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AMERICAN MOTORCYCLE DEALER

THE ONLY MAGAZINE FOR THE WORLDWIDE V-TWIN PARTS, ACCESSORY AND PERFORMANCE INDUSTRY

Second-quarter sales growth for H-D



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NEWS

2014 model launch



HARLEY-Davidson has reported that its second-quarter 2013 diluted earnings per share increased 13.1 percent on higher motorcycle shipments. Over the same period the Company's net income was \$271.7 million on consolidated revenue of \$1.79 billion, compared to net income of \$247.3 million on consolidated revenue of \$1.73 billion in the year-ago period.

"Harley-Davidson again drove strong financial performance in the second quarter, reflecting the many improvements in operations we have made throughout the Company over the past few years as well as our brand strength globally," said Keith Wandell, Chairman, President and CEO of Harley-Davidson. "Our employees, dealers and suppliers continue to do an outstanding job, working as one team and moving in one direction, to deliver a great experience for our customers.

"During the second quarter, we completed our first year of seasonal surge production at York with great success. We also surpassed a milestone for international dealership growth. With the opening of a dealership in Salvador, Brazil on June 29th, we have added 104 dealerships outside the U.S. since late 2009, achieving our goal to add 100 to 150 international dealerships by the end of 2014," Wandell concluded.

Across the globe the Motor Company's dealers sold 90,193 new H-D motorcycles in the second quarter of 2013, compared to 85,714 in the year-ago quarter. In the US, dealers sold 58,241 new motorcycles in the quarter, up 4.4 percent compared to the year-ago period, while in international markets, dealers sold 31,952 new motorcycles during the quarter, compared to 29,953 motorcycles in the year-ago period, with unit sales up 12.3 percent in the Asia Pacific

region, 1.0 percent in the EMEA region, 39.2 percent in the Latin America region, and 3.6 percent in Canada.

Across the six-month period covering the first half of the year, dealers sold 144,447 new Harley-Davidsons worldwide, compared to 145,391 in the year-ago period, with retail unit sales up 11.9 percent in the Asia Pacific region, 22.8 percent in the Latin America region and 2.4 percent in Canada, and down 2.7 percent in the US and 3.6 percent in the EMEA region, compared to the first half of 2012.

The Company stated that it believed first-half US retail sales were adversely impacted by a prolonged and abnormally cool and wet spring, compared to an abnormally early and warm spring in 2012.

Operating income from motorcycles and related products

Polaris reports continued record sales

	2013			2012		
	Revenue	Units	Change	Revenue	Units	Change
Motorcycle Sales	\$946.5	100,122	+6%	\$929.4	97,000	+4%
Total Sales	\$1,000.0	1,076,000	+12%	\$929.4	971,000	+11%
Gross Profit	\$352.0	3,076,700	+10%	\$368.0	3,411,212	+10%
Operating Expenses	\$178.0	1,716,500	+2%	\$184.0	1,629,100	+1%
Operating Income	\$174.0	1,360,200	+10%	\$184.0	1,782,112	+10%
Net Income	\$160.0	1,260,000	+10%	\$150.0	1,576,000	+10%



INDUSTRY EXTRA



Continued on page 6 >>>

PRODUCTS



Pete and Lisa Pearson built Gas'd Rat to enter the Modified Harley class at the AMD World Championship of Custom Bike Building but found themselves competing in the Freestyle class instead and placing third



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News

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Company Feature: Rolling Thunder **19-22**

Rolling Thunder has seen the production Chopper trend come and go and is now embracing the buzz surrounding Baggers with the production of frames that allow for ever increasing wheel sizes



Products:

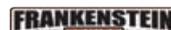
The new, the best and the must-haves **27-47**



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Custom Extra: 'The Hustler' by Fred Kodlin Motorcycles **49-50**

Fred Kodlin has always pushed the boundaries of custom bike design, and with his latest offering he is turning to new technology having incorporated an iPad into a custom Bagger build



World Champs: 'Gas'd Rat' by Rocket Bobs Cycle Works **55-56**

Pete Pearson set out to build a bike to compete in the Modified Harley class at the World Championship, but returned home with the Third placed trophy in Freestyle with his tricked out Shovelhead Gas'd Rat



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Say hello to the 'Digital Boomers'

In recent months I have been writing about the changes that are taking place in the custom bike scene, and what this means for the parts and accessory industry.

Specifically I have been pointing to the 'trickle down' that has now been seen from the wider changes in the economics of the world we inhabit to the price-point at which customizers are able to find custom bike customers.

My theory is that, in effect, we are at last seeing the emergence of a "premium pathway" that answers the concern that the industry has had surrounding the demographic that the custom parts and accessory industry is dependent on.

The most common concern I have heard being voiced in recent years is that our aged core market simply isn't being replaced by potential new customers at the young-rider end of the cycle.

I have always pointed to the median market customer age as being a "good thing" because it means that ours is an industry whose crosshairs are firmly fixed on when wallet-books are at their fattest.

I have also argued that Harley-Davidson's success in appealing to new customers in terms of women and minorities, and in particular the (surprising) success they have been having as the fastest growing motorcycle brand among 'young riders' (for several years now), are pointers to there being life after boomers.

It is interesting therefore to consider the similarities between what is currently happening in the custom bike scene and what went on when the boomers first entered the equation.

I see what is happening now as a direct parallel with what happened in the 1960s and 1970s.

For a parallel to the emergence of the new riding values seen as the boomers emerged you can read the decline of the dominance of Japanese manufacturers (the superbike revolution having now run its course in terms of stamping a new character on the motorcycle industry); for a parallel to the emergence of the price-point 'garage build' customizing we are seeing now you can read the stripped down chopper, bobber and "I got the motor from a bone yard" values that eventually manifested as long forks and Captain America.

In the hands of "emerging young talent" such as Randy Smith and Arlen Ness a low-cost riding solution for a new generation an entire industry was eventually spawned, one that tracked the wallet books of those 'kids', and there is no reason whatsoever to think that the exact same cycle isn't about to kick-in again.

Of course it will look, smell and taste as different to what as gone before as boomer rejection of Father's and Grandfather's riding experiences did in the '60s and '70s.

For one thing, something as simple as the emergence of freeway networks played a huge role in the 'art of the possible', and in creating demand for riding solutions and values that simply couldn't have been in-play previously. The parallel to that dynamic now, like it or not, will be vastly changed social attitudes and consumer values as a 21st century market inevitably embraces the very different regulatory landscape it is faced with and the very different consumer values of those whose world view is shaped by digital technology.

The customers and customer expectations to be found at the end of the 'premium pathway' are already very much in evidence.

The replacement of the 'Jap Four' by the 'New Four', the likely emergence of further premium brands such as (in particular) Victory and Indian, and the emergence of Asian funded but Western demand-fuelled products of the kind that will be the likely outcome of links being forged between the likes of Erik Buell and HeroMotor Corp all point somewhere.

That somewhere is a widespread expectation among manufacturers that far from retreating into a low-cost rider-as-endangered-species shell, the industry should gear up to meet demand for a generation of premium riding solutions that inspire and motivate new generations of 'digital boomers' as their own wallet books prosper.

With the industry seeing greater diversification and specialization than ever before, in the long-run the opportunities for aftermarket parts, accessory and performance product designers can only grow.

It is counter intuitive to predict that the number of miles ridden by a global population of 7 billion can retreat to the levels ridden by 5 billion as it expands towards 9 or even 10 billion by the middle of the 21st century. So too it is illogical to think that as motorcycle production deepens its ability to cater for ever increasingly individual tastes and riding solution needs that the range of aftermarket product those riders will consume can do anything other than follow the evolution of the models being made and follow the riders as the miles get ridden.

Yes, this means change for vendors, but wasn't ever thus? The products our market has been selling since the turn of the century are very different to the ones

being sold in the 1970s, and in turn different again to those being sold 30 years earlier.

Isn't the whole point about the aftermarket is that it is responsive to the riding experiences of those using bikes under ownership?

The parts industry has demonstrated undoubted genius for tracking opportunity before, so there is no reason to assume that that key core competency won't just keep it in business in the future, but see its opportunities diversify and expand as the range of models and brands being sold does the same?

If there are two things that 'digital boomers' will for sure bring to the table it is an almost genetic predisposition to consume, and an equally opportunity-rich predisposition to self-express.

With the counter-reaction of the generations that followed the boomers into their teens, twenties and thirties now mellowing into comfortable middle age consumption patterns, the consumers of tomorrow are already starting to graduate from consumer finishing school with PhD grade good-attitude to defining their social existence by the products through which they express their individuality.

opportunities will diversify and expand as model designs do the same

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<<< Continued from cover

grew 15.5 percent to \$357.7 million in the second quarter, compared to operating income of \$309.6 million in the year-ago period. Operating income in the quarter benefited from higher motorcycle shipments as Harley-Davidson continued the implementation of seasonal surge production, higher gross margin, and lower restructuring expense, compared to the prior-year period.

Revenue from motorcycles grew 4.2 percent to \$1.27 billion, compared to revenue of \$1.22 billion in the year-ago period. The company shipped 84,606 motorcycles to dealers and distributors worldwide during the quarter, in line with shipment guidance and a 1.3 percent increase compared to shipments of 83,502 motorcycles in the year-ago period.

Revenue from motorcycle parts and accessories was \$269.6 million during the quarter, up 1.5 percent, and revenue from general merchandise, which includes MotorClothes apparel and accessories, was \$81.7 million, up 8.7 percent.

Gross margin was 36.9 percent in the second quarter of 2013, compared to 35.9 percent in the second quarter of 2012. Second-quarter operating margin from motorcycles and related products was 21.9 percent, compared to operating margin of 19.7 percent in last year's second quarter.



www.harley-davidson.com

Harley-Davidson sales revenue and production data... **2nd quarter 2013**

Income statements in \$1,000s (except share)	THREE MONTHS ENDED		SIX MONTHS ENDED	
	2013 Q2	2012 Q2	2013 Q2	2012 Q2
Net sales revenue	\$1,631,466	\$1,569,047	\$3,045,714	\$2,842,416
Gross profit	\$601,870	\$563,817	\$1,121,312	\$1,020,327
Total operating income	\$357,665	\$309,559	\$634,426	\$517,623
Net income	\$271,739	\$247,250	\$495,868	\$419,285
Diluted earnings per common share	\$1.21	\$1.07	\$2.20	\$1.81

NET SALES REVENUE

Figures are shown in \$1,000s	THREE MONTHS ENDED		SIX MONTHS ENDED	
	2013 Q2	2012 Q2	2013 Q2	2012 Q2
H-D Motorcycles	\$1,274,882	\$1,223,776	\$2,428,709	\$2,219,678
Parts & Accessories	\$269,588	\$265,574	\$453,626	\$464,632
General Merchandise	\$81,700	\$75,137	\$153,844	\$149,743
Total	\$1,631,466	\$1,569,047	\$3,045,714	\$2,842,416

MOTORCYCLE SHIPMENT DATA NOTE: H-D MOTORCYCLE SHIPMENT DATA IS NOT THE SAME AS RETAIL REGISTRATIONS

	2013 Q2	2012 Q2	2013 Q2	2012 Q2
United States	57,070	56,674	107,753	97,967
Exports	27,536	26,828	52,075	49,798
Total H-D	84,606	83,502	159,828	147,765

PRODUCT MIX

	2013 Q2	2012 Q2	2013 Q2	2012 Q2
Touring	32,384	32,218	63,716	59,376
Custom	35,315	33,139	65,617	57,711
Sportster	16,907	18,145	30,495	30,678
Total	84,606	83,502	159,828	147,765

RETAIL SALES OF H-D MOTORCYCLES:

	2013 Q2	2012 Q2	2013 Q2	2012 Q2
United States	58,241	55,761	92,947	95,523
Canada	5,058	4,881	7,117	6,948
Europe	14,669	14,639	22,369	23,521
Asia Pacific Region	7,193	6,407	13,151	11,750
Latin America Region	3,103	2,229	5,451	4,440
Total	90,193	85,714	144,447	145,391



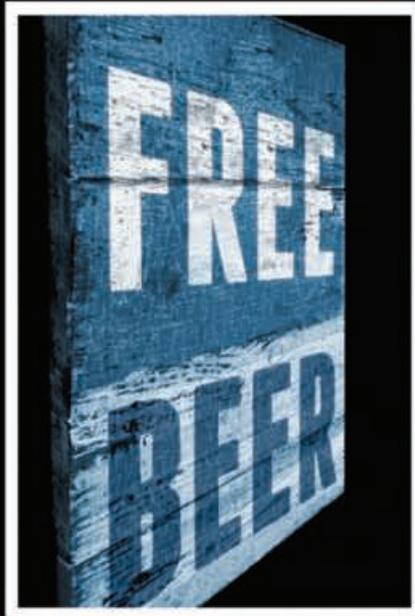
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Polaris reports continued record sales

VICTORY Motorcycles' and Indian Motorcycles' parent company Polaris has announced second quarter figures that show a 12 percent increase on the same period last year at a record \$844.8 million.

Scott Wine, Polaris' Chairman and CEO, said: "We are pleased with the strength of our brands and the performance of our team, as they overcame unusually wet weather conditions across North America and sluggish international consumer demand to once again deliver record results. Retail sales to consumers in North America rose 11 percent in the second quarter, accelerating from softer first quarter results and sequentially reducing dealer inventory ahead of perhaps the most eagerly anticipated new product launch in the company's history. In addition, we expanded gross margin by 120 basis points, driven in large part by increased selling prices and continued product cost reduction efforts."

Wine continued: "The second half of 2013 will be a momentous time for Polaris. In the coming weeks we will introduce some of the most exciting products in our history, which we expect will accelerate retail growth for the remainder of the year and beyond. The much anticipated re-launch of Indian Motorcycles has finally arrived, just a few short years after we purchased the brand in 2011. The motorcycles are gorgeous, the distribution channel is developing nicely and on August 3rd at the motorcycle rally in Sturgis, South Dakota, we will officially bring choice, in the form of the oldest American motorcycle company, back to the motorcycle riding community. While we are extremely enthusiastic about our future in motorcycles. Given continued share gains, and the actual performance of the company in the second quarter, we are again confident in raising our earnings expectations for the full year 2013."

For the full year 2013, the company is increasing its earnings guidance and now expects earnings to be in the range of \$5.20 to \$5.30 per diluted share, an increase of 18 to 20 percent over full year 2012 earnings of \$4.40 per diluted share. Full year 2013 sales are expected to grow in the range of 13 percent to 15 percent from 2012.

Sales for the Motorcycles division, which includes both Victory and Indian motorcycle sales, decreased six percent to \$49.9 million in the 2013 second quarter compared to same period last year. The decline in the 2013 second quarter sales is due to the

Second Quarter Performance Summary (in thousands except per share data)						
	Three Months ended June 30			Six Months ended June 30		
	2013	2012	Change	2013	2012	Change
Motorcycles Sales	\$49,872	\$53,122	-6%	\$101,669	\$108,011	-6%
Total Sales	\$844,800	\$755,446	+12%	\$1,590,709	\$1,429,196	+11%
Gross Profit	\$252,338	\$216,749	+16%	\$468,986	\$411,712	+14%
Operating Expenses	\$138,286	\$114,530	+21%	\$263,039	\$225,129	+17%
Operating Income	\$125,554	\$110,434	+14%	\$227,523	\$201,981	+13%
Net Income	\$80,004	\$69,823	+15%	\$155,468	\$129,901	+20%



timing of shipments under the current order taking process called retail flow management (RFM) which is closely tied to retail sales, compared to the second quarter last year wherein shipments were made based on annual dealer orders and timing of production. North American industry heavyweight cruiser and touring motorcycle retail sales increased low single digits percent during the 2013 second quarter as compared to the prior year's second quarter. Over the same period, Victory North American consumer unit retail sales also increased in the low single digits percent range. North American Victory dealer inventory increased over 2012 levels due to increased segment stocking as part the RFM order taking process and an increase in the dealer count, as expected.

International sales totaled \$135.5 million for the 2013 second quarter, which represents a 22 percent increase over the same period in 2012. The increase in the second quarter sales included the recent acquisition of Aixam Mega, which accounted for essentially all of the increase. While PG&A sales were strong, wholegood ORV and motorcycle sales remained weak outside North America during the 2013 second quarter, due to continued sluggish economic and industry conditions primarily in Europe and Australia. However, the company continued to gain market share during the 2013 second quarter in both off road vehicles and motorcycles.

Gross profit was 29.9 percent of sales for the second quarter of 2013, an increase of 120 basis points from the 2012 second quarter. Gross profit dollars increased 16 percent to \$252.3 million for the second quarter of 2013, compared to \$216.7 million for the second quarter of 2012. The increase in gross profit dollars and percentage of sales was primarily due to continued

product cost reduction efforts, higher selling prices and higher PG&A sales, offset somewhat by higher promotional costs and increased warranty costs.

Operating expenses for the second quarter 2013 increased 21 percent to \$138.3 million or 16.4 percent of sales compared to \$114.5 million or 15.2 percent of sales for the second quarter of 2012. Operating expenses in absolute dollars and as a

percentage of sales for the second quarter of 2013 increased primarily due to higher sales and marketing costs partially related to the upcoming Indian Motorcycles re-launch, increased general and administrative expenses which include additional expenses related to the recent Aixam acquisition and continued infrastructure investments being made to support growth initiatives.

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Victory launches 2014 model range

AS Victory celebrates its 15th anniversary with the first V92 manufactured on July 4, 1998, the company has launched its 2014 motorcycle range. The new motorcycles build on the knowledge earned by producing more than 100,000 Victory cruisers, baggers, and touring bikes at the Spirit Lake facility in Iowa.

For 2014 Victory has not only lowered the pricing of some of its models but also introduced two new blacked-out 8-Ball Baggers, and announced its first ever Factory Custom Paint Program for the Victory Cross Country.

The Victory 2014 range starts with a selection of five Bagger models. New

additions for 2014 are the Cross Country 8-Ball, and Cross Roads 8-Ball, which join the Ness Cross Country, the Cross Country, and the Cross Roads Classic.

Victory created the Cross Country 8-Ball as a stripped-down ride, featuring just the bare essentials, with a price to match. However, despite the low pricing it still features a sound system that can be driven by the rider's iPod, 21 gallons of lockable storage, the 106/6 V-twin engine, and inverted forks and an air-pump, preload adjustable, mono-shock at the rear for suspension.

The second new 8-Ball model is the Cross Roads 8-Ball. Once again it has a blacked-out look and is stripped down without a fairing.

In the past the three generations of the Ness family have worked on individual models for Victory, but for 2014 Arlen, Cory and Zach have combined their talents to deliver the Ness Cross Country. Each of the limited edition of bikes will have a metal, engine-mounted plate featuring the bike's unique Ness signature series number, and every bike comes with an original autographed photo of Arlen, Cory, and Zach displayed in a numbered frame matching the numbered engine plate on the bike.

Cosmetic touches that the Ness family have added to the bike include a custom seat, diamond-cut cylinders, chromed engine, and Ness legacy custom paint and graphics. The Ness Cross Country also gets a tinted boomerang windshield, black front

forks and tubular highway bars, chrome handlebars, ABS braking, cruise control, kicker speakers, and iPod interfacing with full fingertip controls

Victory's regular Cross Country is being made available in a choice of four paint finishes: gloss black, white metallic, suede titanium metallic, and havasu red, with the later three colors all new for 2014. ABS brakes are standard on all but the suede titanium metallic option.

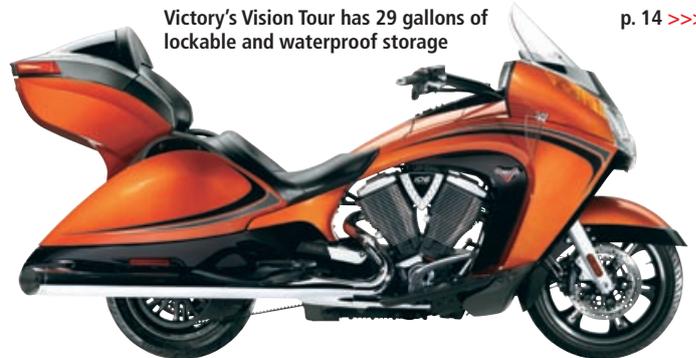
The gloss black has chromed details and components and a clear windscreen, while the other finishes have blacked-out details and components, and there are attitude tank graphics for the suede titanium metallic.

For those riders who do not want

The Boardwalk gets two-tone sunset red and gloss with pinstriping graphics at no extra cost for 2014



Victory's Vision Tour has 29 gallons of lockable and waterproof storage



p. 14 >>>

The high barred High-Ball gets a choice of suede black and white, or new suede black with flames paint finishes for 2014



The only model in Victory's Bagger line-up without a fairing is the Cross Roads 8-Ball



Victory says it has improved the ergonomics of its muscle car inspired Judge for 2014



A studded seat and studded soft bags are among the features on the Cross Roads Classic



Three generations of the Ness family have worked together to create the Ness Cross Country

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<<< any of the stock four colors on the Cross Country there is the option of 'Factory Custom Paint'. Victory's factory custom paint starts with a designer's handcrafted paint job and hand-laid graphics that are taken into limited production, and then offered to potential customers straight off the factory floor.

Completing Victory's 2014 Bagger range is the Cross Roads Classic. This model takes the Cross Roads Platform and then adds a chrome light bar and driving lights, chrome spoked wheels with whitewall tires, a studded seat, soft, studded saddlebags with chrome trim and victory branded buckles, chrome fender bumpers, and a quick-release windshield.

The 2014 Victory cruiser family is

made up of the High-Ball, Jackpot, Judge, Boardwalk, Hammer 8-Ball, and Vegas 8-Ball.

Priced at less than last year's model, the High-Ball continues with its adjustable ape hanger handlebars and white wall tires, but gains a conventional round headlamp to replace the previous triangular design. There is also a new paint option with the choice of the regular suede black and white, or the new suede black with flames.

A chrome engine, exhaust, fender rails, headlight bezel, and handlebars are matched to blacked-out fork legs, triple trees, and turn signals on the sunset red and gloss black 2014 Jackpot, which rolls on a 21in front wheel and 250 rear tire.

Now available in the choice of gloss black or havasu red, the 2014 Judge gets improved ergonomics with pullback bars bringing the grips 4in closer and forward pegs pulled 4in back. Further changes to the model include new streamlined side covers and fender rails and an updated two-piece seat with a removable low-profile passenger seat.

Two-tone paint is added as a no cost extra to the Boardwalk for 2014, which also gains a lower seat at just 25.9in.

Continuing the blacked-out 8-Ball theme is the Hammer 8-Ball, described by Victory as a dragster-inspired muscle cruiser, with a short front fender and high-cut rear that reveals a 250mm rear tire.

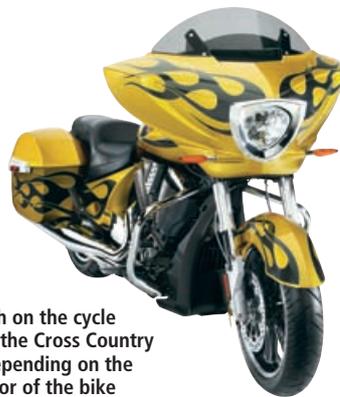
This bike also features inverted forks and a removable black cowl that covers the passenger seat.

Again finished in black on black the 2014 Vegas 8-Ball features a scalloped, split-tail fuel tank that integrates with the front of the seat and a signature raised spine running the length of the bodywork.

To mark its 15th anniversary Victory is releasing a 15th Anniversary Cross Country Tour, as part of its Touring range. This version of the Cross Country Tour gains billet Anvil styling wheels, custom, carbon vinyl seat and embroidered anniversary trunk pad, chrome switch cubes, radio control switch, cruise control switch, saddlebag top racks, trunk luggage



Only limited numbers of the 15th Anniversary Cross Country Tour will be made available



The finish on the cycle parts on the Cross Country varies depending on the paint color of the bike



Heated grips and seats and adjustable height passenger floorboards are all standard on the Cross Country Tour

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rack, sprocket cover and exclusive 15th anniversary sunset red and gloss black two-tone paint, graphics with gold pinstriping and saddlebag decals, and commemorative badge and number plate.

The Cross Country Tour is fitted with, among many other features, the exclusive Victory Comfort Control (VCC) system, which gives the rider control over airflow. In warm weather, the controls can be adjusted to provide cooling air. In cold, wind, or rain, the controls can be closed for full weather

protection. The VCC consists of upper air controls that let a rider control the volume and direction of airflow to the upper body. Mounted at the base of the fairing, these controls pivot to provide cooling airflow or to block air from reaching the riders. The lower air controls open and close the front of the hard lowers to let a rider control the volume of airflow to the legs. Opened, they let cooling airflow reach riders' legs. Closed, they block airflow and rain to keep riders' legs warm and dry.

The hard lowers not only host the lower air controls, but each side also features one-gallon storage compartments within easy reach of the rider. The left front compartment has an iPod cord that connects an iPod/mp3 player with the bike's integrated audio system and a 12V accessory power outlet.

Victory Vision Tour is available in gloss black and two all-new colors for 2014: white metallic and nuclear sunset orange. The Victory Vision Tour features distinctive bodywork, which incorporates a full fixed fairing, side storage compartments, and a spacious trunk.

The trunk and side storage compartments are lockable and have weatherproof seals to protect cargo. The fairing-integrated audio system has speakers in the fairing and on the front face of the trunk, and the am/fm weather-band radio and a 3.5mm mp3 audio jack are standard. An iPod cord for the front storage compartment, and satellite radio, are also available accessories, and the bike is wired to accommodate a cb radio and helmet communicator systems.

Victory has expanded its blacked-out 8-Ball range to include the Cross Country 8-Ball

www.victorymotorcycles.com



The 250-section tired Jackpot continues once again unchanged in the Victory line-up



A 21in front wheel is a highlight of the 2014 Vegas 8-Ball

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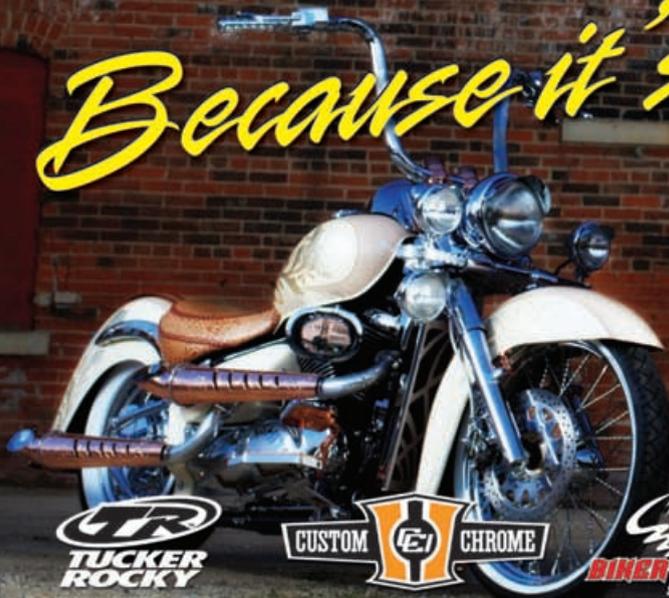
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ROLLING THUNDER INT'L

The sound of Thunder

Without a doubt one of the most important parts of a ground-up custom build is the frame. Unless the geometry is correct the bike will never ride correctly. Fortunately, Rolling Thunder knows what works and what doesn't, and Sam Pileggi and Frederic 'Rat' Vaillancourt from the company took time out at Big Bike Europe to talk to AMD about how they have changed the business over the years and continue to adapt to changing tastes

ROLLING Thunder is one of a small number of companies in North America that specializes in the production of one-off and short product runs of custom motorcycle frames. During the Big Bike Europe Expo, in Essen, Germany, where the company was exhibiting, AMD had the opportunity to talk to Sam Pileggi and Frederic 'Rat' Vaillancourt, the men behind the business, discovering more about its history and what the future holds.

While Rolling Thunder is now firmly established in Saint-Come, in the province of Quebec, Canada, it was originally opened in California in the mid-'90s. The move across the border happened in '98

Words by Duncan Moore - duncan@dealer-world.com

as the result of family issues. However, it was to prove to be a significant turning point for the frame manufacturer. Sam Pileggi, the company's VP of Sales explains why the move worked out so well: "Because the business had so many connections in the US and because of the favorable Canadian/US dollar exchange rate at that time it was easy for us to start selling frames back into the US."

Thanks to the ease with which it was selling to the US, the company quickly grew and was able to ride the swell of small volume motorcycle

manufacturers that sprung up at the turn of the century, as reality TV shows fuelled a boom in Chopper sales. During that time Rolling Thunder went from a small three man shop to a large outfit with 80 employees working three shifts a day, as demand for frames continually grew, not just from dealer and small custom shops but also motorcycle manufacturers.

Unfortunately, like so many other operations that thrived in the boom years, Rolling Thunder was not immune to the crash that followed. The company looked set to follow many others that are no longer around, but there was a savior. "Like everyone else the business had to downsize and that was when Fred Vaillancourt >>>



After Frederic 'Rat' Vaillancourt (left) took over Rolling Thunder and moved the business to his custom shop he took Sam Pileggi with him to run the frame building business



Rat showing why Sam Pileggi describes him as being a 'hands-on' kind of boss who gets involved in design projects and builds

<<< came in and bought the shop from the previous owners in 2010," says Sam. "As a result of that Rolling Thunder was moved to Fred's custom shop - Rat Shop. It was at this stage that we restarted the company on a different scale to better accommodate the individual customer when it comes to frame options such as rake, stretch, tire size."

Fred takes up the story of why he decided to take on Rolling Thunder: "Sam used to send a lot of work to me at Rat Shop; from finishing bikes to making gas tanks, all sort of things, because at that time Rolling Thunder just made frames."

"When the stream of work started to really slow down I was worried that something bad was happened to Rolling Thunder. At one time he was shipping me about 70 percent of my work. I realized either I had to down-size my shop due to

the lack of work coming from Rolling Thunder or make the step up to the next level of business, which is what I did. I bought Rolling Thunder!"

That working relationship between Sam and Fred began long before either was involved with Rolling Thunder, at a time when Fred first started working on bikes, and when Sam gave Fred the nickname Rat, which he later used for his own custom shop's name.

"I've known Fred since my early 20s," says Sam, "When I had a custom shop, before I joined Rolling Thunder, he used to come in and we'd let him borrow tools, and he'd run around like a rat all over the place picking tools up and then putting them back. That's when I started calling him Rat."

That relationship between the two men was an important part of Fred taking on Rolling Thunder as he says: "When I considered buying Rolling



When Rolling Thunder provides body work it is all bespoke to the individual frame rather than simply an off-the-shelf piece made to fit

Thunder I talked with Sam and asked him to stay with the business because I knew I couldn't do everything myself, and I also knew he was the best man for the job."

It was the early days of custom building that both Sam and Fred were involved in prior to Rolling Thunder and Rat Shop that inspired the level of quality that both men strive to achieve with Rolling Thunder's products. "In those days," says Sam about when he had his own shop, "we always worked with aftermarket frames and we would have to cut and weld them to get motors to fit in them properly. Now for garage builders at home we, as a business, want to give them a product that is as near to perfect as we can get it. Sure they'll have the odd bracket to weld in, but when they put the powertrain in it will line up, no problem. The same thing with the swingarm. The wheels are going to line up, and the pulleys are going to line up, too. That's because we are so meticulous; everybody has their dream build, their dream motorcycle and we want to make that as easy as possible for them to build using a Rolling Thunder frame."

Catering to people's dreams and ideas for dream builds is now a key part of Rolling Thunder's business plan. "We build frames to cater for what each and every builder wants because in this day and age everybody wants some thing different," says Sam. "Nobody wants the same stretch, the same rake. One guy wants a swingarm one way and another wants it a different way. So we really try and cater to our customer's needs. The only thing we won't build is anything that is not safe. We are meticulous about frame geometry and through building thousands and thousands of frames we know what works and what doesn't. So we know what is safe and what is not. When someone presents us with an idea or a design we will know from previous experience if it will not be safe or will not work."

There was a time when the biggest demand among customers was for stretched out chopper frames, as Sam says: "Everybody wanted to live the Easyrider lifestyle. Then everybody wanted to live the dream and own and ride the Chopper they couldn't have in the '60s. Then the Bobber trend happened, and next it was Pro-street and now Baggers are huge in North America, but not so much in Europe. There it is more drop seat, pro-street style with single-sided swingarms."

The Bagger craze has seen a significant change in production output at Rolling Thunder. Following the introduction of a Bagger frame in 2010, which



A complete engine and transmission package are used in the quality control process to ensure that all the fittings line up correctly before the frame is dispatched to the customer

is designed to accept as many stock part as possible but at the same time giving the end user the option of using a stock, 23in, 26in or 30in wheel configuration at the front, or a wider rear tire. The options do not stop there either, as Rolling Thunder offers its Bagger frames with choices such as a single down tubes, or radiused down tubes, all of which allows riders to build bikes that look different.

Baggers are not the only trend that Sam has noticed developing. "The sports bike craze, which is big in Europe, is coming to America, and we're getting a lot of requests for FXR frames, as the FXR is the original American sport bike. It is the best handling frame Harley ever put out and our version of the frame will accept either a Shovel motor or a Twin Cam making it very adaptable."

It is not just traditional air-cooled V-twin power plants that Rolling Thunder are developing frames for, as Sam explains when he talks about a bike Fred was working on as a possible entry for the World Championship of Custom Bike Building.

"For our latest prototype frame we have taken a bunch of components from a Kawasaki ZX14 and incorporated them into a European sport bike-like chassis that holds a V-Rod powertrain. So, basically, this is a V-Rod frame but with Japanese sport bike parts on it. Because of that we decided it would be a good choice to bring to Big Bike Europe. It's been a cool design project and it's been getting a lot of attention here. It also brings people to look at our other more conventional frames," says Sam.

He continued talking about the new prototype saying: "Rat wanted to build this for his entry into the World Championship, but we didn't have time to finish it. Instead we stripped it down and just brought the bare roller over instead. While it is looks to have the potential to be a big seller in Europe, it is also looking like it will be a definite cross-over success with the North American market."

That prototype frame, like all the other frames that Rolling Thunder had on display at Big Bike Europe, had been left in its raw state. This was a deliberate move by Fred and Sam to allow potential customers to closely examine the quality of the work done on it. Fred says this is done to: "Let people see what we do and how we do it, they can see our welds, nothing is hidden under paint, and we don't grind our welds. We stand behind our product and we want to show people that. I want people to look at the frames and to ask questions. It is important that the end user is knowledgeable about what he is using."



Today Rolling Thunder has expanded from frames sales to offering rollers and comprehensive build packages

Despite the number of frames being produced by the company, the operation still remains very traditional with none of the production processes being automated, rather it is all hand made. When each frame is complete the quality control process begins with the install of a dummy motor, transmission, primary and also the swingarm. This is all done to ensure that everything will line up correctly for the end user. It also allows suspension movement and clearance to be checked. While these parts are being installed to check alignment and clearance, the threads on the frame are cleaned with a tap at the same time.

"It is partly because of the time we spend inspecting our frames before we let them go that they are so expensive," explains Sam. "It takes longer to do the quality control than to build the frame itself."

That quality control is not just left to any one who happens to be available as Sam points out:

"The good thing about working with Fred is that he's very much a 'hands-on' type of guy. He's not the sort of owner that simply sits back, he'll come in evenings and work on projects and builds to the point where if there's a design aspect he's not sure of he'll test it himself. It is nice to work with someone like that, someone who has an in-depth understanding of the business and the product. He takes his work very seriously, be it bike building or frame building, he's really hands on. It is fun to work with someone like that rather than a boss who simply orders you around."

Another change that has come about with Fred's ownership of the business is the range of work and parts the company is now able to offer to its customers. In the past Rolling Thunder only offered frames, but today it is happy to build rollers; adding front ends, wheels and other parts to the frames it retails. Sam and the team at Rolling Thunder already knew key players in the industry >>>



Single-sided swingarms are a popular option on the frames manufactured by Rolling Thunder



While Bagger frames are very much in demand, Rat is still happy to build traditional long fork Chopper frames at Rolling Thunder

<<< at businesses like Baker Drivetrain and S&S Cycle, and Fred's approach to developing the shop's output from just frames meant the team has been able to work more closely with those supplier, which in turn has allowed them to provide more products for their customers. This has the knock on effect for Rolling Thunder's customers of allowing them to deal with fewer suppliers making the build process simpler too.

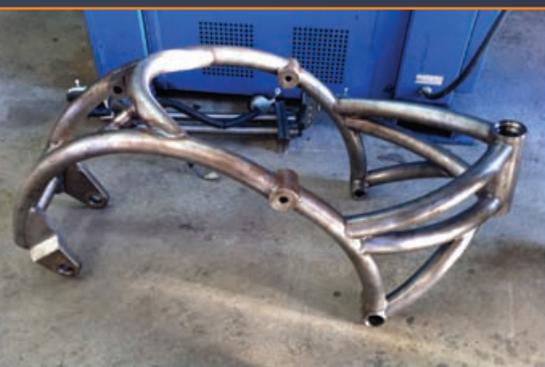
"I want to be sure the end user is happy with his purchase from us. We work very closely with our customers, and with Fred's involvement I can work even more closely with them and sell them the forks they want, the wheels they want, the motor..." says Sam on how he has been able to develop the roller program with Fred's input.

While Rolling Thunder is able to supply off-the-shelf parts packages these days, it is also happy to undertake bespoke work on other parts of builds on the frames it supplies, such as custom gas and oil tanks. The execution of this work is to the same exacting standards as the frame builds as Sam explains: "When we build a gas tank, we don't have a standard off-the-shelf piece. We take our raw stampings and then build the tank up on the frame that it is being supplied with. We want the look to be perfect, the gap between the seat and tank to be just right, the flow just right. We can make the bike work as a whole in a way that simple bolt-on parts would never do. We encourage customers to send us pictures of what they want and then we'll build the tank to match."

Rolling Thunder aims to turn orders around as quickly as possible, with Baggers being the company's best sellers at the moment the fixtures for those are always ready to go, meaning delivery



Rolling Thunder aims to turn orders around as quickly as possible but more complex designs such as this one-off swingarm can take longer to complete



All the tubing used in Rolling Thunder's frames is bent by hand to ensure precise fit



Still in the prototype stage Rolling Thunder are working on a frame to carry a V-Rod powertrain combined with the running gear from a Kawasaki sportsbike

of one of those could be as little as two to four weeks. Whereas something like the prototype V-Rod frame displayed at Big Bike Europe would take a lot longer, the single-sided swingarm alone taking a lot of work.

When asked why potential customers should spend the extra on a bespoke frame from Rolling Thunder, rather than buy a cheaper off-the-shelf option with commensurate quicker delivery Sam points out: "We ask customers to tell us what they want. I say to them I'm not going to sell you what I have laying around the shop. I want to sell you what you want because you're going to be riding the bike, and it's your bike so why would you buy something you don't like? Why would you accept the look of a frame just because it is a certain price? No, spend more and get what you want. Take a little more time over the build and get what you want and be happy with your build. After all it is the frame that holds your ass up off the pavement when you're going 80mph on the highway, so don't just settle for any frame - do your homework and get something that you can trust and be proud of."

It is this attitude that has served Rolling Thunder well for so long and allowed it to continue in business for nearly 20 years, and given the frames on display at Big Bike Europe it looks like the company will go from strength to strength as it pushes new design ideas and powertrain options for custom builds.



All sorts of styles and frame configurations are undertaken by Rolling Thunder incorporating years of experience to ensure that the finished bike will ride as good as it looks



With Rolling Thunder being combined with the Rat Shop complete builds are becoming more common



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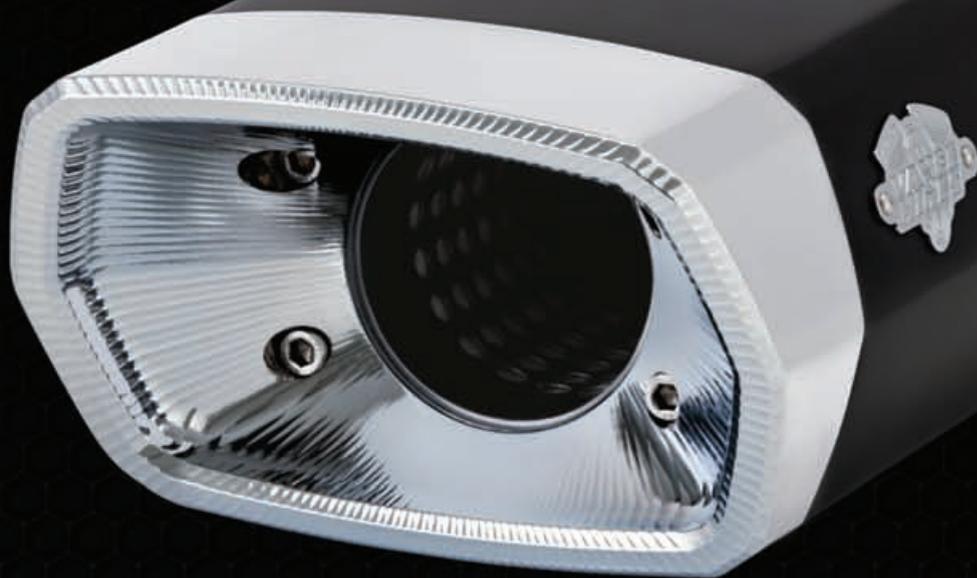
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KNOWN for its range of specialist tools, JIMS has worked with Phoenix Systems on its latest addition – a reverse brake bleeding tool.

The new tool uses patented technology to push the brake fluid from the caliper to the master cylinder. In operation, the user watches the master cylinder reservoir for all of the air bubbles to be removed from the brake system. Once there are no air bubbles rising in the master cylinder the brake lines are properly bled.

The tool is for use on all hydraulic brake or clutch systems, and some ABS systems will still need a Digital Technician for proper service work.

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JayBrake grips

SuperTrapp Industries has expanded its product line up under the JayBrake brand with the launch of a set of grips.

Machined from billet aluminum, the grips have replacement rubber sections available, and cable throttle or throttle-by-wire (TBW) versions are also available, too. The JayBrake grips are sold in pairs in polished, chrome or black.



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Adrenaline wheel in black matte

WANARYD Motorcycle is now making its Adrenaline wheel available in a black matte finish as well as chrome, black powder coat gloss and its proprietary Stark-Line finish.

The Adrenaline is a five-spoke, non-directional, 3D wheel that's part of the WanaRyd Stark-Line Series, and as such is manufactured from 6061 billet aluminum.

WanaRyd's Stark-Line Series offers six different wheel designs as well as matching rotors in three different styles and sizes, and matching pulleys (including Cush drives) and are available for all '84-present Harley-Davidson models, and many Victory models.

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Cams and cam chain tensioners from Zipper's

ZIPPER'S under the Red Shift brand has new options available for cam chain tensioners and performance cams.

The patent pending Red Shift dual piston hydraulic cam chain tensioners have been developed for use in Twin Cam engines. The design is said to be simple and effective, and to improve cam chain tension stability, hydraulic performance, and valve train control for a quieter, better running engine. Zipper's states that the tensioners, which are manufactured in the USA, from high quality billet aluminum, premium wear-resistant plastic and feature automotive grade hydraulic tensioning bodies, are also able to tolerate common crankshaft run-out. Zipper's Red Shift Hi-Torque performance cams are a bolt-in option for stock 96ci to 110ci Twin Cam engines. Offered in two grinds, the 525 and 527 cams are designed to offer a greater increase torque rather than horsepower.

Red Shift 525 Cams are best suited for 96ci and 103ci Twin Cam engines delivering immediate passing power in 6th gear starting at 1,900rpm.

Red Shift 527 Cams are for 103ci and 110ci Twin Cam engines and deliver greater torque above 2,250rpm, with even more power above 4,500rpm.



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Motorcycle Storehouse expands range

MOTORCYCLE Storehouse has added Lowbrow's 39mm fork covers to its product range. Designed to fit Narrow Glide front ends, the covers will not work with the stock fender. Made from heavy duty steel, they are available in plain raw steel, black electroplated or chrome plated finishes.

Among the many Paughco parts available are the company's range of 'Indian Larry' gas tanks, which feature dished sides. Originally only offered as a



The Paughco line of Indian Larry gas tanks is now offered in a wider range of sizes by Motorcycle Storehouse

universal fitment with a three-gallon capacity the range has now been extended. The options now include 3.5-, 4.5- and 5-gallon capacities and each is available as a universal or as a model specific gas tank for '95-'03 XL, '04-'06 XL and '07-'13 Sportsters.

Motorcycle Storehouse is continuing to stock SuperTrapp's range of exhausts, most notable the mufflers that are equipped with an adjustable disc system. The mufflers are adjustable by adding or

subtracting discs. Adding more discs will improve flow, gives more sound and top-end horsepower. Fewer discs equal less flow, which gives less top-end power, less noise but increases usable low-end torque. This feature allows users to tune the mufflers to their specific engine.

For SuperTrapp owners additional diffuser discs are separately available, as are all replacement end caps and many custom options, and the full line of SuperTrapp exhaust systems, including two-into-one, two-in-two, crossover head pipes and a full range of replacement slip-on mufflers is available through Motorcycle Storehouse.

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The Lowbrow fork covers fit 39mm fork legs



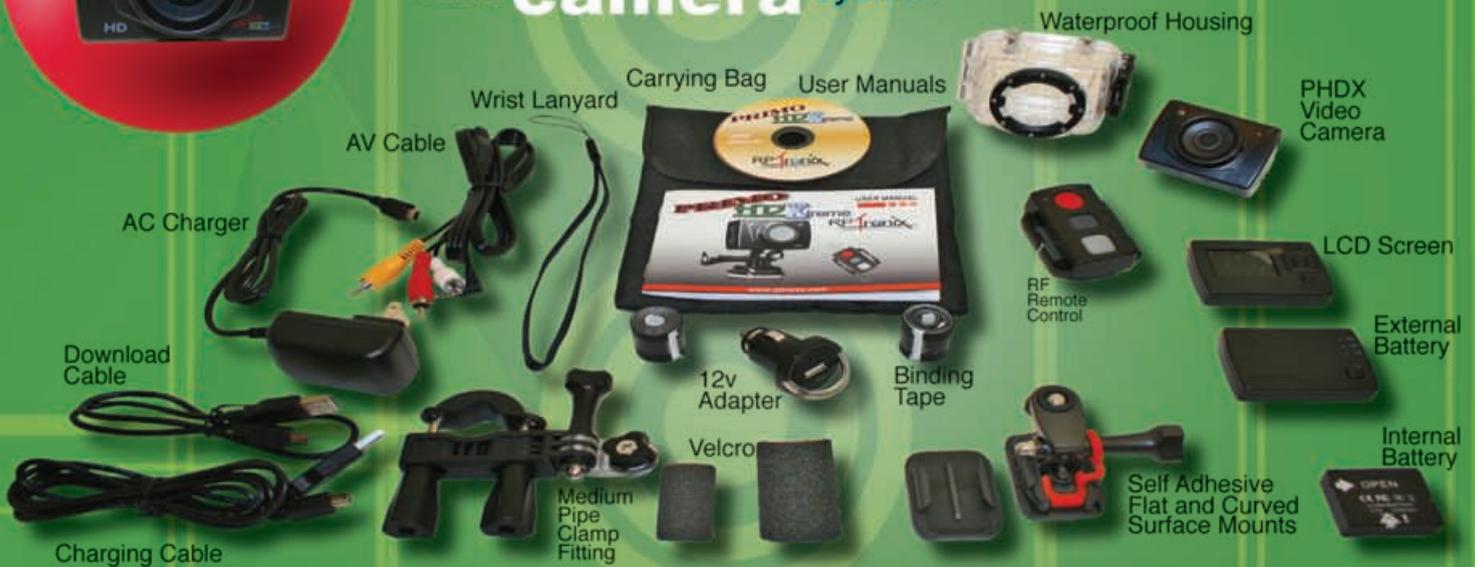
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Xtreme Machine Turbo wheel



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The wheels are shipped ready to install with hubs mounted and all the appropriate spacers supplied.



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Front end parts from Mid-USA

AMONG the front end parts now being offered by Mid-USA are its Sweeper ape hangers for use on '08 and later Big Twin applications. The bars, which are hand made in the USA from 14-gauge steel tubing, have a 1in diameter and are notched and milled at the throttle grip end for an electronic throttle control sensor. They are available in chrome or gloss black finish.

A second new line from Mid-USA are billet fork slider covers for use on Big Twins. The new pieces, which replace the stock slider covers, are available in four styles, in three different finishes; chrome, black or black with clear cut.



MID-USA MOTORCYCLE PARTS
Hazelwood, Missouri, USA
Tel: 314 595 5555
midusa@mid-usa.com
www.mid-usa.com



Frankenstein Trikes Sportster triple trees

FOLLOWING the Motor Company's launch of the Forty-Eight, SuperLow and Custom Sportsters, which use a smaller than usual front wheel, Frankenstein Trikes has created a specific set of triple trees for use on those models. The Mid-Glide Modular three-degree raked

triple trees utilize a one-piece low riser, a SuperLow headlight bracket and a Custom head light visor bracket. Originally designed for use on trikes, the trees can also be used on a two wheeler with 21in front wheel conversion.



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Increased product range at W&W

A new addition to the range of exhaust options available from W&W Cycles is the Termignoni conical slip-on mufflers. The design of the slip-ons, which are available for use on Sportsters from '04 onwards, is derived from those produced in Italy for racing bikes in the '60s and '70s. This new version is made from stainless steel, and offered in a polished finish. The exhausts are 21in long and have a 1-3/4in inlet and outlet and fit the stock exhaust. The selection includes a street legal, EC-approved version and racing mufflers with a throaty 94dB sound level. Both versions feature removable muffler end inserts.



Italian race bikes of the '60s inspired the design of the Sportster slip-ons by Termignoni

The medium-sized, oval shaped leather Nightstar saddlebag from Lejonkulan has a leather covered steel plate inside its backside to improve its stability. The outside of the back of the bag is also double covered with leather to protect it against the chain guard and axle and is shaped to fit around the shock. Designed for use on the left side of the bike only, the



The Kellermann BL 2000 LED Dark handlebar end turn signals feature a tinted ring-shaped lens



The leather Nightstar saddlebag from Lejonkulan is reinforced to help it keep its shape

bag measures 36cm wide, 41cm high, and 19cm deep.

Kellermann's BL 2000 LED Dark is a small handlebar end turn signal, which features a tinted ring-shaped lens integrated in to the black metal casing. Adaptors are included to fit the turn signals to most handlebar types. The signals use 12v LEDs and are E13 approved.

The Super Flakes helmets by 70s combine metal fake colors with psychedelic designs on helmet shells that meet ECE R22-05 safety requirements. The shells are made using a state-of-the-art prepreg



Prepreg molding technology is used by 70s for its Super Flakes helmets

molding technology with an optimal fiberglass-resin ratio. The interior of the Super Flakes features leather details, with removable and washable neck rolls and cheek cushions. The helmets are available in sizes S - 55/56cm, M - 57/58cm, L - 59/60cm, and XL - 61/62cm.



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RSD Slant line

SLANT is the name given to the latest performance intake and exhaust options developed by Roland Sands Design.



The Slant exhaust, developed in conjunction with Vance & Hines, is available in two finishes; Works with exposed welds, or Carbon Ops in a gloss carbon and satin black finish. The exhaust for Sportster, Softail and Dyna applications includes both 18mm and 12mm O2 sensor bungs, with sensor port plugs included for pre-2007 models for use on Dynas and Softails. The head pipes are stepped from 1.75in to 2in and monofilament fiberglass and SS wool baffle materials, for high temperature resistance, are used as a silencing material.

For the Slant air intake Roland Sands Design has combined an ergonomically friendly slanted carbon intake with a filter from K&N. The Slant filter element is said to give more knee clearance. The filter element is coupled with the company's newest backing plate shape. The package includes a laser etched black anodized cover, black anodized backing plate and mounting hardware.



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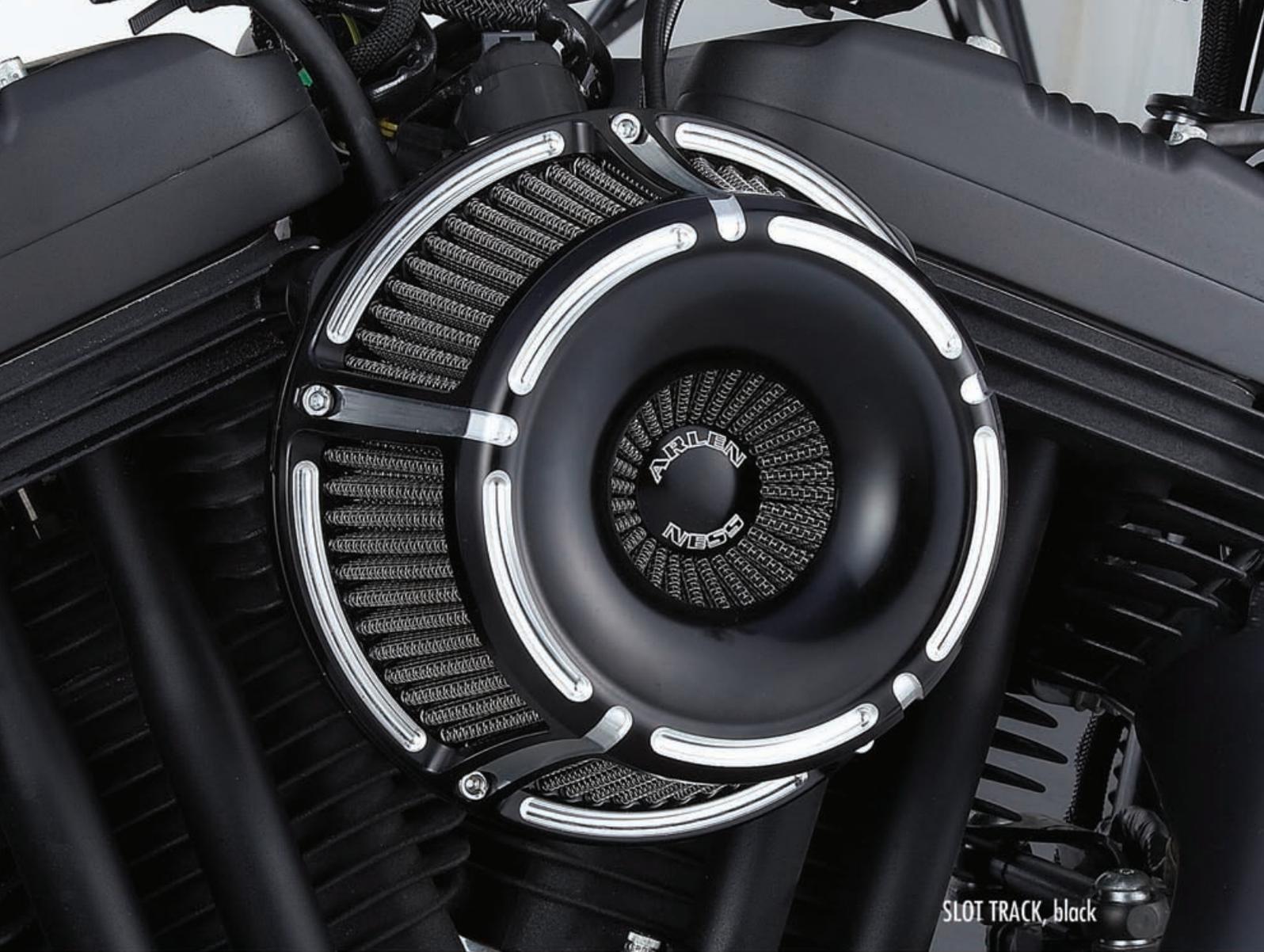
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BikeMaster tools

TUCKER Rocky's in-house tool brand, BikeMaster has released a new range of specialist pieces.

The BikeMaster 1/4in to 3/4in honing set is a multipurpose set with controlled pressure for smoother, more precise honing. The hones are square ended all the way to the end in the step cut and blind-end cylinders. The kit comes with three sizes of tips and three sizes of honing stones. Stones are 2in, 1 1/4in and 3/4in in length, and the complete set is supplied in a protective carrying case.

The piston pin puller by BikeMaster is said to help with the removal and installation of piston pins, and prevent damage to the piston during removal when tight piston pins are encountered. It also has a gnarled handle for a no slip grip.



Alongside its tool range, BikeMaster also make small bike parts including a line of anti-vibration bar ends. Designed to reduce vibration and as a result of that fatigue, the aluminum weights incorporate a machined design to accent the bike's finish.

TUCKER ROCKY
Fort Worth, Texas, USA
Tel: 817 258 9000
tuckerrocky@tuckerrocky.com
www.bikemaster.com

Akrapovic Sportster slip-ons

AKRAPOVIC'S latest slip-on exhaust muffler is for use on the Harley-Davidson Sportster line of bike.

Constructed from stainless steel, two finish options are offered, chrome or black. The black units are finished in a special coating first introduced in 2012, which is silicone-based with epoxy, acrylic and polyester stabilisers, combined with appropriate hardeners. The coating is cured at 200-230 degrees Centigrade and is claimed to be resistant to color and gloss fade for over 500 hours at temperatures up to 350 degrees Centigrade.

The slip-ons are EC-Type approved when used with optional catalytic converter and are supplied with matching header pipe shields.

A remote switch-operated tone control valve is available as an optional extra for the mufflers.

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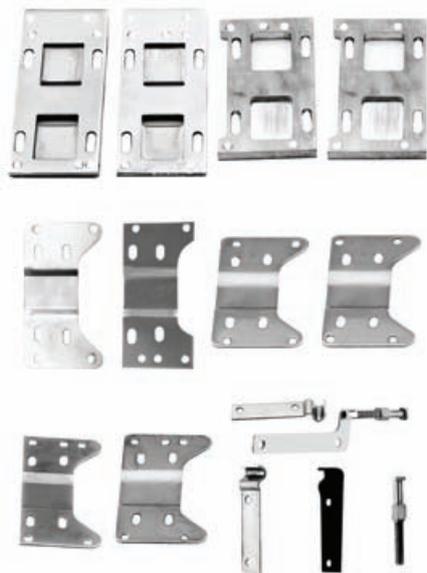
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Transmission mounting plates

PAUGHCO has a range of replacement transmission mount plates that can also be used as a solution for a four- to five-speed conversion. The product line-up includes mounting plates and adjusters that accommodate most Big Twins from Knuckleheads to late customs running four- and five-speed transmissions.

PAUGHCO
Carson City, Nevada, USA
Tel: 775 246 5738
info@paughco.com
www.paughco.com



Rick's Bagger parts

RICK'S Motorcycles spent many years as a custom shop before becoming an authorized Harley dealership, and shop owner Patrick 'Rick' Knörzer has maintained the custom side of the business, turning his attention to the growing Bagger market and the trend for big wheels.

When Rick's develops a new product Rick himself usually gets hands on and this was certainly the case with his latest 30in wheel design. While the test/pre-production versions of the new 30in front wheel were successfully passing the TÜV tests, Rick's own 30in prototype Bagger left the workshop to be ridden from Munich via Trient, Lago di Garda and along the Italian coast to Harley-Davidson's European Anniversary Party at Rome in June 2013.

"We knew from the start that a Bagger with a 30in front wheel would need intensive development of the rolling chassis, because we wanted to retain the excellent riding characteristics of the stock

motorcycle," explains Rick, who supervised and aided the development of each phase. Easier said than done, as such a big wheel creates a higher center of gravity and changes the trail, and the larger diameter of the wheel creates stronger centrifugal forces.

However, the team at Rick's are not averse to tackling such challenges following the Europe wide approved 26in wheel and the accompanying seven-degree triple-tree kit, both TÜV-approved, which were launched last year.

The shop's take on the 30in wheel concept is to minimize the rotating mass of the rim by machining pockets into it. The reduced weight helps to improve the bike's handling.

"For this small, but high-profile segment of the market, we wanted to offer a European manufactured alternative that would withstand European speeds and road conditions as a product for everyday use," says Rick, "this design will set new standards for 30in wheels."

For its 26in and 30in wheels (the 26in available in Super Steve, Rodder and Gimme Five designs and all TÜV-approved) Rick's has developed brand new 15in brake discs, which work with the Rick's Good Guys lower fork legs and Rick's six-piston brake calipers. It is not just the 30in wheel that is a new addition to the Rick's line of Bagger parts, it has been joined by stretched touring cases. Manufactured from ABS plastic, rather than glass fiber, for a claimed higher strength and better surface quality for painting, the bags gain 4in of storage over stock.

To accompany the stretched bags Rick's makes heavy duty fiber glass 'Touring Tail' fenders. A bolt on replacement for the stock fender, the new design is available in an EC-homologated version with orange indicators and extra taillight on the license plate or as a custom version, both for the US and international market, with black glass indicator/taillight combination. The license plate base plate integrates into the fender.

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AMD PRODUCTS

Sportster lock-up clutch from Barnett

BARNETT has introduced a version of its Scorpion Low Profile lock-up clutch for use on the Sportster.

Created for use on '91-'03 Sportster applications the new clutch features a low profile lock-up head designed to fit under the stock primary cover. Included with each clutch pack is a steel inner hub,

multiple coil spring sets, all clutch plates, and installation instructions. The spring sets supplied are said to offer a wide variety of pressure options to suit virtually any application; from mild to high horsepower/torque applications.

The lock-up design and increased clutch surface area are claimed to allow the use of lighter springs for less effort required at the lever.

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Sportster slip-ons from S&S

S&S Cycle has expanded its line of slip-on exhaust options with a range of fitments for the Harley-Davidson Sportster. The mufflers are said to maintain linear power curve while delivering excellent low and mid-range torque.

Dyno testing has shown a 12hp increase when the slip-ons are installed in conjunction with an S&S air cleaner. Slash-side and Tapered slip-ons are

available for '86-'03 Sportsters, while '04-'13 Sportsters can be fitted with a choice of Slash-down, Slash-side, or Tapered designs.

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The California Air Resources Board ("CARB") does not permit the use of aftermarket exhaust systems that remove or alter OEM emission control devices unless certified by CARB, other than on racing vehicles on closed courses. Check your local laws and manufacturer's information.

Vance & Hines Monster Round catalytic slip-ons

VANCE & Hines has developed a version of its Monster Round Catalytic slip-on mufflers specifically for use in California. The new mufflers are listed by the California Air Resources Board as an exempt aftermarket part under the Executive Order No. K-006-1. Under the grant of the EO, these slip-ons are permitted for sale and use with Vance & Hines Power Duals or Dresser Duals head pipes on all Harley-Davidson Touring motorcycles, including CVO models from '07 - '13.

The Monster Round Catalytic slip-ons have two three-way catalytic converters, which have been moved from the front half of the exhaust (as it is in the original equipment exhaust) to the back half. The change is said yield a significant reduction in heat felt by the rider.

Vance & Hines states that its Monster Round Catalytic slip-ons make as much power as standard Monster Round slip-ons, along with the same tone riders. The mufflers also share the same finish, full



VANCE & HINES

coverage heat shields and machined billet end caps, with the slip-ons offered in chrome or black.

While the mufflers can be used on bikes with extended saddle bags, they can not legally be used on Trike models.

VANCE & HINES
Santa Fe Springs, California, USA
Tel: 562 921 7461
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www.vanceandhines.com

New releases from Drag Specialties

DRAG Specialties has created its rear fender rail to allow riders to give their bikes the classic look of the Hydra Glide. Constructed from heavy-duty steel, the fender rail is available in a chrome or gloss black finish, and all necessary mounting hardware is included. The fender rail fits '00-'13 Heritage Softail and Heritage Classic models.



'00-'13 Heritage Softail and Heritage Classic models can be given the look of a Hydra Glide by fitting a rear fender rail

The fender skins from Drag Specialties, for use on '11-'13 FXS and FLS models, are constructed from automotive-grade vinyl or embossed gator leather centers with leather perimeters and a finished edge. The fender skins have a felt liner to protect the paint from scratching. The skins are designed to match Drag Specialties solo seats but will work with most OEM and accessory seats.

Drag Specialties' battery cable kits are an upgrade for the existing battery cables on '94-'09 Dyna Glide models with a choice of 9in, 14in and 15in cable



Drag Specialties' battery cable kits are said to increase starter performance

lengths. Constructed from four-gauge cable manufactured with pure electrolytic-grade, 36-gauge tinned copper strands for maximum current transfer and superior flexibility, the cables are said to increase starter performance by supplying maximum battery current to the starter motor. The kits contain all battery cables to replace OEM cables and are available in translucent black or clear.

The stock key lock fuel door latch can be replaced with a Drag Specialties' push-button fuel door latch. It is available in chrome and simply opens at the push of a button. For complete installation, the use of a spring hinge (sold separately) is necessary. The fuel door latch fits '08-'13 Touring models.



Drag Specialties' push-button fuel door latch fits '08-'13 Touring models

DRAG Specialties

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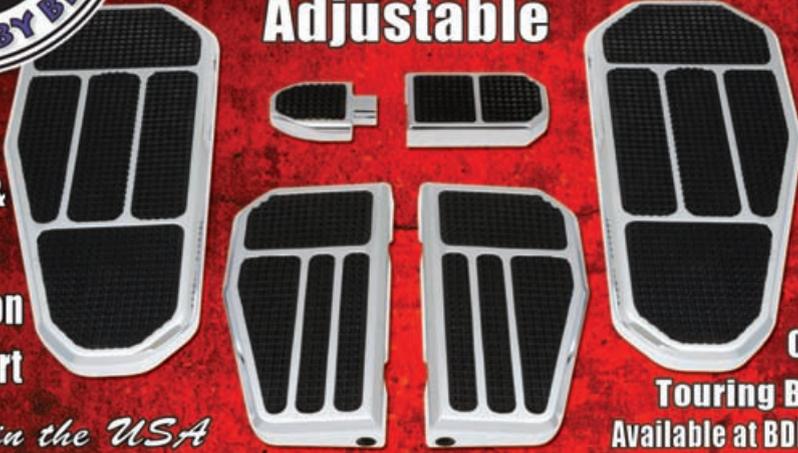


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Latest parts from Kuryakyn

KÜRYAKYN'S latest round of product releases includes LED saddlebag rear accents. Designed as auxiliary run-brake lights for the saddlebags, the accents illuminate in red. Available in chrome with red lenses or gloss black with smoke lenses, installation is accomplished using high strength 3M VHB and plug-and-play wiring. The accents fit '93-'13 Harley-Davidson Touring models with hard saddlebags.

Continuing on the saddlebag theme, Kuryakyn's new saddlebag extensions feature wrap around auxiliary run and turn signal lights with plug-and-play wiring to make installation easy. Available in chrome or gloss black, the extensions bolt on securely and feature a curved bottom edge that reduces cornering interference often seen with other saddlebag extensions. They are available to fit '93-'13 Electra Glides, '98-'13 Road Glides (except '09 FLTRSE, '12-'13 FLTRXSE), '06-'13 Street Glides (except '10-'12 FLHXSE), '93-'96 Tour Glides and



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Switch Housings for CAN bus bikes

'94-'13 Road Kings (except '13 FLHRSE) with hard saddlebags.

Completing the latest selection of new parts from Kuryakyn is a chrome switch housings for CAN-bus models. The housing replaces the stock black housing on '11-'13 Softtail models (except '11-'12 FLSTSE, '13 FXSBSE) and '12-'13 Dyna models.



SuperTrapp True Duals for Baggers

SUPERTRAPP'S True Duals, available in chrome or black, feature full length heat shields said to protect the pipes and keep the rider's and passenger's legs cool. The full length heat shields are 2in for '85 - '08 models and 2.25in for '09 - '13 models.

The SuperTrapp True Duals can be used with a wide range of SuperTrapp or Kerker slip-ons. SuperTrapp's compatible slip-ons are: Stout 4in slip-ons, Kerker Stout 4in slip-ons, SE Series, Kerker slip-ons, Internal Disc Series, Megaphone Series, FatShots or Mean Mothers slip-ons.

SUPERTRAPP INDUSTRIES
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Roaring Toyz Pin Stripe Series levers

ROARING Toyz has expanded the range of offerings in its Pin Stripe line with the introduction of clutch and brake levers.



Machined from 6061 billet aluminum, the hand controls have been designed to be more comfortable and responsive than stock controls.

The Pin Stripe Series levers fit all '08-'13 H-D Touring Street Glide, Road Glide, Road King, Electra Glide, Ultra Glide and Trike models with cable clutch. Available in chrome (with a lifetime chrome warranty) or black anodized finishes.



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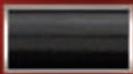
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New additions to Zodiac range

Zodiac continues to increase the range of parts and accessories it carries with the addition of Kraft/Tech hardtail frames for '04 to present, rubber mount, Evo-engined Sportsters drivetrains. Made from seamless thick-wall tubing, the frames feature 1-1/4in tubing with a 1 1/2in diameter

backbone. The frames are available with 30 degrees rake for use with 130 wide rear tire in conjunction with a 1 1/2in belt, 30 degrees rake and 2in stretch in the down tubes for use with a 180 wide rear tire and 1 1/2in wide belt or 34 degrees rake and 2in or 3in stretch in the down tubes for use with a 180 wide rear tire and 1 1/2in wide belt. Wide frames will accept a 200 wide rear tire when final drive is converted to chain drive.

All of frames have TIG/MIG welds, solid steel CNC machined neck and CNC machined billet steel axle carriers and TÜV is currently in progress. On frames for older applications ('86-'03 Sportsters) TÜV approval is already in place.

Zodiac also has winged and round oil tanks and rear fender braces available to work with the Kraft/Tech frames.

Catering to Softtail riders, Zodiac is able to supply chrome shocks. Versions of the shocks are ready to fit '84 to present Softtail models, the version for '89-'99 models is adjustable for length. Three options are available to fit: '84-'88 Softtail models, '89-'99 Softtail models, and all '00 to present Softtail models including the Rocker.

Another part designed to improve the looks of a bike is the billet saddlebag latch cover available from Zodiac. CNC machined from 6061-T6 aluminum and then chrome plated or black anodized with clear ball milled cuts, they replace the original equipment saddlebag latch cover. The covers fit '93 to present Touring models equipped with color matched hard saddlebags.

Among the hard parts being supplied by Zodiac is the CAN-Switchbox, which enables



The chrome shocks from Zodiac are available to fit '84 to present Softtail models

simulation of the original left and right handlebar switches, as well as the speedometer on CAN-Bus (HD-Link) equipped '11 to present Softtail and '12 to present Dyna models. Once installed it allows the use of aftermarket handlebar switches and push buttons and does not change the stock functions, including the hazard warning flasher and the front running lights as used on domestic US models.

The CAN Switchbox, which measures 2.36 x 1.96 x 0.39in, also allows users to change to an aftermarket speedometer without getting any error messages displayed. All information is sent from the CAN Switchbox to the stock electronic control module, just as with the stock handlebar controls.

ZODIAC INTERNATIONAL
Mijdrecht, NETHERLANDS
Tel: +31 (0)297 288 621
sales@zodiac.nl
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The CAN-Switchbox allows the use of aftermarket handlebar switches and push buttons on newer models



Kraft/Tech's hardtail frames for '04 to present, rubber mount, Evo-engined Sportsters drivetrains are offered in a variety of rake and stretch configurations



The CNC machined billet aluminum latch covers replace the OEM parts

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Fred Kodlin's The Hustler



Photos & Text by Horst Roesler - motographer@gmx.de

It is not just business when Fred Kodlin lays the welding torch on a new project. Especially when that project is one of his private rides, you can see the passion, the craftsmanship and the determination to explore new grounds, use new technologies, to push the boundaries. When in May of 2012, Fred's new Bagger premiered several dozen unique parts, most of which he claimed would be one-offs as they were too complicated to manufacture, more and more customers saw his ride and offered to buy them at any price.

At European Bike Week, all those one-off parts are ready to be ordered, and as it happens Fred never rode a bike he had built for himself. Now with The Hustler it may all happen again...

To start with the really radical part, forget the 30in front wheel, Fred has done that before, check out the cockpit. This, he is claiming, is the first European motorcycle to utilize an iPad for a cockpit. And if when he says iPad, he means an all-inclusive iPad. It's the latest touch screen technology and you can have all types of digital instruments on display, offering multiple functions in extreme clear quality.



"Adaption to the motorcycle's sensor system is any thing but easy," recalls Fred, "but after we went through the task with my personal bike, always a test in certain aspects of parts and technology, we are ready to offer this as a regular item."

Several customer bikes that use this technology have, indeed, been built already. New apps are being developed right now and can be downloaded via the on-board internet connection. The screen can already perform anything else an iPad can do, so the next step on the line would be to discontinue the mirrors, states Fred boldly: "Cameras on the rear of the bike will offer different views of the street, which then will be displayed on the screen."

Fred used an FBI (Fat Bagger Inc.) rack as a base, but modified it extensively to use it for his personal bike. The electronic work did not stop at the instrumentation, as Fred also made the luggage case top covers open and close electrically by remote control and the available entertainment is delivered via a high-powered sound system.

Fred has his own recipe for creating rideable radical machines and in the last 30 years he has developed and built countless radical one-off bikes as well as complete frame lines from radical to Chopper. This knowledge is quite handy when

The graffiti style airbrush art of Marcel Sinnwell extends beyond the bodywork and down on to the crash bars and ignition cover





Fred Kodlin built this bike around the idea of using an iPad to control the bike's functions

creating fast Touring motorcycles that can ride the unlimited speeds of the German Autobahn, while at the same time rolling on a 30in front wheel. Here a combination of Fred's frame-building experience and his own triple-trees do the job.

Sheet metal work was extensive and all parts that were meant to be unique to this motorcycle, as they feature extensive cutting and remodelling with mesh wire at most details, are now in production and can be ordered from Kodlin Motorcycles. 'Mesh Style' modified and one-off parts include engine and primary covers, tank dash, fairing, pipes, frame extension, air filter and the handcrafted floorboards.

The lines of the motorcycle are underlined by the airbrush-art of Marcel Sinnwell. The Grafitti style paintjob stretches all over the bodywork and then on to the crash bars, handlebars and the iPad frame.

With his personal ride, Fred Kodlin again has set new standards in European Bagger style and especially in terms of technology.

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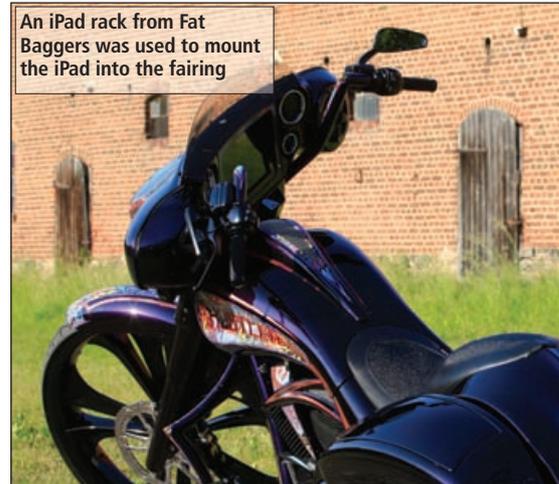
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The extended bags have been smoothed out and fitted with hidden hinges and latches



An iPad rack from Fat Baggers was used to mount the iPad into the fairing

Fred Kodlin has used 30in front wheels on his builds before and so it was a natural fit to use one on The Hustler



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Giving it some gas

Pete and Lisa Pearson, of Rocket Bobs, originally intended to enter their bike Gas'd Rat in the Modified Harley class at the World Championship, but a last minute change meant the bike found its way into the Freestyle class

WHEN Pete and Lisa Pearson began building Gas'd Rat their plan was to enter it into the Modified Harley class at the 2013 World Championship of Custom Bike Building. However, a change to the class rules that requires the bikes entering the class to be powered by an Evo or later engine stopped that plan. Not to be deterred they simply moved their entry to the Freestyle class.

They could not enter the Mod Harley class due to the age of the engine in Gas'd Rat - the power plant pre-dates the introduction of the Evo, and is in fact a 98ci Shovelhead. However, very little of the original Milwaukee metal remains, as Pete used all the experience he has gained from a career working on race bikes during the rebuild. Starting at the bottom of the motor the cranks have been reworked by Rocket Bobs, and Keith Black pistons are used to give a compression ratio of 11.5:1. Andrews supplied the cam and it operates Evo hydraulic lifters and adjustable push rods. The barrels are Rocket Bobs own and feature shaved lower fins, while sitting atop them are reshaped S&S heads that have been ported and gas flowed and converted to twin spark, with the sparks being fired by twin Morris magnetos. Induction is via an S&S dual throat carb fitted with Rocket Bobs knife edged stainless steel velocity stacks. Spent gases exit from the engine through a Rocket Bobs fabricated exhaust, made from hand rolled and welded 0.7mm thick Inconel sheet. The hard lines on the motor were hand bent by Lisa.

Behind the motor there sits a Baker four into six gearbox carrying a Barnett clutch. The open primary was fabricated by Rocket Bobs, and includes a front pulley fitted with an internal

sealed tube containing 35g of mercury that dynamically balances the motor.

The use of mercury to dynamically balance the motor is not the only innovation to be found on Gas'd Rat, as the frame too has been completely reworked and improved in ways not normally seen on custom bike builds.

Starting with a stock 1979 FXR frame, Pete took it completely apart, and cleaned and re-jigged each joint before TIG welding them all back together. Such was the meticulous nature of Pete's work on the detailing of the frame that he spent weeks working on the headstock alone. Pete hand ground and then machine burred and dressed it before bracing it with a 320 stainless 13mm tube. A new seat post in 316 stainless was fitted along with Rocket Bobs' own stainless Voodoo fender struts. Then hidden from view is the bracing for the motor and upper frame, all again made from stainless steel.

For the rear suspension a 1961 Arrowhead swingarm has been extended 30mm with new stainless 320 axle runners to allow the fitting of a 20mm titanium axle. This forms the pivot point for a rising rate wishbone welded to the underside. The mono shock was supplied by Penske and all the bearings in the rear suspension are sealed SKF ceramic. In addition, the ride height at the rear can be adjusted using the tie rods from the wishbone to OEM reinforced lower frame spurs.



Detailing on Gas'd Rat extends to the bike's name being machined into the Harrison Billet supplied brake callipers

More of Rocket Bobs own parts are in evidence at the front of Gas'd Rat, where Rocket Bobs 20mm upper and 25mm lower 7075 billet aluminum triple trees, which have been machined out for light weight, hold a pair of Rocket Bobs stanchions and dampers with shaved Sportster legs sliding over them. The stanchions have been given a titanium nitride coating to reduce friction and then finished off with a set of fork caps from Joker Machine.

Given the high performance nature of the suspension on Gas'd Rat a suitable set of wheels was needed to match and came in the form of a set of Kite billet aluminum hubs laced to 17in Carbon Matrix rims, which have been fitted with Michelin 'full wet' race tires.

>>>





Hidden brackets were made to support the one-off stainless steel oil tank



Photo credit: Avain Yang

Pete and Lisa Pearson

<<< The wheel package is finished off with a single Beringer disc on the front and a Rocket Bobs disc on the rear, each gripped by three single piston brake callipers. Supplied by Harrison Billet, the callipers have been modified by Rocket Bobs and mount on custom brackets. The front brake is operated by a Rocket Bobs lever, while the back is activated by a Beringer master cylinder that is pushed by a BMX

stunt peg rotated by the rider's foot.

The Lobster Back handlebars that the Rocket Bobs levers are mounted on were built by Pete from 17 pieces of 316 stainless steel and include integrated risers and an internal throttle. The finishing touches on the bars are the hand sewn leather grips.

One of the few pieces on the bike, aside from the frame and drivetrain, not made from scratch by Rocket Bobs is the gas tank, which was originally fitted to a '70 Gilera scooter. Before being fitted to Gas'd Rat it had a new tunnel fitted along with a Rocket Bobs stainless chimney and brass filler cap, Rocket Bobs Gas Light fuel window, and Rocket Bobs stainless outrigger fuel tap mount with brass Golan tap. The remaining bodywork is a Rocket Bobs Voodoo rear fender, and both pieces were finished in Fire Cherry candy by Art Slade. The same paint shop was also responsible for the Gas'd Rat logo on the gas tank.

While Pete and Lisa were disappointed that they couldn't enter Gas'd Rat in the Modified Harley class at the 2013 World Championship of Custom Bike Building, as originally intended, they were more than happy to discover they had placed third in the highly competitive Freestyle class when the final results were announced.

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Art Slade was responsible for the paint and graphics that adorn the heavily modified Gilera scooter gas tank



Each frame joint was taken apart and refinished before being TIG welded, while the addition of a stainless steel brace has been added to the headstock, too



Details on the drivetrain include a sealed mercury cylinder inside the front engine pulley to dynamically balance the motor



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Indian launch 2014 models at Sturgis Museum

THE Sturgis Motorcycle Museum and Hall of Fame was chosen by Indian Motorcycles as the launch venue for its brand new range of 2014 models during the Sturgis Rally. The three models, which mark the return of Indian under Polaris, were revealed to the vast crowd at 9pm on the first Saturday of the Rally.

For 2014 the Indian range will be made up of the Indian Chief Classic, Indian Chief Vintage and Indian Chieftain with each of the first 1,901 models from the assembly line in Spirit Lake, Iowa being identified with a limited-edition badge numbered between one and 1901 to mark the year the first Indian motorcycles were produced. Steve Menneto, Polaris Vice President of Motorcycles, says of the decision to number the bikes: "We have been very conscientious about honoring Indian Motorcycle's storied history while establishing a foundation for what's yet to come. The lucky few who purchase these limited number bikes will truly own a piece of history, concurrently representing Indian's rich past and its limitless future."

The model line-up opens with the Indian Chief Classic, which like all three of the new motorcycles is powered by the newly developed Thunder Stroke 111 engine.

Highlights on this base model include keyless starting, ABS, cruise control and throttle-by-wire as standard. A visual clue to the Indian heritage is given with the deeply valanced fenders used on the Chief Classic and the War Bonnet decoration on the front fender. The fenders have been designed to also cover the brake calipers, yet still expose the chromed wire spoked wheels and white wall tires.

Indian builds upon the basis of the Chief Classic as it adds a windshield and leather bags to create the Chief Vintage. Both the windshield and fringed leather bags have been designed for quick and easy install/removal without tools.

Billed as the first Indian to be sold with a hard fairing and hard saddle bags, the Chieftain sits at the top of the 2014 Indian Motorcycle range. The Chieftain's fairing features integrated driving lights, and a power windshield, said to be an industry-first for a fork-mounted fairing. Additional standard features include hard saddlebags with remote locks and quick-release anchors, a high-output audio system featuring integrated Bluetooth smart phone connectivity, and a tire pressure monitoring system.

"When we acquired Indian Motorcycle two and a half years ago we set out to capture the heart, soul and legendary heritage of this iconic American brand and then infuse it with unparalleled design, engineering and state-of-the-art technology," says Scott Wine, CEO of Indian parent company Polaris Industries. "The three new Indian Chief models we revealed at the Sturgis Museum represent the results of our journey and the future of this brand. The launch event was a triumphant day for all of us, and I know motorcycling fans around the world proudly join us in celebrating Indian Motorcycle and the realization that choice in American motorcycles is here to stay."

Indian Motorcycle plans to have 125-140 North American and 70 international dealers by year end, and the full line of 2014 Indian Chief models are available for order and due to arrive in dealerships in September, along with an extensive array of apparel, parts and accessories.

www.indianmotorcycle.com

The 2014 Chieftain is the first Indian motorcycle to feature both a hard fairing and hard bags, with the fairing featuring an electrically operated screen



The distressed brown leather saddlebags and windshield of the Chief Vintage are both quick release for easy fitting and removal



The Indian Chief Classic may be the base model in the 2014 range but it has as standard keyless starting, ABS, cruise control and throttle-by-wire

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