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## Tucker Rocky / MAG announce completion of their "merger"

**JUNE 2014**  
ISSUE #179

**TUCKER Rocky/Biker's Choice and Motorsport Aftermarket Group (MAG) have announced that their previously announced "merger" has now been completed.**

As planned, the combined company will operate under the MAG name, with John. A. Lacy, President and CEO of Indianapolis based Lacy Diversified Industries (LDI, Ltd., being the majority shareholder of the combined company) as the Chief Executive Officer.

Brian Etter will continue in his role as President of MAG's "branded product, media and online retail operations", with Dan Courtney continuing as President of Tucker Rocky/Biker's Choice.

The former MAG majority owner, the Los Angeles based equity investor Leonard Green & Partners and other "legacy MAG shareholders" as they are being described, will retain a "significant minority interest in the combined company."

Best known as the owners of Vance

& Hines, Performance Machine, Kuryakyn, Progressive Suspension, J&P Cycles and a number of other high profile specialist motorcycle industry parts and accessory brands, manufacturers, retailers and media outlets, MAG is being touted as having "merged" with the Tucker Rocky/Biker's Choice operation.



However, industry talk of an arising likelihood that the deal implies some kind of upcoming 'integration' plan between the two aftermarket giants appears to be wide of the mark.

The deal in fact appears to be a lot simpler at this stage, with Tucker

Rocky's parent company LDI simply making a strategic acquisition which, in effect, sees them taking an ownership position as an alternate investor to Leonard Green & Partners or acquisition by some other equity investor.

It would appear that Leonard Green had decided that the interests of the investors in fund through which their ownership of MAG was held and funded would now be better served by realizing value at this time, rather than continuing with its ownership.

In this context industry insiders are pointing to LDI as being an excellent ownership candidate for MAG as the company has both the resources and the pedigree to be a beneficial long-term owner of a power sports industry business, as proven by their established track record as owners of Tucker Rocky.

At the time that the plan was press released some seven weeks before this completion announcement, LDI

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#### Sturgis Hall of Fame



#### Old Skool DIY kit bike

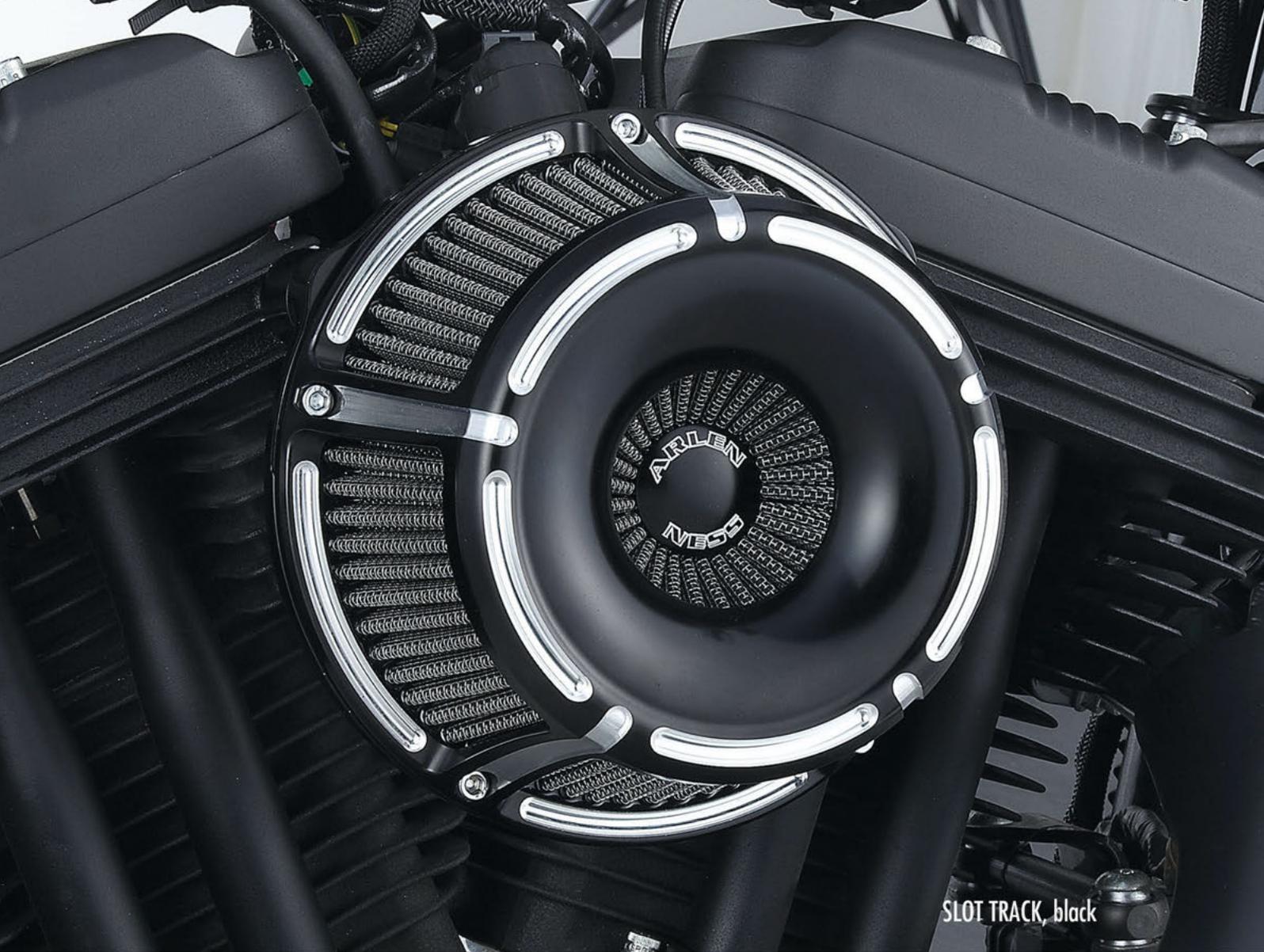
### INDUSTRY EXTRA



### PRODUCTS



In the custom scene large wheels has for the most part been confined to the front of Baggers, but Michael Naumann has used a pair of 26in rims for his take on the board track racer look with Stick 52



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SLOT TRACK, chrome



DEEP CUT, chrome



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**POST MASTER**

AMD (ISSN 1465-7627) is published monthly by Dealer-World.com, Chapman House, Chapman Way, Tunbridge Wells, Kent TN2 3EF, United Kingdom. Subscription price \$200 per year. Postmaster: Please send address changes to: AMD, Dealer-World.com, Chapman House, Chapman Way, Tunbridge Wells, Kent TN2 3EF, United Kingdom or e-mail to [ben.bradley@dealer-world.com](mailto:ben.bradley@dealer-world.com)

PRINT BY WARNERS MIDLANDS  
BOURNE, LINCOLNSHIRE, GB

**ISSN 1465-7627**

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**World Champs: 'Stick 52', from Michael Naumann .... 55-56**

When he's not working at Thunderbike Michael Naumann spends his time building custom bikes for himself, and Stick 52 saw him place 10th at the 2013 World Championship

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# No, it is not a merger - but it is a great deal!

**I**t is tempting to say that the news that the deal to create a mega "merger" between industry giants Tucker Rocky/Biker's Choice and the Motorsport Aftermarket Group (MAG) has now been completed has left as many questions unanswered as it marks any kind of conclusion.

In fact it is really only now, as the dust starts to settle, that the real questions will emerge, and even now only a small number of insiders can really grasp what those questions will be, and what issues and opportunities may now arise.

At the time that the three-way agreed wording of the original press release was circulated (at the end of March 2014) the industry rumor mill went into overdrive about where this deal was headed and what it might mean for the market.

Much of that initial scuttlebutt centered on the relationship between certain MAG brands and Tucker Rocky's primary rival distributor.

However, those rumors failed to take into account that the principal underpinning to all such relationships is the money to be made in all or any business relationships, be they exclusive or otherwise, and that even strategic issues are meaningless without a convincing profit pathway.

That is where the focus needs to stay, both for those involved in the deal, and for those waiting to see what impacts it may or may not have on their own business opportunities.

Discerning the motivations of former majority MAG owner Leonard Green & Partners (LGP) in seeking a liquidation of (most of) their ownership position should, theoretically, be quite straight forward.

Founded in 2000 by Duff Ackerman Goodrich (DAG), LGP bought out DAG at the top of the market in 2006. The timing of Arnie Ackerman and his partners was exquisite. By then MAG had probably met DAG's fund ROI targets, and the first rule of getting into such a deal is knowing when to get it out. Exit strategy is key!

Having put so much of his personal passion for motorcycles into the cherry-picking of his take-over targets, Ackerman stayed with the furniture and was still group chairman and a substantial minority shareholder under LGPs ownership.

LGP's motives will have been the same as those shared by all fund managers, to get out at the right time. Once the money has earned its keep, move on. The complication in their tenure as owners, however, has been the downturn of course.

Downward pressure on ROI and upward pressure on investment requirements as the individual business units sought to fend off the impacts of recession, while still positioning themselves for a return to growth when the tide changed, must have resulted in considerable recalibration of LGP's targets.

Therefore one must assume that if they judged that their timing sucked when they got into MAG, there must be an element of expectation realism, if not actual cutting of losses, in their decision to bail out at the first sight of the daylight at the end of a long dark tunnel.

Regardless, as far as the outside world is concerned, LGP and Ackerman, and MAG and individual business unit management, have done a fine job of

maintaining brand value and values, and of growing market shares, in the most awful of times and circumstances.

With very few exceptions (it remains such a shame about White Brothers) MAG has proven to be a benign owner, and in shaping the deal with Lacy Diversified Industries (LDI) and scheming an alliance with Tucker Rocky/Biker's Choice, LGP, Ackerman and his senior management have again proven themselves adept at coming up with a solution that appears to have the best interests of employees, investors and dealers stamped all over it.

The timing of LGP's entry into the powersports aftermarket really marked the high watermark of outside equity's seemingly inexorable taking over of the motorcycle parts industry. Most of the deals that took place (not least the succession of owners who tried to take on Custom Chrome) after then proved ill timed.

In fact, such deals very quickly dried up as investment capital availability went south, and as the profile of the automotive industry's involvements also diminished, the motorcycle parts and accessory industry has been left largely to self-heal itself through judicious housekeeping and a restoration of focus on to core market values and business opportunities - bolt it on, service it, make it go quick, and make it user-friendly!

In LDI, MAG appears to have found a kindred spirit. An owner who 'gets it', both in terms of longevity of ownership, and in terms of the specifics of the custom parts industry.

Rather than responding negatively to the downturn, competitive pressure and TR's needs for logistics investment at a time of questionable short-term results, LDI has continued to take the long view of an ownership that has now seen it at the helm for 25 years.

While it is clearly misleading for the deal to have been press-released as a "merger" between MAG and TR/BC (no doubt they had their reasons), I chose my words carefully when previously describing it as an alliance, because it seems to me that this is a much fairer, more accurate and, above all, much more positive way of viewing it.

Technically speaking, TR's owners have bought MAG, and nobody should be under any illusions that it has been anything other than a financially motivated, strategic acquisition.

In so doing LDI have played a master-stroke in terms of the business opportunities MAG brings to TR's table, and in terms of the synergies that TR can provide for MAG.

Similarly MAG and LGP have created a future for both businesses that has knowledge, expertise, pedigree and opportunity as well as capital availability written through it like the letters in a stick of rock-candy.

MAG has found a kindred spirit

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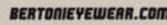
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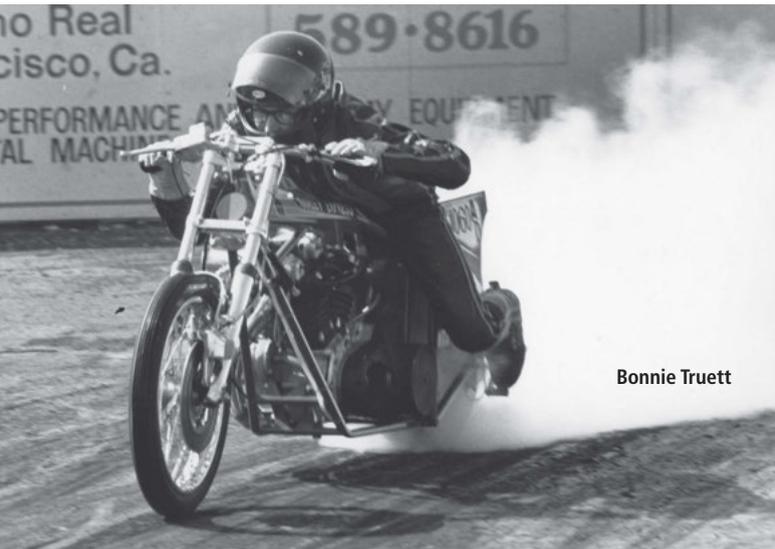
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# Sturgis Hall of Fame



Bonnie Truett

The Sturgis Motorcycle Museum & Hall of Fame has included aftermarket vendors Paul Yaffe, Keith Terry, Jesse Jurrens, Drag Racer turned parts maker Bonnie Truett, and legendary former Harley-Davidson VP Clyde Fessler among their nominees for their Hall of Fame this year.

During his 25 year career at Harley Clyde Fessler is said to have played "

an integral role in the turnaround of the company." He served in multiple marketing positions including Director of Marketing, Vice President of General Merchandise, Vice President of Motor Accessories and Vice President of Business Development. His 2012 book "Rebuilding the Brand" is a 'must-read'.



Jesse Jurrens



Paul Yaffe

Photo: Michael Lichter

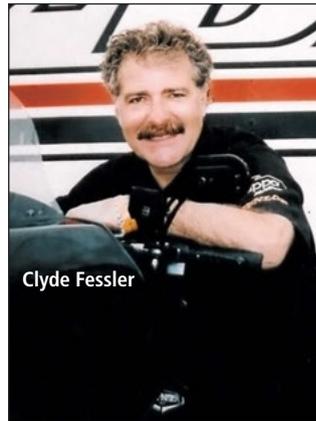
Jesse Jurrens started Legend Suspensions in Rapid City, South Dakota in 1998 with what was then the first purpose made air spring for the Harley-Davidson Softail Chassis. Now based in Sturgis itself, Legend manufactures Aero Air Suspension systems and Revo coil suspension systems for all Harley-Davidson models and Off-road UTVs.

Keith Terry, a native Californian who now lives in The Black Hills area, started Terry Components (with his wife Fran) 20 years ago, and the

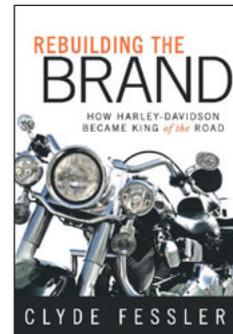
company is said to be the largest supplier of motorcycle starter motors and battery cables in the industry. More recently, Keith - started Baggster LLC with Chris Malo, a company that manufactures custom conversion kits for Harley-Davidson applications.

With Paul Osborn, Bonnie Truett was one half of the Truett and Osborn engine parts business at Wichita, Kansas and drag race legend until his retirement. He started racing in the 1960s, and was constantly working to get more out of his drag bikes. He started by changing the flywheels in his own Sportster, but eventually he and his partner Paul Osborn started to create and manufacture their own flywheels, frames, cams, cylinders and rods.

Paul Yaffe's business story is a remarkable one and his prowess as an entrepreneur is a case study in survival. Having seen his Paul Yaffe Originals business hammered by the downturn in custom bike building and the wider recession, he was an 'early adopter' when it came to spotting the vacuum that existed where parts and accessories for Harley's tourers were concerned. Paul created the Bagger Nation brand of custom parts and accessories and the rest, as they say, is history!



Clyde Fessler



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**Tucker Rocky / MAG announce completion of their "merger"**

<<< Continued from cover

stated that it "had been a major participant in the power sports industry for 25 years through its ownership of Tucker Rocky/Biker's Choice", and referenced their business ownership strategy as being one of "build and hold".

That said, rumors about consolidation and potential "merger" of operations were rife at the time, fuelled in part, it would appear, by LDI also stating that "long-term success for the company will be built by bringing enhanced selection, service and solutions to power sports dealers in order to drive retail sales growth." A statement that appears to presage leveraging of combined ownership and Tucker Rocky/Biker's Choice resources in a rather more "integrated" way than a simple investment holding company strategy might suggest.

While those rumours have died down since, and with all concerned remaining tight-lipped about details, there nonetheless is widespread relief that MAG ownership will reside "within" the industry and a growing sense that this particular chapter in the story of aftermarket consolidation

brings opportunity for dealers with it.

At the time MAG Chairman, shareholder and original founding partner Arnie Ackerman was quoted as saying that "the strategic merit for this combination stems from the highly complementary product and service offerings of each of these businesses."

Lacy Diversified is somewhat of an American institution, certainly an Indianapolis institution, owing its origins to a business founded there in 1912 by Howard Lacy. The Lacy Diversified name was adopted in 1972 to reflect the evolution of the group and now, 102 years since it was founded, it is still owned and operated by the Lacy family, with Andre Lacy as Chairman and his son, John A. Lacy, representing the fourth generation of the family to be involved in the ownership and operation of the group.

Famously, Tucker Rocky owes its origins to Texan Ed Tucker's 1967 wholesale motorcycle oil business and subsequent expansion and diversification following Bob Nickell's purchase of the business in 1972.

The business became Tucker Rocky (TR) in 1986 following the purchase of Rocky Cycle, and was acquired by

Lacy Diversified Industries in 1989. NEMPCO, a specialist New England based Harley aftermarket parts business (founded in 1971 by Larry Coppola) was bought by Tucker Rocky in 1992 in order to give the group strength in a then fast developing custom parts industry that had already seen the emergence of several strong specialty distribution brands.

Tucker Rocky re-branded NEMPCO as Biker's Choice (itself a NEMPO own brand) in 1998, and the business is a strictly wholesale operation that claims it sells over 100,000 products to all sectors of the motorcycle and wider power sports market, through seven domestic US distribution centers.

MAG was founded in 2000 by Arnie Ackerman and his partners in a San Francisco based equity investment fund managed by Duff Ackerman and Goodrich (DAG). The specific intention of the fund was to acquire, finance and develop leading motorcycle aftermarket parts and accessory brands and manufacturers.

As the man who had largely guided the acquisition strategy and driven development of the Group, Ackerman retained a shareholding in MAG in 2006 when DAG's interest was acquired by Leonard Green & Partners - a Los Angeles based equity investor with current involvements in well known consumer brands such as Petco, The Sports Authority, J Crew, Top Shop, Lucky Brand Jeans and the Palms Casino Resort in Las Vegas.

Though details are confidential it is being assumed that Ackerman and former MAG company owners such as Terry Vance, Byron Hines, Tom Rudd, Perry Sands, John Parham and others are among the "legacy" shareholders referred to by LDI, thus meaning, given the deal and holding company structure that has been announced, that they now, in effect, have a (albeit modest) stake in ownership of Tucker Rocky.



**J A Lacy is the fourth generation of his family to head up Indianapolis based Lacy Diversified Industries (LDI) and will become CEO of the combined company, which will operate under the Motorsport Aftermarket Group name (MAG)**



**Following the retirement of Steve Johnson at the end of 2012 Dan Courtney became President of Tucker Rocky and will continue in that role following the merger**



**Brian Etter continues in his role as President of Motorsport Aftermarket Group (MAG), the parent company of well known parts and accessories brands such as Vance & Hines, Kuryakyn, Performance Machine, Progressive Suspension, J&P Cycles and UK based offroad specialist Renthall**  
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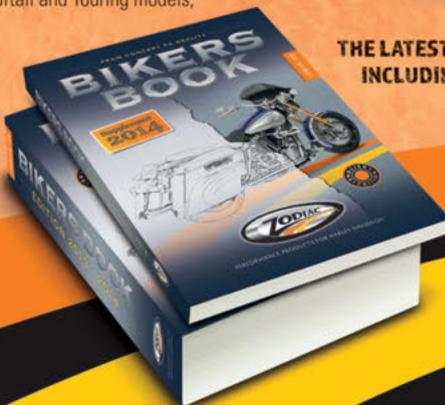
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# Harley's dealer-based riding academy program to use power limited Street 500s

THE Motor Company has trained more than 350,000 new riders over 14 years and has now changed its training program with the launch of its new Harley-Davidson Riding Academy—the only national rider training program hosted by Harley-Davidson dealerships and conducted on an all-new Harley-Davidson motorcycle.

Since its inception in 2000, Harley's rider training program has successfully trained more than 350,000 new riders with a premium Motorcycle Safety Foundation (MSF)-approved rider training experience, and now the Harley-Davidson Riding Academy's New Rider Course provides nearly everything needed to take the first step towards motorcycle riding, including MSF-certified instructors, use of a motorcycle to learn on, and a minimum of 20 hours of combined classroom and range training with a guaranteed 6:1 student/instructor ratio. All the students need to supply is appropriate riding gear.

Harley-Davidson Street 500 motorcycles will be provided for the training rides.



Additional features developed specifically for use in the Harley-Davidson Riding Academy include an industry-first 'Power Limit Calibration' that puts a ceiling on the vehicle's low-gear speeds, allowing only the maximum rate a student needs in the course, and a unique 'Vehicle

Protection Kit' that allays student fears of damaging the vehicle in a tip-over.

"Instilling confidence is vital to preparing new riders to move from the classroom to the open road," Angela Thundercloud, Harley-Davidson Rider Training Manager, said. "We designed everything — the experience, the

curriculum and the equipment — to inspire that needed confidence and empower new students to have a ton of fun learning to ride on a Harley-Davidson motorcycle."

In many states, completion of a Harley-Davidson Riding Academy course can exempt riders from needing to take an additional road test before becoming licensed, and many insurance providers offer discounts to graduates.

In addition to changes in the US, where more than 180 Harley-Davidson dealers offer training courses, Harley-Davidson Riding Academy is expanding globally into Mexico, China and South Africa.

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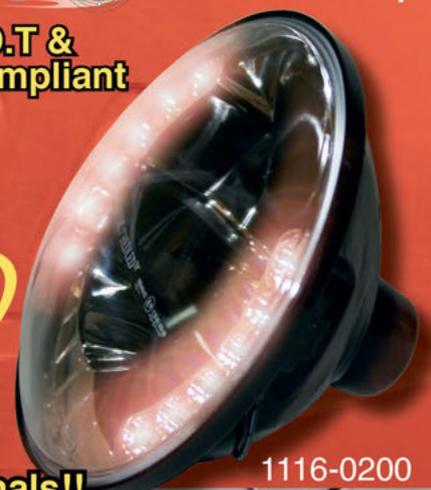
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**NEWS BRIEFS**

PowerSports Business has reported that a new analysis of preliminary state data released by the Governors Highway Safety Association (GHSA) suggests that US motorcyclist fatalities are projected to have decreased in 2013, for only the second year since 1997 - by a probable 7 percent.

Sabertooth Motorcycles is fighting an Arctic Cat lawsuit over their 'WildCat' registered trademark by filing a countersuit of its own, Sabertooth reported. It is reported that Sabertooth owns the WildCat trademark, having federally registered it with the United States Patent and Trademark Office (USPTO) for its motorcycles and trikes, and been making use of it for eight years. Sabertooth say that Arctic Cat has tried three times to register the Wildcat name for its side-by-sides, but its efforts were denied by the USPTO each time because of the likelihood of confusion with its own WildCat trademark.

**Former V&H engineers launch new exhaust company**

JOHN Peck and Leigh Crawford have announced the launch of Firebrand Design LLC, which will manufacture and design aftermarket products for motorcycles. The two industry veterans said they are "focusing initial efforts on manufacturing exhausts for Harley-Davidsons," but that they "also plan on expanding the line with other products and for additional vehicle brands."

The company's first products are Loose Cannon Slip-Ons for Harley touring models. "Products for Sportster, Softail and Dyna are currently in production and will be available this summer," the company announced.

Firebrand products are being distributed by HardDrive Parts, a division of Boise, Idaho based distributor Western Power Sports (WPS).

Peck, President of Firebrand, is the former Vice President of manufacturing at Vance & Hines. "We saw an opportunity for a company that could combine the experience and production capabilities of the large corporations, with the passion and creativity of the custom shops," he said. Peck will manage day-to-day operations.

Crawford, taking on the role of Vice President of Development at Firebrand, is the former R&D manager at Vance & Hines.

"We don't want to be just another exhaust company," Crawford said. "As an enthusiast, I am creating products that not only push the limits of style and design, but provide riders a tremendous value."

[www.firebrandmotorcycle.com](http://www.firebrandmotorcycle.com)  
[www.hdtwin.com](http://www.hdtwin.com)



Firebrand's new 'Loose Cannon' exhausts are available in chrome or black ceramic. The company uses what it is describing as a 'flash-suppressor' end treatment and a "race inspired" high performance baffle which features dual density muffler packing and is designed to "maximize stock and high performance motors



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# Saddlemen acquires Phantom Pad

RANCHO Dominguez, California based Saddlemen, the leading motorcycle seats and luggage specialist founded in 1987, has acquired exclusive rights to the Phantom Pad range of products.

Based on removable suction cups to provide a seat pad for passengers, Saddlemen will manufacture the complete line of Phantom Pad products, and the business becomes the third company owned and operated by Saddlemen, with All American Rider bought in 2012 and American Kargo having been launched earlier this year.

"The addition of Phantom Pad has been a step in the right direction for Saddlemen. With companies like Phantom Pad, All American Rider and American Kargo we are able to give consumers what they want, more variety and quality products. It's an exciting time to be here at Saddlemen," states CEO David Echert.



Saddlemen CEO  
Dave Echert



Phantom Pad's proprietary suction cups are said to be non-abrasive and designed with dual cavity and quick tabs. "Unique features such as Neoprene fender liner, an injection mold, ABS base plate and shock-absorbing orthopaedic memory

molding foam all go to make Phantom the leading passenger motorcycle pad design out there", said Echert.

All Saddlemen products are distributed exclusively by Parts Unlimited, Drag Specialties and Parts Europe.

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## S&S sponsors AMRA Outlaw class



S&S CYCLE has renewed its commitment to drag racing with the news that it will be sponsoring the AMRA Drag Racing Outlaw Street Class in 2014. The move is a first for S&S as it has never sponsored a class in the AMRA before.

As a direct result of the S&S sponsorship package the prize fund at the events will increase from \$100 per win per race to \$300.

S&S Racing Manager Justin Bramstedt said: "S&S Cycle has a long history of racing Harley-Davidson motorcycles. That's how this company was started. In recent years we've been involved in the professional drag racing scene with our sponsorship of the NHRA Pro Stock Motorcycle class, but we feel we should be supporting grass roots drag racing as well."

The AMRA Outlaw Street Class is designed for street ridden Harley based motorcycles. The only limitations on the engines are a

145ci maximum, and they must run on gasoline with no nitrous oxide. Engines can be carbureted or fuel injected, but must be naturally aspirated. The chassis must be built from a modified production OEM or aftermarket frame with a valid VIN, and a wheelbase of no more than 70in. Entrants in the Outlaw Street class must be licensable for street use with OEM lighting, V-rated DOT tires and no wheelie bars.

**S&S CYCLE**  
Viola, Wisconsin, USA  
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[sscust@sscycycle.com](mailto:sscust@sscycycle.com)  
[www.sscycycle.com](http://www.sscycycle.com)

# Old Skool DIY kit bike from Zodiac

Words: 'Grizzly' Pictures: Zodiac

ZODIAC is not known for embracing every little thing just because it happens to be fashionable, rather they wait and watch carefully to see what happens before deciding to include new parts in their catalog. And that philosophy has worked for Zodiac for more than 30 years. They not only sell Chopper and custom parts, but continue with the core of their business, providing parts for the maintenance and repair of Harleys, parts that are, according to the company, equal or better than stock. Zodiac prefers to sell practical parts, and with that in mind has put together its Old Skool kit bike. Bobbers and early Choppers are currently popular, but are they practical, the company asked itself. "Considering the age of most builders and riders nowadays, you can seriously doubt it. A hardtail without shocks is not exactly comfortable, and an original stock old Harley motor needs to be wrenched on every now and then. With H-D drum brakes the need to anticipate traffic is very real," Zodiac's Vincent Pels explains. "That's why we developed this kit, with which you can build a technically sound bike, a bike that stops when it needs to, a bike that does not kill your back on a long run. Of course, we realize that for some diehards there is no substitute for a real hardtail, and we can cater for that customer too, but to suffer voluntarily is not the dream of every Chopper and Bobber owner." The base of this kit, which can be built by customers or Zodiac

dealers, is a Kraft Tech Softail frame. At the front end Zodiac decided to use a Narrow Glide, creating a look that resembles the chops of the late Indian Larry. The brakes are modern disc brakes; the front has a Billet Six caliper from Harrison. The combination of this front end and a frame with suspension and modern brakes assures a well handling, comfortable bike with sufficient braking power. The wheel combination is a classic one, a 16in wheel at the back and a 21in at the front. Tires, however, are modern again, for the best road holding. The motor for this particular kit offered by Zodiac (there are more) is a 1,340cc S&S Evo. Gearbox is an up to date six-speed, the drive chain a Tsubaki. Instead of a kicker, this bike starts with the help of a powerful electric starter and the primary drive contains a slim-line Primo belt. For the bodywork a ribbed Mustang gas tank is fitted, and the oil tank is the traditional chrome cylindrical style. The ribbed style of the gas tank can also be found following through on to the front fender. The rear fender has been bolted directly to the Softail style swingarm instead of the frame, using old fashioned but sturdy struts. "This way the bike resembles a hardtail more. For that reason the preferred seat is a sprung pan, and the necessary gap between seat and moving fender won't look awkward," says Vincent. The Zodiac kit is 99 percent complete, all it needs extra is some wiring and



paint. Almost everything can be bolted on. The other work involved is drilling holes for the gas tank and making the fender mounts. Motor and gearbox come entirely assembled, just like the fork legs and the clutch. Beside this (the most affordable kit), Zodiac also offers the same bike with a 1,565cc motor, and also a kit with a 1,855cc Euro-3 motor and exhaust. Last but not least, and also the most expensive kit, Zodiac offers one that has an S&S Knuckle motor. This kit comes with a Springer instead of

a telescope front end and a fat 16in front wheel instead of that slim 21in wheel.

**ZODIAC INTERNATIONAL**  
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## Zodiac Racing ready to defend European Championship

EUROPEAN Champion Zodiac Racing is about to start the 2014 season with one goal in mind, to defend the European crown. This year started with the good news that all their major sponsors will continue their support for the coming race season.

Zodiac General Manager Vincent Pels said "it became even better when long time Zodiac partner S&S Cycle, the "Industry Leader of Proven Performance Products for Harley-Davidson", decided to team up and support our racing efforts.

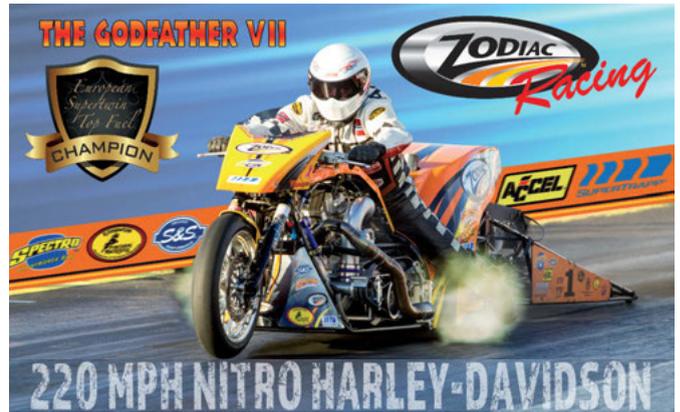
"With a rich racing heritage of more than 55 years, the support and knowledge of S&S Cycle is more than welcome, not the least because of the Hubba Hubba supercharged Top Fuel Harley-Davidson. This bike was the first V-twin to exceed 200 mph in the quarter mile in 1995, under the

leadership of George Smith Jr, an accomplishment that Zodiac Racing's team principal Ton Pels did himself one year later, as the first European."

So in addition to S&S Cycle and distributor Zodiac International as naming rights sponsor, "Godfather VII" will again be supported by the likes of Spectro Oils of America, SuperTrapp, Accel Motorcycle Products and Kibblewhite Precision Machining Inc.

Pels says that "the team is also going to rely on valuable parts from supporters such as National Cycle for their 220 mph tested V-Stream wind screen, and Eriks/Gates, who helped to develop a new blower drive system for this coming season.

The formation of the team will be the same as last year, with former Zodiac General Manager Ton Pels as team principal, his son Vincent Pels as Crew



Chief and Norwegian Ronny Aasen as rider.

The first outing of the year will be the first round of the FIM Europe Super Twin Top Fuel championship at Santa Pod Raceway in the UK. Ton and Vincent Pels (T&V Racing) have made some major changes in the fuel system of the 1000+HP nitro-methane breathing machine, to be able to control the extraordinary fuel delivery of over 12 gallons per minute better.

The rest of the changes made over the winter are mostly for consistency, like a new blower drive, newly designed CP pistons and a titanium 9-stage clutch. They expect to need one or two runs to dial-in the bike and get their base line setting back, but from then on the plan is to run hard, so Ronny can take on the elite of European

V-Twin racers in the only true European Championship.  
[www.zodiac.nl](http://www.zodiac.nl)

## Polaris' first factory in Europe

PANATTONI Europe, a leading industrial property developer, has completed the first European factory for Polaris Industries Inc. The 33,000 sqm facility (355,000 sq ft) was built in Opole, at the Wałbrzych Special Economic Zone Invest-Park in Poland. Production of vehicles is expected to commence as early as September.



The production hall takes up 25,600 sqm of the facility (275,000 sq ft), the rest being warehousing and offices; construction work started at the beginning of August 2013. "This is the manufacturer's first European factory. Up to 25 thousand quads and small all-



terrain vehicles per year will be made for delivery to Europe, Middle East and Russia. Some 350 jobs will be created initially, with that number expected to grow in the future" said Boguslaw Dawiec, Plant

Manager. "Our Opole, Poland, plant is right on schedule for start up later this year," Polaris President and COO Bennett Morgan said during Polaris' first-quarter conference call in April.

## Ackerman named Chair of MIC Aftermarket/ Allied Trade Committee

ARNOLD W. Ackerman, chairman emeritus and founder of the Motorsport Aftermarket Group (MAG), has accepted the appointment of Chair of Motorcycle Industry Council's (MIC) Aftermarket/Allied Trade Committee. Ackerman will be replacing the committee's previous Chair, Steve Johnson, who was the President and Chief Operating Officer of Tucker Rocky Distributing for 12 years before retiring in 2012.

"As we continue to focus on strengthening our industry's recovery, we are excited to have a key contributor like Arnie Ackerman lead our Aftermarket Committee," said Dennis McNeal, MIC Chair and Vice President Motorcycle Operations at Yamaha Motor Corporation. "Arnie's resume is filled with industry experience, and he's

no stranger to the MIC. He's worked with and supported the MIC on a variety of projects and issues over the years, and we look forward to Arnie's leadership as he takes the helm of this industry-critical committee."

Ackerman, a lifelong motorcycle enthusiast whose ties to the industry run deep, founded Motorsport Aftermarket Group in 2000. MAG, a MIC member for 12 years, is an assemblage of many leading motorcycle industry brands, representing segments in dirt/off-road, street, V-twin, all-terrain vehicles and recreational off-highway vehicles (side-by-sides).

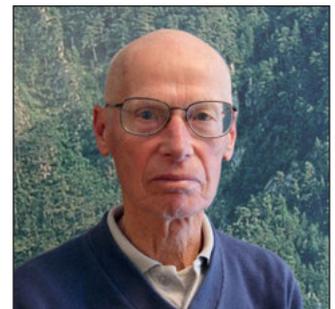
"Our industry is facing persistent and ongoing challenges and some never-before-seen threats," said Ackerman. "A strong MIC is necessary to combat



*Motorcycle Industry Council*

these threats and at the same time to be able to offer sensible solutions. The MIC Aftermarket/Allied Trade Committee's cadre of board members represents all aspects of our industry and is qualified and ready to take on the challenge."

The other members of MIC's Aftermarket/Allied Trade Committee are Gary Bryson of K & N Engineering, Joan Dyal of GE Commercial Finance, Don Emde of Don Emde, Inc., Frank Esposito of Kendon Industries, Inc., Kerry Graeber of Marketplace Events, Kevin Hagerty of MotoQuest, Robin Hartfiel of Resmarket, Inc., Dick Lague of Ignition3, LLC, Larry Little of



Marketplace Events Motorcycle Group, Tom McCarthy of Motorcycle Management Consulting Services, Inc., Sarah Schilke of Schubert North America, Tigr Tsujikawa of Advanstar, and Jayson Wickenkamp of Scorpion Sports, Inc.

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# Inglourious Basterds win AMD's Italian Affiliate event

THE 3rd annual Italian Motorcycle Championship took place at the 28th Biker Fest in Lignano Sabbiadoro, Udine, Italy, from May 15-18. The Italian Championship is the culmination of a 10 event network of custom bike shows held throughout Italy and promoted by Italian custom magazine Bikers Life.

Staged again on the impressive Terrazza a Mare, 55 bikes from across Italy plus visitors from the Czech Republic, Romania and Ukraine competed in Freestyle, Modified Harley-Davidson, Metric, Streetfighter, Cafe Racer and Scrambler classes with the three Best in Show winners receiving 1,000 Euro expenses towards competing at the 11th annual AMD World Championship of Custom



Bike Building at INTERMOT, Cologne, Germany, from September 30 to October 5, 2014.

This year's winner was the reigning AMD Retro Modified World



Champion, Inglourious Basterds Cycles of Italy, with "Madiba", a heavily modified Benelli 600 Sport Cafe Racer.

In second place was Lari Motori with a Harley-Davidson Fatboy, and in 3rd place PDF Motociclette - the new shop formed by the "Abnormal Cycles" crew after splitting from Abnormal Cycles owner Samuele Reali. Their third placed bike,

"WR Hazard", is based on a Harley-Davidson WLA frame and engine, with many hand-made parts.



1st place bike - 'Madiba' by Inglourious Basterds Cycles



2nd place bike - 'Fatboy' by Lari Motori



3rd place bike - 'WR Hazard' by PDF Motociclette

## World Champs entry forms available online

THE official entry form, rules and class definitions for the 2014 AMD World Championship of Custom Bike Building are now available online.

Being staged at INTERMOT for the first time, in Cologne, Germany, from September 30th to October 5th 2014, 'Early Bird' competitors can scoop a €100,00 entry fee discount - bikes entered prior to June 30th will be able to enter for €100,00 (fee exemptions apply to 2013-14 Affiliate Show winners and previous World

Championship prize winners).

All competitors also receive the AMD World Championship 2014 special edition 'Competitor Logo' for use in all their own advertising, marketing, print, website and social media activity, in addition to a free of charge studio-grade photo-shoot set of pictures of their bike.

There will be five classes at the AMD World Championship in 2014 - the now traditional and highly acclaimed FreeStyle class from which the 11th



annual AMD World Champion Custom Bike Builder will be chosen, plus four further classes to recognize specific sectors of the custom motorcycle market.

The Retro/Modified Class will showcase customs based on engines manufactured before 1984.

The Modified Harley-Davidson Class will feature stock frame geometry customs with engines (minimum stock cases) from 1984 and up.

The Street Performance Class will showcase custom design and engineering work where the primary objective is to improve the performance and handling of streetable customs.

All new for 2014, a Cafe Racer Class for 50s/60s inspired road race bikes.

One change from previous years is

that no run-testing will take place at the event itself, so video evidence of each bike being ridden must be submitted prior to arrival at the Cologne Exhibition Centre (Koeln Messe) on Monday September 29th (set-up day) for the bike to be eligible to win a prize.

For further information or for any clarifications contact the World Championship program Director Neil Blaber at [neil@amdchampionship.com](mailto:neil@amdchampionship.com)

**To enter, follow this link - [www.amdchampionship.com/worldchamps](http://www.amdchampionship.com/worldchamps)**





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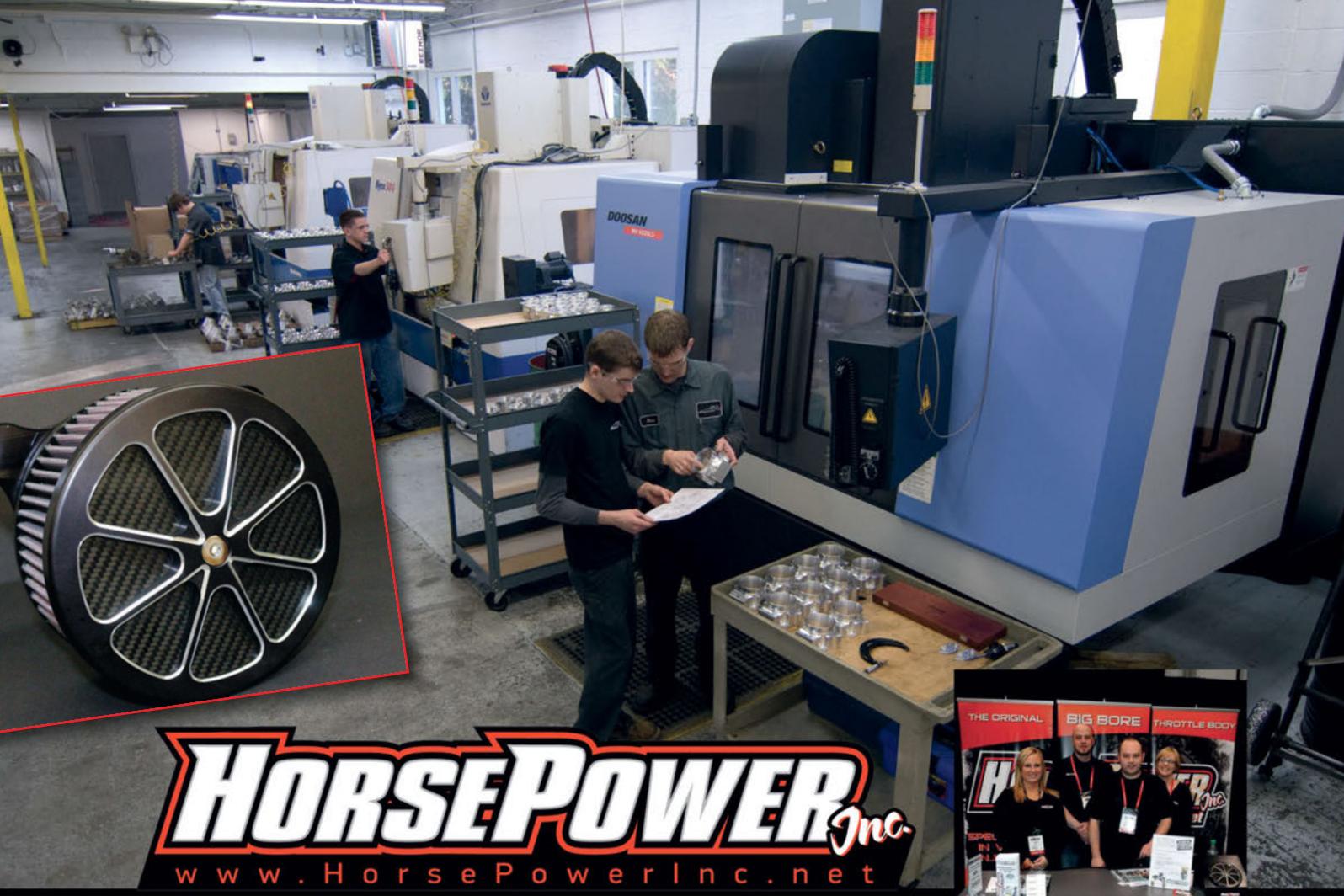
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# AN INJECTION OF HORSEPOWER

Written by Duncan Moore - [duncan@dealer-world.com](mailto:duncan@dealer-world.com)

The Horsepower Inc. team at the 2014 V-Twin Expo (left to right) Laura Light, Eric Henderson, Jimmy Light and Mary Jo Light

It is all too easy to think of fuel injection as being a very recent development in the v-twin market, however, Harley-Davidson has been selling fuel injected bikes since the turn of the century and Horsepower Inc. has been offering upgrades for those bikes for nearly as long

**H**ORSEPOWER Inc. came into existence in 2002 as the direct result of changes made by Harley-Davidson to its induction systems. As the Motor Company was making the move from carbs to fuel injection, owners were already exploring ways to improve the performance of the factory fitted systems. Among those looking at ways of increasing the fuel injected bikes' potential were the machinists in the machine shop of Mary Jo Light - they were using the facilities after hours to make parts for themselves for their own FI bikes.

Mary Jo was a smart enough business woman to realize that the work her employees were doing

could be turned into a new revenue stream, and so she set about creating Horsepower Inc., which at that time was the first company to manufacture an aftermarket throttle body and intake replacement for Harley-Davidson engines.

Today Horsepower Inc. is spread over two sites - the original facility in Eire, Pennsylvania, where all the machining is done using state-of-the-art equipment, and a second operation, opened in 2012 by Mary Jo's son Jimmy Light, in Indianapolis, Indiana, where sales, customer relations, and shipping and receiving to dealers and distributors is handled.

When HPI began it concentrated on throttle bodies, and now, as the business has grown, so has the range of parts it designs and manufactures.

The product offering now includes not only a wide variety of throttle bodies, but also intakes and air cleaners through to complete EFI performance builds.

"Our American made units provide a crisp throttle response and are flow bench tested for unparalleled dyno-proven performance. The result is that we can create increased airflow, and substantial increases in horsepower and torque," says Jimmy Light of the company's product line.

In order to produce these results each HPI big bore throttle body is CNC machined and then hand-ported internally, a process that HPI believes is unique to their company. The bodies feature a split shaft design that is black zinc-coated to prevent corrosion, and are completed with a precision sealed



**3D digital gauges are used by Horsepower Inc. to ensure the perfect fit of all its throttle bodies to the stock manifolds**

roller shaft/bearing assembly. Additional features include the use of factory bolt patterns, and cruise control to make them fully compatible with stock components, for ease of installation, and they are offered in many bore sizes with extended deck lengths and port configurations to match any head.

When we asked Mary Jo about the development of new products alongside improvements to throttle body designs, her answer reflects the attitude that was responsible for getting Horsepower Inc. (HPI) started in the first place

"A lot of us here at HPI are basically a bunch of 'motor heads', so we spend a lot of time reading about, thinking about, and talking about all the

things that are going on in the motorsports business. We know what's coming down the road for new engine designs, and we keep a sharp eye on the latest developments in CAD/CAM technology, too, so we can continue to introduce components for the latest Harley engine designs before others in the industry are able to catch up."

Among these gear heads is Eric Henderson, who is the company's head machinist and head of design and testing of new products. He is assisted in the manufacturing and inspection work by Kyle Layton and Mike Regan.

However, such is the high level of quality control at HPI that the company also employs Ian Ross as head of assembly and final inspection quality controller in their automotive division - the company not only deals with products for the V-twin market but also caters to the needs of automotive, racing and fire industries.

One man whose sole role is V-twin related is Bryan Salisbury, HPI's hand-porting specialist, the process HPI believes makes them a stand-out in the V-twin industry.

Over at the Indianapolis location, owner Jimmy Light is Head of Sales, and contributes to the design process and new product development, along with handling all technical support with customer service, in which he is aided by his wife Laura, who is Head of Marketing and Sales.

The type of new products that are created by this team at HPI include being one of the first businesses ready for Harley Davidson's adoption of throttle-by-wire technology, as Eric explains: "In 2008, Harley came out with a drive-by-wire version throttle for its Touring models that had been in use in cars for a long time, so we knew it would be used on bikes sooner or later.

"Without the ability to do reverse engineering and make a part compatible with Harley's own, we would have been stopped in our tracks, but because we kept up on technology and software we were able to do that first before anyone else did.

"Now there are a few other competitors who have introduced a version of this product, but it is our best selling part. Most recently we came out with a Sportster throttle body kit that has also taken off as the Sportster model line has made such a strong comeback in the industry in recent years."

The throttle-by-wire application for '08 and



**Jimmy Light is not only Head of Sales, design process and new products at the Indianapolis facility, he also handles all technical support within customer service, and even finds time to get hands on at the flow bench**

onward Touring models offered by HPI consists of the company's Max Flow 55mm throttle bodies, which is machined from 356 aluminum castings, and is fitted with the stock electrics before being matched to a CNC ported and hand-finished 58mm manifold.

The package is then completed with double sealed bearings, O-ringed gaskets and billet intake flanges and seals. Once installed Horsepower Inc. claims it will offer horsepower gains between 10-15hp depending on what other modifications have been done to the engine.

Horsepower Inc began with its high performance throttle bodies program, and down the years has developed their own brand. They remain the only company to offer a throttle body upgrade for every make and model of Harley-Davidson motorcycles after adding the Sportster throttle body earlier this year. Their technology and quality in parts is unmatched and it shows in their product. "We are all performance driven with 'Made In The USA' quality as our main objective," said proud owner Mary Jo Light.

As Jimmy explains, the range of applications that the company offers can be tailored to is very extensive range: "We offer all popular port configurations on all of our throttle bodies. They are OEM compatible, including cruise control, whereas a lot of other brands are not. In addition customers of other companies must also buy their air cleaners or other components to use the product, which is not the case with ours."

One of HPI's newest products, and believed to be the only Sportster throttle body upgrade on the market, the HPI 51mm and 55mm bodies, provide significantly more airflow compared to the stock 45mm unit. Each HPI Sportster kit includes a Billet-Pro air cleaner equipped with a K&N lifetime warranty air filter element.

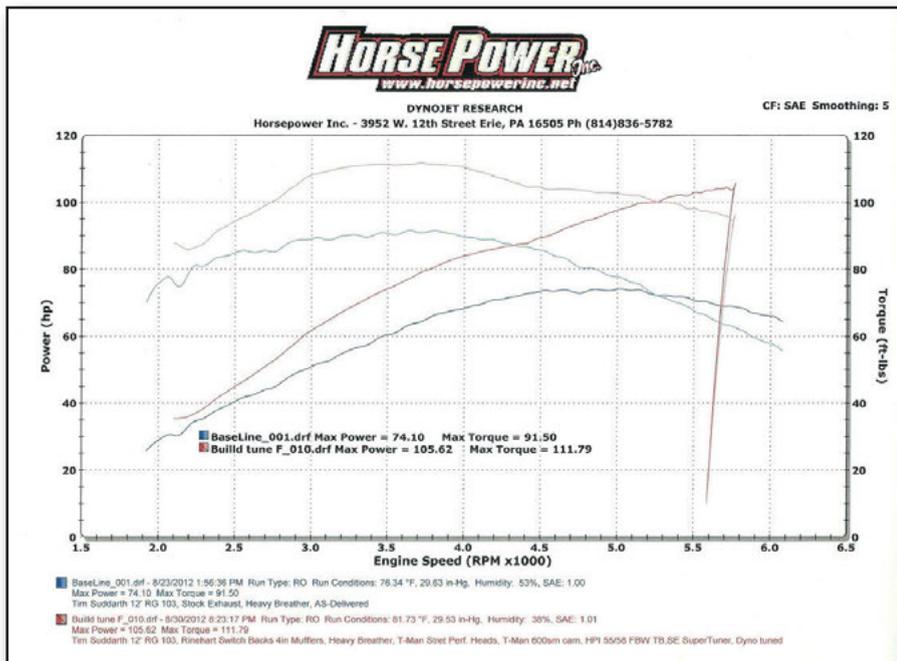
When it comes to getting the new products, such



**The inconspicuous entrance of HPI's Indianapolis facility belies the myriad of tuning options available to the company's customers**



**All production and machining is taken care of in the Eire facility, which also houses a dyno room used in the development of new products**



### Dyno testing clearly shows the benefits offered by a change to Horsepower Inc. throttle bodies on an otherwise stock motor

as the Sportster kits, to market, HPI is a firm believer in new technology, having fully embraced social media, using both Facebook and Twitter to market new lines.

Jimmy's wife Laura, who takes care of the company's marketing, says: "Social media is sometimes the fastest and easiest way to get new things out there. We also have a website which we update with the latest news, and we send out new product e-mails as well."

While the majority of its sales are to the domestic market, the company has dealers in Australia, New Zealand, Canada, England and Japan. The company usually sells directly to dealers, but does have some distributors in place, when there is no dealer close to a potential customer, it is willing to retail directly to the end user too.

HPI also offers a pricing package that is favorable to its qualifying dealers, with the added advantage that those dealers can also generate more revenue by installing the products and then dyno-tuning the bike once the install work has been done.

As part of its evaluation of new products in development, HPI has its own dyno, which is not only used for in-house testing, but as it is Erie County's only certified DynoJet tuning center, HPI

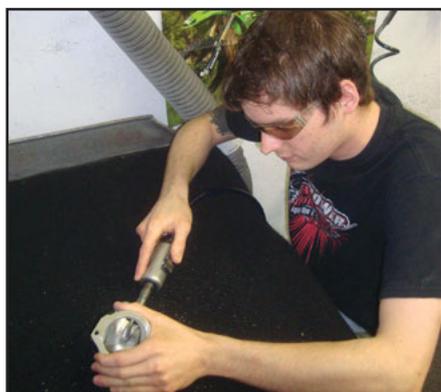
offers seasonal tuning services, and has had customers travel to use it from all across the US. The facility is also used by the local H-D dealership and Erie Harley-Davidson as its dyno tuning center, which gives HPI quick access to new models as soon as they are released.

Indeed, such has been the success of HPI's use of dyno tuning that a second unit is currently being set up at the company's Indianapolis location this year.

Looking further to the future, Jimmy says: "We are always working on new products and thinking of ways to improve. Right now we are focusing on our Sportster throttle body, but we will have more new products ready in the next few months."



**HORSEPOWER INC**  
Indianapolis, Indiana, USA  
Tel: 317 757 8668  
info@horsepowerinc.net  
www.horsepowerinc.net



Bryan Salisbury is HPI's hand-porting specialist, and the company believes it is the only company in the industry that hand-ports all of its throttle bodies



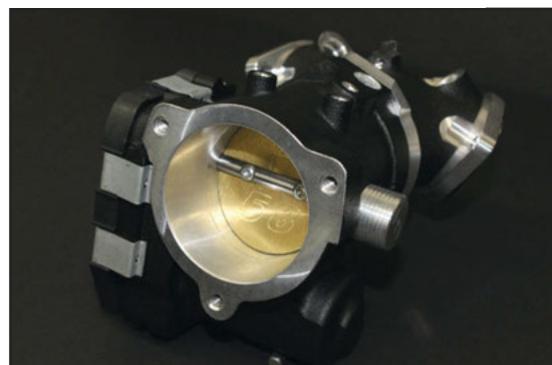
The Billet-Pro air cleaner includes a billet backing plate, a lightweight carbon fiber cover and a K&N lifetime warranty air filter element



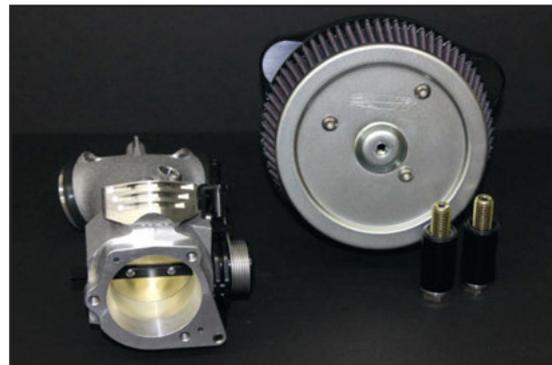
Delphi throttle bodies fit all cable driven Harley-Davidson motorcycles, and include the throttle body, manifold, throttle cable bracket, intake flanges and seals



Yellow Band Injectors fit all '01-'05 cable driven motorcycles or '08-present throttle-by-wire, and provide a fuel delivery rate of 6.2gps (49.2lbs/h), which increases flow 43 percent over stock



Throttle-by-wire throttle bodies are CNC machined in-house at HPI from high quality 356 aluminum castings to ensure a perfect OEM fit every time, and utilize the customer's stock electronics which are built into the company's Elliptical 58mm throttle body



One of HPI's newest products and believed to be the only Sportster throttle body upgrade on the market, this unit allows for more airflow over the stock 45mm throttle body. The kit includes a Billet-Pro air cleaner equipped with a K&N lifetime warranty air filter element

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# 'Fuel' and 'Fury' from Coastal Moto

COASTAL Moto is introducing its 2014 wheel range with the introduction of the new Fuel and Fury designs.

The Fury features a directional design, which includes rim detailing that follows the curvature of the design all the way to the edge of the rim. The Fuel wheel uses straight spokes with rim detail that also goes all the way to the lip of the wheel.

Available in three finishes, chrome, Daytona Series or Elite Series, the wheels are manufactured in the US using 6061-T6 aluminum.



**COASTAL MOTO**  
**Ormond Beach, Florida, USA**  
**Tel: 386 676 1079**  
[jeff@coastalmoto.com](mailto:jeff@coastalmoto.com)  
[www.coastalmoto.com](http://www.coastalmoto.com)



# Rebuffini Ellipse Contrast controls

REBUFFINI'S newest range of hand and foot controls are the Ellipse Contrast, which are machined from aluminum billet and finished in the company's 'Contrast Metal'.

The handlebar switch housing and kickstand combined with the foot controls allow users to keep all the functions of the standard bike. The kickstand is also available for the newer models, '08 onward, with a predisposition for the safety sensor. Rebuffini master cylinders are tested by TÜV Nord and have a 10-year warranty on the hydraulic piston.

**REBUFFINI CYCLES**  
**Casazza, ITALY**  
**Tel: +39 035 811 740**  
[info@rebuffini.com](mailto:info@rebuffini.com)  
[www.rebuffini.com](http://www.rebuffini.com)



# V-Twin Manufacturing 7in LED headlamp

V-TWIN Manufacturing has a new 7in LED headlamp that is a direct replacement for the OEM unit on '86 onward FLT models.

The company's new light design features six LED's around the edge of a regular 12 Volt headlamp. The LEDs are directly wired to be used as daytime running lights and provide increased visibility at night. The 12 Volt bulb used in the main body of the light features low and high beams, which reflect its light from the inside for better visibility. The 1.8A high beam and the 1.2A low beam super bright white bulb requires no special wiring and is D.O.T. approved.

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**Tel: 845 565 2806**  
[teddcycle@aol.com](mailto:teddcycle@aol.com)  
[www.vtwinmfg.com](http://www.vtwinmfg.com)



# Primo open belt drive for Touring models

RIVERA Primo has made its new open belt drive a narrow unit to allow it to be used on '07 and later Touring models that are fitted with floorboards. The 2in Primo Brute IV Extreme 2007/8 Touring open drive is supplied complete with a 3/8in thick billet aluminum outer guard and a Rivera Pro clutch (the company recommends the use of a Rivera TPP variable pressure clutch for big inch motors).

The Primo belt drives utilizes a high performance, heavy duty 8mm belt drive, which runs on forged 6061 aluminum pulleys. The motor plate is machined from 6061 billet aluminum and includes the heel toe



shifter shaft support, which can be unscrewed from the motor plate for applications without floorboards. The outer guard is also machined from billet aluminum stock and polished as standard, and matt black is a finish option.

**RIVERA PRIMO**  
Whittier, California, USA  
Tel: 562 907 2600  
[info1@riveraprimoinc.com](mailto:info1@riveraprimoinc.com)  
[www.riveraprimoinc.com](http://www.riveraprimoinc.com)



# Trike body kits from Paughco

PAUGHCO'S trike bodies are easy to install bodywork sets for use on trike frames. The company is currently offering two styles, Truck Bed or Hot Rod. Truck Bed style kits are heavy gauge formed sheet steel, and the Hot Rod bodies are .100in rolled and formed aluminum. Both kits are designed to bolt directly to the stock rear frame horns and offered to fit a wide variety of chassis applications from '58-'84 FL four-speeds to '93 - '04 Sportsters, '96 and later

Dynas and '86-'11 Softails. All kits are supplied with mounting hardware and supports. The Hot Rod bed does not come with taillights or license frame.

**PAUGHCO**  
Carson City, Nevada, USA  
Tel: 775 246 5738  
[info@paughco.com](mailto:info@paughco.com)  
[www.paughco.com](http://www.paughco.com)



**Hot Rod**



**Truck Bed**



# True-Track stabilizer

TRUE-TRACK has created a stabilizer for use on 2009 to 2014 Touring frames that helps to control large capacity motors. Following the Motor Company's decision to remove the lower stabilizer link and add a fourth rubber isolator, True-Track's unit stabilizes lateral movement in the front rubber isolators.



**TRUE-TRACK INC**  
North Hollywood, California, USA  
Tel: 818 623 0697  
[tracktrue@netscape.net](mailto:tracktrue@netscape.net)  
[www.true-track.com](http://www.true-track.com)

# New Gel Grip design handlebars

AVON Grips has released a new design of handlebar grips – the Gel Grip. This latest product from the specialist manufacturer is a rubber and billet aluminum grip for both Harley-Davidson and metric cruisers.

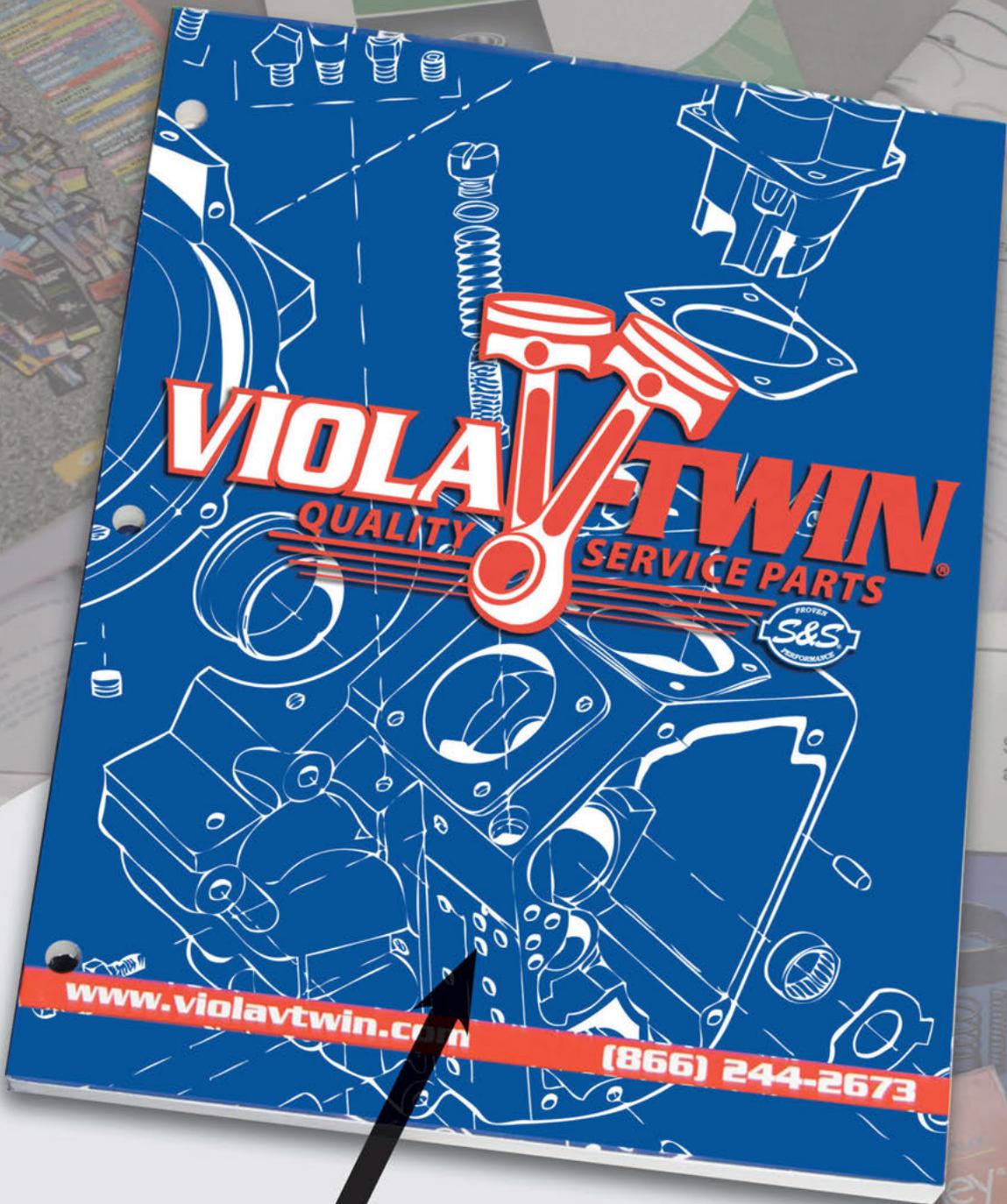
"The new Gel Grip is a very ergonomic grip, featuring the softest rubber that Avon has used in a street bike grip," said Dave Kelly, President of Avon Grips.

The rubber used for the grips has a unique dimple texture and tacky feel, said to help reduce unwanted road and engine vibrations and "hand tingle". The new style grip is completed by billet aluminum, triple chrome plated or black anodized end caps and collars.

Matching foot pegs and shifter pegs are also available.

**AVON GRIPS**  
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## Sudco carb kit for Sportsters/Shovelheads

SUDCO has re-engineered the Mikuni VM38 Round Slide to create a replacement performance upgrade carb kit for use on early model H-D Sportsters and Shovelheads.

The Sudco Mikuni VM38 carburetor kit is claimed to be easy to install on older model Milwaukee and aftermarket American V-twins, as well as offering a significant improvement of easy starting, rideability and overall performance.

The Sudco Mikuni VM38 kit includes

a pre-jetted Mikuni VM38 Round Slide carburetor, rubber mount manifold, chrome covered K&N reusable air filter assembly, a Sudco Mikuni carburetor tuning manual and additional jets for tuning, if needed. An optional velocity stack is also available.

**SUDCO INTERNATIONAL**  
**Compton California, USA**  
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[sudco@sudco.com](mailto:sudco@sudco.com)  
[www.sudco.com](http://www.sudco.com)



This Mikuni VM38 Round Slide carb has been re-engineered as a replacement performance upgrade for early Sportsters and Shovelheads

## APsis carbon bodywork



APsis USA used the 2014 V-Twin Expo to debut its new range of carbon fiber products for the Harley-Davidson motorcycle range.

APsis has been producing carbon fiber parts for use in the automotive aftermarket for more than 20 years, and it has now brought the technology it uses to the American motorcycle aftermarket.

The majority of the bodywork pieces produced by APsis use a process called lamination, where the stock bodywork has carbon

fiber sheets laminated directly to it. By making use of this process, APsis is able to offer carbon fiber pieces for most parts on the majority of bike models, smaller pieces such as air cleaners are new parts, which are molded completely in carbon fiber.

**APsis USA**  
**Farmingdale, New York, USA**  
**Tel: 800 682 7747**  
[apsis@apsisusa.com](mailto:apsis@apsisusa.com)  
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# New products from Zodiac

ZODIAC is now stocking the latest spark plug leads made by Taylor/Sumax. The 9mm **Firepower spark plug leads** feature black high-tension wires matched to silver 9mm gun-style spark plug boots. The Firepower wires provide a solid stream of fire power, which is said to eliminate carbon deposits on sparkplugs, resulting in more horsepower, more torque and better mileage.

Available as stock replacement kits or universal sets, the leads are compatible with all Harley ignition systems.

Among the **Burly** products stocked by Zodiac are the company's **sisy bars** for use on Sportsters. The TIG welded, one-piece bars are available in a choice of short or tall versions, with the latter including a compact pad. The bars mount to the outside of fender rails for simple install and removal, and fit all 2004 to present XL Sportster models.

Zodiac customers can now purchase **Danny Gray seats** that have been equipped with the AirHawk 'Comfort Seating System', which distributes the rider's weight equally over the entire seating area, minimizing hot spots during long rides. An integrated pump and bleeder valve lets the user easily adjust the amount of pressure while seated. AirHawk air cells are also said to provide shock absorption for the pelvis, seat and spinal column. All AirHawk seats are available with a rider backrest receiver and a range of accessory options.

Among the options available at Zodiac are the **Weekday Extra Large 2-up, Longhaul 2-up, and Driver Big seats** and matching pillion seats. The Weekday Extra Large 2-up seat is designed for daily rider and passenger comfort and provides improved lower back support and highly contoured leg passage. The seat hugs the frame and matches the fender width on '06 to present FXST Softail and FLSTF Fat Boy '07 to present, '97 - '07 Road King, '08 to present Touring, and '08 to present Touring models.

The Danny Gray Longhaul 2-up is said to offer all day comfort for touring with lower back support for rider and passenger and a highly contoured shape that promotes re-positioning, inhibiting body fatigue on long rides, and it is available to fit all '08 to present Touring models.

The Driver Big seats and matching pillion seats have a low profile design and contoured to cradle the user's anatomy for maximum comfort, and the narrow cut leg pass is designed to get both feet firmly planted on the ground when stationary. Fitment options are '06 to present FXST Softail and FLSTF '07 to present, and '97 - '07 Road King.

The **Easy Start clutch shell** from Zodiac is supplied with a 66-tooth starter ring gear and nine-

tooth starter motor pinion gear to improve starting of high compression and big inch engines. The shell features a factory installed bearing and bearing retaining ring, and takes stock style clutch hub and clutch discs. The shells are available for '94 - '97 Big Twin, '98 - '99 Big Twin, '99 - '06 Touring, '99 - '05 Dyna and '00 - '06 Softail applications.

The **Variable Pressure Clutch (VPC)** by Tak's Performance Parts uses a system that reduces spring pressure at idle, and as the centrifugal force increases in line with rising engine rpm it provides the clutch with the required pressure to match engine torque. This system is said to make for easy clutch lever work from idle to 3,000rpm, which requires many gear shift changes.

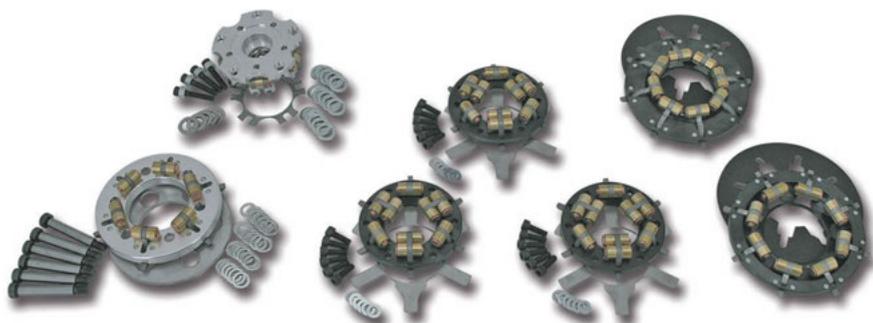
The unit fits behind most stock derby covers, works like a lock-up clutch, and is claimed to make it easier to find neutral and provide better clutch disengagement and feel than stock.

Zodiac has versions of the clutch to fit most H-D models and has now added the '13 to present CVO Touring and '08 to present V-Rod applications to the application list.

**ZODIAC INTERNATIONAL BV**  
**Mijdrecht, NETHERLANDS**  
**Tel: +31 (0)297 288 621**  
**sales@zodiac.nl**  
**www.zodiac.nl**



The **Easy Start clutch shell** uses a 66-tooth starter ring gear and nine-tooth starter motor pinion gear to improve starting on high compression and big inch motors



The **Variable Pressure Clutch (VPC)** by Tak's Performance Parts offers easy clutch lever work from idle to 3,000rpm



Danny Gray's **Driver Big Seat** is available ready to take a Danny Gray back rest



The Danny Gray **Weekday Extra Large 2-up seat** is designed for daily rider and passenger comfort



The **Longhaul 2-up style seat** from Danny Gray integrates the AirHawk 'Comfort Seating



the latest spark plug leads by Taylor/Sumax feature silver 9mm gun-style spark plug boots



**Burly sissy bars** are available in short and tall versions

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# JayBrake Classic Series hand controls

SUPERTRAPP Industries has announced the release of its JayBrake Classic Series hand controls.

The JayBrake Classic Series controls are machined from billet aluminum and clamp on 1in diameter handlebars. The brake lever can be ordered with or without a brake light switch, and the switch can be wired internally or externally. In addition, both cable and hydraulic clutch versions are available.

The controls are available in polished, chrome or

black finishes, and require an aftermarket controller for use on CAN/BUS equipped models.

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# Viola V-Twin now carrying Alto clutch plates



plates from Alto. Viola V-Twin is now stocking Alto clutch plates for use on '41-present H-D Big Twins and '57-present Sportster models.

Viola V-Twin has Alto steel clutch plates and friction plates available in separate sets. In addition, clutch diaphragm springs are available for later models.

S&S Cycle's Viola V-Twin line of service parts for H-D and other American V-twin bikes has been expanded with the inclusion of clutch

**VIOLA V-TWIN**  
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[www.violavtwin.com](http://www.violavtwin.com)



# Greaseable FL shifter shaft and heel shift eliminator

PINGEL Enterprise's latest release is a greaseable shifter shaft, which the company says allows the shift linkage to operate more smoothly and with less resistance.

The new shaft prevents shift linkage drag and lock-up on '01 - '14 Harley-Davidson FL models that do not have a grease fitting on the shaft, and can also be used as a direct replacement on '82 - '00 models. The Pingel shaft will accept any stock or aftermarket shift lever that fits the stock shaft. Manufactured from stainless steel, the exposed end is polished to match the chrome shift lever.

Pingel's heel shift spacer kit eliminates the heel shifter to provide increased floorboard space.

Machined from billet aluminum and polished, the spacer kit will fit '84-'14 FL models, and there is a second version for '86-'14 Softail models.

**PINGEL ENTERPRISE**  
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# VICTORY & INDIAN PRO GUIDE

## RCX slip-ons for Victory

RC COMPONENTS has introduced a version of its RCX 4in slip-on exhaust muffler for use on the Victory Cross Roads and Cross Country models.

The new for 2014 mufflers are available in a choice of chrome or black ceramic finishes, and are offered with a selection of 20 different machined exhaust tips.

The exhausts are said to be easy to install without the need to reuse the factory heat shields. They are supplied with all necessary hardware for a bolt-on installation.

**RC COMPONENTS**  
Bowling Green, Kentucky, USA  
Tel: 270 842 6000  
[rcc@rccomponents.com](mailto:rcc@rccomponents.com)  
[www.rccomponents.com](http://www.rccomponents.com)



## New range from Kuryakyn includes Victory options

KÜRYAKYN has expanded its product range with the introduction of new parts, which include options for Victory motorcycles. Among the new Victory parts are lower fork covers. Available in a choice of black or chrome finishes, the covers fit directly over the lower fork casting with no need to disassemble the forks. Kuryakyn has the covers available to fit '10-'14 Cross Country and Tour, '10-'14 Cross Roads and '12-'13 Hard Ball models.

Designed to work with the covers are the new upper fork shrouds from Kuryakyn, which fit the same model selections. The shrouds are offered in black or chrome and dress the fork uppers without the need to



The upper fork shrouds and lower fork covers can be fitted to Victory models without any disassembly necessary

disassemble the front end. Featuring a raised front toe kick and Kuryakyn's Kinetic design, the new floorboard inserts are said to increase comfort. Available in chrome or gloss black, the floorboard inserts are a direct replacement for the OEM floorboard inserts on '10-'14 Victory Cross Country and Tour, '10-'14 Cross Roads, and '12-'13 Hard-Ball models.

The expansion of the Kinetic range continues with the introduction of Kinetic mini boards, which combine the size and convenience of a

The Kinetic line of products now includes floorboard inserts for Victory models



peg with the comfort of a full sized floorboard. They measure 5in long and 4in wide, and can be positioned forward, back or center at almost any angle.



The Kinetic mini boards measure just 5in by 4in



**KÜRYAKYN**  
Somerset, Wisconsin, USA  
Tel: 715 247 5008  
[salesupport@kuryakyn.com](mailto:salesupport@kuryakyn.com)  
[www.kuryakyn.com](http://www.kuryakyn.com)

## Vance & Hines slip-ons for Victory

VANCE & Hines has introduced its first performance exhaust for Victory motorcycles with the launch of its Hi-Output slip-on muffler set for all Cross Country and Cross Roads models.

The latest Hi-Output slip-ons feature the company's signature stepped muffler body and 4.5in CNC machined billet end caps. Optional quiet baffles are available for the pipes, which are finished in chrome.



**VANCE & HINES**  
Santa Fe Springs, California, USA  
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## 'Mean Mothers' for Softails

SUPERTRAPP describes its Mean Mothers system for use on Softail models as being heavyweight drag pipes. Yet despite this claim, the pipes as also said to



be 33 percent lighter than the stock system, as well as offering an eight percent horsepower gain.

The Mean Mothers system is made up of 1.75in head pipes, a 2.25in expansion chamber, 2.5in replaceable heat shields and pre-installed baffles.

Standard end caps are included with the Mean Mothers and optional end caps are compatible and sold separately, such as Slash Cut and Turndown/Out/90-degree rotatable end caps.

SuperTrapp Mean Mothers for '84-'11 Softails are available in chrome or black and various lengths: Standard, Long and Staggered.

In addition to the Softail fitment, SuperTrapp also has Mean Mothers systems to fit '91-'11 Dynas and '04-'13 Sportsters.



**SUPERTRAPP**  
Cleveland, Ohio, USA  
Tel: 216 265 8400  
sales@supertrapp.com  
www.supertrapp.com



## Storz SP1200RR Café Racer

STORZ Performance used a '07 1200 Sportster as the starting point for its SP1200RR Cafe Racer build, which was done to showcase the company's product range of parts for '04 to current XL models.

Parts used on the bike, which has now been sold to a private collector, include a hand-formed aluminum alloy gas tank, fiberglass tail section with Saddlemen seat pads, Storz' own production Ceriani 55mm inverted front forks, Öhlins adjustable damping shocks, billet rear sets, BUB 2-into-2 high-level

exhaust, Performance Machine brake calipers and hand controls, Galfer Wave rotors, and 18in rims shod with Metzeler rubber.

Storz currently has a new development bike in the works and also has a new video of the company's history online on its website.

**STORZ PERFORMANCE**  
Ventura, California, USA  
Tel: 805 641 9540  
admin@storzperf.com  
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# Howard's Hog Horns

HOWARD'S Horns claims its Hog Horn is the loudest dual horn on the market. Available in a choice of chrome or black finishes, the horn package includes an on-demand compressor, single air source manifold, steel motor-mount bracket and a new anti-vibration mounting system.

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# Refurbished Twin Cam A and B Crankshafts



REVOLUTION Performance, which is well known for both its big bore kits and crankshaft repair service for Twin Cam, Evolution and XL motors, not only claims to offer the fastest turnaround time for crankshaft repair in the business, but is now also supplying fully refurbished Twin Cam A and B model crankshafts.

As a new option for 2014 Revolution

Performance is able to supply refurbished crankshafts for '99-'05 Twin Cam models, and is currently sourcing inventory for other models. Crankshafts are also available for the RevTech Gen3 100 and 110-inch motors. The company's refurbished crankshafts are supplied trued, welded and plugged, along with new crank pins, bearings and honed connecting rods.

Also new for 2014

from Revolution Performance is the option of complete engine rebuilding on Twin Cam, Evolution, XL and Buell motorcycles.

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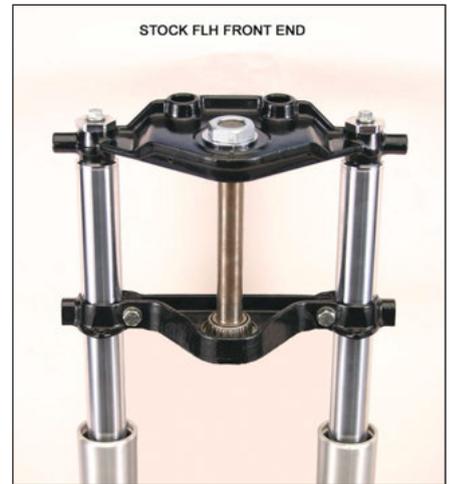


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## 41mm Wide Glide triple trees for FLH Dressers



CUSTOM Cycle Engineering continues to develop its range of triple tree options, and one of its latest product launches is a top triple tree for use on Touring models. The company's 41mm Wide Glide triple tree features a new billet aluminum top plate, which has been designed to replace the old stock steel forged top tree that the Factory has been running from 1950 through 2013 models. The new top plate is

a pinch bolt style and offers over 2-1/4in of clamping stability to the front forks to improve handling, tracking and overall stabilization.

**CUSTOM CYCLE ENGINEERING**  
Oceanside, California, USA  
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[rick@customcycleengineering.com](mailto:rick@customcycleengineering.com)  
[www.customcycleengineering.com](http://www.customcycleengineering.com)



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# Xtreme Machine accessories

XTREME Machine is well known for its extensive selection of custom wheel designs, but the company also has a wide range of billet aluminum parts and accessories.

The Dominate air intake by Xtreme Machine is made up of a 90-degree intake fitted with a conical air filter in a machined aluminum body. Offered in a choice of chrome or Black Cut, the Dominate air cleaner is available to fit '93-'06 Big Twin CV carbs, '01-'14 Big Twin Delphi EFI (except '08-2014 FLH with electric throttle), '08-'14 FL Throttle-by-Wire, and '91-'14 XL Sportster (except XR 1200 R). Designed for use on '84-'14 FLHX, FLHR and FLHTCU models, Xtreme Machine's

V-Cut headlight bezel is CNC machined from aluminum and changes the look of the front of the bike.

Xtreme Machine's range of gas caps includes the Death and V-Cut styles, both of which are available in chrome and Black Cut as a direct replacement for '96 and up Harley-Davidsons. The Death Cap features cuts around the edge and a spike in the center, while the

V-Cut is a more classic design with diamond shaped grooves and ball-milled detail circling the branded 'X' icon.

Xtreme Machine CNC machined horn covers are available to match all ten XM wheel designs, and fit all '91-'13 Big Twin Harley-Davidson models.

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V-Cut is one of the two new designs of gas cap from Xtreme Machine, which include gas caps and dummy caps



Xtreme Machine's Dominate air cleaner is also available in chrome



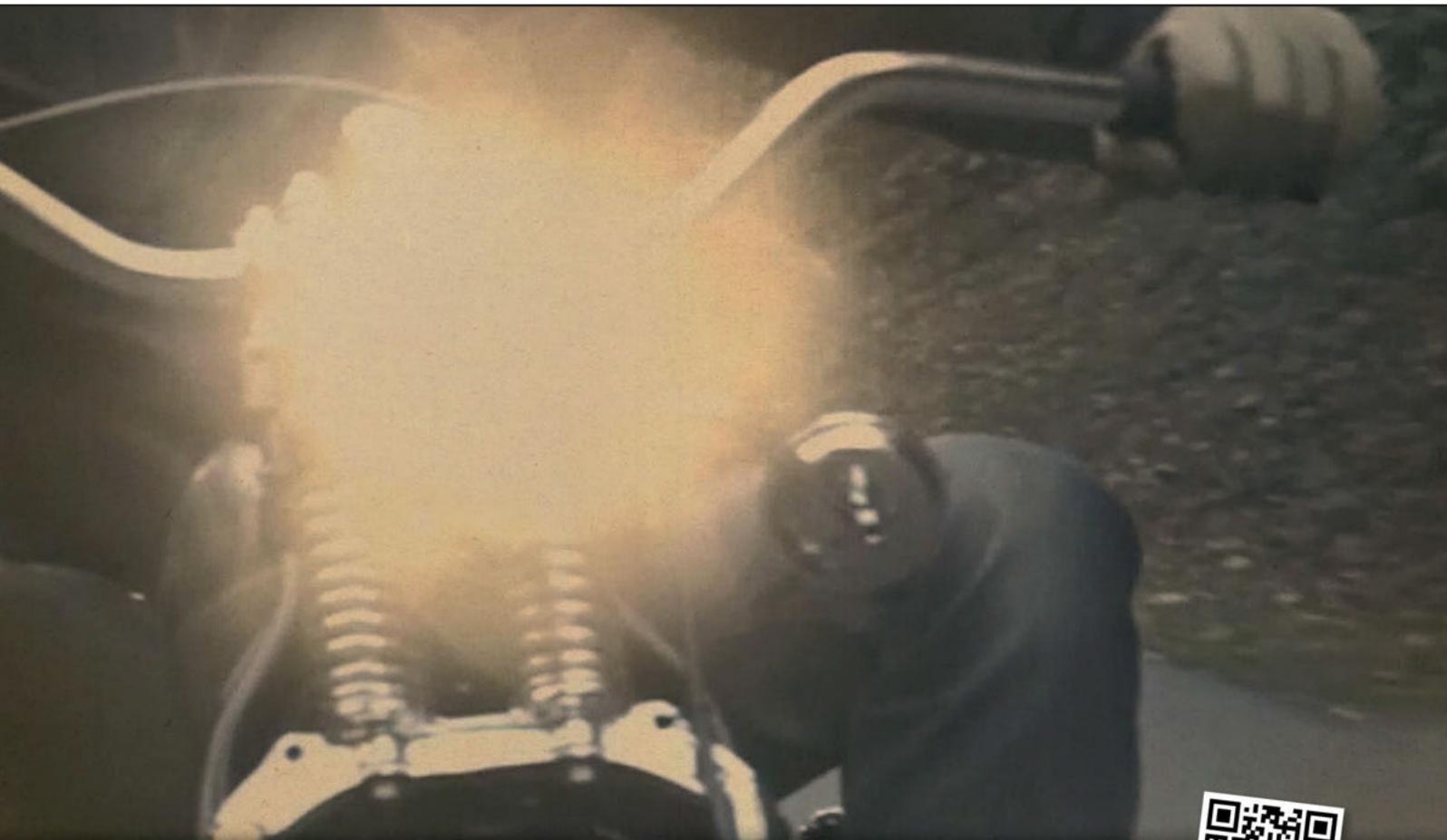
The V-Cut headlamp bezel's machined finish matches the V-Cut gas caps



LED fuel level lights are included in the Death gas cap



Xtreme Machine horn covers are available to match all ten XM wheel designs



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# New Barnett Scorpion clutch baskets and accessories



BARNETT'S Scorpion one-piece billet clutch baskets are machined from 7075 forged aluminum, hard anodized, and include all hardware and instructions. Said to be superior to the stock basket, they are available for '90-'14 Big Twins, '91 onward Sportsters, and '70-'84 Shovelheads.

The Scorpion clutch baskets accept the stock type clutch assembly or, for the increased performance, a Scorpion

high capacity clutch can be installed.

Ring gear conversion kits and starter shaft assemblies are also available, including a new 106-tooth replacement ring gear and starter clutch for the '06 and later Dynas and '07 and later Big Twins.

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



## Dynatek 'Fusion' EFI

DYNATEK'S newest fuel controller is its Fusion EFI, which is described as combining easy to use fuel and ignition adjustments in an affordable package.

The Fusion EFI, which is available for most Harley-Davidsons, along with metric cruisers, sport bikes and off-road vehicles, comes standard with fuel and ignition control, and uses engine rpm and throttle position inputs to base adjustments on. Additional inputs can be used, such as manifold pressure or temperature, and users have the option to map fuel and ignition for individual cylinders, gear position, adjust warm up fuel settings, use the accelerator pump utility, switch between two maps on the fly and more. Optional accessories offered for the Fusion EFI include the DynaTune wideband O2 module for real-time auto-tuning and a quick shifter.

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**Duarte, California, USA**  
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## Figure Machine 'Vision' line - Clearly Cool

FIGURE Machine's line of Vision parts, which feature polycarbonate windows, includes a selection of air cleaners for both Sportster and Twin Cam applications.

The range includes the Vision-4 Sportster air cleaner. Assembled from CNC aluminum with a UV and scratch resistant polycarbonate window on the front, in a choice of clear or tinted, the air cleaner features an internal breather system. Also included with the Vision-4 is a 4.25in diameter and 2.125in tall HA-0300 K&N reusable filter. Offered in a choice of powder coat finishes (vivid black, black denim or blonde silver), the air cleaner is compatible with both carburetor and fuel injected models.

The Vision-5 air cleaner for Sportsters shares many of the features of the Vision-4 with the addition of a larger filter element. This option uses an E-3200 K&N filter, which measures 5.375in x 2.125in.

A second Vision-4 is made by Figure Machine for use on Twin Cam motors. It has all of the features of the Sportster version and can be used on '99 onward Dyna, '99 onward Softail, '99-'07 Touring, and '99 onward Twin Cams with S&S E/G Carbs.

The larger filter equipped Vision-5 for Twin Cams can be used on both carburetor and fuel injection models and is available to fit '99 onward Dyna, '99 onward Softail, '99-'07 Touring, '08 onward Touring, '08-Newer Screamin' Eagle 58mm throttle bodies, and '99 onward Twin Cams with S&S E/G carb.

In addition to its range of air cleaners, the Figure Machine range of machined aluminum parts also includes an extensive range of license plate mounts. The newest version is the company's 'Low Profile' version of its flat tag mount. It is made up of just the essentials needed to display a license plate; only a mounting bracket and a backing plate.

Like Figure Machine's other tag mounts, it can be mounted either horizontally or vertically, and the position is adjustable side to side.

As part of this new product release, the company has also added a new mounting bracket to all of its flat license plate products, which lays the plate right against the rear shock for a lower profile look.

The new Low Profile tag mounts are available in black denim, vivid black, blonde silver and chrome.

**Stop Press: Figure Machine select MAG Connection as European importer - see back cover.**

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Twin Cam Vision-4 finished in blonde silver



"Low Profile" tag mount



The black denim Vision-4 air cleaner for Sportster applications



Twin Cam Vision-5 finished in black denim



The Vision-5 for Sportsters uses a larger filter than the Vision-4

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## Ridewright Wheels announces new forged line

RIDE Wright Wheels, best known for its comprehensive range of spoked wheels, has now introduced a new line of forged wheels –the El Camino.

The new forged El Camino wheels are manufactured from aircraft quality 6061 T-6 billet aluminum and available polished, chromed and painted, or can be 'personalized' to meet customer requirements. Ride Wright Wheels claim no other manufacturer can match the selection of options available.



The new El Camino line of forged wheels is made up of 19 different designs, all available with matching rotors and pulleys.



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## Brake and clutch levers

THE model range of German-made adjustable RST (Roland Stocker) brake and clutch levers has been extended to include H-D Sportster XR 1200 models from 2008, type XR1.

The levers are six times adjustable and said to offer a perfect grip, optimum modulation, and are CNC machined from high-tensile aluminum. Polished or black anodized finishes are available.

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# Drag Specialties Seats selection



2-Up Predator

DRAG SPECIALTIES now has a version of its 2-Up Predator seat available to fit Victory touring models. The new seat not only features custom stitching, it also has a unique shape that uses flexible polyurethane foam for comfort on long cross-country rides. The company's patented solar-reflective leather used in the seating area is claimed to reduce surface temperature by as much as 25 degrees, offering a cooler seat, higher durability and longer life over conventional



Dyna Low Solo



Custom Low Solo

leather or vinyl. Carpeting is used on the bottom of the 3/16in ABS thermoformed seat base to protect the bike's paint, and the seats will also fit with OEM sissy bars. The 2-Up Predator seat fits most '10-'13 Victory Cross Country and Tour, Cross Roads and Hardball bikes. Continuing with its selection of seats for Harley models, Drag Specialties Seats has a new Touring option. Along with crusade stitching, this seat has an improved shape, using flexible urethane foam. The solar-reflective leather, carpeting on the 3/16in ABS thermoformed seat base and rubber bumpers help protect paint and are all standard. The driver area is cut narrow in the front and is approximately 1in lower than the stock seat, and it works with Drag Specialties Seats driver backrest kit/pads and the OEM frame-mounted driver backrest mechanism and backrest pad. The seat is available to fit '09-'14 FLHT, FLHX, FLHR, FLTR and FL trike models.

Another seat option that employs solar-reflective leather in the seating area is the Low Solo seat for use on Dyna models. This seat is said to have a lower profile and improved fit. In addition, optional rear



FL Touring

pillions are available in matching styles and feature EZ on and off system for simple install and removal. All Dyna Glide Low Solo seats come smooth or with a flame-stitched design, and are available to fit most '96-'14 Harley Dyna Glide FXD, FXDWG and FLD models. Included in the selection of new saddle options from Drag Specialties Seats is the small low-profile spring solo seat. It features a heavy steel contoured base with black finish, and includes an adjustable front seat hinge and two rear mount studs for springs. The inner construction of the seat is made of 1/2in closed-cell foam, and a variety of leather or vinyl styles are available.

**DRAG SPECIALTIES SEATS**  
Janesville, Wisconsin, USA  
Tel: 608 758 1111  
[drag@dragspecialties.com](mailto:drag@dragspecialties.com)  
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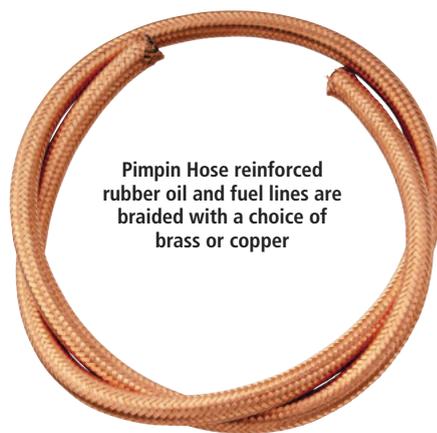
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# W&W expands product range

Chrome is one of the finish options on the RSD Misano stem nuts



The RSD Misano preload fork adjusters offer up to 30mm of fork preload adjustment via a 5/16in Allen wrench



Pimpin Hose reinforced rubber oil and fuel lines are braided with a choice of brass or copper



Dennis Corso upsweep header pipes can be used to convert existing shotgun or 2-into-1 exhaust pipes to an upsweep style

W&W Cycles continues to expand its range of reproduction parts for older H-D models with the introduction of the G&J Knobby clincher. The tires are a reproduction of a '20s clincher tire with authentic knob style thread. The tires, available in black or white, fit 20in clincher tube type rims with a metal valve in center and a width between 1.85in and 2.5in.

Pimpin Hose has oil and fuel lines in reinforced rubber, which is braided in either copper or brass. Size options are 1/4in internal diameter and 7/16in outer, 5/16in inner and 3/4in outer, 3/8in inner and 11/16in outer.

The Dennis Corso upsweep header pipes can be used to convert existing shotgun or 2-into-1 exhaust pipes to an upsweep style. The selection available through W&W includes pipes with saddle for the rear pipe and 2-into-1 style, as well as pipes without saddle for independent 2-into-2 exhausts. Designed for use on rigid framed Big Twins, the headers have a 3/4in diameter and can be ordered in a choice of chrome or black finishes.

A second new exhaust option from W&W is the Bossley Reventon Racy exhaust system. Made for use on Sportsters, the stainless steel system includes 1-3/4in diameter headers and a 4in muffler. Two versions are available, for '86-'03 XL models and '04 onward models, with both being offered in a choice of polished or dull black paint finishes.

Included in the Roland Sands Design product

The Bossley Reventon Racy exhaust system is available to fit Sportsters from '86 onward

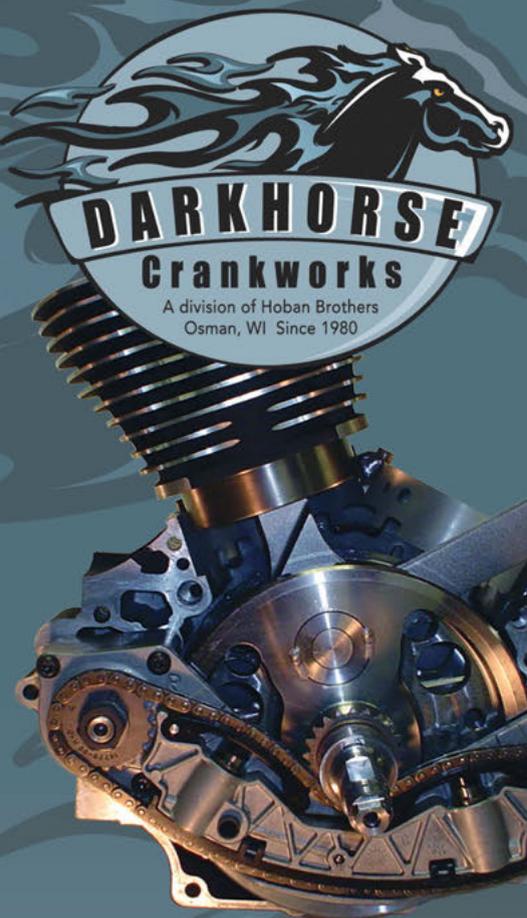


range carried by W&W Cycles are the Misano preload fork adjusters. They allow on-the-fly fork spring preload adjustment with the use of a 5/16in Allen wrench. Preload can be increased or decreased within a 30mm range to alter the bike's handling characteristics for a softer or stiffer ride once the adjusters have been fitted in place of the OEM top fork caps. They are available for 39 and 49mm forks, and install with no need to remove forks or top triple tree from the bike.

Also available as part of the Misano line of parts from RSD, W&W Cycles has billet aluminum stem nuts in a choice of black Contrast Cut, Black Ops or chrome to fit '84 onwards FXST and FXDWG, '06 onward Dyna, and '11 onward FLD models.

W&W Cycles is carrying G&J Knobby clincher tires, which are reproductions of a '20s design

**W&W CYCLES**  
**Wuerzburg, GERMANY**  
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# Yuasa GYZ batteries

LAUNCHED at the V-Twin Expo earlier this year, Yuasa claims that its new GYZ line of batteries have the highest CCA of any motorcycle battery (500 CCA on GYZ32HL), and that they offer more amp hours for more accessories.

The new batteries have large heavy-duty flush terminals constructed to allow front and top connections and fit requirements with built-in brass nuts for up to 50 percent better conductivity than stainless steel.

Internally the GYZ range has absorbed glass mat (AGM) separators to absorb electrolyte, making the batteries non-spill, while the taller plates provide extra surface area for more power. The through-partition construction used creates a shorter current path with less resistance than traditional over the partition construction, and this results in more cranking power. A leak-proof valve relieves excess pressure as a safety flame-arrestor and the heat bonded cover eliminates leaks and corrosion.



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## Brouhard Elite Edge floorboards

**BROUHARD Designs** has released its new Elite Edge driver and passenger floorboards that coordinate with all the company's other Elite products. The over-sized driver floorboards are 18 x 4.25in, with the matching rear boards measuring in at 11.5 x 4in. The driver boards are equipped with adjustable mounts, which allow them to be placed 1in forward or 1in back.

The boards, which are made from 6061 billet aluminum, can be ordered in either chrome or black anodized with offset cut.

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## Steel fenders from Klock Werks



KLOCK Werks has one-piece steel front fenders in production for use with 23in and 26in front wheels on bikes with raked necks and trees.

The company's 6-1/2in wide fenders are stamped from 14-gauge US steel and e-coated to prevent rust and corrosion. Five different styles of the fender for use on '83-'13 FLHT, FLHX, FLHR, FLTR models are available, and installation requires use of Klock Werks' Front Fender Mounting Blocks, which are sold separately.

For owners of 2014 FLH models Klock

Werks is offering its steel front fenders in complete fit kits. Once the fender style and wheel size is confirmed, a kit is put together that includes a pre-drilled Klock Werks steel front fender, billet aluminum chrome mounting blocks, and all necessary mounting hardware to make it a bolt-on application. There is a choice of eight Tire Hugger Series styles to choose from, one Benchmark Series style, and 23in and 26in wheel versions.

For the rear of the bike Klock Werks also has 14-gauge steel fenders available with its The One option. The One is a one-piece combination that eliminates the need for a separate rear fender and filler panel pieces, with spacing designed to line up with '09 onward H-D rear top strut covers, and either extended bags, aftermarket bag extensions or stock bags.

Manufactured using the same deep draw stamping

technology as the rest of the Klock Werks sheet metal line, the integrated filler panels are TIG welded to the fender, and it accepts all stock detachable mounting hardware and brackets and comes pre-drilled with mounting holes.

The One is available for '09 onward FLHT, FLHX, FLHR, FLTR models.

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## Recon and Syndicate wheels

**PERFORMANCE Machine** has extended its premium Contour Collection wheel line with the introduction of two new designs, Recon and Syndicate.

The inspiration behind the Recon wheel is the idea that 'less is more', and to this end Performance Machine has removed as much material as possible from the wheel through the use of beveling and speed dots around the rim, to create a lightweight option "We were inspired by a less-is-more viewpoint for the new Recon wheel - less aluminum and more of nothing. Lightweight and stealth-like graceful beauty, this wheel's unique power is in the details. Stop



reading this right now and do a little recon with your eyes on the wheel. Discover the captivating contour profile shapes with perfect beveling and the army of speed-dots surrounding the rim", the company says.

Performance Machine describes its Syndicate wheel as being a syndicate of the best design elements from its best-selling wheels. It features a five-spoke design with exaggerated contour lines that transition smoothly onto



the rim with machined detail from hub to edge of rim and sunlight-catching accent grooves on the very edge of the rim. Both designs are available in chrome, Contrast Cut and Contrast Cut Platinum finishes for '84 to present H-D models, and join the existing Revel and Virtue wheels in the Contour Collection. Wheels in the Contour Collection start with a re-engineering of the forged blank by adding material from the hub to the rim lip area, which provides the means for a deeper machine cut.

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# Stick FIFTY TWO

The World Championship of Custom Bike Building is an open event, and while the majority of the bikes entered are from custom shops, there are entries from privateer builders too. The 2013 Championship had its share of privateer entrants, including Michael Naumann, who had two bikes entered, with one of them, Stick 52, finishing top ten

When he's not working at German custom specialist Thunderbike, Michael Naumann spends his spare time in the workshop building custom bikes for himself, like Stick 52

**M**ICHAEL Naumann not only is a privateer builder, but he is also a very prolific builder as he had two bikes entered in the 2013 World Championship of Custom Bike Building. Among his two entries was Stick 52, which placed tenth in the Freestyle class.

The most striking thing about Stick 52 is Michael's use of large diameter wheels. However, given that his day job is building bikes at German custom specialist Thunderbike, which has done a lot to promote larger diameter wheels, it should come as no surprise that he has taken the idea to its natural conclusion and used a pair of 26in rims for this build.

The 3.5 x 26in wheels Michael has used on Stick 52 were sourced from fellow German wheel specialist Rick's Motorcycles, and are in fact a pair of front wheels, due to nobody having used such a large wheel at the rear before, none were in production, and so a front was modified for use at the rear. Because of the constraints of using a front wheel at the back of the bike, a sprotor arrangement has been fitted to allow braking and drive to all be dealt with on one side of the hub. The front wheel was also modified to allow a Beringer 'inboard' brake rotor to be mounted. This is, of course, matched to a Beringer caliper, while at the rear a Kustom Tech caliper



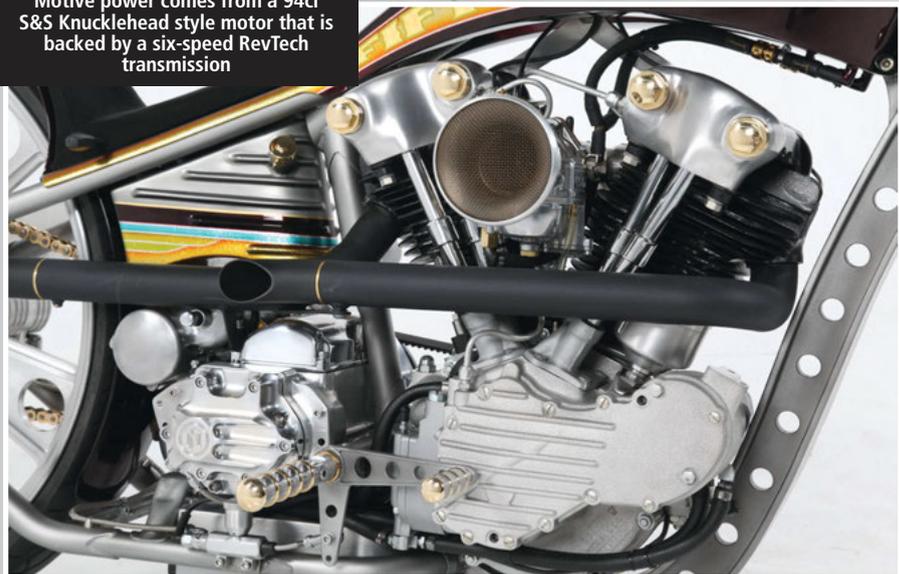
# AMD CUSTOM BUILD



To ensure Stick 52 is street legal in Germany, Michael used mini turn signals that are mounted close to the seat, so they almost disappear when viewed from the side



Motive power comes from a 94ci S&S Knucklehead style motor that is backed by a six-speed RevTech transmission



does the stopping. Michael completed the wheel package with a pair of Vee Rubber 120-50-26 tires.

Given the extreme nature of the wheel set being used on Stick 52, the only frame option available to Michael was to go full custom, and that is exactly what he has done. Built around a 38-degree head tube the frame features a drilled I-beam downtube reminiscent of the front axles used on period Hot Rods, while the rest of the tubes used in the frame's construction have been sleeved at various places to make it look as though the frame was built with traditional style lugs.

The front wheel is held in place by a pair of Springer forks from W&W Cycles, and they are topped off with a set of custom 'bars fabricated by Michael, and fitted with Kustom Tech controls. A headlamp from CCE is the only other adornment to the front of the bike.

With the bike being a roller, Michael turned

his attention to the drivetrain, which is made up of an S&S Knucklehead style motor driving a Rev Tech six-speed transmission via a BDL 2in open belt drive. The 94ci motor wears an S&S Super G carb and one-off 2-into-2 exhausts by Michael. Michael was also responsible for the fabrication of the gas tank, oil tank and rear fender and modified the Kustom Tech foot pegs too. Once he had completed the bodywork the whole package was handed over to Ingo Kruse, who was responsible for both the design and application of the bike's paint.

While large wheel use continues to divide opinion, especially when the front wheels on Baggers are continuing to increase in diameter, there was a uniform respect for the use by Michael of 26in rims on Stick 52, as his fellow builders at the World Championship voted the bike into tenth place in the Freestyle class.

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The 26in Rick's wheel was modified to allow an 'inboard' Beringer disc brake to be used to stop the bike

The W&W Cycles supplied Springer forks finished off with handlebars fabricated by Michael, which carry Kustom Tech controls



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**NEWS BRIEFS**

Just as the Orlando, Florida based AIMExpo announced that it has now clocked up its 300th exhibitor booking for its second annual show in October, Dealer Expo organizer Advanstar said that it has "more than 125 companies already contracted to exhibit at the 2014 Dealer Expo", and that "nearly 2,200 retailers have registered for the (Chicago, December) event as well."

**Harley is recalling about 9,100 2013/14 FXSB and FXSBSE models manufactured from March 20, 2012 to March 10, 2014, to identify and fix a problem with the fuel level sensor signal. According to NHTSA "suspension variances may affect the gas tank mounting angle, causing the fuel level sensor to read inaccurately".**

Black Book editorial director Ricky Beggs has said that used motorcycle prices in the United States increased slightly from March to April, but increased significantly from April to May as auctions saw rising prices and more sales. "Prices are up across the board, and for the first time this year, by fairly large amounts for most segments." Cruisers are up 3 percent month-over-month, split almost evenly between domestic V-twins and metric units. The scooter segment is up 3.2 percent, off-road bikes are up 2.9 percent and street bikes and utility vehicles are each up 2.5 percent.

**Harley hire Jim Federico from GM**

HARLEY-Davidson has hired former General Motors engineer Jim Federico as its new Vice President of Engineering. Federico had spent nearly 36 years at GM and retired as the company's Executive Director of Global Vehicle Integration in May this year.

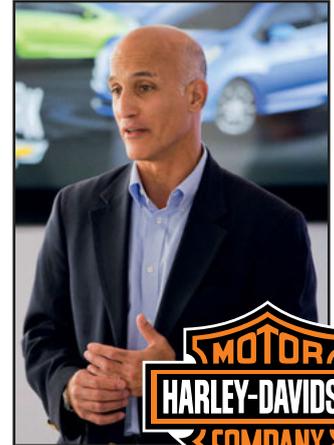
Federico has worn many hats during his time at GM, but he has been in the news recently as GM's "champion" of an airbag failure investigation that resulted in a team of GM engineers he was appointed to discovering an ignition switch defect - a fault that has been linked to 13 deaths since 2004, and prompted the recall of more than 2.6 million Chevrolet, Saturn and Pontiac vehicles.

Harley-Davidson spokeswoman

Maripat Blankenheim is reported to have told a Milwaukee newspaper that Harley had been talking to Federico "for some time" before the announcement was made.

GM has said that Federico made his own decision to retire from the auto maker, and that the decision was not directly related to the switch issue. GM has recently split its engineering department into two divisions, and John Calabrese, GM Vice President of Global Vehicle Engineering, also retired during the change.

As part of his most recent role as GM's global director of global vehicle integration, Federico was the lead engineer behind many current products including the Buick Regal/Opel Insignia, Buick Encore/Opel



Mokka, Buick LaCrosse and the Chevrolet Cruze, Sonic and Spark.

**MAG Connection to import Figure Machine program**

FRANCE based European parts and accessory importer MAG Connection has announced that it has become the exclusive European distributor for the award-winning Figure Machine USA accessory program.

Manufactured in the USA, the Manassas Park, Virginia based specialist is best known for its 'Vision' line of air cleaners featuring see-through polycarbonate covers (see page 46 of this month's edition of AMD Magazine). In addition to "Clearly Cool" air cleaners, the Figure Machine range includes covers, tag mounts, pegs, gas caps, mirrors, risers and bars, with fitments for most popular Sportster, Softail, Dyna and Tourer models and selected products for V-Rods.



Figure Machine's 2" 'Flow-Stack' is available in vivid black, black denim or blonde silver, with or without debris screen



[www.mag-connection.com](http://www.mag-connection.com)  
[www.figuremachine.com](http://www.figuremachine.com)



Figure Machine's K&N filter equipped 'Vision' air cleaner - seen here in 'blonde silver' finish for Sportsters (two sizes available), they are also available in vivid or 'denim' black for Big Twins

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