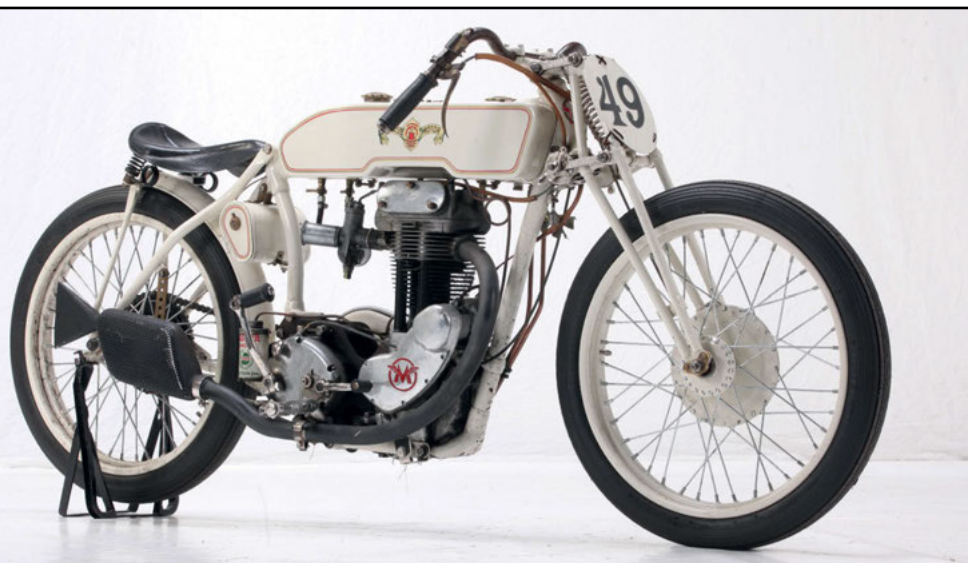


**"Earls Gun" - Sportster Tracker 2005 XL Scrambler by "Pinstriper Earl" Kay Landgraf:** Scrambler XLs are nothing new to the scene, but some are wilder than others, as this cool conversion by airbrush artist "Pinstriper Earl" proves! Lots of attention to detail and a modified Honda VT 500 tank make a great story as very few parts of the original 2005 Sportster are not customized or exchanged for own parts. The frame is shorter and higher than stock, the old Honda fuel tank - anyone remember the Honda VT 500? - was cut apart and a



new tunnel and bottom handcrafted. Exhaust pipes are completely scratch-built with MIVV muffler, and there is a whole list of aftermarket parts adapted and customized for this wild ride. The bike was been created by airbrush artist and pinstripping specialist "Pinstriper Earl" Kay Landgraf in Sonneberg/Germany.  
[www.facebook.com/kay.landgraf](http://www.facebook.com/kay.landgraf)

**Matchless Boardtrack Racer by Martin van den Plas:** Dutch craftsman Martin van den Plas created a unique "Boardtrack" tribute bike by matching the Matchless 350 single to a G3L frame with French Terrot fork and BSA parts. While "Boardtrack" would not be the exact



definition - genuine USA BD racers did not have gears, clutch, throttle or brakes - this racing tribute uses a number of authentic and period parts from both sides of the Channel coast, with the 1956 Matchless single engine the youngest component. A very cool, rideable bike, the bike won the "Café Racer/Tracker" class at Bigtwin Expo 2023 in Houten/Netherlands.

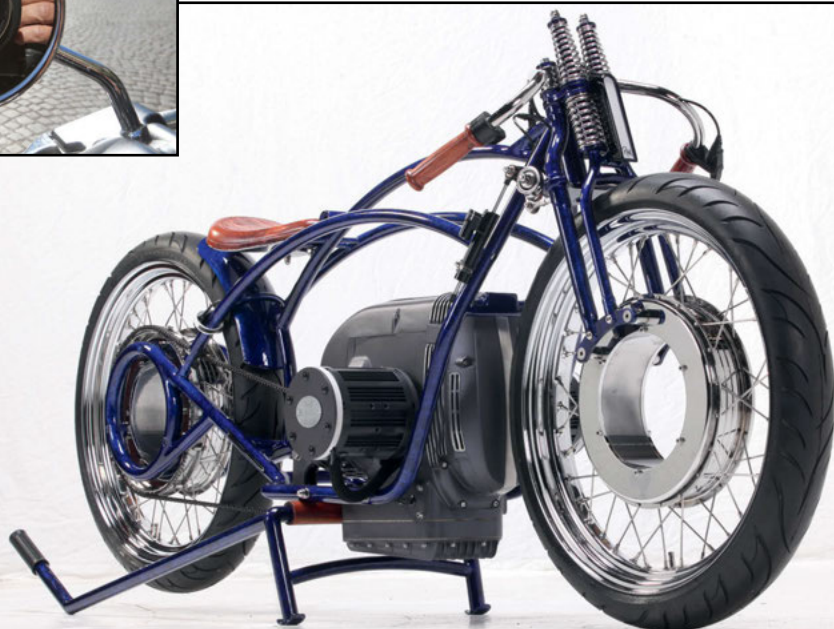
**1928 Harley-Davidson Peashooter by Hans Devos/ H-D-Classic:** One of the genuine "diggers" for truly antique motorcycles, Hans Devos has always something special to present - as this 1928 "Peashooter" racer, as new as if it came from the H-D Race Department in Milwaukee, ready to be piloted to victory by then famous Harley-racer Joe Petralli. The "Peashooter" models were produced in side valve and OHV versions, the latter with 50% more horsepower over the "Flathead" version.

A genuine factory racer would boast even more horses. This bike was found in Sweden. At Bigwin Expo, Devos had the bike running - and more exotic rarities to show: with 125 years of age, the Phébus Tricycle was the oldest motorcycle (operable!) of the event.

Hans Devos is also organizing the "Where is Anna?" ride in August (near Nieuwpoort/Belgium) for antique motorcycles, the 2024 event to be held August 24th...a must visit event for all antique motorcycle aficionados! [en.hd-classic.be](http://en.hd-classic.be)







**RMC Brdtrckr by Ruben Mellaerts:** One of the most spectacular custom-built motorcycles of the year was the one-off concept bike named RMC Brdtrckr (short for Boardtracker), which saw many open-jaw looks at BIGTWIN EXPO and CUSTOMBIKE 2023. The futuristic design with a fully adapted BMW R65 motor and gearbox case was entered by Belgian customizer Ruben Mellaerts, who substituted the BMW cylinders with two QS138 electric motors of 6 kW nominal and 13.5 kW peak powers (8.16 hp 18,36 hp), which does explain the rather small dimensioned chain. The build features a Sony Murata battery pack (180 cells) and completely scratch-built frame, along with partially hubless wheels - making for a stunning one-off custom bike which certainly asks for a full feature and explanation! [www.instagram.com/rubenmellaerts](https://www.instagram.com/rubenmellaerts)

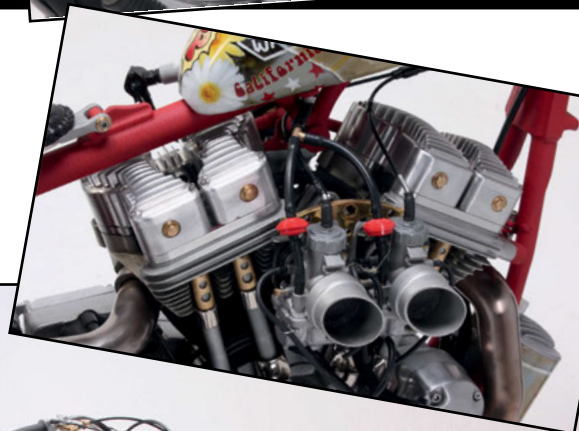
**"Kozmic Trip" 1971 Sportster Ironhead Chopper by Destiny Cycles:** Lynn and Vic Jefford, aka "Destiny Cycles", have been long-time performers in the European show scene, most recently with a unique rigid Sportster with many handcrafted parts, including a girder type chopper front fork handcrafted from Ford Model T (!) suspension link arms.

To achieve the distinctive Chopper look, the stock Sportster frame was cut behind the engine and a modern rigid subframe was welded in. The upgraded 1200 cc Sportster engine certainly is ready for some "hot" action. 1971 Sportsters only boasted 55 cu in or 883 cc, let alone feeding each head by its own 30 mm Mikuni. The twin manifold is a Jerry Branch design, and Vic created his own CNC-machined head covers, but does not give away the cam lift and compression of his 1200 cc power block.

The outstanding detailing of all handcrafted components is continued in the airbrush artwork by Dave Dickinson of DDK. Themes and song lines from Janis Joplin songs are

all over the bike, as tank, fender and the forward mounted oil tank feature the detailed artwork inspired by the "Me and Bobby McGee" video clip ... a Chopper that will take you "from the Kentucky coal mine to the California sun" ...

[www.destinycycles.co.uk](http://www.destinycycles.co.uk)

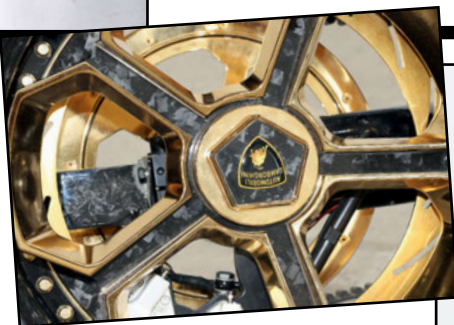






**Indian 1926 Chief with FLEXICAR, Restoration by Tony Leenes:** Tony Leenes is THE Indian specialist with a museum full of rare Indian motorcycles and advanced restoration knowledge. His latest top project in co-operation with Gerrit Miedema: a 1926 Big Chief racer with race cams and an iconic (and very dangerous!) FLEXICAR sidecar, which was used in the 'Roaring Twenties' racing scene. Tony restored the bike to "better than factory" conditions and will also make it rideable. Toni Leenes will host his annual "Indian Superrally" at his Indian museum in Lemmer/ Netherlands from May 10-12, 2024. [www.tonyleenes.nl](http://www.tonyleenes.nl)

**"PROTOTYPE" by Augustin Motorcycles:** A bike that caused heads to turn and people to stop in awe: Augustin Motorcycles' outstanding Walz-tribute dragstyle lowrider that was presented in Hungary. Augustin Motorcycles are well established and renowned for building high-end customs, and this bike is one of its most extreme ever: "Public Award" winner of the 120th Anniversary Harley-Davidson bike show in Budapest! A "Lamborghini Tribute" bike of outstanding craftsmanship with almost complete Augustin-manufactured parts, supercharging, CNC-machined 24-carat gold-plated wheels. Well, all parts that look gold are indeed gold! The estimated value of the unique custom is €300k+. Not many of these high-end bikes are built anymore, but the dedicated Augustin team did it anyway! [www.augustin-exclusivecustombikes.de](http://www.augustin-exclusivecustombikes.de)



**Spondon Fighter GSXR 1100 by Krawallrad, Germany:** The craftsmanship of Krawallrad's René Lippmann is seen in his one-off Spondon framed GSXR-powered Streetfighter. Built into one of the rare Spondon framework, the 30+ year old GSXR 1100 base has been upgraded to today's standards, Yoshimura exhaust inclusive. The monocoque and headlight mask are one-off handcrafted, so are triple trees, wiring and many details. The "high tide" times of Streetfighters in Germany might be a thing of the past, but there are certain areas - like Franconia in Bavaria - where the spirit is still alive and Fighters are being built. Painted by Huemmers Airbrush in (very!) bright colors, this is one hot show - and powerbike - and René's private ride too! [www.instagram.com/rene\\_krawallrad/](https://www.instagram.com/rene_krawallrad/)



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## A 'Bonanza' of Options



Never ones to stand still, Temecula, California based Biltwell's 2024 'Bonanza' open-face helmet updates see new colorways and the return of an old favorite.

Described by Biltwell co-founder Bill Bryant as "a quiet best seller," 'Bonanza' line is a lightweight, well made and comfortable, generously padded price-point helmet that doesn't compromise on safety with a rugged, injection-molded ABS outer shell and full DOT compliance in the United States.

New this year are colors it is calling Metallic Catalina and Metallic Cherry Red, the Scallop Gloss Vintage White/Black, Gloss White, Black and Storm Gray solids, a Flat Black (aka Matte Black) and, returning for 2024, the Rootbeer MegaFlake.

A price-point helmet the 'Bonanza' may be, but it is far from a feature-free 'budget lid' with an expanded polystyrene (EPS) safety liner that dissipates impact loads without compromising comfort, snaps on the brow that accept all Biltwell and select other brand bubble shields, visors and optical accessories, and removable and replaceable comfort liner and cheek pads that feature brushed fleece Lycra touch points to absorb and evaporate perspiration - also seen on the adjustable strap end retainer equipped chin strap.

**BILTWELL INC.**  
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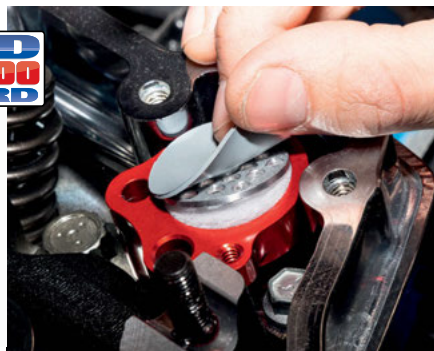


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# M-8 Cylinder Head Breather



Harley may have dispensed with the cylinder head breather on its new design of VVT CVO heads, but in all likelihood, it will be some time before its new engine tech makes its way into the mainstream Softail and Touring models (if at all).

Oceanside, California headquartered Feuling Parts' new Feuling cylinder head breathers for M-8 engines are CNC-machined from billet 6061 aluminum with square surfaces, promoting excellent umbrella valve sealing.

Longer main breather exit nipples with dual O-rings to promote better breather system sealing and properly sized breather inlets and location mean optimum engine breathing - the unique design maximizes breather volume and allows for easy serviceability.

The breather bodies have multiple drain ports located on the inside floor and the ports are chamfered on ID to allow easy drainage, yet are squared off on the exits to deter filling from splash oil. Anodized in Feuling Red, the kits include the billet breather housings, billet covers, breather filter

elements, umbrella valves and quality hardware. CEO Luke Leatherman says that its breathers "work, seal and hold an engine vacuum. Testing shown on a healthy, sealed engine without external venting via the dipstick or transmission top cover will see 3-4 oz of oil in the sump, and once the dipstick is removed, another 3-4 oz will drain.

"These breathers can be used with external venting via dipstick, transmission cover and air cleaner and are a stock replacement for Touring and Softail M-8 engines - rocker cover gaskets will need to be additionally purchased; one-year warranty available."

## FEULING PARTS

Oceanside, California, USA

Tel: 619 917 6222

[info@feulingparts.com](mailto:info@feulingparts.com)

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



# S&S Cycle 136" Big Bore Kits for M-8 Models



In the continuous pursuit of horsepower, bigger is always better, and that's where S&S Cycle, the masters of 'Proven Performance', comes in with its biggest big bore kit yet.

Take the stock cases or S&S' recently released MK-Series crankcase and match them to these massive 4.320" bore cylinders and pistons - available in Black Granite, highlighted fins or wrinkle black finishes.

"When paired with the 4 5/8" stroker flywheel, this combination results in a

# Le Pera 'Tailwhip UpFront'

Internationally recognized 'boutique' motorcycle seats designer Le Pera's 'Tailwhip UpFront' for 2008 - 2023 (except 2023 and up VVT engine CVO models) is described as "taking the KickFlip one step further."

An established top-seller and genuine Le Pera original concept, the whipped-up tail of the 'KickFlip' combines more passenger comfort with a platform that allows riders to "explore their adventurous side."

However, the new 'UpFront' gives the driver more ease to reach the handlebars with 6.75" of back support and a generous 11.75" wide seating area - wide enough for comfort, but still a narrow enough profile to be stylish.

The real 'bump' in the new design though is that it moves the driver a full 2" closer to the handlebars. Available in Double Diamond, Pleated or Basket Weave, features include a durable, black Biker Tec cover with bonded polyester thread for durability, molded Marathon Foam, a 16-gauge powder-coated steel baseplate with carpeted seat bottom and countless custom colors and options.

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



## 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)



heart-pounding 136" monster of an M-8 engine that still perfectly fits in the stock chassis.

The big bore stroker cylinder and piston kits for 2017-up M-8 models are available for 136" and 131" applications, with original engine serial numbers retained and .045" MLS (multi-layered steel) head gaskets. They retain the stock engine height, include a 1312 or 136" cam cover badge and require S&S 4 5/8" stroker crank (part # 320-0605).

## S&S CYCLE INC.

Viola, Wisconsin, USA

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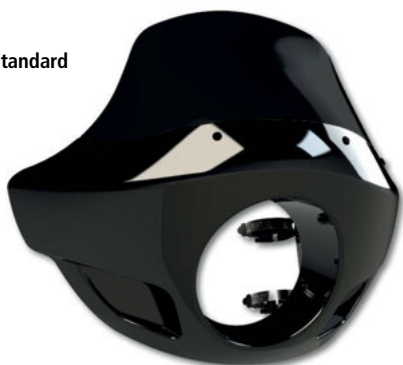
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## Touring Sport Fairing

Standard



Described by Burly's Brand Specialist Josh Rowlands as a "must-have for riders who crave an aggressive cruiser style on their Harley-Davidson," the sweeping lines of this Touring Sport fairing "flow nicely with the bike's design and look great with a variety of handlebar setups. Inspired by FXR and T-Sport DNA, this fairing is designed to enhance the look while projecting functionality."

## Boom Mat Speaker Baffles

Cleveland, Ohio based heat and sound management specialist Design Engineering's Boom Mat speaker baffles are made from a high-tech, closed cell polyethylene, which encases the speaker to seal out dirt and moisture while providing a protective shell. Boom Mat speaker baffles do more than just protect though - crucially they also maximize the speaker performance for a double benefit.

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**[john@designengineering.com](mailto:john@designengineering.com)**

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



## Updated Bitubo Bagger Shocks

Italian suspension manufacturer Bitubo has been building premier level racing suspension for the superbike side of the market for decades and more recently has ported that experience over to the V-twin space with a line of true European high-performance shocks and fork cartridges.

Performance suspension is a must-have on a well sorted bagger, and Bitubo used every bit of its racing experience when the company created the WMM remote piggyback system.

These shocks feature compression and rebound adjustments that genuinely



make a difference and a fine threaded preload adjuster that allows riders to tune feel and performance to match their riding style. Available in 12" through 14" lengths for 2014+ Harley-Davidson Touring models. For 2024, Bitubo has updated its top shelf remote reservoir suspension for baggers with blacked out hose fittings, cleaner line routing and a revised reservoir bracket for better fitment with factory Tour Packs.

# bitubo

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## Drag Specialties Additions

### Slotted Wide Blade Lever Sets



Drag Specialties slotted wide blade lever sets are made from strong, high-quality aluminum with CNC-machined slots and an attractive chrome or black finish. Fully compatible with the OEM lever perches, they fit all 2021 to 2023 FLHT, FLHR, FLHX, FLTR, FLHTCUTG, FLRT and FLTRT models.

### Hydraulic Clutch Master Cylinder Rebuild Kit



When you're looking for quality replacement parts for your hydraulic clutch system, look no further than this Drag Specialties hydraulic clutch master cylinder rebuild kit that meets or exceeds OEM specifications and includes all the parts needed to rebuild the stock clutch master cylinder. The kit fits all 2014 to 2016 FLHT, FLHX and FLTRX models (repl. OEM #3720096B).



### Freedom Touring Seat

This new Freedom touring seat features a 5 3/4" tall driver support with unique styling. Covered in high-quality automotive-grade vinyl, the seating area is contoured for maximum comfort and made narrow up front for better leg clearance.

This seat also works with Drag Specialties' EZ Glide frame-mounted receiver mechanism to accept EZ Glide backrests, and with H-D and OEM frame-mounted backrest mechanisms and backrest pads. Available in Double Diamond stitch with black, silver or red thread for '09-'23 FLHR, FLHX, FLHT, FLHTC, FLHTCU, FLHTCUTG, FLTR, FLTRX, FLTRU, FLTRK models (except '23 FLHXSE/FLTRXSE). All mounting hardware is included; USA made.

### Stainless Steel Rear Brake Line Kits



Drag Specialties standard-length stainless steel brake line complete kits feature clear-coated stainless steel lines with chrome steel fittings, as well as a chrome steel switch junction block. Using the standard brake light switch, all kits are U.S. made and meet DOT specifications. Suitable for all 2018 to 2023 FLFB, FLFBS, FXBR and FXBRS models with ABS.

### 8.8 mm Spark Plug Wire Set



Constructed with silicone, insulation and core throughout the jacket, this 8.8 mm spark plug wire set delivers high-temperature resistance and is rated at SAE Class E J2031 with a continuous operating temperature of 450°F. This U.S. made set works with 2018 to 2023 Softail models.



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## Ness - 'Drift' Wheels for Indian and H-D

Dublin, California based Arlen Ness Enterprises 'Drift' wheel for Indian (and H-D) applications brings directional CNC design from the hub to the very edge of the wheel to set the bike in motion even when it's on the kickstand, with detailed directional design lines machined from the edge of the smooth rolled rim lip to the center of the wheel hub.



Each 'Drift' wheel is precision CNC-machined into the final billet form from radial forged 6061-T6 aluminum - these wheels are structurally tested to meet or exceed DOT, JAS and TÜV International load ratings.

Utilizing Arlen Ness' proprietary design cartridge type hubs, the results are optimum radial and lateral runout accuracy on Indian Motorcycle and Harley models.

The wheel rim is sold separate from hub, so once the wheel size is chosen, then select hub fitment - the hubs will be installed onto the wheels prior to shipping, but both must be purchased for the complete wheel build.

They are finished in gloss black anodized finish with



CNC-machined aluminum contrast accents. The Ness cartridge type hubs feature a proprietary design where both wheel bearings are pre-set in one hub for optimum radial and lateral runout accuracy. Constructed from 6061-T6 aluminum, they have a CNC-machined sculpted design for a detailed look



Cartridge hub kit for rear



Cartridge hub kit for front

and reduced weight.

Available for both ABS and non-ABS models, they have fully sealed wheel bearings with ABS sensor rings for factory and aftermarket wheel sizes. They are available in front (21" x 3.5"/18" x 5.5"/18"x3.5") and rear (18" x 3.4" and 18" x 5.5") wheel sizes.



On Harley models with 21" front wheels, factory front fender bracket kits are available to relocate the fender to the proper position; Arlen Ness custom 21" steel fenders are also available. To add 18" x 5.5" wide front wheels to the front of an FLT Touring model, Ness recommends its fat front fender kits.

On Indian Motorcycle models, custom 21" steel fenders are available for 21" front wheel applications; Ness also recommends its fat front fender kit when adding 5.5" wide wheels to the front of a heavyweight Indian models.

# ARLEN NESS

**ARLEN NESS ENTERPRISES**

**Dublin, California, USA**

**Tel: 925 479 6350**

[contact@arlenness.com](mailto:contact@arlenness.com)

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

## Rick Fairless Custom Floorboards



The 'King of the Tie-Dye', industry veteran and renowned custom bike builder Rick Fairless (of Stokers Dallas fame) has these new RF custom footboards available in chrome or black for all H-D Baggers. Designed for an old-school-cool look, they are CNC-machined from high-strength, lightweight 6061 T6 aluminum.

Made in-house by Stokers Dallas, they are sold dealer-direct and feature a rubber grip for secure footing and durability, are 14.5" long by 6.5" wide and they mount with the existing factory hardware and ship with instructions.



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**Dallas, Texas, USA**

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

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# 136" BIG BORE KIT



## FOR 2017-2023 HD® M8 MODELS

**[NEW FOR 2024]** In the continuous pursuit of horsepower, bigger is always better, and that's where we come in with our biggest big bore kit yet! Take your stock cases or our recently released MK-Series crankcase and match them to these massive 4.320" bore cylinders

and pistons. When paired with the 4 5/8" Stroker flywheel, this combination results in a heart-pounding 136" monster of an M8 engine that still perfectly fits in the stock chassis.

**NOTE: Requires 4 5/8" Stroker flywheel assembly (part # 320-0605) - sold separately**



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# Zodiac International Additions

## Kellermann Dayron Daylight Drive Lights for Pan America



Aachen, Germany based Kellermann's Dayron is the intelligent daytime running light (DRL) system with smart control and ECE approval. Dayron lights are unmatched for visibility as they are the brightest lights on the market. The use of DRL systems for motorcycles is mandatory in a growing number of countries.

Conventional driving lights, spotlights and fog lights, often referred to as "auxiliary lights", are not the same as daytime running lights and may only be used when visibility is less than 50 meters. One Dayron daytime running light delivers the maximum light output of 1,200 candela - providing the 2,400 candela legal maximum light output for two lights. This is way more than the stock DRL's on these models.

The Kellermann Dayron is "the world's first high-performance daytime running light for motorcycles with intelligent light control. Two Dayron lights with the TechnikSet form a system that can be fully integrated into the onboard electronics. This complete system solution is a 'plug & play' installation, so no manual switching is necessary. A light sensor automatically switches to the low beam in darker light conditions."

At the same time, the daytime running light is dimmed to position light intensity." Dayron innovation lights and all parts are sold individually. Please order two Dayron lights and the matching TechnikSet for your model for easy installation."

## Kellermann EU-Approved Jetstream Sequential Turn Signals



Also from Kellermann, the Jetstream is probably the most spectacular motorcycle indicator built to date. The shape is extremely aerodynamic. "No other motorcycle indicator with sequential lighting and E-

approval gets even close, the brightness of the Kellermann Jetstream is unmatched."

The Jetstream measures 14 mm high, 26 mm deep, 98 mm long and has an M8 x 20 mounting stud. The turn signal is EU-approved for use on the front and rear, the combined tail/turn/brake light is EU-approved for rear use. Lights are sold each.

## Stelling & Helling Speedster Handlebars for Springer Forks

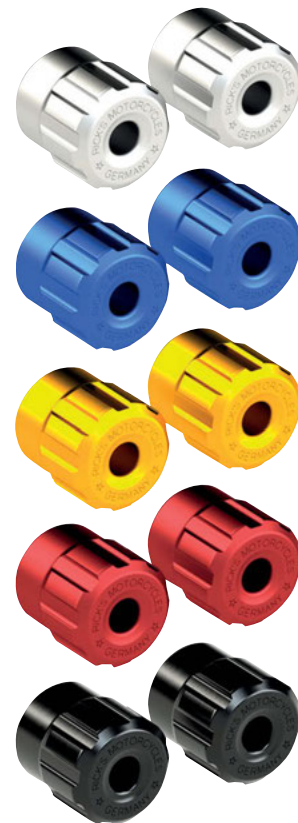


In the 1930s, Jack Tracey, life-long member and President of the world's oldest motorcycle club, the Yonkers Motorcycle Club, and owner of the Harley-Davidson dealership in Yonkers (NY) asked Stelling & Helling to develop handlebars taller than the original "comfortable" Speedster bars. S&H came up with these, designed with horn and dimmer switch mount holes on the left side and a shortened grip area for use with the short Hellings type spirals.

These bars are made for in-line Springer forks, with the outer holes measuring 4 3/4" (120.7 mm) center to center and come complete with parkerized end plugs. Order pinch bolts and two short spirals separately. Grips must be cut to length for this installation. "In-line" forks were originally made for 1936-1940 Big Twins with 28-degree frame neck, 1941-1945 Big Twins with 29-degree frame neck, 1929-1957 45CI Solo and 1937-1957 Servicar.

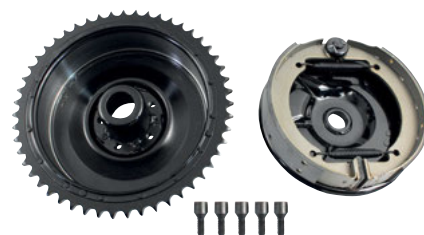
Offset forks were stock on 1946-1948 EL and FL Big Twins with the 30-degree frame neck as well as most reproduction rigid frames with stock 30-degree neck.

## Rick's Clubstyle Crash Bars for M-8 Softail



Made in Germany from steel tubing and laser-cut steel gussets, these cleverly constructed bars are hand-welded in purpose-built welding jigs. They are black powder-coated and with black anodized aluminum slider caps installed. For those looking for even more exclusivity, there are optional custom style slider caps available.

## Complete Rear Drum Brake Kits for Vintage Big Twin



These drum brake kits come with installed chain sprocket and dust ring, backing plate with shoes, springs, pivot stud and brake cam. Unlike stock, the drums are not cast but deep-drawn from steel to improve service life.



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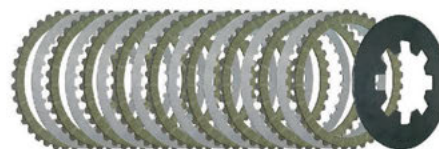
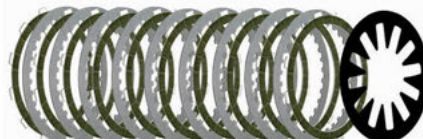
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**BTX-11** HIGH PERFORMANCE EXTRA PLATE KIT 1990-97 Big-Twin & 1991 to Present Sportster (XL). Includes 9 race proven material friction plates on tempered steel cores. Star-burst groove pattern for maximum heat dissipation & oil circulation. Included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

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# Slipstreamer for Sport Glides, FLTR and Indian Challengers

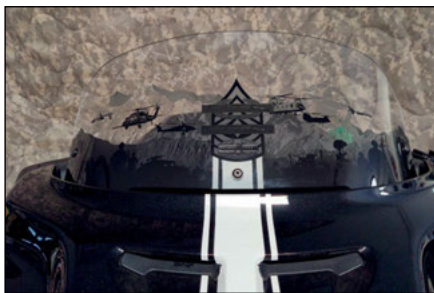
One of the long-term players in the Harley windshield market, Blaine, Minnesota based Slipstreamer manufactured what was then the first clear acrylic stand-alone windshield in the early 1970s (as CF, Inc. in St Paul, Minnesota).

Slipstreamer has been manufacturing, creating and updating its quality motorcycle windscreens and products ever since - "our goal has always been to bring superior products to motorcycle enthusiasts," says owner Bob Eggerichs.



"The Slipstreamer brand name actually came from a contest we ran at an industry tradeshow one year, when we invited visitors to come up with a name for the product concept." By the 1980s, the company had moved to Eden Prairie, Minnesota, and was selling not only six different windshields, but other products for motorcycles and their riders, including leather gloves, rain suits and luggage.

But that changed when Bob's son Bob came on board. He had ridden motorcycles throughout his life and wanted Slipstreamer to specialize, so he



eliminated the other product lines and, along with his brother Ron, focused solely on what he thought his company did best: manufacturing windshields. New products were added, and by the early 1990s the company had moved its operations to its present location at Blaine, Minnesota.

Today, Slipstreamer is one of the largest manufacturers of motorcycle windshields in the world. "We create windshields under our name and through private labels, along with doing custom work and plastic fabrication for other industries.

"But throughout, quality and customer service have remained our priorities," says Bob. "As technology and computers have evolved over the years, the look of our shop has changed, but all our windshields are still hand-molded at our Blaine, Minnesota, location. As always, the emphasis is on keeping the optics perfect - so your view is clear and distraction-free." Among the screen designs seen here, and new for Harley Sport Glides, this is a direct OEM replacement designed to offer superior wind protection and sportiness. They each come in four heights of 8", 10", 12" and 14" for better rider and passenger protection. The shields are wider throughout the shield and available in clear, solar tint and dark smoke tint.

Through its in-house Custom Garage division, Slipstreamer can do custom designs on any shield it makes.

"Also available is Slipstreamer's new Indian Challenger line and new FLTR range of replacements and an example of our Custom Garage division."

**SLIPSTREAMER**  
Blaine, MN, US  
Tel: 763 780 9757  
[www.slipstreamer.com](http://www.slipstreamer.com)

# HPI 45 mm Throttle Body and M-8 Intake Manifolds



Indianapolis based performance specialist Horsepower Inc.'s M-8 intake manifolds are engineered out of aluminum and fully CNC-ported for a quick and easy performance upgrade.

Able to bolt to a stock throttle body, they include an O-ring and fresh set of intake seals; stock flanges can be used.

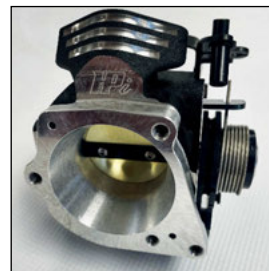
Also seen here, HPI has engineered a replacement 45 mm

throttle body to fit 2001-2005 Big Twin/Twin Cam H-D models (excluding 2001 Touring models).

The upgrade will bolt to the existing stock intake manifold for an inexpensive upgrade,

"complete with all the performance features of the HPI brand."

Those features include a zinc-coated throttle shaft, double sealed roller bearings and factory OEM bolt pattern. No dyno tuning or retuning required.



**HORSEPOWER INC**  
Indianapolis, Indiana, USA  
Tel: 317 757 8668  
[www.horsepowerinc.net](http://www.horsepowerinc.net)

# AK Muzzle Brake Style Rigid Footpegs

Phoenix, Arizona based Accutronix muzzle brake styled footpegs have been designed to mimic the look of a muzzle brake on an AK-47 or an AR-15.

Machined from 6061 T-6 billet aluminum and available in a solid black anodized or in a brilliantly chrome plated finish, "our rigid footpegs fit Accutronix forward controls, as well as many other aftermarket forward control designs. They are 1-1/4" diameter and about 8" long and attach with a 3/8" - 16 flat head screw.

"Many people prefer rigid footpegs to folding footpegs on their forward controls for vehicle protection reasons. If you drop your bike while stopped, these pegs normally stop your gas tank

from hitting the ground. We have 2-1/2" long footpeg spacers available if you need something longer to get the leg around the air cleaner."

Sold in pairs; AK muzzle brake style folding pegs also available.

**ACCUTRONIX MOTORCYCLE PRODUCTS**  
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**June 13-16**

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**June 21**

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**Sept 12-15**

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**Nov 1-3**

**Bigtwin Bikeshow & Expo**  
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[www.amdchampionship.com](http://www.amdchampionship.com)

## Vance & Hines FP4 Camshaft Support Expanded



Vance & Hines recently added to its FP4 maps for street legal Screamin' Eagle camshafts. Already a well-established tuning solution for Stage 1 upgrades when rolling out its Stage 2 FP4 maps for SE cams for owners of 2021 and later M-8 114 cubic inch air-cooled Touring models, V&H said that "this initial rollout will be followed by maps for the same camshafts on 114 cubic inch twin-cooled Touring models as well as 117 cubic inch Touring models for the SE Power camshaft."

The company also stated that M-8 Softail models are also planned for map development for these same SE street legal camshafts. In total, the development plan will cover all standard M-8 107, 114 and 117 cubic inch engines for Touring and Softail models compatible with the SE Torque and/or Power camshafts.

Now, the latest news from Vance &

Hines is indeed of all new SE Torque and Power camshaft map support for the 114" twin-cooled 2021-present Touring models.

"These additional maps, along with the 2021-present 114" air-cooled maps already available, support the largest range of new Touring models.

"With its state-of-the-art Bluetooth enabled app-driven technology, FP4 empowers riders to do 100% of their tuning from the palm of the hand, all while maintaining 49-state emissions compliance and thereby keeping the Harley-Davidson factory warranty intact."

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## 465B

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

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

## 485

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

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

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## Lightweight 2-into-1 Muffler Upgrade for Challenger and Pursuit

Fast growing Boise, Idaho based custom parts and exhaust manufacturer TAB Performance has added to its range of mufflers with this 2-into-1 for Indian Motorcycle Challenger and Pursuit models.

"If you are seeking to enhance the sound, performance and looks of a customer's Indian motorcycle and are in the market to upgrade with a 2-into-1 exhaust system, all while keeping the costs under control, then our ground-breaking new Indian Motorcycle performance 2-into-1 muffler could be just what you are looking for."

TAB owner Justin Pflanz told AMD: "This innovative product is the first of its kind, offering a cost-effective



solution to elevate the motorcycle without compromising on quality. Designed to optimize the riding experience, this Indian 2-into-1 muffler allows you to retain the factory head pipe and heat shields, eliminating the need for costly replacements.

"Thanks to its lightweight design, the cross-under and heavy stock mufflers can go - an easy install that provides improved performance and the desired sound that every motorcycle enthusiast craves."

**TAB PERFORMANCE, INC.**  
Lincoln, Nebraska, USA  
Tel: 402 413 5090  
[sales@tabperformance.com](mailto:sales@tabperformance.com)  
[www.tabperformance.com](http://www.tabperformance.com)



## Baker Primary Rebuild Kit

Revitalize high-mileage bikes with this all-in-one Baker primary rebuild kit. Designed for convenience, this kit is the key to preventing leaks and restoring primary components with ease.

"Our kits leave no room for leaks as they come complete with all the necessary seals, gaskets and O-rings," says Bert Baker. "They provide everything needed for primary maintenance."

Ideal for use anytime, the primary case is opened up or removed; the kit includes all needed gaskets, seals and O-rings to add thousands more miles to the life of a high mileage primary.

This kit is compatible with 1994-later FL, Softail and Dyna applications, plus 2005-2010 Big Dog motorcycles.



**BAKER DRIVETRAIN**  
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[www.bakerdrivetrain.com](http://www.bakerdrivetrain.com)

## DLC Coated 49 mm Fork Tubes for M-8 Softails

Archbold, Ohio based TC Bros (Tim and Tyler Cobb) have these +2 inches over, black DLC (Diamond Like Carbon) coated fork tubes available for worldwide shipping.

Offered for a wide range of models, and seen here in 49 mm for 2018 and up M-8 Softail (25.70" length - stock length also available), DLC coating is said to reduce friction and increase wear resistance.

The outside diameter is centerless ground to OEM specifications, with the rest of the tube machined to exact ID specs. The material is buffed for a durable finish. They are sold in pairs, and the fork seal kit and spacers are included.

TC Bros also have gold titanium nitride coated 49 mm tubes available for 2018 and up Softails in stock or +2 inch over lengths; 49 mm DLC coated tubes

for selected FXD/FXDWG Dyna Wide Glides 2006 to 2017 in stock or +2 inch over lengths, and 39 mm tubes for Sportster and Dyna Narrow Glides in stock or +2 inch over.

**TC BROS. CHOPPERS**  
Archbold, Ohio, USA  
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[sales@tcbroschoppers.com](mailto:sales@tcbroschoppers.com)  
[www.tcbroschoppers.com](http://www.tcbroschoppers.com)



## T-Rex Shorty Touring Brake and Shift Arms



T-Rex shorty brake arm



Very much 'on-trend', California's Pro-One Performance Products' T-Rex Shorty brake and shift arms are precision CNC-machined from high-strength, lightweight T6 heat-treated 6061 billet aluminum.

Designed for 2008 - 2013 and 2014 and up FLHT Touring applications, they measure 6.25" long - which is a full 2.55" shorter than the stock OEM 8.8" length. This allows riders to keep their feet in a more aggressive position while braking.

Available in durable chrome, black anodized or gold titanium nitride finishes; choice of brake toe pegs separately available.



T-Rex shorty shifter arm



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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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# Custombike Show

## December 1-3, 2023

### Bad Salzuflen, Germany



What do you call four halls, 20,000 sq m (200,000 sq ft) of exhibit space and a custom bike show with 240 bikes, 180 exhibitors and 22,100 visitors from 24 countries? In any language, a success of course!



Words and pictures  
by Horst Roesler,  
Motographer

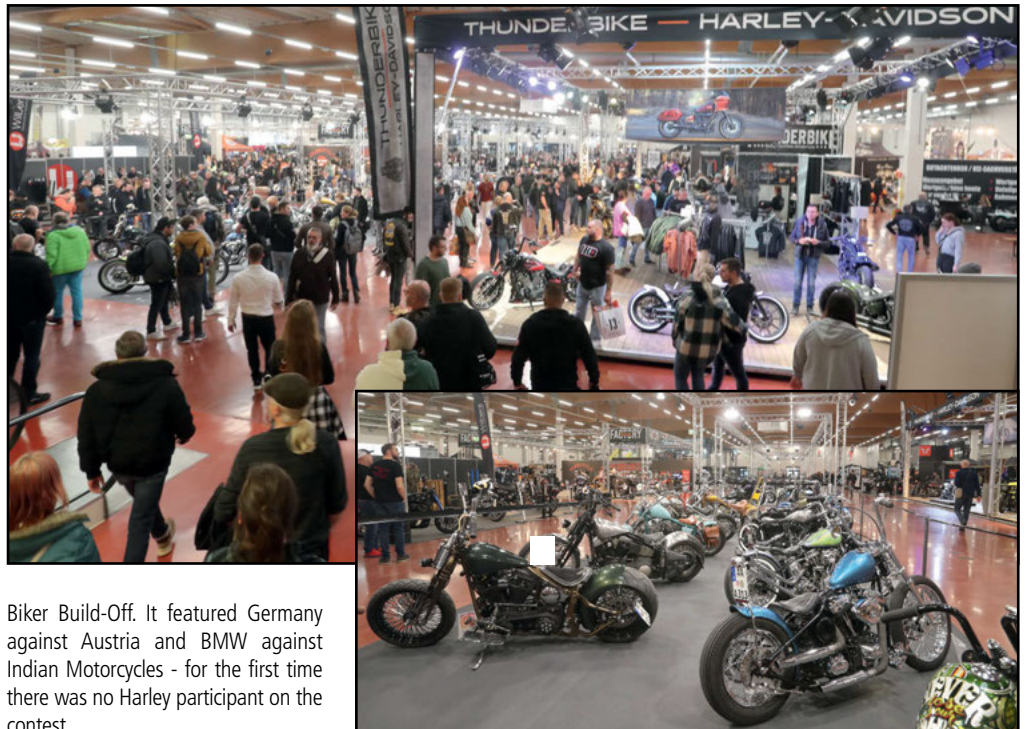
One of Europe's premier custom bike shows is back and back in force with a massive footprint, massive attendance, and a massive number of custom bikes.

The first weekend of December was never the easiest date in the annual European custom show calendar, with the build cycle 'between seasons', uncertain winter weather and Christmas looming large, but despite the challenges the Custombike Show has faced ever since it was founded in 2005, it is now back to its best.

Despite historic and current problems such as the 2008-2010 global financial crisis, the pandemic, organizer bankruptcy, ongoing economic uncertainty, multiple wars, inflation and more - to say nothing of the changing demographics and nature of the custom motorcycle industry - there has always been the need for a show like this to succeed in Germany, and there is massive determination among German custom market enthusiasts, builders, parts and accessory vendors and growing OE support dedicated to making sure it does succeed.

The show is now thriving under the new ownership and institutional memory of the professionals at the host expo center and benefitting from the continuity of backing from former show promoter CUSTOMBIKE Magazine - now recovered from the near-death experience of its now defunct former show-owning publishing company.

One of the many returning highlights at Bad Salzuflen was the European



Biker Build-Off. It featured Germany against Austria and BMW against Indian Motorcycles - for the first time there was no Harley participant on the contest.

The three-day event saw the usual focus on V-twin parts and accessory vendors, performance specialists and custom builds alongside a wide range of additional custom platforms, new bikes and older names and models. An example of the rapidly changing motorcycle industry show and expo landscape in Europe saw Kawasaki and BMW giving European premiers to new models at CUSTOMBIKE - rather than at the 'Milan Show' (EICMA), which had been staged just four weeks earlier.

The weather probably prevented the show from establishing a new record attendance, but there was a healthy crowd and a €5,000 prize for 'Best in Show', and the title of European Champion attracted custom bike builders from all over Europe, including well-known names and show winners

from Italy, Netherlands, Slovakia, Slovenia, Scandinavia and many other European markets.

The 'Live-on-Stage' International Biker Build-Off saw local BMW dealer Becker-Tiemann crossing wrenches with top Austrian specialist Indian (and Victory) customizer Styrian Motorcycles (SMC - Markus Krasser).

The local Becker-Tiemann team created a Bobber-style R-18 'Classic' using BMW custom parts as well as Roland Sands wheels, Jekyll & Hyde exhaust and own custom-made parts.

SMC radicalized a 'Chief' into a wild,

front and rear Airride equipped 'Chicano' that took the Sunday visitor vote by the smallest of margins - the contest saw both bikes starting at first try, which, historically, is not always the case in 'live' build-offs.

The trophy ceremony saw 14 categories - plus a Best of Show - and with the World Championship still in hibernation pending new ownership, the Bad Salzuflen show can genuinely claim to be the leading custom motorcycle showcase in Europe and a worthy home to a new, reimagined iteration of the European Championship.

**For the first time no Harley team was on stage as the 2023 battle was themed "Indian vs BMW." Styrian Motorcycles (SMC) of Markus Krasser and a team-up of BMW Becker-Tiemann Bielefeld staff created two cool custom bikes that both started at first touch of the button and came quite close in the voting. SMC opted for a Chicano-style Lowrider with air suspension, with BMW opting for a classic R-18 Bobber in BMW tradition.**







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**Best Of Show:** Triumph again for Mirko Perugini of Gallery Motorcycles, Italy, who won 'Best Of Show' with his 120th anniversary tribute bike. Handcrafted around a 103-year-old model J F-head motor, it features outstanding craftsmanship and superb sheet metal work.



**Old School winner:** Owned and built by young Swedish custom bike enthusiast Kevin Almlöf, this mild "Digger" is welded, modified and engraved by Kevin. The XL Sportster is of 1973 origin.



**Chopper winner:** Of the wildest Choppers on display ever, Vito Klemencic of Slovenia's VK Custom Works created "History", a masterpiece of sheet metal work around a classic 45 cu in "Flathead," with outstanding details and one of the longest forks ever in Europe!



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**Café Racer winner:** Benelli SEI is a great base for any retro Café Racer and perfectly modified into a Seventies-style Café Racer. It was restored and modified by Markus Tellenbrock of Oelde/Germany with top restoration and customizing, with homemade six-in-six exhaust system and Café Racer parts in a classic Café Racer set-up.



**Best Engineering:** No doubt that 16 years is a long time for building a custom bike! But Otto Nijs not just built this wild V-8 turbo with NOX option, he also had it homologated for street use! All handcrafted rolling chassis, twin turbo charger to reach noise emissions and the possibility to achieve 1,000 hp out of 5,736 cc were his motivation.



**Craziest Bike:** There have been many bike show entries which could have been labeled crazy, but Tomas Pitlik's "TnorF", a 1938 cc engine in a "Megola" inspired frame set-up, did certainly catch the eye of every visitor who passed it! Frame and many parts are handcrafted. The bike was ridden onto stage by Tomas, who is well known for his motorcycle art and art motorcycles in the Czech scene.



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# NEWS BRIEFS

Described as a "pioneering digital retail platform for powersports," Transax will sponsor the Dealer Tech Zone at this year's AIMExpo in Las Vegas, February 6-8. The company will also sponsor a Digital Engagement Dealer Workshop on Thursday, February 8, in addition to exhibiting on the show floor.

BRP is celebrating 20 years as a standalone Bombardier spin-off (December 18, 2003). In those 20 years, the company has tripled its global market share "becoming the world's leading powersports original equipment manufacturer (OEM)" and grown from 7,500 to 23,000 employees in 26 countries. Revenues have more than quadrupled to over CAD 10bn. BRP is still led by founding CEO José Boisjoli - a near 30-year veteran of the business in total - and sells through nearly 3,000 dealers worldwide in 130 countries with a manufacturing footprint that has grown from 7 to 14 sites worldwide; [www.brp.com](http://www.brp.com)

The AMA congratulates the Men's and Women's 2023 U.S. ISDE World Trophy teams after a pair of first place finishes sealed a dominant week in November at San Juan, Argentina. The U.S. Junior World Trophy Team added a second-place finish. The U.S. also saw success from its club teams, with the U.S. Club Team XC Gear finishing first among club teams, with the U.S. Team GTBN in second.

Polaris has been awarded a prestigious 2023 Popular Science Best of What's New Award in the automotive category for its all-electric Polaris RANGER XP Kinetic. "The combustion engine Polaris RANGER has been the No. 1 selling utility side-by-side brand for more than 15 years and with the all-new, fully electric RANGER Kinetic XP getting into the market this year, our utility customers are seeing firsthand the performance and power that electric powertrains can provide," said Josh Hermes, Vice President of Electric Off Road, Polaris.

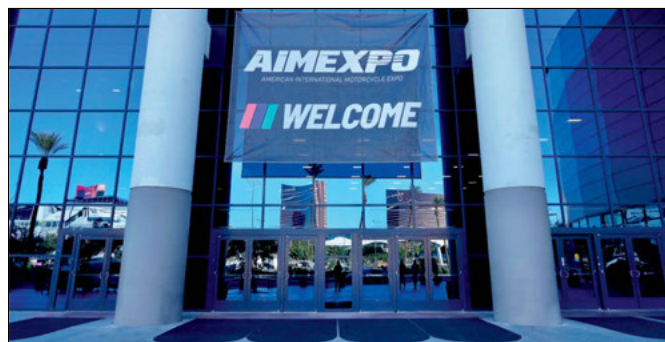
## The Countdown Is On...

AIMExpo, Las Vegas, February 6-8, 2024

With "thousands of dealers" registered to attend, "hundreds of OEM and aftermarket brands" booked, "three days of new products, education and networking" and "two e-bike courses," the "countdown is on" for an AIMExpo that has seen the show floor sell out (and extra exhibit space booked) for "one event like no other for the powersports industry," according to the Irvine, California based Motorcycle Industry Council.

Following Polaris Industry and Indian Motorcycles' decision to return to AIMExpo, the latest news concerns Triumph Motorcycle's Triumph plans to be "Rolling Deep" into AIMExpo 2024 with an expanded MY2024 offer that includes its entry into the MX market, its 2022 acquired OSET brand of British made young riders' electric trails bikes, and the January 2024 announcement of its new Daytona 660 triple.

Now set to occupy "over 225,000 sq ft of show space at the Las Vegas Convention Center, with more than 17 OEMs, four major distributors, and over 300 exhibitors in attendance, the show floor is now completely sold



out," Andre Albert, MIC Director of Marketing and Events, announced in December.

Additional show features include AIMExpo's 'Disruptive Thinking' stage, "which will feature an impactful education program delivered by Motorcycle & Powersports News and AIMExpo"; New Product Central; the Dealer Tech Zone; the MIC Business Center and the AIMExpo Industry Party powered by Turn 14 Distribution.

From the custom point of view, in addition to the return of Indian Motorcycle and an increased V-twin vendor footprint, Andre was able to additionally announce that the "iconic

Buffalo Chip will be bringing the Spirit of the Chip to AIMExpo 2024" - backing the 2 Wheel Custom Showcase.

Curated by bike builder Kevin Dunworth, it will "feature ten of the top builders from across the country." Rod "Woody" Woodruff, President and CEO of the Sturgis Buffalo Chip, will personally select the bike and builder that fires him up the most for the 2024 Sturgis Rally and that best represents 'The Best Party Anywhere', awarding the chosen builder the "Spirit of the Chip" trophy.

"I'm excited to see all the custom builds and to award the bike and builder that captures the spirit of the Buffalo Chip and the custom motorcycle culture it represents," said Woodruff.

Dunworth announced the final five builders for the 2024 AIMExpo showcase in January - Brian Buttera (Florida), Tim Dixon (Tennessee), Oliver Jones (Baltimore, MD), Anthony Robinson (Lancaster, California), and Paul Wideman (Hawk Point, Missouri), will be joining David Chang (Minnesota), Larry Curik (Illinois), Kacey Elkins (Kentucky), Roy Martin (Colorado) and Mark Rabideau (Wisconsin) "to showcase the talents and diversity of style in the 2 Wheel Custom Showcase."



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