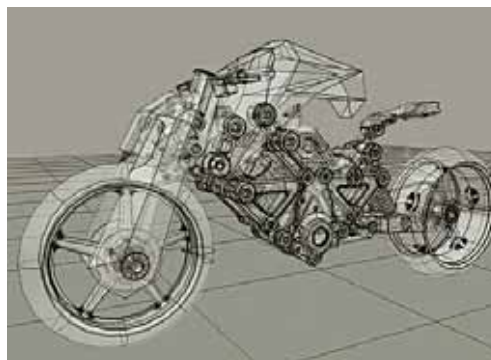


News & Products

CONFEDERATE SHOW NEW CONCEPT



With barely enough to establish themselves in their new home, in Birmingham, Alabama, the Confederate Motorcycle Company are already looking to the future with their first oem engine-based motorcycle: the Renovatio. With the Wraith and Hellcat back in production, Matt Chambers' team, headed up by new conceptual design team leader, Ed Jacobs, have come up with the Renovatio: "Rebirth" in latin. It will use a Katech-developed 101-cubic inch, 90-degree watercooled OHC short-stroke V-twin said to produce 135hp and 125ftlbs in normally aspirated form, and represents a continuation of Confederate's radical cutting-edge design, albeit an end of the use of the 45-degree air cooled OHV motor.

Katech are a well-established Michigan-based advanced racing and high performance engine development company, with many prestigious world championships to their name, and they will be harnessing automotive industry engineering, rather than specific motorcycle technology in the new engine.

Taking minimalism to new levels, the Renovatio retains the principles of the brilliant Wraith's girder fork but moves away from the fuselage principles of that model, even further than the Wraith moved from the relatively conventional, and stunning Hellcat. Based around a modular frame concept, it will be as challenging to the eye in photographs as JT Nesbitt's Wraith, but will be very different in the metal, and will be judged on what it delivers.

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Now in its second year in the newsagents, its fourth year on paper, and its sixth year of continuous publication since launching on the Internet, American-V sets out to be the magazine that its founders actually want to work on... and mostly succeeds. The full archive will remain on-line at www.american-v.co.uk and might even be brought up to date one day. Don't hold your breath though.

E&OE

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WORLD'S FASTEST MOTORCYCLE



No, not an Indian this time, but we're talking the major players and the as-yet unconfirmed claims – two in fact – of the 322mph record set by David Campos in 1990 in the Easyriders Streamliner.

To be honest, It wasn't that interesting at first, because the first claim of 341.7 was a pair of turbocharged Hayabusa engines, and we've all spoken to people with Hayabusas who have reckoned theirs would do that, two-up, if only the speedo went round that far to confirm it, but then Chris Carr took Denis Manning's #7 Bub Streamliner to over 350mph using their own engine: a three-litre DOHC V4.

Denis Manning was the owner of the 1970 Streamliner that Cal Rayborn took to 265mph in 1970 for the Land Speed Record, and while the confirmation will take a while to come through both attempts are to be applauded.

BIGDOG'S 20,000TH MOTORCYCLE



We don't see very many of them on these shores, so it's easy to underestimate the impact of the rise of the clones in the US, and rolling out their 20,000th motorcycle – a K9, described as their milestone motorcycle – at their Tornado Rally in June, makes BigDog a very strong front-runner.

With a 117-inch modified S&S motor and Baker 6-speed gearbox common to the rest of the range and a 300-section rear tyre in a softail-style frame, the BigDog K9 carries a two year factory warranty.

www.bigdogmotorcycles.com