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

Harley sees new model, anniversary and restructuring benefits in third quarter

HARLEY-Davidson's third quarter fiscals (released October 22nd 2013) revealed improvements in earnings, sales income and motorcycle unit sales that had Chairman, President and Chief Executive Officer Keith Wandell purring as the company starts to bank the benefits of the draconian measures that he implemented on taking over as CEO four years ago.

"Harley-Davidson had a great third quarter, with strong financial performance and retail sales growth," said Wandell.

"Rider response to the 2014 motorcycles we introduced in August was extremely positive. In fact, initial retail sales of the new 'Project Rushmore' motorcycles sparked the largest year-over-year new model year sales increase in two decades.

"We also capped our year-long 110th Anniversary celebration in late August when throngs of riders joined us in Milwaukee from around the world

for a huge three-day party like only Harley-Davidson can throw.

"Everyone at Harley-Davidson is proud of our accomplishments and results so far this year, as we continue to see the benefits of our manufacturing, product development and retail strategies," Wandell said.

Dealers worldwide are said to have sold 70,517 new Harley-Davidson motorcycles in the third quarter of 2013, compared to 61,053 motorcycles in the year-ago quarter. In the U.S., dealers sold 48,529 new Harley-Davidson motorcycles in the quarter, up 20.1 percent, compared to sales of 40,402 motorcycles in the year-ago period.

In international markets, dealers sold 21,988 new Harley-Davidson motorcycles during the third quarter, up 6.5 percent compared to 20,651 motorcycles in the year-ago period, with unit sales up 10.0 percent in the Asia Pacific region, 1.6 percent in the EMEA region, 15.6 percent in the Latin America region [Europe, Middle East and Africa], and 7.0 percent in Canada.

Motorcycle shipments (as opposed to dealer sales) were said to be in line with prior guidance and up by 2.3 percent on the year-ago period at 54,025.

Retail sales were said to be driven by strong double-digit growth in the sale of touring motorcycles following the third-quarter launch of the Company's 'Project Rushmore' line of revamped motorcycles.

Harley-Davidson says that it continues to expect to ship 259,000 to 264,000 motorcycles to dealers and distributors worldwide in 2013. The Company continues to expect full-year 2013 gross margin of 35.25 percent to 36.25 percent.

The Company also says that in the third quarter, it incurred restructuring charges of just \$0.6 million. Harley-Davidson continues to expect restructuring activities initiated since 2009 to result in one-time overall costs of approximately \$485 million, of which approximately \$3 million will be

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NOV 2013
ISSUE #172

NEWS



Zodiac Racing 2013
European Champion



NAMZ position themselves for
continued market leadership

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PRODUCTS

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An extra wheel was certainly a talking point on Roman Bus' Pure Vision and was interesting enough for the sidecar outfit to place fifth in the World Championship of Custom Bike Building





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News

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Bradley Report: 16-18

AMD introduces a new feature, a semi-regular column by founder Robin Bradley based on news collected from his conversations with market contacts, show visits, and his inbox...



Industry Extra: Rocket Bobs Cycle Works 21-24

Rocket Bobs Cycle Works may only have been established in 2009 but the Oxfordshire-based business has already established itself as an internationally renowned business through its award-winning custom builds and extensive parts line, which it ships globally

Products: The new, the best and the must-haves 29-53



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World Champs: 'Pure Vision' by Wildstyle 55-56

Two sidecar outfits were entered in the Freestyle class of the 2013 World Championship of Custom Bike Building, and Pure Vision from Czech Republic shop Wildstyle was the highest scored in fifth place



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AMDs all new 'HOT 100' program

DOWN the years I have often written about the importance of innovation, of new product development. It is critical at the best of times, but when business is in the doldrums and nobody is buying what you've been offering, then the importance of finding something that your potential customers will want to buy is self-evident.

I have also, frequently, pointed to the research that shows how the two most important downturn activities and investments are research and development and marketing.

These are the twin pillars of recovery from tough times, and countless academic and economic treatise have pointed to the direct correlation between high and low downturn R&D and marketing spend, and the relative fortunes of businesses as their markets emerge from recession.

Even humble little old 'us' are trying to do our bit to be as future-facing as possible, and one such idea that we are launching this month involves a special digital-only edition of AMD Magazine that will highlight what appear to be the best, most important, or certainly more interesting new product introductions of the current trading period.

Every month we carry as comprehensive as possible a survey of the new or recent items that new and established vendors have for dealers in the v-twin and custom bike industry, and there is inevitably somewhat of a peak cycle to such introductions - typically from around September and October, through to the V-Twin Expo show period to March, or thereabouts.

AMDs all new 'HOT 100' is an accolade that you will see appearing alongside certain selected product items that appear in our monthly editions - there are several highlighted as such in this edition - and these products and their manufacturers will form the content of a 'HOT 100' special digital-edition of AMD Magazine that we'll make available online to dealers and consumers in the spring of each year.

In Europe the mainstream 'metric' liquid-cooled motorcycle market is not doing very well at present - indeed that may well be the understatement of the decade! As recently as 2007/2008 total PTW (Powered Two Wheeler) sales in Europe were a tad under 3m units a year - by the end of this year that will have declined to a tad over 1m in 2013, at best!

Each year we prepare a special edition of our sister dealer magazine in Europe, International Dealer News, which is for so-called 'metric' or 'mainstream' franchised motorcycle dealers. It is published immediately prior to the annual 'Milan show' (EICMA) and the biennial 'Cologne Show' (INTERMOT) and, along with the expo review editions we produce after these shows, generally marks a high-point in the new product introduction cycle.

However, this year it was startling to note what thin pickings our survey of exhibitors revealed as the mainstream parts, accessory and apparel industry in Europe recoils from the disastrous fall in market activity taking place.

Of more reassuring interest, however, has been the response to our recent "new product information call" vendor communications here in the v-twin and Harley-Davidson aftermarket - on both sides of the Atlantic.

In 2010 there were several indicators that made it look like, for a moment or two, the downturn was going to have ended up being a relatively short (24 or 36 months duration down-cycle - and an encouraging burst of new product activity at the V-Twin Expo that year was one of those apparent indicators.

However, it wasn't sustained, just as the promise of encouraging early season sales-activity didn't sustain that year, and the downturn became the much deeper and longer-term malaise that many observers had been predicting.

I am though pleased to be able to report that so far this season the new product activity that we are hearing about is promising, and coming this early and taken with the other indicators that we are seeing maybe in the coming 12 months will not just see the modest single digit average growth of the past 12 to 24 months sustained, but perhaps even improved upon.

Either way, the early indicators in market R&D investment terms are encouraging, so it will be a pleasure to be able to use AMD's new 'HOT 100' program to highlight the new product developments that we think are worth a second look, worthy of a 'mention in dispatches'.

If you have, or know about anything new that you think people should know about, please let us know!

Meanwhile look out for the 'HOT 100' logo in this and future editions of AMD Magazine be sure to let your customers know about the products that are causing the greatest interest in the market this season.

We have to innovate to survive - the OEs we make parts for do so, and so must the parts and accessory industry. This is not 'new news'. However the importance of keeping the R&D and marketing investments rolling when times are tough hasn't been the easiest of 'received wisdoms' for our industry to embrace this time round - so to those who have managed to do so ... respect!



Robin Bradley
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<<< Continued from cover

accounted for in the 2013 fiscals.

Against this, their balance sheet performance will see the benefit of savings of approximately \$305 million in 2013 from those activities. This is said to be going to rise to annual ongoing savings of approximately \$320 million, beginning in 2014.

For the nine months of 2013 so far, dealers sold 214,964 new Harley-Davidson motorcycles worldwide, compared to 206,444 motorcycles in the year-ago period (up by 4.13 percent), with retail unit sales up 4.1 percent in the US, 11.3 percent in the Asia Pacific region, 20.1 percent in the Latin America region and 3.7 percent in the EMEA region, and down 2.2 percent in the first nine months of 2012.

Third quarter operating income from motorcycles and related products grew 21.2 percent to \$175.5 million in the third quarter of 2013, compared to operating income of \$144.8 million in the year-ago period. Operating income in the quarter is said to have benefited from higher motorcycle shipments, higher gross margin and lower restructuring expense, compared to the prior-year period.

Third quarter revenue from motorcycles grew 10.7 percent to \$857.0 million, compared to \$774.0 million in the year-ago period.

Third quarter revenue from motorcycle parts and accessories was \$250.2 million during the quarter, up 7.0 percent; revenue from general merchandise (which includes MotorClothes apparel and accessories), was \$66.1 million, down 12.6 percent, compared to the year-ago period.



Harley-Davidson sales revenue and production data... 3rd quarter 2013

Income statements in \$1,000s (except share)	THREE MONTHS ENDED		NINE MONTHS ENDED	
	SEPT 2013	SEPT 2012	SEPT 2013	SEPT 2012
Net sales revenue	\$1,180,284	\$1,089,268	\$4,225,998	\$3,931,684
Gross profit	\$416,315	\$377,904	\$1,537,627	\$1,398,231
Total operating income	\$251,539	\$217,102	\$1,031,666	\$884,073
Net income	\$162,716	\$134,001	\$658,584	\$553,286
Diluted earnings per common share	\$0.73	\$0.59	\$2.93	\$2.40

NET SALES REVENUE

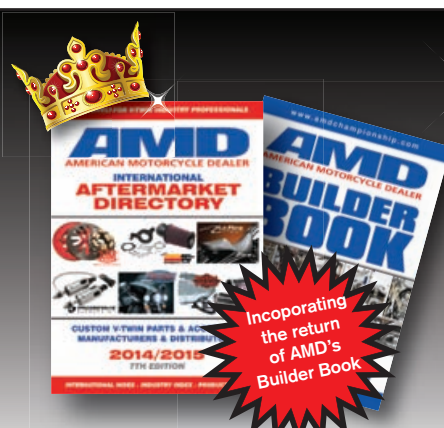
Figures are shown in \$1,000s	THREE MONTHS ENDED		NINE MONTHS ENDED	
	SEPT 2013	SEPT 2012	SEPT 2013	SEPT 2012
H-D Motorcycles	\$857,029	\$773,979	\$3,285,738	\$2,993,657
Parts & Accessories	\$250,153	\$233,749	\$703,779	\$698,381
General Merchandise	\$66,134	\$75,632	\$219,978	\$225,375
Total	\$1,180,284	\$1,089,268	\$4,225,998	\$3,931,684

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

United States	32,061	33,152	139,814	131,119
Exports	21,964	19,641	74,039	69,439
Total H-D	54,025	52,793	213,853	200,558

PRODUCT MIX	SEPT 2013	SEPT 2012	SEPT 2013	SEPT 2012
Touring	23,011	18,483	86,727	77,859
Custom	19,111	20,719	84,728	78,430
Sportster	11,903	13,591	42,398	44,269
Total	54,025	52,793	213,853	200,558

RETAIL SALES OF H-D MOTORCYCLES:	SEPT 2013	SEPT 2012	SEPT 2013	SEPT 2012
United States	48,529	40,402	141,476	135,925
Canada	2,759	2,578	9,876	9,526
Europe	9,629	9,476	35,410	36,206
Asia Pacific Region	6,626	6,024	19,777	17,774
Latin America Region	2,974	2,573	8,425	7,013
Total	70,517	61,053	214,964	206,444



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Zodiac Racing 2013 European Champion

LEADING up to this year's European Drag Race finals at the Santa Pod Raceway in the United Kingdom in September, the Zodiac Racing team had a firm lead in the SuperTwin Top Fuel FIM European Championship. Ronny Aasen, the Norwegian rider of the 1000hp plus Zodiac Nitro Harley, had a one round advantage over Dutch native Job Heezen, as well as Vesa Lipponen from Finland. In addition, Finnish rider Samu Kemppainen and Christian Jäger from Germany still had a realistic chance of winning the championship, too.

After the Hockenheim round Ton and Vincent Pels, the father and son team behind Zodiac, had a closer look at the data and decided to put more fuel into the engine for the last race of the season. Even though the engine was already consuming over 12 gallons of nitromethane fuel per minute, they still had the feeling the piston ring damage in



Hockenheim was caused by detonation. It looked to be the right decision, as during the first qualifier the bike smoked its 14in rear tire for the first time in the season. The 1.11s sixty-foot time showed that soft launches were a thing of the past, and justified the set-up changes.

For the second round, the ignition curve was changed a little, and this time the tire stayed hooked. Ronny was on form with a 1.12s 60ft, 2.86s 330ft and a 4.17s 1/8th mile ET, with a 214.9mph top speed. However, at this point the bike got loose and Ronny had to shut down and he fought to control the bike.

The run still resulted in a 6.599s ET coasting through the finish line at 169mph. The 1/8th mile speed looked too good to be true and it turned out it dropped the front wheel between the speed traps, causing the speed to be recorded higher. Still the data logger showed that the speed was around 200MPH at the 1/8th mile and with the 4.17s ET on the first half, it was the best the bike had ever done by far. The 6.599 put the Zodiac team in the preliminary number one spot, more than 2/10 of a second ahead of Samu Kemppainen.

In the 3rd qualifier Ronny was able to duplicate the run-up to the 330ft mark and this time the bike ran a lot smoother. However, the primary belt broke after 350ft causing the engine to over rev. As a result of this, the team decided to sit out the last qualifier and rebuild the engine for Sunday's elimination. Due to getting the number one qualifying spot the team had a bye run in the first round on the Sunday. In that round the bike launched hard with a little tire shake, but after a few feet the tire hooked up and ran its best

60ft time ever. Then small flashes started to come out of the side of the bike and soon they became bigger flames. Ronny noticed something was wrong and shut off. Luckily there was no opponent in the other lane, so the round win was there.

In the pits the damage was evaluated; the rear head had lifted. Ton and Vincent quickly started to replace the head, while Ronny was doing the routine maintenance of replacing the con-rod bearings from under the bike. When the engine was warmed up for the second round of eliminations, a lot of smoke came out of the exhausts of the front cylinder, indicating more problems.

Frantically the team tried to replace the piston and cylinder, but they did not make it in time. Ironically, Ronny had to race Vesa Lipponen who now had a freebie to the final. This left the championship to be decided in the final between Sumu and Vesa, and it was a situation the Zodiac team did not like, as it was in Samu's hands whether they would become champion or not. If Vesa wins the final, he is the champ. If Samu wins the final, the Zodiac team wins the championship. Samu did what he needed to do, and in a nice 6.76 at 206mph he took the event win and the Zodiac team took the European Championship.

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Mustang unifies operations, announces custom seat program

FOLLOWING on from its hiring of V-twin industry veteran Steve Veltri, best known for his time at Custom Chrome, Mustang has consolidated all of its various departments at its original factory in Three Rivers, Massachusetts, and announced plans to introduce a custom seat program.

Commenting on the changes, Marilyn Simmons, Mustang's Marketing Director and sister of founder Al Simmons, said that "with the exception of our big-rig crew out at the rallies, our entire team is now in the same New England town we have been in since the company was

founded back in 1980.

"A benefit of bringing sales, marketing, R&D and manufacturing together is that we can greatly accelerate the time it takes to bring a new seat to market and introduce the first custom seat program ever offered in our 33 year history," said Simmons.

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Lehman Trinity LLS conversions for Harley-Davidson FLH

LEHMAN Trikes' newest model launch is the Trinity LLS for Harley-Davidson FLH motorcycles.

The Trinity LLS combines independent suspension with a durable one-piece body in a classic design.

The dual H-arm suspension provides the proper geometry for consistent handling and precise control. An optional adjustable lean control (ALC) toggle switch, located on the fairing, allows the rider to choose their desired level of riding performance from firm in corners to soft on rough roads for riding comfort and enjoyment.

A large, lockable trunk space and

parking brake are standard, and exact color match paint is available, and optional mechanical reverse, triple tree, and hitch kit are among other accessories allowing owners to customize the trike to their specific needs. "The Trinity LLS is for the customer who prefers classic styling but wants independent suspension," said Craig Arrojo, President of Lehman Trikes. "There is no doubt that riders will appreciate the exceptional handling and seamless styling of the Trinity LLS."



The Trinity LLS has a three-year, unlimited mileage warranty on Lehman Trikes components and assembly.

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WELL known electrical products manufacturer and author Jeff Zielinski is one of the market's leading custom bike electronics specialists with a product line that is sold the world over by most leading importers and distributors.

In addition to aftermarket products for Harley-Davidson models, NAMZ also provide products and support for most OEMs and their dealers all over the world, and pride themselves with staying on top of model changes so that they can continue to provide "top notch products and service" for their customers.

Jeff recently pointed to the changes that Harley-Davidson has made to its model line-up for 2014 and the

challenges that those changes represent for the aftermarket.

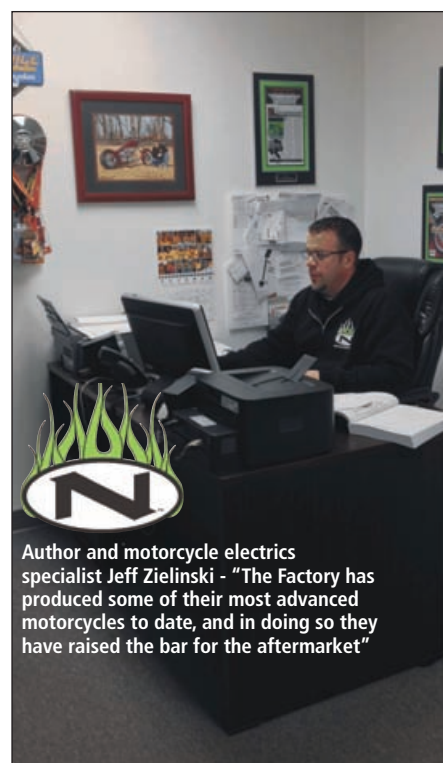
"The Factory has produced some of their most advanced motorcycles to date, and in doing so they have raised the bar for the aftermarket – both in terms of product design and features, as well as quality and compatibility.

"No aftermarket business can stand still at the best of times, but following what has happened to the motorcycle industry in the past five years, aftermarket vendors have to place the same priority on R&D, production and process, and new product design thinking that the motorcycle manufacturers themselves are doing.

"At NAMZ, we have added a conveyor based, heat-shrink tunnel machine that will automate our heat shrinking process along with a computer based wire harness testing machine that will eliminate any possible wiring errors.

"In order to install these machines, we have invested in more building space, taking us to over 10,000 square feet, and putting us in the position to be able to promise some big news in early 2014 that will continue to keep us and our dealers in the lead when it comes to motorcycle electrics."

www.namzccp.com



Author and motorcycle electrics specialist Jeff Zielinski - "The Factory has produced some of their most advanced motorcycles to date, and in doing so they have raised the bar for the aftermarket"

Polaris reports sales growth of 25 percent

POLARIS Industries, the parent company of both Victory Motorcycles and Indian Motorcycles, has reported record third quarter net income of \$116.9 million, or \$1.64 per diluted share, for the quarter ended September 30, 2013.

The figures are up 24 percent and 23 percent, respectively, from the prior year's third quarter net income of \$94.3 million, or \$1.33 per diluted share. Sales for the third quarter 2013 totaled a record \$1,102.6 million, which represents an increase of 25 percent over last year's third quarter sales of \$879.9 million.

Scott Wine, Polaris' Chairman and CEO, said: "Our record third quarter results reflect both the ongoing demand for our existing products and the potential contained within the initial shipments of our model year 2014 vehicles, the largest new product introduction in the Company's history. In the third quarter, we launched more new vehicles than in any previous model year, led by the much anticipated debut of Indian Motorcycles along with several innovative variants of Rangers, RZR ATVs and Victory motorcycles.

Additionally, to complement and enhance our consumers' experience with these vehicles our PG&A business introduced over 300 new model year 2014 accessories plus an expanded apparel line-up. While the new model year 2014 vehicles and accessories are just now arriving at dealers in meaningful quantities, the initial feedback has been extremely positive from consumers to the trade magazines. To receive such accolades is always gratifying, but we realize that we must remain focused on achieving the full market potential of these recently released new products while continuing to develop the next wave of industry leading products."

Wine added, "Though much of our effort was focused on successful product launches, we also achieved a number of financial milestones during the 2013 third quarter, including eclipsing the quarterly \$1 billion sales mark for the first time in Polaris' history. Our international business performed exceptionally well, up 38 percent during the quarter despite a weak economic environment. Part of the international growth came from our most recent acquisition, Aixam Mega, an important addition to our expanding Small Vehicles portfolio."

Sales for the Motorcycles division, which includes both Victory and Indian motorcycle sales, decreased six percent to \$49.4 million in the 2013 third quarter compared to the same period last year. The decrease in the 2013 third quarter sales is due to Victory dealers continuing to calibrate their inventory levels under the new 'Retail Flow Management' order taking process, which closely ties dealer shipments with retail sales, and weaker international motorcycle sales, partially offset by a limited number of model year 2014 Indian motorcycles that began shipping late in the quarter.

Victory North American consumer unit retail sales were strong for the 2013 third quarter, increasing over 30 percent compared to a year ago. The overall industry performed well also, as North American industry heavyweight

cruiser and touring motorcycle retail sales increased about 20 percent during the 2013 third quarter as compared to the prior year's third quarter.

The much anticipated re-launch of Indian Motorcycle occurred during the 2013 third quarter with the introduction of three all-new model year 2014 Indian Chief models: the Chief Classic, Chief Vintage, and the Chieftain. North American motorcycle dealer inventory increased slightly over 2012 levels due to an increase in the Victory dealer count and initial shipments of Indian motorcycles.

Gross profit across Polaris Industries was 30.4 percent of sales for the third quarter of 2013, an increase of 90 basis points from the 2012 third quarter. Gross profit dollars increased 29 percent to \$334.8 million for the third quarter of 2013, compared to \$259.8 million for the third quarter of 2012. The increase in gross profit, both in terms of absolute dollars and as a percentage of sales, primarily arose from continued product cost reduction efforts and higher selling prices, offset somewhat by higher promotional costs.

Operating expenses for the third quarter of 2013 increased 31 percent to \$165.2 million compared to \$126.4

million for the third quarter of 2012. Operating expenses in the third quarter of 2013 increased primarily due to higher sales and marketing costs related, in part, to the Indian Motorcycle re-launch.

Income from financial services increased 42 percent to \$11.7 million during the third quarter of 2013 compared to \$8.2 million in the third quarter of 2012, due to increased profitability generated from the retail credit portfolios with Sheffield, GE and Capital One and higher income from the dealer inventory financing through Polaris Acceptance.

Equity in loss of affiliates was \$0.6 million for the third quarter 2013, which represents the Company's portion of the start-up costs related to the Polaris/Eicher joint venture in India established in 2012.

Other income, net was \$2.6 million in the third quarter of 2013, compared to \$4.0 million in the third quarter of 2012. The income generated in the third quarter in both 2013 and 2012 came as a result of foreign currency exchange rate movements and the resulting effects on foreign currency transactions related to the Company's foreign subsidiaries.

www.polarisindustries.com



Third Quarter Performance Summary (in thousands except per share data)

Product line sales	Three Months ended September 30			Nine Months ended September 30		
	2013	2012	Change	2013	2012	Change
Motorcycles	49,372	52,384	-6%	151,041	160,395	-6%
Total Sales	\$1,102,649	\$879,939	+25%	\$2,693,358	\$2,309,135	+17%
Gross profit	\$334,785	\$259,785	+29%	\$803,771	\$671,497	+20%
Operating expenses	\$165,163	\$126,445	+31%	\$428,202	\$351,574	+22%
Operating income	\$181,293	\$141,567	+2%	\$408,816	\$343,548	+19%
Net income	\$116,921	\$94,345	+2%	\$272,389	\$224,246	+21%

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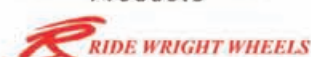
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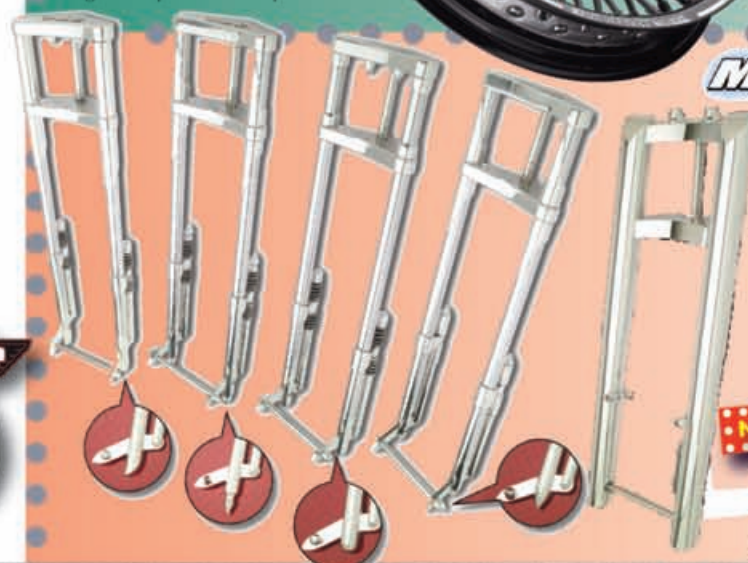
- Kit includes: ANDREWS main shaft, cover, kicker kit, and arm. (Pedal will be separate purchase).
- Kit fits ONLY 1991-2003 5 speed Sportsters.
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- Kit is bolt on, but you will have to change main shaft in your transmission.
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- Yes you will maintain your starter.



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Sturgis Museum accepting Hall of Fame nominations

NOMINATIONS are now being accepted by the Sturgis Motorcycle Museum for the 2014 Hall of Fame and 2014 Freedom Fighters Hall of Fame. Individuals, organizations and businesses considered for induction into the Hall of Fame will have made a positive and significant impact on motorcycling. Individuals considered for the Freedom Fighters Hall of Fame will have made a significant impact through their work in grassroots rights efforts.

The Sturgis Motorcycle Hall of Fame honors those who have dedicated much of their lives to improving, promoting and advancing our great sport and lifestyle. The Freedom Fighters Hall of Fame recognizes the sacrifices individuals make across the nation and world, have made to protect the rights of motorcyclists through their efforts in the political arena, and in grassroots motorcyclists rights organizations.



Nomination forms must be accompanied by credentials, which explain why an individual should be considered for induction. A comprehensive overview of their accomplishments is necessary to make an informed and educated decision. Biographical information,

newspaper articles, historical documents, etc. may be submitted. Credentials should be no longer than five pages long, including nomination form.

Nomination forms can be downloaded at:

www.sturgismuseum.com/assets/file-manager/14-nomination-form.doc, and the Freedom Fighters nomination form at: www.sturgismuseum.com/assets/file-manager/ffhof-nomination-norm.doc

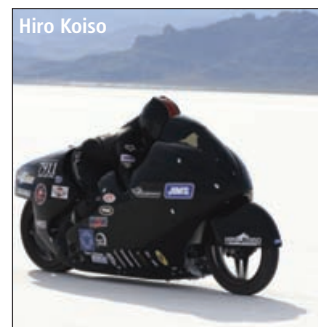
or by phone 605 347 2001 or e-mail: info@sturgismuseum.com

www.sturgismuseum.com

JIMS sponsored racers set records at Bonneville

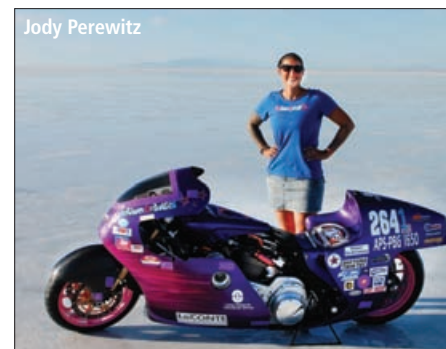
JIMS USA sponsored racers Jody Perewitz and Hiro Koiso both achieved land speed records during the 10th annual Bonneville BUB speed trials. Jody Perewitz of Team J'Witz achieved her 10th land speed record at 207mph on the salts. The latest record is a follow-up to her achievement in September 2011, when she became the first woman to go over 200mph on an American V-twin. The bike she used for her records is powered by a 100ci V-twin with JIMS cylinders, flywheel and engine cases.

Also at the 10th annual BUB Motorcycle Speed Trials, the Las Vegas based Hiro Koiso Racing team took three new land speed records, including two AMA national records (3000-MPS-PBG class 210.646 mph, 3000-MPS-PBG class 214.342 mph) and a FIM world record of 214.653mph in the 3,000cc partially streamlined, force-induced class. The new world record is 22mph above the existing record. The highly modified 2006 Harley-Davidson Dyna is powered by a JIMS 135ci Twin Cam Race engine and was modified by T-Man



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Buell launches 1190RX sportbike

LESS than four years after Harley-Davidson closed its Buell Motorcycles subsidiary, Erik Buell is finally back in the production streetbike market.

His Erik Buell Racing (EBR) business used the occasion of the first AIMExpo at Orlando, Florida, in October to unveil the successor to their race bred limited edition 1190RS Super Bike – the 1190RX street legal sportbike.

Based on its ET-V2 1190 cc liquid cooled v-twin engine, the 1190RX weighs in at just 419 pounds, and delivers 185bhp, and an almost

unprecedented 102 ft.lbs of torque – said to be one of the highest levels of peak torque even seen on a street legal production sportbike.

With 21 traction control settings and broad torque band, the engine is said to deliver a combined highway/city fuel economy of over 40 mpg and hydrocarbon and nitrous oxide exhaust emissions that are said to be less than 25 percent of those allowed by the US Environmental Protection Agency standards (carbon monoxide emissions are said to be just 6 percent of the level allowed by US

federal regulations).

With what is quite rightly being described by the company as a "breakthrough engine design", race inspired handling features, all-new styling and scientifically-derived aerodynamics, EBR is claiming that the 1190RX rivals "the performance and driveability of any superbike produced by any manufacturer in the world."

The EBR 1190RX is completely assembled at the East Troy, Wisconsin, facility with full scale production scheduled to begin in December 2013 at a remarkable domestic US MSRP of \$18,995.

In a comprehensive approach to the launch, EBR has announced representation on the European market with an import organization being headed by Dutchman Edwin Belonje – Managing Director of Erik Buell Racing LLC.

Formerly managing director for Zero Motorcycles in Europe, and the international Sales and Marketing



Manager for Triumph Motorcycles in Europe and Asia, Belonje said that "it is a great challenge for me to build and expand the famous Erik Buell Racing brand in Europe. I am convinced that with the innovative capabilities of EBR Motorcycles, the products will be distinctive in the market place.

"My first task I to set up a European distribution network, and while the EBR 1190RX is impressive, I believe there is much more to come."

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East Troy, Wisconsin, USA
info@erikbuellracing.com
www.erikbuellracing.com





THE BRADLEY REPORT™

By AMD founder Robin Bradley

R. Bradley

robin@dealer-world.com

Remus custom exhausts

An increasingly familiar sight at shows and rallies in Europe, Austrian manufacturer Remus has invested heavily in "sound design" to deliver EC approved exhausts that are said to produce high quality sound as well as performance gains



STARTED in Austria with five employees in 1990, 23 years later the Remus-Sebring Group employs around 500 people and has a total manufacturing space of some 300,000 sq ft (approx 28.00 sq m).

Still under the leadership of founders and CEOs Angelika and Otto Kresch, the company now claims to be the "world market leader in sports exhausts."

The company manufactures automotive and motorcycle exhausts, with the emphasis on performance and sports systems, and exports more than 95 percent of production to more than 60 countries worldwide.

They first launched a range of custom exhausts in 2006, and now offer fitments for most popular and current Harley-Davidson models and

"we develop each exhaust to match the stock configuration

custom bike applications.

Remus custom exhaust specialist Hans Hoenigmann told AMD "we develop our custom exhausts to match the unique properties and requirements of the stock configuration for each of Harley-Davidson's models and engine families.

"The re-jetting of carbs or ECU remapping is not essential when using a Remus custom exhaust, but if engine modifications are carried out, our systems can still be used subject to the appropriate fuelling

modifications because of the way we have optimized gas flow characteristics".

Remus use heat shields (up to 270 degrees) where required and incorporate stepped header designs where research and development has

found them to deliver superior results, and offer a two year warranty against manufacturing defects. The company offers road legal, EC-approved and non-approved slip-ons and full systems for Harley models and said that fitments for current



Remus custom exhaust specialist Hans Hoenigmann says: "There are many exhausts on the market that claim to have found ways of protecting or even enhancing the sound, but the truth is that doing so is not as easy as most manufacturers believe. We have found that it is possible, but only because of the research and development center resources that we have available here at Remus."

Remus offer slip-ons and replacement full systems





Remus now offer a choice of five end cap styles in chrome and matt black



Victory models will be available soon.

"Our latest highlights are changeable end-caps, electronically controlled sound and mechanically sound controlled systems that feature 'on-the-fly' sound adjustment by means of valves," says Hoenigmann.

"I've been working with Harley-Davidsons for over 15 years in total, and during that time the ever-tightening regulations have made it increasingly difficult for exhaust manufacturers to be able to protect the characteristic sound that is such an important part of the Harley-



Davidson ownership and riding experience.

"There are many exhausts on the market that claim to have found ways of protecting or even enhancing the sound, but the truth is that doing so is not as easy as most manufacturers believe. We have found that it is possible, but only because of the research and development center resources that we have available here at Remus.

"It has taken a considerable investment and a large engineering crew to give the Remus-Sebring group the "Sound Design" capabilities that it is internationally respected for.

"It is thanks to the expertise of the Remus in-house acoustic laboratory that we have been able to develop individually optimized sound capabilities for all the exhausts that we manufacture, and in the case of our Harley-Davidson and custom exhaust



we have been able to develop individually optimized sound capabilities

systems our electronically operated systems or hand-adjusted mechanical actuators give sound modulation that is tuneable to the specific requirements of individual models."

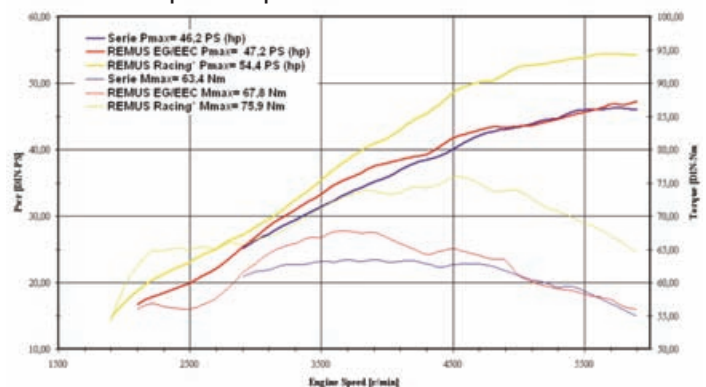
Manufactured in high quality stainless steel, with a choice of finishes (including chrome and matt black coating) the investment that Remus has made in what it describes as "harmonic design" has the double advantages of meeting noise regulations while still delivering a characteristic sound.



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Remus 883 Sportster slip-on



EBR to be North American and European distributor for bikes made by India's Hero MotorCorp

AS first intimated here some five months ago, in addition to producing its own newly unveiled sport bike, Erik Buell Racing (EBR) is to distribute Hero brand motorcycles and scooters in North America next year.

India-based Hero MotoCorp is the world's largest manufacturer of two-wheeled vehicles and a

major shareholder and investor in Erik Buell's post Harley-Davidson re-emergence as a major player in the motorcycle industry.

Buell is on record as saying that his collaboration with Hero began in 2011 when he was contracted to deliver a concept hybrid scooter for Hero at the



January 2012 Delhi show.

"In early 2012, we entered a long-term strategic partnership to provide technical expertise

and engineering service for Hero," says Buell. "Since then the alliance has grown stronger, culminating in Hero MotoCorp purchasing a minority share in EBR this past summer."

Hero MotoCorp produces more than six million two-wheelers in India annually and signposted its long-term intentions when it became a sponsor of the EBR race team in the AMA Pro Road Racing Championship.

Drag Specialties' 2014 ShowCase series

THE Parts Unlimited/Drag Specialties Regional ShowCase program has been refined for 2014.

With vendors reporting a disappointing dealer turn out at Anaheim, California in 2013, but encouraged by a better than expected attendance at the East Coast event, Drag Specialties has confirmed that it will again host a Regional ShowCase at King of Prussia, Pennsylvania, on March 22-23 2014.

Instead of Anaheim, and in addition to their regular 'headquarters' event at Madison, Wisconsin towards the end of August each year the company is to host dealers and vendors at the AmericasMart, Atlanta, February 22-13 2014 - the same weekend as the AMA Supercross race at the Georgia Dome.

Speaking to Powersports Business Drag Specialties' respected National Sales Manager Jim Matchette said "That show is just going to be a monster."

This year's ShowCases are reported to have attracted a combined turn-out

of some 600 vendor displays and the program provides Parts Unlimited and Drag Specialties reps with the opportunity to educate their dealers about new products and introduce them to the vendors they represent. "It is really important to get the dealers fired up to learn and see new products.

"That's how we're going to keep the industry moving. I think our future ShowCases are going to be bigger and better and more successful each year - 2013 was our training wheels". Matchette went on to say that the goal is to have visited nearly every region in the US within the next several years.



Mark Blackwell new MIC Chair

MARK Blackwell, Vice President, Special Projects, Polaris Industries, has been elected Chair of the MIC Board of Directors. Blackwell has served intermittently on the board since the early 1980s and takes over from outgoing Chair Larry Little, who remains an active elected board member after having served as Chair for the last 10 years.

"It is an honour for me to serve the industry as Chair of the MIC," said Blackwell. "This is a very exciting time for the industry and for the MIC. Although we certainly face many challenges, I believe the MIC's work in providing valuable research, educational opportunities and government relations and marketing support are all vital to our

current and future success. Also, I'd like to thank Larry for his lengthy tenure and for continuing service as a director. On behalf of the members, the other directors and the industry at large, we are grateful for his exemplary service, leadership, counsel and investment."

Blackwell added that one of the many initiatives that he's excited about is the recent implementation of the MIC's new dealer and retailer class of membership. He said: "I am excited about the many benefits MIC can provide to dealers, including the ever expanding range of marketing and statistical information, as well as educational opportunities like the new webinar series. Plus, having dealer representation across the country will add a powerful

voice when the MIC works on behalf of the industry on legislative and regulatory matters and increasing other threats to our industry."

The Motorcycle Industry Council exists to preserve, protect and promote motorcycling through government relations, communications and media relations, statistics and research, aftermarket program, development of data communications standards, and activities surrounding technical and regulatory issues. As a not-for-profit, national industry association, the MIC seeks to support motorcyclists by representing manufacturers, distributors, dealers and retailers of motorcycles, scooters, ATVs, ROVs, motorcycle/ATV/ROV parts,



Industry veteran Mark Blackwell has been named Chair of the MIC Board of Directors

accessories and related goods and services, and members of allied trades such as insurance, finance and investment companies, media companies and consultants.



www.mic.org

Dealer Expo moves to Chicago

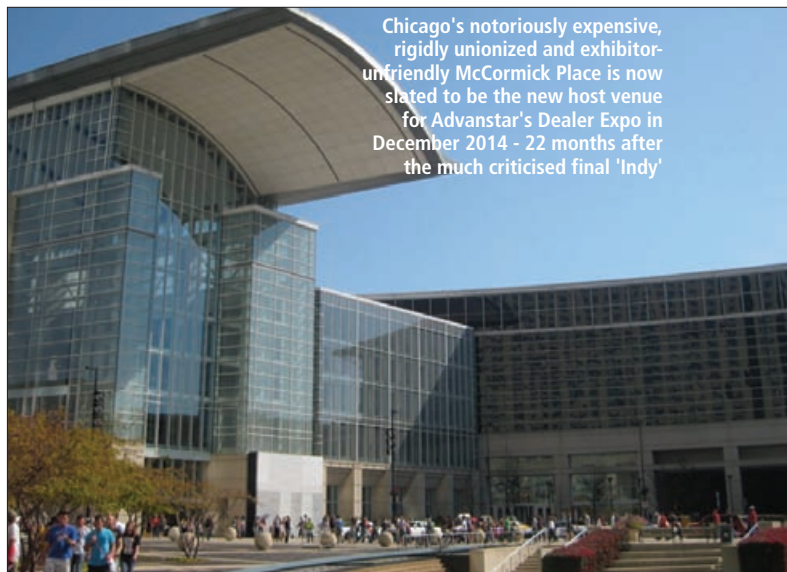
BY the time you read this edition of American Motorcycle Dealer, the all-new AIMExpo at Orlando, Florida, will have taken place already.

The cycle of domestic US powersports industry expo discontent that gave rise to the AIMExpo project, and the panic that the new show's announcement and inexorable march towards apparent success triggered at Advanstar Inc., the company that has owned and operated the 'Indy' Dealer Expo, appears to have driven 'Indy' towards its final death throes.

After multiple versions of their response to the new rival came and went, the latest twist in this particular example of self-destruction comes with Advanstar's announcement not only of yet another change of date, but also now a change of venue, too.

In the past the company has consistently insisted that, of all places, Chicago would be one of the very worst host cities in which to stage the once pre-eminent domestic US powersports industry trade show, but their latest news is indeed of a move for Dealer Expo to the notoriously expensive, rigidly unionized and exhibitor-unfriendly embrace of Chicago's McCormick Place.

What is more, having seen AIMExpo defy Advanstar's historic insistence that 'sun-belt' venues were death for the business focus of trade show attendees by successfully attracting over 400 exhibitors to the gentle climes of Florida in the Fall, Advanstar has seen fit not just to move 'Indy' even further North, but swap February for December!



Chicago's notoriously expensive, rigidly unionized and exhibitor-unfriendly McCormick Place is now slated to be the new host venue for Advanstar's Dealer Expo in December 2014 - 22 months after the much criticised final 'Indy'

Slated for December 5th - 7th 2014 (marking a near two-year gap since the last and much criticised Dealer Expo in February 2013) US industry reaction to the move(s) has been almost universally hostile.

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I'm a Rocket Man



Pete Pearson spent many years racing Japanese motorcycles but, he had a fondness for Harley-Davidsons dating back to his childhood. After taking a break from bikes he purchased a Street Bob and with wife Lisa went on to launch Rocket Bobs Cycle Works, a company combining the styling cues of Bobbers with his background in race bikes

FOUNDED in 2009, Rocket Bobs Cycle Works has already built an international following on the internet and solidified its status as a top level custom shop when one of its builds – Gas'd Rat – took third place in the Freestyle class at the 2013 World Championship of Custom Bike Building.

The place in the top five at the Championship was a major achievement for Pete Pearson, the man who established and runs Rocket Bobs with his wife Lisa. "Going to Essen for the World Championship was a real game changer for us. It was mindblowing to see the quality of some of the work on the bikes there. You see that and it's just so special, it really gets you going and gives you so many new ideas. What I got from Essen was that if you want to be taken seriously, to become a known name like Roger Goldammer, you have to go out and do some wild engineering."

Being able to achieve 'some wild engineering' is not something that should prove to be much of a problem for Pete. For as long as he can remember he's been surrounded by engines, as his father ran a garage and owned numerous MGB GTs and E-Type Jaguars, and it was in one of these that the young Pete learnt to drive, sitting on his father's lap. It was a short while later that Pete first got the bike bug, as

he explains: "I first discovered motorbikes when I was 10 or 11, and it was around that time when I first found out what a Harley was. I walked in to a room and saw one being talked about on TV, and from that point they became a lifelong passion."

Motorcycles may have become a lifelong passion, but it did not sit well with his father. At 16 years old Pete convinced his father to lend him the money to

buy a Yamaha FS1E, but his father only agreed because he considered it to be a moped, as it had pedals as well as a 50cc two-stroke engine. Within a few months Pete had paid his father back and traded the FS1E in against a Yamaha RD250. This trade did not go down well. "He didn't speak to me for a long

Continued on page 22 >>>



Voodoo Child helped to get Rocket Bobs started when Pete parked it outside his local H-D dealership - leading to the dealership manager commissioning Pete to work on one of the shop's bikes



After 80 hours of work a combined one-piece manifold, throttle body and velocity stack for a Dyna project is still not finished

<<< Continued from page 21

time after that, and that was when I started racing. I put a 400cc motor in it, raced it, blew it up, rebuilt it and carried on like that."

Racing was put on the back burner for a while when Pete went to university to study Engineering Design. Despite being well qualified in his chosen field after graduating, Pete did not follow a regular career routine, rather he decided to carry on racing and to fund his habit he took to dispatch riding in London. He takes up the story of his exploits during that time: "After university I got seriously involved in racing bikes, fast Japanese production class racers especially, but also track days, drag racing, anything that allowed me to go as fast as I possibly could. But in that race crowd telling someone you liked Harleys was opening yourself up to ridicule.

"I was dispatching in London as a way of paying



The Voodoo fender kits are one of Rocket Bobs' best selling lines and have shipped across the world

for my racing habit. I did 10 winters, and every year I'd say I'm not doing another winter. But in the summer it was the best job in the world, basically getting paid to unofficially race all day long. The money was really good then as well. Two days work was enough to be able to take the rest of the week off. It was easy to earn £500 in a week, and that was a lot of money back then, more than enough to pay for a weekend's racing."

While dispatch-riding may have been well paid it was also dangerous. After one too many of

Pete's friends died in accidents related to either dispatch riding or racing he decided it was time to put motorcycles behind him. As he says: "I had to take a break because I was constantly trying to go faster and faster and forgetting the simple joy of riding a motorbike for fun – what it's really all about." He sold his bikes and embarked upon a career in the IT industry. It was during this period away from bikes when he met Lisa, who was to have a significant impact on his life. Not only did Lisa become Pete's wife she also rekindled his interest in riding.

Pete's return to motorcycling came about as a direct result of him marrying Lisa. The wedding venue was Las Vegas, and the couple chose to hire a Harley-Davidson and get married at a ride-through chapel. It was after the ceremony when Pete was riding the Strip with Lisa as pillion that he had a moment of clarity.

"It was the best time I've ever had on a bike, riding the Strip after marrying Lisa in Vegas. When I first



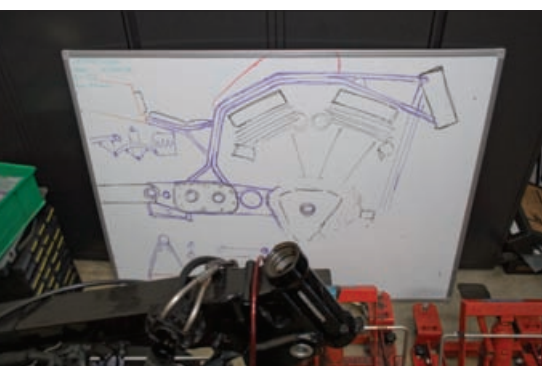
Custom designs on timing covers are not just limited to the Rocket Bobs logo



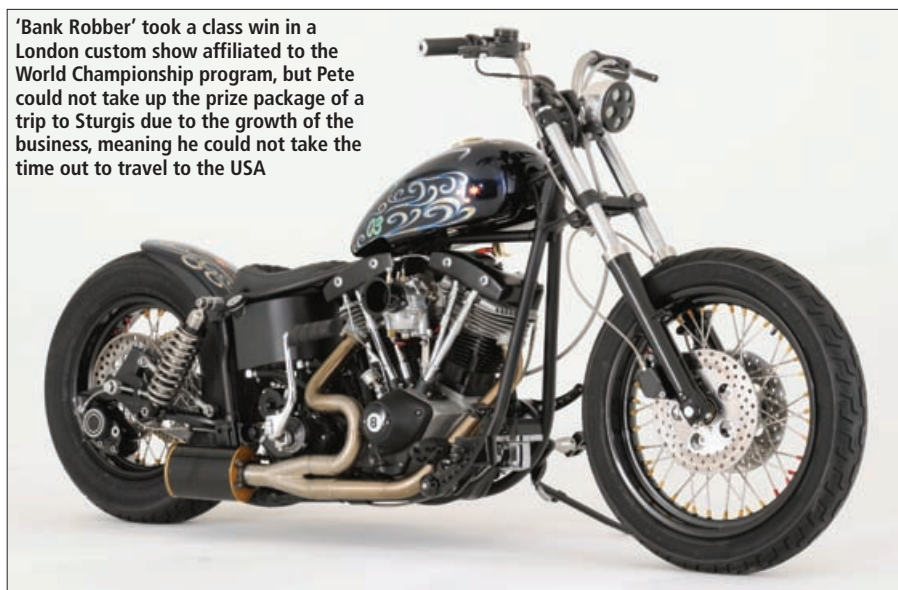
The brass oil tank caps are a matching line for the company's range of gas tank filler caps



The Gas Light fuel level sight gauges complete the line of brass gas tank accessories available from Rocket Bobs



Life-sized plans are being drawn up in preparation to build a bike to take to the World Championship of Custom Bike Building and then on to Bonneville to race on the Salt Flats



'Bank Robber' took a class win in a London custom show affiliated to the World Championship program, but Pete could not take up the prize package of a trip to Sturgis due to the growth of the business, meaning he could not take the time out to travel to the USA



Rocket Bobs' Shaved Nuts quickly and easily tidy up the top of the fork legs on Dyna models



Pete Pearson, Rocket Bobs' founder, with a custom finished Voodoo rear fender due to ship to the USA

started riding, however young I was, it wasn't about the corners or doing wheelies or going as fast as possible, it was just about riding, and that was excitement enough. And I got that feeling again on that Fat Boy in Vegas. I knew then what I wanted to do, so I started to look at the scene. The Street Bob had just been launched, and so I started to do my homework. A year later I had built up a reputation on US bike forums and I'd got myself a Street Bob, too."

The forums that Pete was regularly posting on included H-D Riders and Harley-Davidson Owners, where he was talking about the ideas he had for bikes and possible changes to them and then parts he had started to fabricate for use on his own bike with a view to eventually making the parts available for sale. As is so often the way, it was not long before a request for parts came Pete's way and the first Rocket Bobs product was sold. Despite being based in the UK, the first official sales was to a customer in New York, who ordered a Pintail seat unit. The Pintail is a replacement seat unit that removes the stock fender struts and converts Dyna models to single seaters. That customer, Paul Orlando, still has the Pintail seat unit and is now a good friend of Pete's who sources dual throat carbs for him like the one used on Gas'd Rat. He has also recently supplied Pete with two more dual throats that Pete has plans for that include taking a bike to Bonneville.

It was not only the internet that was being used to promote Rocket Bobs when the business was getting started. Pete was also taking his own bike out and showing it off. On one occasion he rode to his local H-D dealer, Oxford Harley-Davidson, and once there parked the bike up and left it with a stack of business cards tucked under the seat for people to help themselves. Unfortunately, no one took a



Plans for Gas'd Rat, which took third place in the Freestyle class at the 2013 World Championship, include a rebuild and then a European road trip taking in the Faro Rally in 2014

card, but the bike did get the attention of the dealership's manager who had a Rocker in store that he was having trouble selling. After seeing Pete's bike, complete with Pintail and Voodoo fender kit fitted, he asked Pete to take the Rocker away and see what he could do with it to freshen it up and make it more sellable.

When Pete returned the bike it had a new seat and rear fender, mini turn signals, Big Radius exhausts and lowered suspension, all of which was enough for it to sell almost immediately. So impressed was the store manager with the results of Pete's work that he bought in another six Rockers that he wanted Pete to work on. Unfortunately, as soon as he had purchased the Rockers the manager was let go and the potential custom program was shelved.

However, by this time Pete had already found workshop space where he could undertake the work on the Rockers. "Around that time I was doing a lot of running, and I regularly used to run past a farm, and one day I stopped and asked the farmer if I could rent a corner of one of his barns as workshop space. He let me use a corner of one of his barns rent free for nearly three years. It was a great time, he never charged me anything the whole time I was there. Without him we wouldn't be here. We effectively started Rocket Bobs on a credit card in that barn."

Despite not having the six Rockers to rework, Rocket Bobs soon found itself busy. Andy Hornsby, the editor of UK consumer magazine American-V, had seen the Rocker Pete had rebuilt at Oxford H-D and subsequently featured it in the magazine with the inevitable result that people started to take note of Pete's work. Pete is quick to point out how Andy has continued to support him since then, stating: "Whatever I did, Andy would feature in the magazine. Whatever new parts I brought out Andy would run editorial on them. He is one of those people who has helped us out so much along over time. We've been really lucky with the people we've met along the way."

The help that Pete received from Andy included a front cover shot of Pete's own Dyna and rolling test bed Voodoo Child. It was also this bike that led Pete to the World Championship of Custom Bike Building. By his own admission Pete didn't at the time know the Championship existed, as he simply didn't read custom bike magazines, mainly due to his being more interested in performance than paint and

chrome. When a customer suggested he enter one of the Championship's affiliate events, the bike he took to the London show was Voodoo Child.

"I took my Street Bob, which I thought was amazing, to the Alexandra Palace show but as soon as I walked in I realized I needed to up my game. Because the bike had an all matt finish it just blended into the background."

"Once I got back from that show I suddenly knew what I wanted to do. My next build, Blackbird, went to another affiliate show and took third in class, and that was great. Then after that there was a really quick build (Bank Robber), which was a class winner at the Alexandra Palace show in 2012. That won travel expenses for me to take it to the World Championship in Sturgis."

One of the effects of winning the Sturgis prize at the London affiliate show was that suddenly the demand for Rocket Bobs, parts and customer bike builds suddenly and significantly increased, so much so that Pete was unable to make the trip to Sturgis as he was unwilling to take the time out from

Continued on page 24 >>>



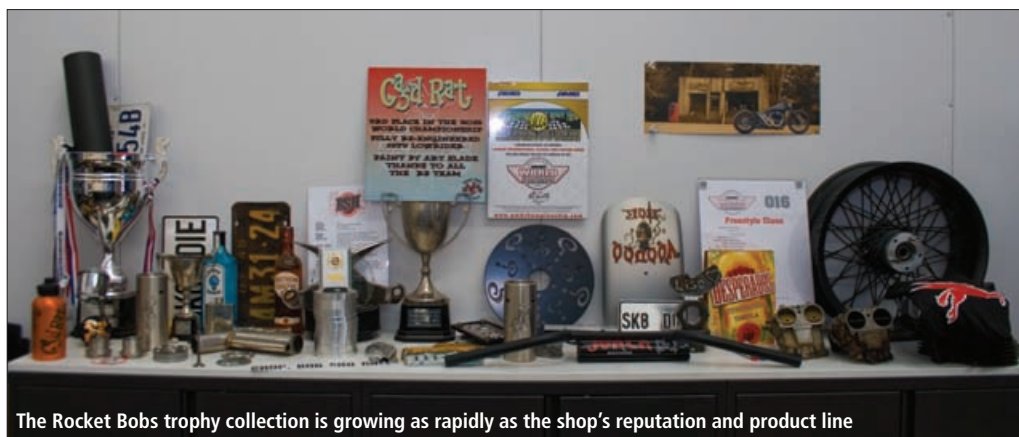
Lisa, Pete's wife and business partner, is credited with the design of the Zombi bars



After posting a picture of a custom production swingarm on Facebook, Pete immediately received an order from Australia for one



The Rocket Bobs turn signals match the company's headlight, and both feature a thick body to allow them to be custom-machined if alternative designs are requested



The Rocket Bobs trophy collection is growing as rapidly as the shop's reputation and product line

customer work needed to travel to the US to compete in the World Championship.

It was also the same year that Rocket Bobs Cycle Works moved to its present location, having outgrown the farmer's barn and the small until it had been based in for the previous year. Having been in the current location for a little over 18 months, the business once again needs more space and Pete and Lisa are planning to add a mezzanine level inside the unit to allow more space, which will be used to carry a higher level of stock.

The current situation with production parts is that the company offers more lines than it shows on its website, and there are more new options on the way. Each new piece is designed and developed in house by Pete and Lisa, and then, when they are satisfied with the fit and finish, the CAD files are sent to a local engineering company which handles the production runs. By contracting the production out it allows more time to concentrate on developing new parts and also work on customers' bike builds and shop bikes.

The development of new parts is something that Pete enjoys, but it is not without problems, as he explains: "It's easy to make a one-off part, but to make a part that can be reproduced and then packaged and sold is really difficult. Because that production part is going to be fitted to someone else's bike, you have to cover every eventuality. Our Voodoo fender kits should be really easy to fit, but some of the feedback we get is from people asking the most basic of questions. That is the problem, you have to make everything as simple as possible."

Having said that, Pete then went on to say that the next part he would like to bring to production is a fairing with a heavily Japanese influenced design, and it is easy to imagine that the issue of making

that suitable for mass production and fitment to numerous bikes will be extremely challenging. However, it would seem that taking on near impossible challenges are what drives Pete.

Following his success in Essen, Germany, at the World Championship, he has already begun work on his next ground-up build. His plan is to take the bike to the 2014 World Championship, then take it to Pendine Sands in Wales for a shakedown run at the speed trial held on the beach there, before heading over to the US to Bonneville to compete at the BUB Speed Trials on the Salt Flats.

Early plans for the new bike include a 167ci methanol-burning motor with the barrels, pistons and heads all being made in-house. While others go to Bonneville to break records, Pete has other ideas: "I'm not that bothered about getting a record, but if I detonate the engine that'll make me happy - to have gotten a bike so finely tuned that it's bound to explode."

Having the bike detonate its engine is not what custom builders usually aspire to, but that is not all Pete would like to achieve with the bike as he also wants to place higher in the World Championship than the third place he achieved with Gas'd Rat.

The fact that Gas'd Rat placed so highly at the World Championship has brought more publicity for Rocket Bobs as the bike has been seen on numerous sites on the internet, and it is an area that Pete has always been keen on using. "Without the internet Rocket Bobs simply wouldn't have happened," says Pete, commenting on the impact modern technology has had on his business. "Even before Facebook I was on bike forums the whole time pushing the business. On Facebook recently I found a picture of a swingarm we make, but don't advertise on the website, and reposted it as a new picture on

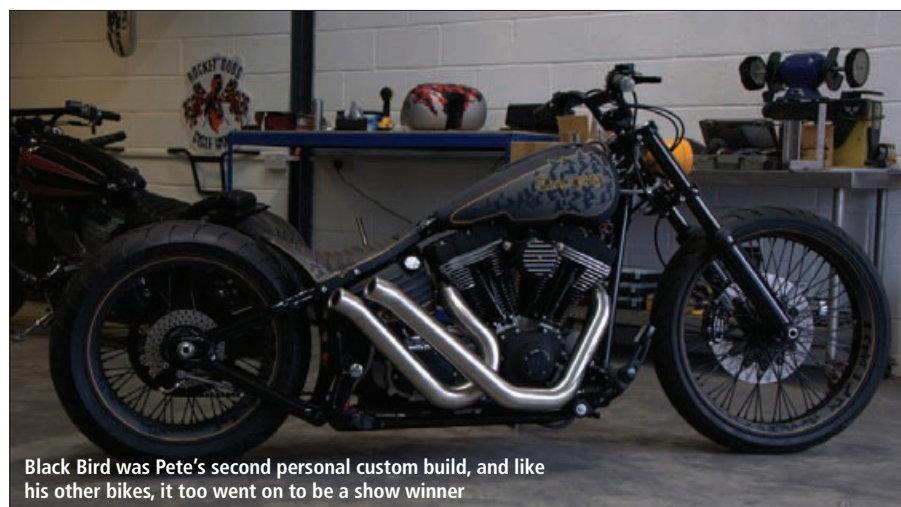
Facebook and almost immediately had an order from Australia for one. Without things like Facebook we simply wouldn't have that global reach.

The potential use of Facebook to capture new markets can clearly be seen in the sales of Rocket Bobs' parts internationally, with product shipping to customers across Europe, and in Australia, UAE, Saudi Arabia, South Africa, Brazil, Hawaii, Israel and Panama. This is in addition to 75 percent of all of the company output of parts that currently ships to the USA.

"I knew there was a gap in the market. Everyone was doing Softails, but the Street Bob rides really well, so I started developing parts for it and they sold," is how Pete sums up the ongoing and rapid success of Rocket Bobs. He is then quick to add: "Lisa has always run the business with me, we started it together. I don't know how she manages to help me out with the builds and then takes care of the accounts and the general running of the business too. She helped to design the Zombi bars for instance and was there helping me all through the build of Gas'd Rat."

While Pete continues to develop the ideas he has for new parts, Lisa is steering the business towards steady growth and has overseen an increase in contracting out production of parts, allowing them to reduce lead times on deliveries and start listing parts in the Custom Chrome Europe catalog.

Rocket Bobs has developed very quickly, but the quality of its parts cannot be disputed when the shop's own bikes, built using these parts, continually place highly in international competitions, and with the input of Pete drawing on his racing experience and Lisa's steady hand, the company's continued success should be a certainty.



Black Bird was Pete's second personal custom build, and like his other bikes, it too went on to be a show winner



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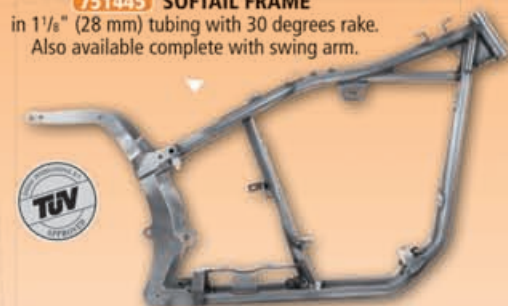
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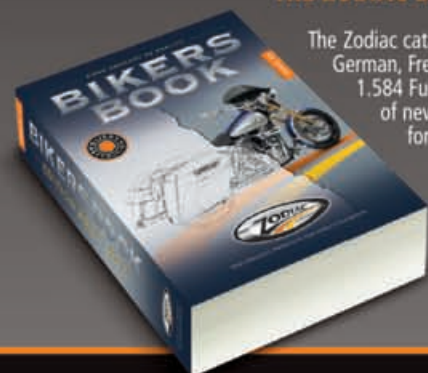
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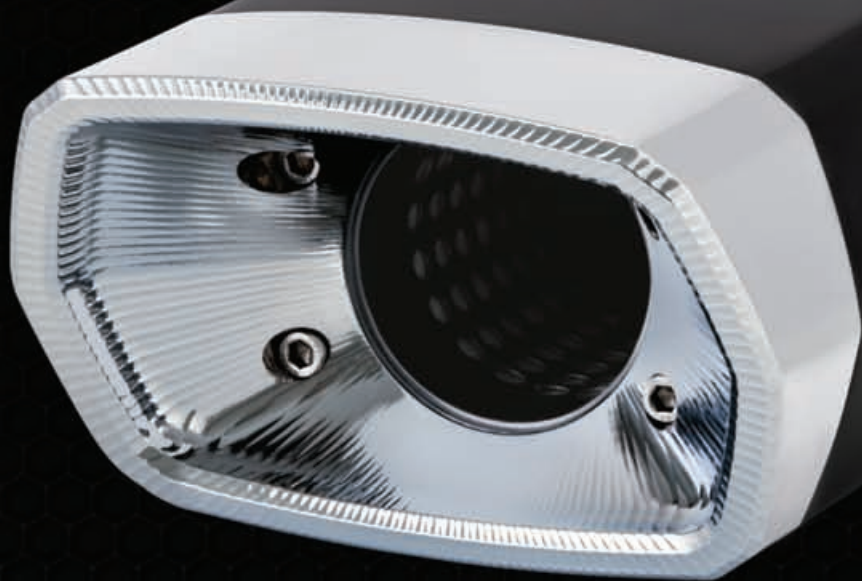


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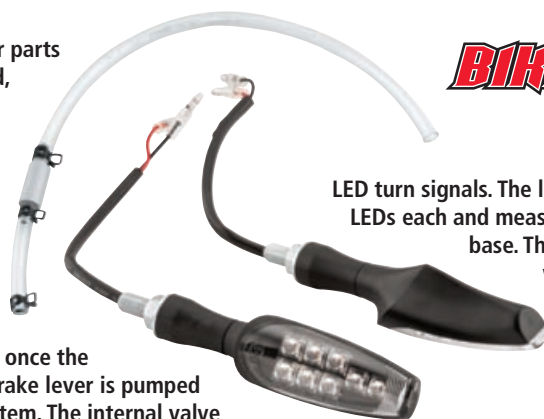
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IN CALIFORNIA: In order to meet Air Resources Board emissions requirements, certain aftermarket part applications have been identified as replacements, and others have received ARB Executive Orders. All other emissions related aftermarket parts are for competition use only. A list of replacement parts and EO parts, and corresponding fitment is provided at vanceandhines.com/california.

www.vanceandhines.com

BikeMaster LED turn signals and brake bleeding tool

UNDER its BikeMaster parts and accessories brand, Biker's Choice has available a brake bleeding tool, which allows brakes to be bled by a single person. It operates by attaching the included hose to the brake nipple and bleeder tool, and once the bleeder is open the brake lever is pumped to expel air in the system. The internal valve in the hose stops air from returning to the bleeder. A second new BikeMaster line are the company's



LED turn signals. The lights use eight ultra-bright LEDs each and measure 4in long, with a 1in wide base. The lights are supplied in pairs with mounting hardware and are only offered in a black finish.

BIKER'S CHOICE
Fort Worth, Texas, USA
Tel: 817 258 9000
bikerschoice@bikerschoice.com
www.bikerschoice.com



New V-Rod clutch basket is said to reduce weight

TRASK has extended its line of parts for V-Rods with the introduction of an improved clutch basket. Said to eliminate 1lb of rotating mass, the new clutch basket is CNC machined from billet 6061-T6 aluminum. In addition to being lighter, it is also claimed to be stronger than the stock cast aluminium unit it replaces. The hard anodized basket is supplied with installation hardware and fits 2002-present V-Rods.

The option to convert to chain drive on a V-Rod is now easier thanks to the sprocket adaptor produced by Trask. The solid billet adapter will fit any 530 flat sprocket to a V-Rod wheel. All necessary hardware is included and the adaptor fits 2007-present V-Rods.

TRASK PERFORMANCE
Phoenix, Arizona, USA
Tel: 623 879 8488



info@traskperformance.com
www.traskperformance.com



V-Rod wheel adaptor for 530 flat sprockets

Bad Dad's 957 taillights

BAD Dad's 957 taillights, which are CNC machined from billet aluminum, hold a pair of super bright LED lights. They measure 9½in long by 1½in wide and are available in raw, black powder coat, or chrome finishes.

An additional plug-n-play wiring harness with load equalizer is available for easy installation.



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Breakout short-cut tail-end kit

RICK'S Motorcycles, based in Baden-Baden, Germany, has already started production of custom parts for the 2014 Harley model range with the introduction of its short-cut tail end designed specifically for the Breakout Softail.

The heavy-duty metal fender by Rick's House of Custom is able to take both the rider and passenger (the latter with a pad), but has been designed primarily as a single seat unit with a view of the 240 rear tire used in the stock bike.

A special tank to seat cover is included in the kit, as are countersunk head bolts that fit the stock mounting screw holes. The addition of narrow

aftermarket indicators, a Rick's side-mount license plate and the belt guard cut to size are recommended to complete the changes to the rear of the bike.

Two versions of the cut fender are available; the one shown and a second, which is 8cm longer. The latter is designed to provide more protection against dirt and more space for a passenger.

RICK'S MOTORCYCLES
Baden-Baden, GERMANY
Tel: +49 (0) 7221 39 39 0

info@wheelsforwinners.com
www.ricks-motorcycles.com



RICK'S
MOTORCYCLES

Differential bore rear calipers for '08 and up tourers

SUPERTRAPP Industries has released the JayBrake J-6 Ultra rear caliper, which has been designed to fit on 2008 onward H-D Touring models.

The caliper features six progressively sized pistons to provide improved modulation and stopping power. The caliper re-uses the stock brake line and can be installed without having to remove the rear tire.

J-6 Ultra rear calipers are engineered with a six-piston differential bore design for optimal performance and pad wear. The dual seal design in the machined billet

aluminum caliper utilizes a wiper seal. SuperTrapp is making the JayBrake calipers available in clear satin anodized or black satin anodized finishes.



SUPERTRAPP INDUSTRIES
Cleveland, Ohio, USA
Tel: 216 265 8400
jaybrake@supertrapp.com
www.jbrake.com



Latest options from Drag Specialties

DRAG Specialties' latest selection of parts releases includes Softail passenger floorboard mount kits. Available in a choice of black or chrome, the all inclusive kits are designed for '00-'13 FXST and C and FLST and C models (except FLS, FLSTF, B and C, FLSTSE, FXS, FXSB and SE, FSCW and C and FXSTD). The fitting kits will work with Drag Specialties'



The Softail passenger floorboard mount kits work with Drag Specialties' passenger floorboards or H-D OEM passenger floorboards

passenger floorboards or H-D OEM passenger floorboards.

The laydown license plate mount from Drag Specialties replaces the original upright mount, and it is available in a choice of two materials; black steel or black billet aluminum. Both options accept most standard-size license plate frames and both are



The laydown license plate mount replaces the bike's original upright mount

made in the USA. The laydown mount bolts to the mounting tab on the OEM taillight, and each kit includes a support bracket and hardware and fits '97-'03 FLSTS and '05-'07 FLSTC models.

Regular Drag Specialties collaborator Don Hotop has designed a new mirror for the company. Finished in gloss black, the oval mirror can be mounted on either the left or the right side. The mirrors are made from billet aluminum, and the mirror head measures 5 x 2in with a 5/16in stem.

No tools are needed for the install of the new Drag Specialties' EZ mount front solo seats. Manufactured from molded polyurethane foam, the seats are covered with solar-reflective leather in the seating area and automotive-grade vinyl on the sides. A fully carpeted bottom and rubber bumpers help to protect

No tools are needed to install the Drag Specialties' EZ mount front solo seat



Don Hotop worked with Drag Specialties on the design of a new mirror

the bike's paint. The seats fit '00-'07 FLSTS and C, '05-'13 FLSTN and '07-'13 FLSTC models.

FLSTN models require removal of seat rail and luggage rack, while the FLSTS and C models require removal of seat rail on selected year applications. Stitching options on the seats are Smooth style or Flame style.

DRAG SPECIALTIES
Janesville, Wisconsin, USA
Tel: 608 758 1111
drag@dragspecialties.com
www.dragspecialties.com



DRAG SPECIALTIES EUROPE
Konz, GERMANY
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Big Radius 2-into-2 for Softail and CVO Breakouts

VANCE & Hines has designed a version of its existing Big Radius 2-into-2 exhaust to fit both the Softail Breakout and CVO Breakout.

Features of the latest version of the exhaust include radius curved louvered baffles, full coverage heat shields, and a flat-plane mounting panel for the 12mm oxygen sensors. This repositions the sensor deeper into the exhaust stream, providing enhanced data feedback to the ECU. This version of the Vance & Hines Big Radius 2-into-2 can be ordered in a choice of black or chrome finishes.

VANCE & HINES
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www.vanceandhines.com

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HINES**



A repositioned 12mm oxygen sensor is said to deliver enhanced ECU data feedback

Rivera Primo headlights

RIVERA Primo's HedLED range of headlights combines a high end halogen headlight with built-in LEDs for use as either turn signals (if legal) or running lights.

The HedLED range includes the chromed aluminum Mighty Magnum, a 9in long bullet style light with a built-in visor over the 5 3/4in diameter headlight. It features a H4 halogen bulb (60/55w) with a three-bar clear lens and Rivera Primo's proprietary LED ring for running lights or turn signals.

The Magnum line continues with the Mini Magnum, which is 7in long and has an external bezel, H4 halogen bulb (60/55w), Tri Bar, clear lens and LED ring for running lights or turn signals.

For those who do not want a chromed Magnum headlight the company offers both the Mighty Magnum and Mini Magnum in a matt black finish.

Rivera Primo's Flamethrower Max uses the same chrome body and halogen light as the Mighty



The Alien Black is a variation of the RFB HID headlight, which uses a halogen bulb rather than an HID

Magnum, but also incorporates an amber halo into the halogen. The high-intensity 'halo' can be kept on at all times as a running light.

The RFB HID from Rivera Primo is a HID (high intensity discharge) headlight, with all of the necessary electronics built into the housing. It has all the advantages of the Mighty and Mini Magnums, plus the brightness of an HID, with the LEDs placed in the billet headlight bezel.

The Alien Black is a variation of the RFB HID headlight, which uses a halogen bulb rather than an HID. Its bezel is powder coated in matt black, while the body is powder coated gloss black. As with all the company's HedLED lighting systems, it has the signature split ring or super bright amber LEDs that can be used as turn signals or running lights.

**RIVERA
PRIMO**

RIVERA PRIMO
Whittier, California, USA
Tel: 562 907 2600
info1@riveraprimoinc.com
www.riveraprimoinc.com

The Mighty Magnum matt black is also available in chrome as well as the smaller sized version - the Mini Magnum



Hand and forward controls feature Italian styling and precision

NOTED Italian parts and accessory designer and manufacturer Rebuffini Cycles of Bergamo, Italy, have released newly designed 'Atlantis' forward and hand controls. Available with half inch brake master cylinders for single disc applications, or 3/8 inch brake master cylinders for dual disc applications, they are available in polished, chromed, black anodized or black anodized contrast metal finishes. They can be used with cable or hydraulic clutches, and two or three button switch housings can be added to each side.

Rebuffini say that the racing version of their 'Atlantis' forward controls is a "must have for the best riders".



Featuring an 1 1/8 inch master cylinder with hidden master cylinder linkage and folding foot rests, Rebuffini have used roller bearings on all pivot points for precision actuation of the brake and shift levers without any "slop or play".



Forward control kits are available for all Softail models (pre-'99 and 2000-up) and extended one inch or three inch versions.

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'BC Duetto' universal smart charger for lead-acid and lithium applications

BC Battery Controller has launched what it claims to be the world's first ever universal charger for lead-acid and LiFePO4 batteries. Lithium batteries are gaining in popularity, but manufacturer Forelettronica say that it is neither efficient nor safe to charge and maintain them with traditional lead-acid chargers (traditional or smart), as they could damage the battery and endanger the user. However, the company says that its new BC Battery Controller brand 'BC Duetto' is an all-in-one smart charger with two specific and separate algorithms for the differing needs of lead-acid and LiFePO4 12V batteries.

The unit features two different charging programs, lead-acid mode and LiFePO4 mode. The program selection is easy and intuitive with an innovative 'Easy Plug-in System', which just requires the user to put the clamps together and to connect the device to the power supply to switch from lead-acid mode to LiFePO4 mode or vice versa. The active charging mode is shown on a LED bar, and the last selected option will always be held in memory for later usage. The lead-acid charging mode features an automatic eight-step charging and testing program, which allows it to recover deeply discharged batteries (starting from 1.5V), recharge, desulfate and maintain all kinds of lead-acid 12V batteries (including sealed, VRLA, AGM and gel batteries) and even to recognize defective batteries, which are no longer able to retain the charge.

As a LiFePO4 charger, BC Duetto executes a seven-step algorithm which allows a fast and efficient charging of lithium-iron-phosphate batteries, and charge balancing between the battery cells and maintenance of an optimum state of charge even for long periods.

Batteries are monitored by the internal microprocessor during the whole charging process, allowing the user to keep the device always connected.



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New Harley trike lift meets worldwide approval standards

SPECIALIST workshop equipment manufacturer Marolo Test has introduced a new version of its respected ModuLift, specified for the Harley-Davidson Tri Glide.

Based on the company's patented modular lift platform, this new version of an established top seller builds on the success that the company has had with the ATV/Quad version of a lift program that is based around six removable plates for 2- 3- or 4-wheel vehicle versatility.

Marolo Test first introduced their ModuLift concept in 2005 and manufacture and assemble all the major components in-house and with selected suppliers near their Cholet headquarters near Nantes in western France.

Specified to meet or exceed all European and international type approvals and certifications, all Marolo lifts are available in a choice of pneumatic or hydraulic power. "However, 80 percent of our sales are pneumatic because of the ease of use, reliability and cost-effectiveness of pneumatic power", Marolo's International Sales Director Raphael Girard told AMD Magazine when we visited their factory earlier this year.

The company was founded in 1958 and is believed to have been the first, or at least is certainly among the very first, to have introduced what we now know as dynamometer technology into the motorcycle industry.

Still a leading European manufacturer of



dynamometers, these days in conjunction with Daniel Fuchs, the Marolo Test program also includes innovative turnkey workshop solutions and the award-winning MaroloBio solvent-free bacteria based parts cleaning system.

Marolo Test have an established importer and distributor network, who will be carrying this new product line in addition to the full range of existing Marolo Test workshop equipment, including their dynamometers. However, the company does have openings for some additional importers/distributors in some countries, and would also be happy to hear from any specialist Harley aftermarket, trike industry, and custom v-twin market specialists.

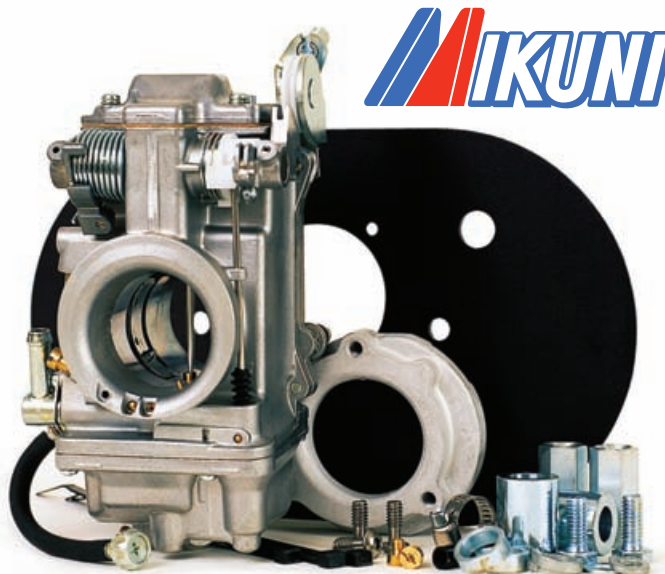
www.marolotest.com

MAROLO TEST

Mikuni HSR42 carb kits for Sportsters and Buells

MIKUNI'S HSR42 performance carburetor kits are claimed to offer a 25 percent increase in power and torque when used with an aftermarket exhaust system.

The HSR smoothbore carburetors offer the high air flow levels, while providing highly accurate fuel metering, more power, and precision throttle response. The carbs are designed with an eight-roller bearing flat throttle slide assembly for smooth throttle control with reduced effort. Mikuni's adjustable accelerator pump provides instant throttle response in any riding or performance application, and a high capacity float bowl



prevents fuel starvation, even under full throttle applications. Mikuni offers two different HSR42 performance carb kits for Sportsters and Buells. One, just for Sportsters, includes a special airbox backing plate to work with the stock oval cover and a Screamin' Eagle high flow replacement filter. The other, without the backing plate, works on both Buells and Sportsters with an aftermarket performance air filter assembly. Both kits work with the stock push-pull throttle cable assembly.

MIKUNI AMERICAN CORPORATION
Northridge, California, USA
Tel: 818 885 1242
www.mikunipower.com

High velocity billet air cleaner used K&N filter



RC COMPONENTS' latest addition to its product line is the Truflo high velocity air cleaner.

The new design incorporates a front flow K&N filter encased in a billet aluminum housing, which the company says has been designed to maximize air flow and performance. The low profile air cleaner stays tucked in close to the motor without sacrificing performance, yet it still incorporates hidden breather ports, which are machined into the backing plate, eliminating the need for hoses and brackets. RC Components is offering the Truflo in a choice of chrome or black powdercoat.



RC COMPONENTS
Bowling Green, Kentucky, USA
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Mini Rebel comfort-adjustable handlebars for V-Rod

HELIBARS has introduced a version of its patented, four-way adjustable Mini Rebel multi-axis handlebars for use on Harley-Davidson's V-Rod models.

Mini Rebel handlebars have two multi-axis, CNC-machined, billet-aluminum pivots on each side that offer four ergonomic adjustments: height, reach, wrist angle and width. Up to 2in taller than stock, Mini Rebels can transform the bike's riding position, and the bars pivot to give up to 4in of rearward reach movement, depending on wrist angle.

The adjustable wrist angle rotation is said to minimize upper-body fatigue by allowing riders to more easily support their weight with less muscle ache.

Installation of the Mini Rebels is simply a case of removing the stock one-piece bar and then bolting the Mini Rebels directly to top triple tree.

The Mini Rebel system is equipped with mounting plates and a lower mounting bar made from steel. Its aluminum handlebars are pre-drilled to mate with switch housings and have threaded ends to easily mount bar-end weights. The Mini Rebels come finished in chrome or black powder coating.

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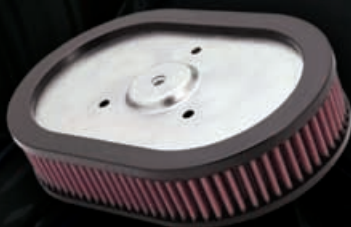
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Choice parts from this build

- **ARLEN NESS:** Wide Glide Fairing Kit; Slot Track Black Footpegs & Shift Peg; Bruiser Front Fender; 8" Modular Black Drag Handlebars; Black Retro Hand Controls; 3-Button Black Switch Block; Slot Track Black Grips; Black Mini Oval Mirrors; Black Slot Track Air Cleaner and Black Power-LED Rear Turn Signals
- **AVON:** Cobra AV71 (Front) & AV72 (Rear) Tires • **BARNETT:** Black Throttle, Idle & Clutch Cables
- **DAKOTA DIGITAL:** Speedometer & Pick-Up Sensor • **DANNY GRAY:** Custom Buttcrack™ Solo Seat
- **PERFORMANCE MACHINE:** Spoked Platinum Cut Wheels and Black Ops™ Hooligan Rotors
- **VANCE & HINES:** Competition Series 2-1 Stainless Steel Exhaust
- **WORKS PERFORMANCE:** 13½" Black Tracker Shocks

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Electric shifter kit for 2014 FL

THE range of electric speed shifter kits offered by Pingel has been expanded to include an option that works on 2014 FL Touring models, including the factory Trikes. In operation the kit electronically suspends the ignition system while simultaneously shifting the transmission to allow smooth gear shifts up or down at the push of a button. Clutch use is eliminated except for starting and stopping, however, the ability to clutch and shift normally is retained. The complete bolt-on kit contains Pingel's slim line, dual-button handlebar bracket

with polished finish, miniature, solid-state control modules, wiring harness, chromed shift cylinder, polished mounting bracket and complete instructions. Pingel is also able to offer electric speed shifter kits for use on the 2014 Sportster 883 and Dyna with mid-mount controls.

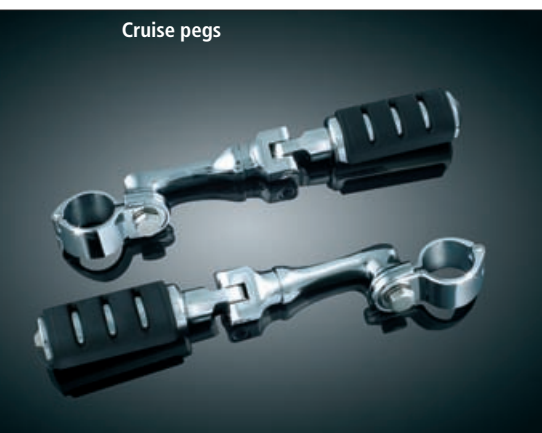
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Küryakyn accessories for Victory models



Cruise-Mate



Cruise pegs



Wolo Bad Boy Horn

KÜRYAKYN has created a wide range of accessories for use on the Victory motorcycles.

For use on '98-'07 models, and '08-'13 models (except with cruise controls beneath switch housing), the **Küryakyn Cruise-Mate Motorcycle Throttle Cruise Assist** for Victory motorcycles locks the throttle with a ¼ turn of the lever. The spring-loaded spline is said to make fine-tuning easy. The Cruise-Mate can be ordered in a choice of black or chrome finishes.

The right angle design of the Küryakyn Cruise pegs for front down tubes is said to allow the peg to be positioned for easy reach and comfort. The pegs are available to fit all '03-'13 Victory Cruisers with 1½in front down tubes.

The saddlebag front kick accents have been designed to help prevent unsightly scuffs and scratches. The accents are made of rubber with a chrome inlay and fit all **Cross Country, Cross Country Tour and Hard-Ball models**.

A second simple chrome accent is the fairing eyebrow. Made of lightweight, chrome plated ABS, it fits all Cross Country and Cross Country Tour models.

The **Kinetic** footpegs, which can be used on Victory models with suitable adaptors, feature vibration dampening rubber and a contrasting chrome or black finish. Küryakyn has adaptors to fit the pegs to Victory motorcycles.

Küryakyn states that its **Super Deluxe Wolo Bad Boy horn kit** has twice the output and a much better sound than the standard Victory cruiser horn it replaces. The kit is a plug and play installation, and features a heavy-duty, maintenance-free compressor to power the 118 decibel dual-tone air horn.



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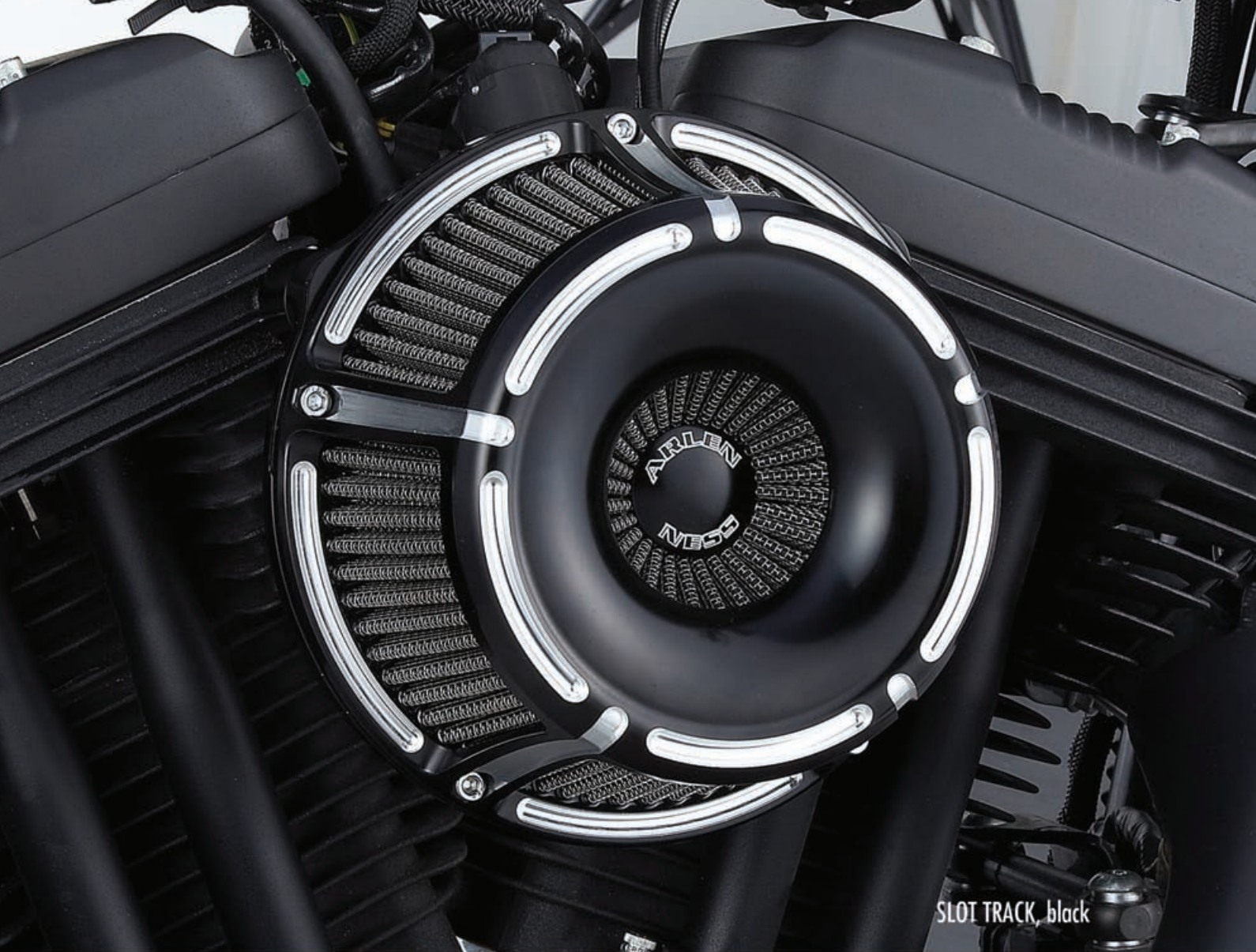
Front kick accents



Fairing eyebrow



Kinetic footpeg



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BEVELED, black



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New products at W&W

W&W has added to its product range with the **Bossley Reventon exhaust** by **Easyriders**. Designed for use on '91 and later Dyna models and '84 and onward Softails, the exhaust features 1½in stainless steel headers, and includes bracket, clamp and small parts. The Bossley Reventon, which is not homologated, can be purchased in polished or painted dull black finishes.

A new tire option being offered by W&W is the **Dunlop Trailmax**, a tire capable of being used on gravel roads but still comfortable and quiet when used on tarmac. Designed for use with an inner tube, it is available in sizes 120/90-18 65T TT and 100/90-19 57 T TT.



Dunlop's Trailmax tires can be ridden on gravel tracks as well as on regular road

The range of parts from **IK Works** being offered by W&W has expanded with the introduction of the company's OEM style foot pegs and shift pegs. The 45mm diameter foot pegs fit all bikes with factory style female ⅞in mounts. The male mounting portion is made from solid steel and features the fold-up design of FX/XL passenger pegs. Available in a choice of black or cream, the foot-pegs are supplied complete with a matching shift peg.

Also available from the IK Works range are Type 1 handlebar grips. Made using a special rubber material, which is used for body seals in the automotive industry, the grips are 107mm in length with an overall diameter of 34mm. Color choices are black, cream, red and blue.

The new part options from IK Works continue with the introduction of its idle adjusters. The extended adjuster screws replace the stock fitting on **S&S** or **Linkert carbs**, removing the need to use a screw driver. The cadmium plated steel adjusters are available to fit either S&S B, D, L, and two-throat carburetors and Linkert carbs, or S&S Super E and G carburetors.

W&W Cycle's **KR style solo seat** is a thin, racing style version of its K-model solo saddle. It is a custom version of the original KR seat with modified base plate, which can be mounted with T-bar and seat post or with custom mounts. It features a leather cover, in a choice of black, dark brown, or tan, on a black painted steel base.



IK Works foot pegs are supplied complete with a matching shift peg



Automotive grade rubber is used for the IK Works handlebar grips



W&W Cycle's KR style solo saddle is a thin, racing style version of its K-model solo saddle



S&S Super E and G carburetors can be fitted with an idle adjuster from IK Works

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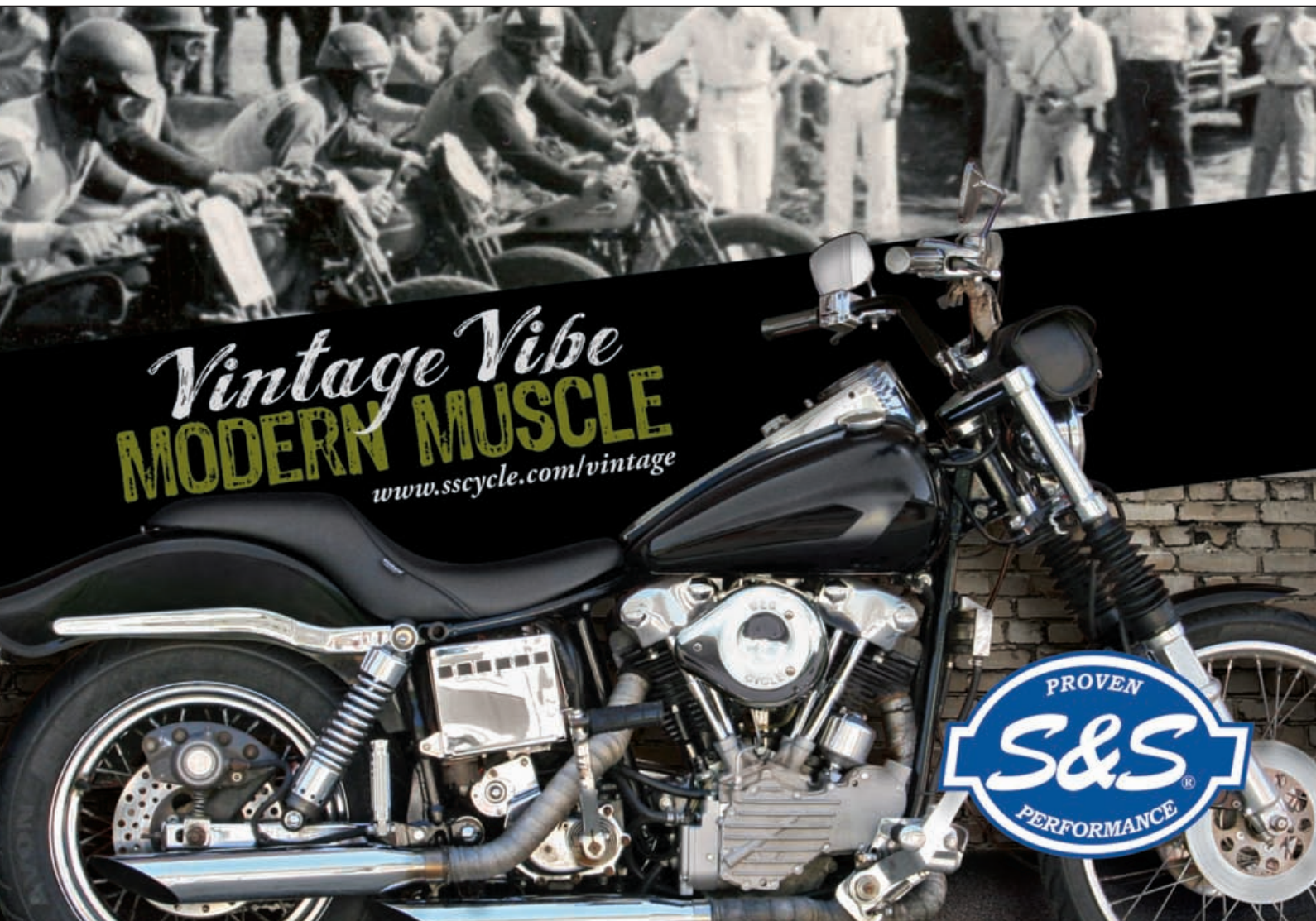
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Vibration dampened and splash proof hard case for iPhone 5 and 5S

CRC Custom Parts has introduced a new hard case for carrying an iPhone 5 and 5S on a motorcycle.

The case includes an adaptor to allow it to mount on any CRC GPS holder (a selection of which can be found on the CRC website). Splash-proof and vibration dampening, the

case has sealed connectors for both headphone and charging cable, and is 360 degrees rotatable to allow an iPhone 5 to be used as a navigation system on the bike.

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Zipper's 103ci 'Muscle' kit for stock 96 & 103 inch Twin Cams

ZIPPER'S describes its Muscle 103ci kit as easy to install and is said to deliver a combination of improved performance with engine durability.

Designed for use with high octane pump gas, the Muscle 103ci kit works with stock 96 or 103ci Twin Cam engines to create a smooth, linear power curve.

This kit is a drop-on package, and comes complete with Zipper's high flow CNC-ported head machining, precision cylinder boring and honing with forged pistons, Red Shift performance cams and dual-piston cam chain tensioners, ThunderMax EFI with AutoTune and MAXFlow air cleaner assembly.



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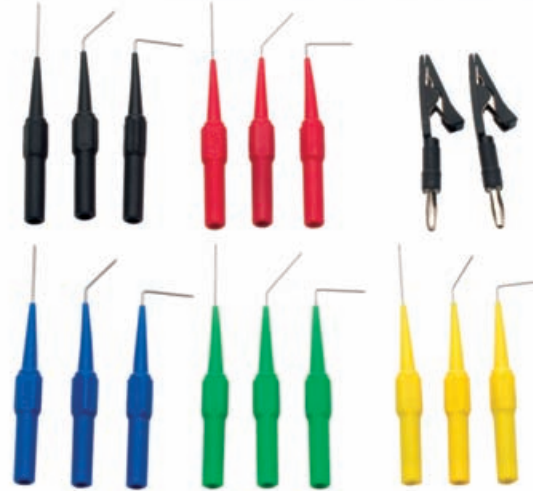
New specialist tools from JIMS

JIMS USA has increased its range of specialist tools to now include a five- and six-speed countershaft bearing remover and installer tool. The patent-pending tool can be used to install or remove the closed end

countershaft bearing on all five-speed or six-speed transmissions without using a press or tapping it in with a transmission shaft.

The tool is for use on all H-D Cruise Drive six-speeds, five-speed Twin Cam, and Evo including six-speed right-side drive and aftermarket six-speeds.

Created for use on modern bikes that have increasingly complicated electronics, the needle-sharp multimeter probe kit from JIMS has an assortment of needle-sharp probes for precise and non-damaging diagnostic work. Probes can be used with standard 4mm banana plug connections common with most multimeters. The selection includes straight, 45-degree, and 90-degree probes (with two probe diameters) for hard to reach terminals as well as standard alligator clips. All probes are fully insulated with 30V protection.



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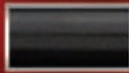
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Patent pending 'Stealth' SuperCoils

STEALTH SuperCoils are a new patent-pending ignition coil from ACCEL for use on Twin Cam motors.

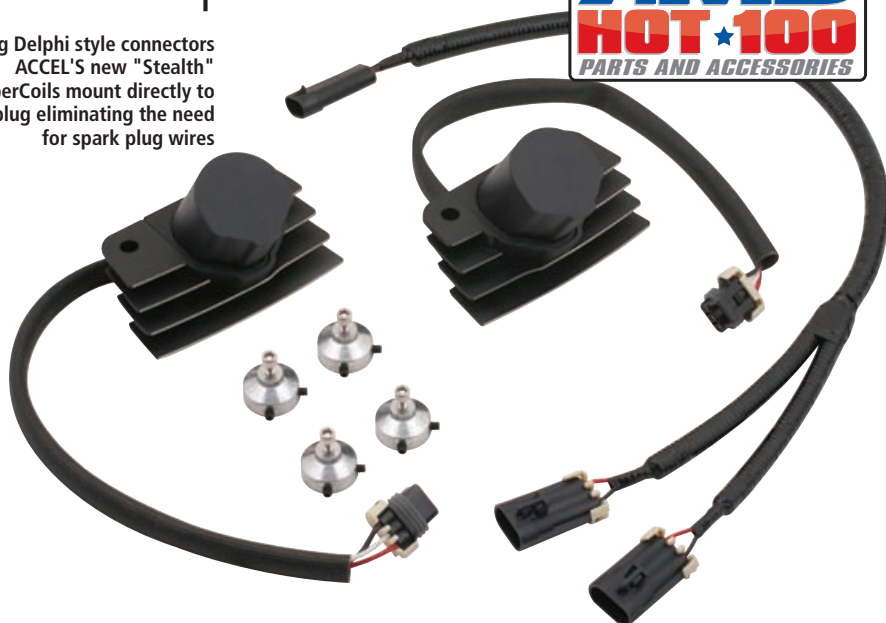
The new coil design hides all the ignition wiring in the head of the coil pack, eliminating the need for spark plug wires, and it is also claimed to provide quicker engine starting and improved throttle response.

Available in either black or natural finishes, the Stealth SuperCoils mount directly to the spark plug and feature a cross-functional aluminum cast cover that acts as a heat sink, pulling heat away from the cylinder heads.

ACCEL's new coil system requires no cutting or splicing of the factory wiring harness and uses Delphi connectors to make installation plug and play. The coil features a claimed faster rise time and higher voltage than traditional systems, meaning the plugs receive maximum spark energy and perform better. The Stealth SuperCoils are covered by ACCEL's limited lifetime warranty.

"We've taken proven automotive technology and adopted it to the H-D Twin Cam engine, bringing to market a product that seamlessly combines a new look with the unmatched ignition performance that ACCEL is known for," said Jason Ellison, Product and Sales Manager for the ACCEL Powersports division. "The increase in

Using Delphi style connectors
ACCEL'S new "Stealth"
SuperCoils mount directly to
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performance I've experienced first-hand during test rides is impressive and we're incredibly excited to introduce this innovative product."

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S&S Cycle three-piece flywheels

S&S Cycle has identified the need for stronger flywheels in tuned engines. A particular problem with tuned stock Harley-Davidson motors can be that the stock flywheels shift out of true.

To deal with this issue S&S Cycle is now producing three-piece flywheel assemblies with integral sprocket and pinion shafts, an all new connecting rod and crankpin. The company states that the new assemblies are a vast improvement over stock, and are even superior to its own flywheels produced previously.

The heat-treated 4140 material is claimed to be not only harder than stock but also 114 percent stronger. Due to the use of this harder material the need for a thrust washer is eliminated.

In addition, a larger 1.671in diameter crankpin with a five percent increased cross-sectional area for increased crank-pin clamping force is employed, as is an integral mainshaft to eliminate two potential points of weakness. Reduced mainshaft deflection at high rpm produces less vibration and reduced piston and rod side-thrusting, which prevents oil pump damage. Less vibration is also achieved through consistent balance and precision-machining to produce truer flywheels, and they are trued to within .0005in and the TIR rod bearings have 20 rollers instead of the 18 used as stock.

S&S Cycle is making the three-piece flywheel to fit '99-'06 Harley-Davidson Big Twins (balanced and unbalanced models) and S&S T-Series Engine and Hot Set Up Kit replacement flywheels, and a second version for use in '07-'13 H-D Big Twins (balanced and unbalanced models) and S&S T-Series Engine and Hot Set Up Kit replacement flywheels.

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Lowered shocks for '77 and up Sportsters

PROGRESSIVE
Suspension has released its 412 Cruise Series shocks for use on '77-'14 Sportster models.

The 412 Cruise shocks measure 12.5in eye-to-eye, but due to the use of a fat-wire spring and a progressive main spring it works out as an 11.5in shock, but retains its full stroke.

Based on a proven gas-charged damper and preload adjustable spring, the 412 Cruise is claimed to be a lowered shock that rides like traditional height suspension.



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To the power of three



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

Each year at the World Championship of Custom Bike Building there are some unusual motorcycles, and 2013 was no exception with two sidecar outfits entered in the Freestyle class. The highest placed of them was Pure Vision, built by Roman Bus, of Wildstyle in the Czech Republic

ONE of the attractions of the World Championship of Custom Bike Building for its competitors is the simple class system, where, for instance, in Freestyle anything is acceptable. The open access policy means that builders of trikes and sidecars can compete head-to-head with custom motorcycle builders.

One entrant to successfully take advantage of this system was Roman Bus, who runs a business in the Czech Republic under the name of Wildstyle. One of his entries for the 2013 World Championship was Pure Vision, a radical, motocross inspired sidecar.

Roman's starting point for the build was a 1942 Flathead motor that was fully rebuilt and then fitted with a Mikuni carb and a minimal one-off exhaust. A four-speed gearbox backs the motor up and an open chain primary drive connects the two.

To house the drivetrain Roman set about constructing his own frame. Rather than go for a traditional straight leg or wishbone down tube frame he, instead, created a chain link effect downtube. At



Laterally mounted steering damper on the handlebars helps to keep the bike under control when a passenger rides in the sidecar

the back of the frame a Softail style suspension set-up has been built. However, instead of placing the shocks under the transmission, Roman has used a linkage system above the gearbox to drive a pair of Rock Shox mountain bike air shocks. These in turn have been connected to a small compressor to allow the bike to be raised and lowered at the flick of a switch. At the front of the frame the head tube has been made massively over-sized in order to allow it to house the suspension. Described by Roman as a 'Nivo' system, the solid fork legs act upon a lever mounted to the upper triple tree, which in turn pushes on an air shock inside the headtube. Like the



Described by builder Roman Bus as a 'Nivo' system, the air shock for the front suspension is inside the headstock



The Flathead motor was rebuilt with a one-off exhaust and a Mikuni carb



Air shocks at each of the three wheels allow the outfit to be lowered when parked and raised for riding

rear shocks, the one at the front is connected to a compressor to allow ride height changes to be easily made.

The upper triple tree is cast, and not only does it provide a pivot point for the suspension, but it also carries the bike's handlebars.

On the right side of the bike the sidecar's chassis is a bolt-on fitting. The sidecar, like the bike itself, uses a mountain bike air shock, this time a Fox, to offer both comfort and adjustable ride height. The spoked wheel used on the sidecar is a 20 x 2.15in rim built by Wildstyle and wrapped in a 21-90-90 motocross tire and stopped with a JayBrake single piston calliper. The same wheel and brake configuration is used on the front of the bike, while at the rear the solid wheel is 19 x 3.15, fitted with a 19-80-130 tire. The brakes are operated by CRC handlebar controls, as is the hydraulic clutch.

The build is finished with minimal bodywork, which comprises of an oil tank and rear fender on the bike and a gas tank on the back of the sidecar, all of which was painted by Zbynek Turecek.

Because in the World Championship of Custom Bike Building the entrants themselves vote for the bikes they think should win, it is often a case that anything goes when it comes to judging what is considered best. For Roman this certainly worked in his favor as enough of his fellow competitors liked Pure Vision enough to award it the points needed to place it fifth in the Freestyle class at the 2013 World Championship of Custom Bike Building.

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Gas tank at the rear of the sidecar offers an extended riding range



Passenger comfort is not a priority in the sidecar, which owes a lot to racing bikes



The brake disc mounted outside of the sprocket is gripped by a JayBrake calliper, just like those used on the front and sidecar wheels

Roman Bus with 'Pure Vision'





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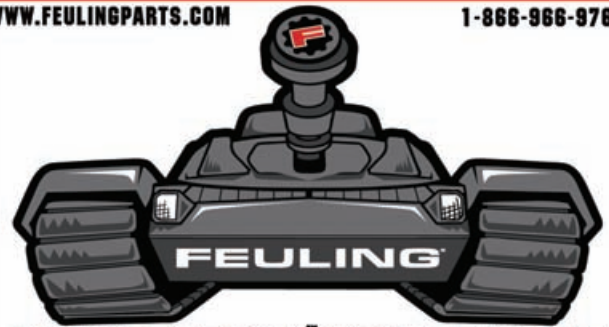
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Harley-Davidson issues recall on 2014 models

HARLEY-Davidson has issued a voluntary recall on selected 2014 Touring models. The recalls, which include a 'Do Not Ride' notice to owners and a 'Do Not Deliver' notice to Harley-Davidson dealers until the motorcycle is fixed, relate to 25,185 FLHTCU, FLHTK, FLHTP, FLHX, FLHXS, FLHTKSE and FLHRSE models, and 3,861 Softail CVOs and Trikes, models FLHTCUTG, FXSBSE and FLSTNSE, built between May 3, 2013, and

October 14, 2013, equipped with a hydraulic clutch system that may pose a safety issue for riders and/or passengers.

"The safety of our customers is our highest priority," said Tony Wilcox, Harley-Davidson General

Manager of Motorcycle New Product Delivery. "We have identified potential safety issues and are moving quickly to notify our customers and dealers. The inspection and repair of these motorcycles is extremely important, so it's critical that our customers with affected vehicles contact their dealers immediately. We apologize for this circumstance. The company is committed to correcting this issue and providing customers with the quality experience and service they expect."

Some of the models being recalled may exhibit a condition in which the hydraulic clutch system may lose the ability to generate enough lift to disengage the clutch. If the clutch does

not disengage as intended, the rider may have difficulty slowing or stopping the motorcycle, which could result in an accident. Harley-Davidson has initiated these recalls to correct the affected motorcycles.

The company wants owners of affected motorcycles to contact an authorized Harley-Davidson dealer immediately to arrange for an inspection. The dealer will pick up, inspect and make the necessary repairs at no cost to the owner. The repairs have been identified and should take less than one hour.



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Paul Langley takes international role for all MAG brands

MOTORSPORT Aftermarket Group, Inc. (MAG) has announced a series of organizational changes within several of its key brands. Vance & Hines, Performance Machine and MAG's international operations are the primary groups involved in a restructuring of senior management to support future growth opportunities. As a strategic move to expand the MAG brand dominance and product capabilities into international markets, Paul Langley has taken the newly

formed position of Vice President of International Business. In this role, Langley will have responsibility for international growth of all MAG brands, and will be working closely with manufacturers, distributors and dealers to provide aftermarket products targeted to global markets. MAG resources in Europe and Asia will report into this new organization. Additionally, Langley will continue to provide leadership for the Vance & Hines race team.

Current President of Performance Machine, Mark Finnie, will move into the position of President of Vance & Hines. Robyn Hetland, Executive Vice President of Performance Machine and former General Manager, has been promoted to President of the company, with Finnie remaining in a "strategic advisor" for business development role with PM.



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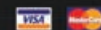


From being President of Vance & Hines at their California factory, former Dynojet industry veteran Paul Langley is taking a newly created role that will see him driving all aspects of international business for all Motorsport Aftermarket Group brands

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VARIABLE PRESSURE CLUTCH

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U.S. Patented



Billet Pressure Plate red (showing) or black.

We put the most popular performance engine sizes as a name of the charger kits. These kits are good up to each engine sizes. We set up with an appropriate spring tension (340lbs or 380lbs) with the best VP (68LT, 84LT or 95LT), so the clutch lever effort is as easy as possible without any clutch slipping.

CHARGER KITS \$475/set

Kit will come with VP92T/VP68T, Billet Pressure Plate with a Proper Spring.

103R KIT up to 105 ft-tq motor

110R KIT up to 125 ft-tq motor

120R KIT up to 140 ft-tq motor

130R KIT up to 155 ft-tq motor

MAX KIT up to 180 ft-tq motor