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AMD and INTERMOT confirm World Championship of Custom Bike Building plans for 2016

WE are pleased to announce that the 2016 AMD World Championship of Custom Bike Building will be staged at the internationally acclaimed INTERMOT expo at Cologne, Germany, in October 2016.

Having made a successful debut in Europe at Big Bike Europe in 2013, the opportunity to move the Championship to INTERMOT in 2014 proved a great success - with an estimated crowd of over 100,000 high-mileage 'mainstream' riders seeing custom bike builds of AMD World Championship calibre for the first time.

The reaction of the builder and competitor community to having such an opportunity was universally positive. As a showcase for custom motorcycle design and engineering, the AMD World Championship "fits

well" in the environment of an expo like INTERMOT, according to AMD owner Robin Bradley.

"The custom industry needs new customers. Simple! The idea behind the program when it started in 2004



was that it would act as a lens through which those who have never seen custom motorcycles as being their preferred riding experience option, can see just how much the custom market has changed.

"Not least in terms of the incredibly high standards of design, engineering, craftsmanship and innovation that a market once seen as the preserve of

outsiders now offers for all. The custom market has become mainstream, and our industry needs to embrace and exploit all possible opportunities to bring fresh customers into our shops."

Owing its origins to the early 1960s, the "Cologne Show", as INTERMOT and its predecessor event have been known, have always been regarded as the world's primary expo for motorcycle technology and new model introductions.

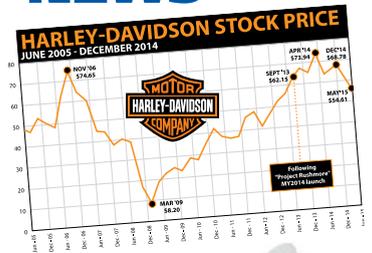
Above all, INTERMOT has established Cologne as the leading international motorcycle industry gathering, with over 200,000 trade and public visitors in total.

Bradley went on to say that "we are taking a year off in 2015. We have staged a World Championship every year since 2004 and have declined several creative opportunities for a World Championship this year.

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JUNE 2015
ISSUE #191

NEWS



PRODUCTS



UNBREAKABLE by Thunderbike

Germany's Thunderbike returned to the AMD World Championship of Custom Bike Building in 2014 with the Art Deco inspired Unbreakable



Plus...

Speedy



by Eddie Gustafsson

2014 FLHXS

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POST MASTER

AMD (ISSN 1465-7627) is published monthly by Dealer-World.com, 5, Rendlesham Mews, Rendlesham, Woodbridge, Suffolk, IP12 2SZ, United Kingdom. Subscription price \$200 per year. Postmaster: Please send address changes to: AMD, Dealer-World.com, 5, Rendlesham Mews, Rendlesham, Woodbridge, Suffolk, IP12 2SZ, United Kingdom or e-mail to ben.bradley@dealer-world.com

PRINT BY WARNERS MIDLANDS
BOURNE, LINCOLNSHIRE, GB

ISSN 1465-7627

News

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'Unbreakable' by Thunderbike 21-22

Former AMD World Championship winner, Thunderbike brought Unbreakable to the 2014 Championship and placed sixth

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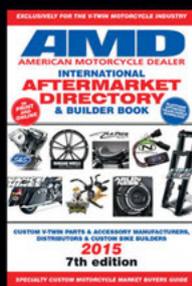
'Speedy' by Eddie Gustafsson 55-56

Speedy may only be Eddie Gustafsson fourth custom build, but it was good enough to place him seventh in the Freestyle class at the 2014 AMD World Championship of Custom Bike Building

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If you want a scary story read between the lines of Harley's share price performance?

FOR about nine months now I've been writing about the Motor Company's softening sales profile, its fiscal position, the impact both have been having on their share price, and the possible implications on their independence.

I have been writing-up reports on Harley-Davidson's quarterly results since September 1993, so I guess in that time I have gotten pretty well attuned to the nuances of their reporting.

After a while you become pretty familiar with what can be gleaned between the lines - not so much between the lines of their press release text, as that is pretty meaningless BS at the best of times anyway, but between the lines of the numbers they release.

From the dangerously low ebb of 2009 when sales and share price had both gone into melt-down, Harley's balance sheet management had been astute - even if question marks remain about the long-term wisdom of some of the decisions taken.

Following the Project Rushmore model announcements in 2013 Harley's share price had recovered by April 2014 to around the same mid \$70 territory seen at its pre-recessionary peak.

However, unlike their increasingly competitive rival Polaris Industries, whose sales and share price cycle very closely mirrored Harley's own from 2009 to 2013, Harley has not managed to kick-on from there.

As discussed in our quarterly Harley fiscal review on page 14 of this edition of AMD Magazine, the past twelve to fifteen months have seen the company's progress grind to a halt and then go into reverse.

To describe this as a "worry" is an understatement of massive proportions. It would appear that Mr Wandell's retirement has been well timed and that his successor Matt Levatich is going to see some of the outcomes of the 2009 - 2013 strategy materialize on his watch.

Harley has kept the dividend it pays to its investors high, in order to keep them "on-side". Indeed this year's increase sees it at its second highest level ever. Unfortunately, just as the Project Rushmore MY2014 initiative appears to have failed to sustain dealer consumer traffic, the dividend, of itself, appears to have failed to sustain the share price.

The decline in new model sales seen in the final quarter of last year and since has been followed by a (albeit modest) loss of market share in the first quarter of this year that would be described as a recession if Harley was a country - two consecutive quarters of "negative growth".

The impact on the share price has been dramatic. As dictated by its market capitalization, Harley-Davidson has lost at least 25 percent of the market value it had achieved in little over a year. In fact, it lost

something in the order of 10 percent of that in just four months this year.

So the question "where is this headed" is now becoming an urgent one for Harley. The increasing vulnerability that I have been pointing to in the past six months or so is now beginning to look like an object in a rear view mirror - larger than it appears.

Urgent and larger than it appears because unless Harley can come up with a convincing fix in metal as well as balance sheet, the 21st century breed of aggressively active investor could, sooner or later, see Harley settle firmly into the cross-hairs of a target-hungry mergers and acquisitions culture that currently has capital reserves aplenty.

In fact, equity investors are probably now also likely to be 'in-play', and it may well be that disappointingly low though it already is, Harley's share price may already be being artificially inflated by an element of premium as investors lick their lips at the prospect of an attractive pay-day

ahead as one or more contenders seek to do business.

This may be a dangerous hostage to fortune, but it is unlikely that anything much will happen quite yet. In all probability Harley has time to see what benefit it can accrue from an MY2016 launch in August that will be watched closely.

If the Company at least manages to avoid much more atrophy in its market value between now and the release of its 2015 fiscals eight months from now, then perhaps it still has enough wiggle room to shore-up its platform with some platform progress (so-to-speak!).

Should it fail to do so, then there is only so much vulnerability it or any publically traded multi-billion Dollar corporation can get away with.

One stunning wild card possibility could be a play for the Motor Company by the hugely acquisitive Polaris. While that would be a sensational and ambitious move, if Harley isn't able to give its share price the kiss-of-life at some stage in the next 24 months, then that, and all points leading to that extreme outcome, are the outcomes that Matt Levatich could find will end up defining his time as CEO.

where is this headed?



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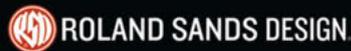


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NEWS BRIEFS

Hammerhead, the Chinese AT/UTV manufacturer bought recently by Polaris, has been hit by a \$560,000 fine by the EPA in the United States for imports of some 4,000 uncertified vehicles in Texas between 2007 and 2011.

Campagna Motors, the Quebec, Canada based reverse-trike pioneer, has celebrated the 20th anniversary of its T-REX with a 20 unit limited special edition of its BMW K1600 engined three-wheeler.

The Senate in North Carolina is considering a law that will establish a Board of Examiners and regulatory compliance and enforcement arm that would force motorcycle and automotive repair shops and dealerships, and the people who work there, to seek licensing and achieve training credentials to conduct vehicle servicing, repairs and tuning.

Well known filter manufacturer K&N Engineering has purchased one of its automotive competitors - the AIRAID company of Phoenix, Arizona. Founded in 1997, the rival cotton gauze filter and intake manufacturer quickly built itself a powerful market position, especially in the diesel engine and SUV markets, launching strong selling Premium Filters in 2002.

Widely regarded as one of America's finest race-track facilities, Utah's Miller Motorsports Park is to close. The 511 acre facility was opened in 2006 and will cease operations in October this year.

Harley-Davidson has announced a free "Learn to Ride" Riding Academy motorcycle training program for active-duty, retired, reservist and veteran armed forces personnel through September.

Polaris continue on the acquisition trail - Timberland Products, a dirt/snow bike conversion kit manufacturer at Sandpoint, Idaho is the latest morsel to be gobbled up!



<<< Continued from cover

However, we remain focussed on making staging decisions that add value for the builder community - decisions that can help the custom market face a future in which engineering values will be at a premium as a new generation of consumers comes through.

"These new consumers expect the custom bikes to be fully engineered to OE standards and fully compliant with prevailing and future regulations. These kinds of riders just don't go to traditional custom shows. The market needs to do things differently to reach them, and needs to offer an ever greater diversity of styling and riding

experience in order to motivate them".

This year will see the debut of an important new AMD World Championship Affiliate event - The Championship of the Americas - at AIMExpo at Orlando, Florida, in October. This will provide a new pathway for customizers in North, Central and South American to engage with the AMD World Championship program.

"Now that we know we are going to be staging the AMD World Championship at INTERMOT biennially we will 'take a view' about future frequency once we have gauged industry response to the program's involvement at AIMExpo.

"We still have several options to stage the AMD World Championship annually in the future, including using our own Big Bike expo concept, at Cologne or elsewhere, and we also have significant other expo and event players talking to us about 2017.

"That said, we would also be perfectly happy to see it settle into an alternate-annual frequency. Given the nature and standard of bikes that the AMD World Championship is about, a 24-month cycle would recognize the extraordinary investment in creativity, time and craftsmanship that goes into the world's greatest custom bike builds. We will re-visit 2017 plans next Spring".



Küryakyn taps Steve Veltri as VP Brand Management

KÜRYKYN Holdings has now moved to formally announce the addition of industry veteran Steve Veltri as Vice President Brand Management.

The company says that this new role will see Veltri take over responsibility for brand strategy development for Küryakyn, including for its recently launched Crusher exhaust and Bahn forged aluminum accessory divisions. The company says that Veltri's addition "bolsters the daily implementation and long-term strategic planning of domestic

and international brand-specific Product Development, Marketing, Sales and Events initiatives while ensuring consistent messaging through all channels."

Company President Holger Mohr is quoted as saying "we're very excited and fortunate to have Steve join the Küryakyn team. We've been putting more horsepower behind three established brands that continue to evolve. Steve's enthusiastic personality, involvement developing multiple consumer brand strategies and

educating dealer and distributor networks will ensure we deliver the right message to the right audience."

www.kuryakyn.com



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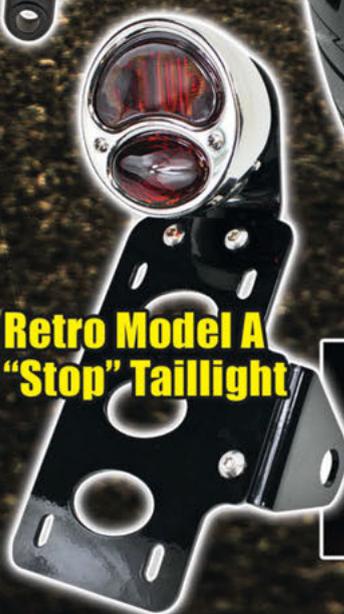
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NEWS BRIEFS

Scorpion launches with V-Rod Reverse Trike

Motus, the Birmingham, Alabama based sportbike manufacturer has announced CARB approval for its 2015 models, making them street legal in all 50 states. Founded in 2008, Motus motorcycles are powered by a V4 "Baby Block" engine that is said to combine "high performance with low maintenance and a unique character."

US Highland has announced that rather than manufacturing its current engine designs itself, it will instead "actively pursue" partners that are currently seeking pre-tested engine programs to whom they can license their technology and intellectual property for proprietary build projects. The company has also said that it will seek to add to its portfolio through acquisitions of additional powersports brands.

Polaris continues to aggressively grow its Indian motorcycle dealership network. Indian Motorcycle of Corpus Christi has become the seventh franchise to open in Texas; with Indian Motorcycle of Denver (at Lakewood, Colorado) the third Indian Motorcycle dealership to be announced for that state.

First seen in 2007, with manufacturing starting in 2008, BRP has announced that it has sold its 100,000th Can-Am Spyder "reverse three-wheeler".

The well known Buffalo Chip campground outside the city of Sturgis, South Dakota, has itself now become incorporated as a municipality. Rod Woodruff, President of the Sturgis Buffalo Chip, said "we are reaching out to strengthen our relationship with our neighbor, the city of Sturgis, and other nearby governmental entities so that we can work together on a plan that will benefit everyone." Rumors that Sturgis may change its name to "Harleyville" remained unsubstantiated as this edition of AMD went to press.

SCORPION Trikes of Waukesha, Wisconsin, is a new entrant into the trike market, and their first product is a V-Rod reverse trike conversion kit.

Scorpion has been founded by an engineer, John Kroening. His business career has included spending the past eight years running Superior Design Inc., a business that specialized in engineering development for third-party businesses, which has now expanded to include Superior Assembly Inc., assembling small runs of products for its clients. With those companies operating successfully, Kroening began to consider an idea he had for a bolt-on trike conversion that would place two wheels at the front. "We have all the resources and skills for such a project," says Kroening. "An opportunity opened up to dedicate some time to the concept, so we took it upon ourselves to develop the project as an addition to our third-party work."

The result is the Scorpion Trike conversion kit for V-Rods, known within the company as 'The Beast'. Later this year the company has plans to bring to market a number of conversion kits for Harley's Road Glide, Road King, and the Electra Glide family of motorcycles in the latter part of 2015.

Talking about the V-Rod conversion, Kroening says: "People like the kit for different reasons. It looks safer, and more stable... and it looks like it doesn't require a certain level of experience to ride it. Our design means that the rider's center of gravity is always inside the Scorpion Trike footprint."

The kit has been designed to maintain the profile of the original bike, continuing the exoskeleton frame style using the same diameter tubing, visible angles and other style cues. "I've heard a lot of riders say that they just don't want to buy a conventional trike because they'll feel old," says Kroening. "Younger riders look at this and think it looks cool, something they could ride on the road that is different



without being intimidating. Compared to traditional trikes it looks contemporary, and the individuality and difference is what is really attracting people to it."

SCORPION TRIKES INC
 Waukesha, Wisconsin, USA
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John Kroening has used background in engineering to follow through on his idea for a bolt-on reverse trike conversion kit



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Victory to race prototype electric bike at Isle of Man TT

VICTORY Motorcycles is to race a prototype Victory electric race bike at the Isle of Man Tourist Trophy (TT). Victory Racing will compete in the Isle of Man TT electric class, the first time that Victory Motorcycles has entered a professional motorcycle-racing event in Europe. The prototype electric race bike will be ridden by Lee Johnston and William Dunlop, brother of former TT winner Michael, and nephew of the late TT legend Joey Dunlop.

The race-proven, high performance GVM PMAC motors for both machines are being provided by Parker Racing, the California/North Carolina based specialist subsidiary of the Parker Hannifin Corporation, eSuperStock and FIM eRoad Racing collaborator with Brammo and a world leading diversified manufacturer of motion and control technologies and systems.

"The entire Victory team is excited to make history with this effort," said Rod Krois, Victory General Manager. "We know that William Dunlop's experience and the continued Victory Motorcycles development of this electric race bike through work with Parker will propel us into a strong

future with electric motorcycles."

The SES TT Zero Challenge class event for electric motorcycles is a one-lap race round the Isle of Man's iconic 37.73-mile Mountain Course scheduled for Wednesday, June 10, 2015.

The Victory Racing prototype electric race bikes feature a dedicated electric racing motor and power cells and highly sophisticated electric controls to maximize peak power, power delivery, and durability under racing conditions. Victory say their engineers have further refined the electronics and chassis for the upcoming race with private test sessions in North America.

www.victorymotorcycles.com



William Dunlop, the nephew of Isle of Man TT legend Joey Dunlop, is a former winner around the iconic 37.73 mile mountain course



Lee Johnston



The Victory Racing prototype features a dedicated electric racing motor and power cells and advanced electric controls to maximize peak power



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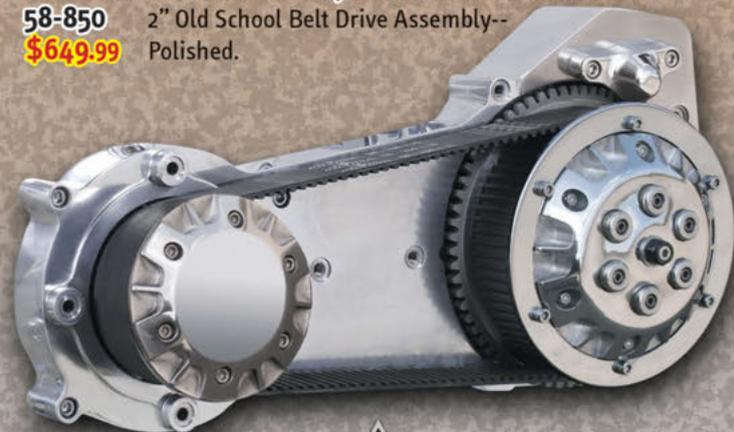
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NEWS BRIEFS

Just prior to taking over as CEO at Harley-Davidson, Matt Levatich was awarded with an "Earth Day" leadership award by the Wisconsin Sustainable Business Council - in recognition of his efforts to have Harley product designers and factories "look into environmental, profit and loss statements."

Following its bankruptcy petition, rumors are swirling concerning the relationship between EBR and its \$25 million/49.2 percent investor/owner Hero MotoCorp of India. Hero's stock price has plummeted since the start of the year, is facing stiff competition in its home market and has reportedly had greater difficulty in getting technology partners to help it to develop larger displacement models and fuel injection systems than its releases would have the market believe. Indeed, one media report has suggested that the \$20 million shortfall that forced EBR's closure is largely the result of unpaid expenses for engineering and design work done by EBR for Hero on new domestic Indian market models.

Indian Motorcycle parent company Polaris Industries is already involved in a manufacturing plant joint venture in India with the owners of Enfield Motorcycles. However, the company's Managing Director in India has been quoted by local media there as saying that they are also exploring the possibilities of having CKD (completely knocked down kit) assembly there in the next 3-5 years, to strengthen its competitive position with Harley-Davidson, which has had a CKD assembly plant in Haryana, near Delhi in northern India, for a while.

Kawasaki continue to get creative with its balance sheet and capital reserves - the company has sold it 260,000 sq ft (24,000 sq m) Irvine (Los Angeles), California US headquarters building for \$44.25m ... and leased it back for themselves.

Jekill & Hyde performance for Night Rod

EUROPEAN electronically adjustable exhaust specialist Jekill & Hyde has released a new 'Thunderbolt' complete exhaust system for the Night Rod. Available in deep black, with heat shields, the Jekill & Hyde say the system is designed to complement the styling of the

bike and custom mode; specific brackets mean it can be installed onto all stock swingarms and applications of up to 280 series rear tires. The electronically adjustable system is said to be 100% street legal in automatic mode and can also be used completely closed. For the drag strip or test

rides a "race only" mode is available in which the performance can be further increased. www.jekillandhyde.com



Loaded Gun Customs' Kevin Dunworth joins Klock Werks

KLOCK Werks has hired Kevin Dunworth, who was previously with Loaded Gun Customs at Selbyville, Delaware.

"I am very excited to be able to take my career in the motorcycle industry to the next level with the Klock Werks team," said Dunworth. "I hope to be able to contribute to the firm's

continued growth and look forward to working with them."

Dunworth will be taking on the role of brand specialist, which will see him working with Drag Specialties' representatives and dealers to "better educate in the retail space about Klock Werks' product lines." He will be supporting regional events and dealer

open houses starting on the east coast of the United States this summer.

Brian Klock, founder of Klock Werks and originator of the award-winning Flare windshield program and other product lines, said: "We are excited to add Kevin to the team. His experience in the café and custom scene speaks for itself. His ability to network amongst builders and dealers will be a great addition to our team."



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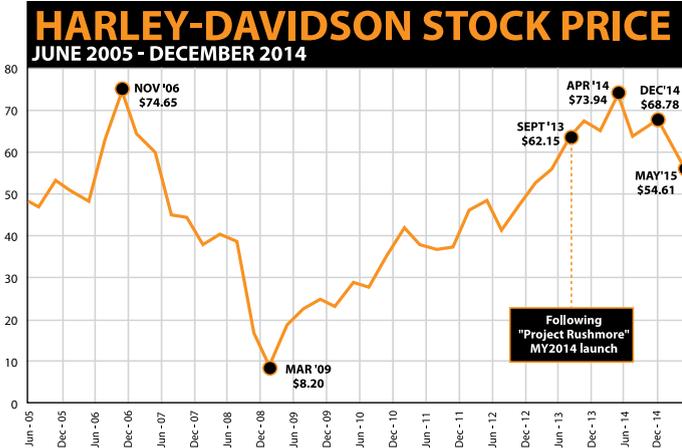
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Harley share price reflects recent results, leaves company vulnerable

At 0.31 per quarter, Harley's 2015 dividend remains the highest since the recession and the second highest in its history



This 10 year monitor of Harley stock price movements, after recovering to pre-recessionary levels a little over a year ago, the price has dropped by something in the region of \$20 per share, or 25 percent of recent peak value

HAVING apparently not yet caught up with the realities of Harley-Davidson's sales performance by the end of last year, investors are now seeing the poor final quarter 2014 and first quarter 2015 unit sales figures reflected in recent trading.

At the end of last year the share price was still at a near eight-year high at around \$69.00 a share, but following the 2014 year-end announcement of a drop in domestic US sales, the price dropped into low \$60.00/upper \$50.00 territory, with the decline continuing after the second consecutive set of poor quarterlies announced in April for the first quarter of this year.

As this edition of AMD Magazine went to press the share price was moribund - trading at the \$55.00 mark - a 24-month low.

This is despite the Company increasing its dividend from \$0.275 a share through 2014 to \$0.31 per share in February, and sustaining that level with its late April cash dividend announcement.

This has added fuel to the already established conjecture that Harley-Davidson was vulnerable to possible hostile bid activity, with the Company continuing to try to "work" its investor community by maintaining its highest quarterly dividends since their 2008 \$0.33 peak.

Dividends were as low as \$0.10 per share during the recession (March '09 through April '11), with the Company's share price having seen its historic high of over \$74.65 per share in November 2006. Having dropped into the bargain basement and back again during the recession (bottoming out at \$8.20 per share in March 2009) in not responding to the pinging of the dividend, the

present level of stock value is definitely storing up potential problems for the Company, especially in contrast to the performance of Polaris, which has now taken over as the benchmark for the powersports industry.

To put the current mid \$50.00 performance into context, Harley's recovery saw their stock price peak at around \$73.94 at the end of April 2014 - something in the region of a \$20.00 or greater than 25 percent decline in some 12 months or so.

It is five years since the last bout of takeover rumors emerged - when Kohlberg Kravis Roberts (KKR) were cited as being "in-play". Those rumors (and others then and since) came to nothing, but the share price to dividend to sales income ratio is much more attractive now.

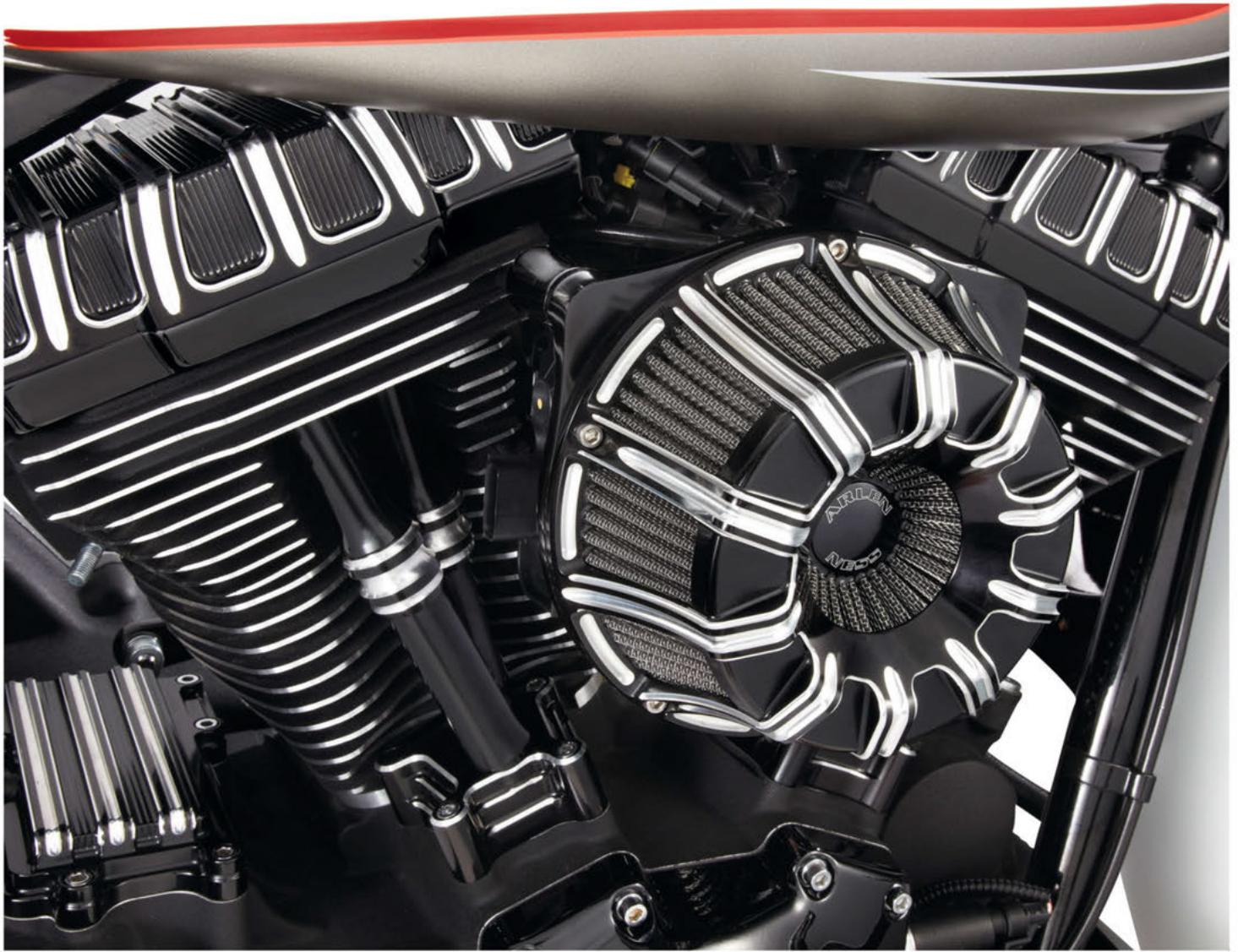
With mergers and acquisitions capital more readily available than at

Year	Quarter	Dividend	Share price	Date
2015	May-15	0.31	54.61	28/05/2015
	Feb-15	0.31	61.68	18/02/2015
	Dec-14	0.275	68.78	02/12/2014
	Sep-14	0.275	63.5	12/09/2014
2014	May-14	0.275	71.04	27/05/2014
	Feb-14	0.275	64.94	17/02/2014
	Dec-13	0.21	67.51	13/12/2013
2013	Sep-13	0.21	63.3	13/09/2013
	May-13	0.21	56.35	28/05/2013
	Feb-13	0.21	53.45	14/02/2013
	Dec-12	0.155	47.83	14/12/2012
2012	Sep-12	0.155	41.93	26/09/2012
	May-12	0.155	48.49	29/05/2012
	Feb-12	0.155	46.05	17/02/2012
	Dec-11	0.125	36.69	16/12/2011
2011	Sep-11	0.125	35.71	28/09/2011
	May-11	0.125	37.16	31/05/2011
	Feb-11	0.1	42.12	18/02/2011
	Dec-10	0.1	34.5	17/12/2010
2010	Sep-10	0.1	28.34	29/09/2010
	Jun-10	0.1	29.18	01/06/2010
	Feb-10	0.1	24.43	19/02/2010
2009	Dec-09	0.1	25.59	16/12/2009
	Sep-09	0.1	23.53	24/09/2009
	Jun-09	0.1	19.04	02/06/2009
2008	Mar-09	0.1	9.26	03/03/2009
	Dec-08	0.33	16.94	17/12/2008
	Sep-08	0.33	37.93	29/09/2008
2007	Jun-08	0.33	39.99	03/06/2008
	Mar-08	0.3	37.07	03/03/2008
	Dec-07	0.3	46.3	19/12/2007
2006	Sep-07	0.3	46.44	27/09/2007
	Jun-07	0.25	59.73	07/06/2007
	Mar-07	0.21	65.01	01/03/2007
	Dec-06	0.21	70.46	20/12/2006
2005	Sep-06	0.21	62.75	29/09/2006
	Jun-06	0.21	49	05/06/2006
	Mar-06	0.18	51.1	07/03/2006
	Dec-05	0.18	53.08	14/12/2005
2004	Sep-05	0.16	46.9	29/09/2005
	Jun-05	0.16	49.25	10/06/2005
	Mar-05	0.125	61.7	04/03/2005
Dec-04	0.125	59.5	15/12/2004	

any time since 2008, private equity Harley's progress this year with buyers are also likely to now be eyeing considerable interest.

Harley-Davidson Market Share 2008-2014

United States (601 +cc)	2008	2009	2010	2011	2012	2013	2014
Total Market New Registrations	526,000	325,500	278,500	289,900	299,400	305,900	313,627
Harley-Davidson new registrations	218,939	162,385	143,391	150,900	161,300	167,800	171,079
Percentage Market Share							
Harley-Davidson percentage market share	41.6%	49.9%	51.5%	52.1%	53.9%	54.9%	54.5%
Source: HOG filings; unit share of heavyweight motorcycle market (601+cc)							
Europe (601 +cc)	2008	2009	2010	2011	2012	2013	2014
Total Market New Registrations	459,400	368,000	344,800	328,500	300,400	281,800	319,801
Harley Davidson new registrations	40,725	36,444	37,378	39,900	36,200	36,100	38,491
Percentage Market Share							
Harley-Davidson percentage market share	8.9%	9.9%	10.8%	12.1%	12.1%	12.8%	12.0%
Source: HOG filings; unit share of heavyweight motorcycle market (601+cc)							



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Italian Motorcycle Championship

Pictures by Horst Rösler - www.motographer.de

THE 4th annual Italian Motorcycle Championship took place at the 29th Biker Fest in Lignano Sabbiadoro, Udine, Italy, from May 14-17. The Italian Championship is the culmination of a 14 event network of custom bike shows held throughout Italy and promoted by Italian custom magazine Biker's Life.

Staged again on the impressive Terrazza a Mare, 62 bikes from across Italy, plus visitors Motorcycles Performance MALYHD and Café Racer Manufacturing from Poland, competed in Freestyle, Modified Harley-Davidson, Metric, Streetfighter, Cafe Racer and Scrambler classes, with three Best in Show winners receiving 1,000 Euro expenses towards competing at the 12th annual AMD World Championship of Custom Bike Building at INTERMOT, Cologne, Germany, from October 5-9, 2016.

This year's winners were Asso Special Bike with "199RS", SteSil Bike with "Cheiron" and Apuania Choppers with "Flyin' Wood".

"199RS" is the latest in a series of lightweight race style bikes built by Carlo Colombo, the "199" referring to the fact that the entire bike weighs only 199kg (439lbs). The frame, titanium exhaust, tank, triple tree, brake calipers and seat are all hand-made.

"Cheiron", which finished 21st in the Freestyle class at the 2014 AMD World Championship, features a one-



off CNC milled lightweight aluminum frame which encases the gas and oil tanks, carbon single-sided swingarm, one-off custom wheels and modified BDL drivetrain. Powered by an S&S Super Stock 96cui engine, the entire bike weighs just 496lbs.

"Flyin' Wood" was the most intriguing bike entered, featuring a hand-made friction drive and rear wheel steering. Comprising a hand-made single downtube rigid frame, the engine uses S&S Evo cases and OEM 1977 cylinders, pistons, heads and crankshaft. It is rotated through 180 degrees to enable the correct rotation for the drum transmission. The clutch uses a one-off automatic centrifugal system.

www.bikerfest.it



The Italian Motorcycle Championship was staged on the iconic Terrazza a Mare



SteSil Bike's "Cheiron" was previously seen at the 2014 AMD World Championship in Cologne, Germany



199RS, by Asso Special Bike, weighs only 199kg (439lbs) in total



Apuania Choppers' "Flyin' Wood" features a hand made friction drive and rear wheel steering



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SBS Brakes opens US office

SBS Friction, the Denmark based manufacturer of brake pads, is responding to continued increased sales in North American by upgrading its presence in the US powersports market with the appointment of Chris Jensen as SBS Brand Manager for the USA.

Jensen, who will be based in the Chicago area, joins SBS from Eric Buell Racing (EBR) where he was working on supporting EBR dealers worldwide. Before joining EBR, Chris used to run his own performance parts shop and has previously worked for performance specialists such as Pirelli, Öhlins and SBS. In addition to the recruitment of Jensen, SBS has announced that SBS Business Development Manager Johan Rauff Kristensen, who had been managing the company's V-Twin



Chris Jensen is taking on the role of SBS Brand Manager for the USA

market affairs in the United States and internationally, is leaving the company in order to start his own powersports industry consultancy, with SBS among his clients.

www.sbs-friction.dk



Johan Rauff Kristensen will be leaving SBS to set-up his own business

SBS is noted as one of the world's leading brake pad manufacturers. The company has pads for a wide range of applications, including specialty v-twin designs and formulations

Rick's takes to the Street

Text: HRF, Photos: Mathias von der Ahe (www.ppl.de)

RICK'S Motorcycles is the latest European custom specialist to develop concepts for the Harley-Davidson Street 750. They have followed up their 'Dark Custom' Street 750 with their new 'Scrambler' - the intention being to retain a lot of the stock parts and make the conversion accessible by keeping the cost of the work to a minimum, while still achieving results.

The stock shocks were swapped-out for **Öhlins** replacements, the swingarm was strengthened and adjustable shock mounts used for increased ground clearance. The forks feature a set of Rick's own covers, but the biggest visual change is the use of a pair of Rick's own made Y-spoke forged wheels with matching rotors and sprockets. The 19 x 2.15in front and 18 x 5.5in rear wheel carry 11.5in and 10in brake rotors.

The work on the bike was done in house, much of it by Fabian Weber, an apprentice at Rick's Harley-Davidson, the Baden-Baden (Germany) dealership. He adapted the Rick's GFK front and sheet metal tail fender to fit the Street, modifying the stock gas tank and adding a **W&W** filler cap. Other changes include a prototype Rick's cooler cover, **Superbike** handlebar, **Spiegler** grips, award-winning **Kellermann** turn signals on a Rick's bracket at the front (**Rizoma** at the rear) and an aftermarket stone guard over the stock headlight. The new seat is mounted to a prototype



frame extension that is designed to improve passenger comfort.

Changes to the drivetrain have been kept minimal with the use of a Rick's 'Good Guys' air cleaner, and the stock head pipes have been given to a

SuperTrapp muffler. The conversion from belt to chain final drive necessitated the machining of the sprockets and the removal of the stock plastic covers.

www.ricks-motorcycles.com

MCSH 2015 catalog Vol. 12



MOTORCYCLE Storehouse has published the 12th edition of its Master Catalog detailing its entire product line for 2015. This latest edition of the catalog runs to 1,760 pages and features more than 8,000 new products and over 3,200 new photos. Motorcycle Storehouse believes that its Master Catalog Vol 12 is the largest catalog in the Harley-Davidson aftermarket industry today.

www.motorcyclestorehouse.nl



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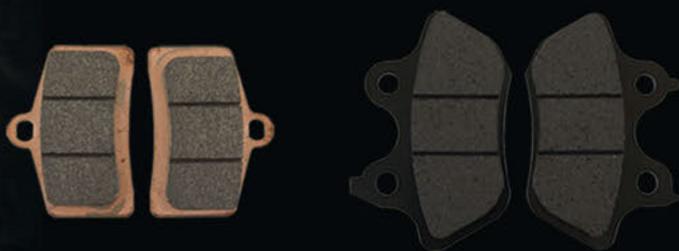
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UNBREAKABLE

Words: Duncan Moore - duncan@dealer-world.com - Pictures: Onno @ Madness Photography - onno@madnessphotography.nl

German custom shop and authorized Harley dealer Thunderbike is no stranger to the AMD World Championship of Custom Bike Building, having competed over many years and been outright winner in 2012. For 2014 the business returned to challenge for the Freestyle crown with new build 'Unbreakable'

THUNDERBIKE founder and owner Andreas Bergerforth set out to build a bike that he describes as "functional, yet breathtaking" when he began to plan Unbreakable, his entry in the Freestyle class at the 2014 AMD World Championship of Custom Bike Building. The quality of Unbreakable was in no doubt in the run-up to the World Championship as the bike had taken Best Custom and Best in Show at Arneitz in Austria and the 1st place at the European Bike Week in Faak/Austria prior to the opening of the Championship.

Bergerforth's starting point was, naturally as he is a H-D dealer, a 110ci Screamin' Eagle crate motor matched to a factory six-speed transmission. However, simply leaving the engine stock would not be enough to compete at World Championship level, and so the motor was dressed with custom rocker boxes, air cleaner, hidden plug leads and a one-off 2-into-1 exhaust system. Also differing from stock is the open twin belt primary drive supplied by NH Power.

With the motor on the build table, Bergerforth and his team were able to roll the wheels into



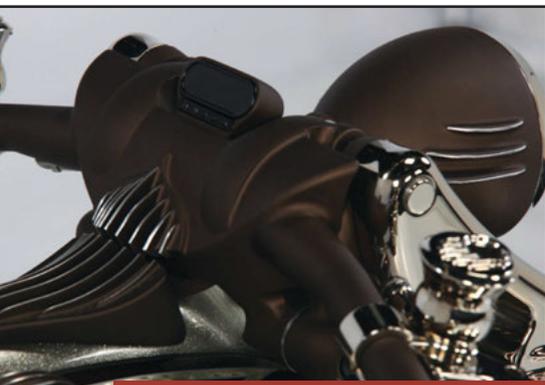
Powerful enough not to need any internal changes, the Screamin' Eagle 110ci motor was dressed up with a selection of covers, including rocker boxes and cam cover, machined in-house at Thunderbike

AMD CUSTOM BUILD

place to begin planning the frame layout. The wheels in question are Thunderbike designed and machined in-house with the front being a 26 x 3.5in and the rear a 21 x 9in. Both are shod with Metzeler tires and the front carries the company's own dual 340mm discs with a Buell perimeter rotor used at the rear. The calipers that grip the rotors are four-piston units of Thunderbike's own design.



The one-off pulley was machined to match a 21in wheel, which was designed specifically for the build



Thunderbike's machine shop was heavily involved in the build of Unbreakable and the work it did included the upper triple tree, instrument mount and handlebar combination

The perimeter of the frame is made from steel tubing, but with the exception of the engine rails, not a single piece has been left straight, every piece having had some sort of curve put into it. With the basic shape completed, steel sheet was then rolled and beaten into flowing curves to fill the spaces in the frame. The detailing was then carried on with numerous pieces of aluminum billet machined to give a slotted finish, a theme that is carried throughout Unbreakable. The seat support is a single piece of machined billet that mounts via hidden fixings to the rear of the frame, and the hand-formed rear fender mounts directly to the single-sided swingarm.

Moving to the front of the bike and Bergerforth set about creating a unique fork. The design is part Springer and part Girder design completely machined in-house at the Thunderbike workshop after been realized in CAD. Detailing on the fork includes built-in LED turn signals and an upper tree that incorporates both the handlebars and digital display. The handlebars themselves carry Thunderbike's own controls that are matched to Rebuffini master cylinders.

Rather than simply polishing the controls or chroming them, the finish Thunderbike has chosen is nickel plating, and this is continued through the rest of the bike to complement the paintwork done by Kruse Design.

The detailing and groundbreaking work carried out by Thunderbike on Unbreakable meant that many people were expecting the bike to achieve a top ten finish, and it did just that, but the competition at the 2014 AMD World Championship of Custom Bike Building was so strong that Unbreakable's final position on the Freestyle class was sixth.

THUNDERBIKE
Hamminkeln, GERMANY
Tel: +49 (0)2852 677733
dealer@thunderbike.de
www.thunderbike.de

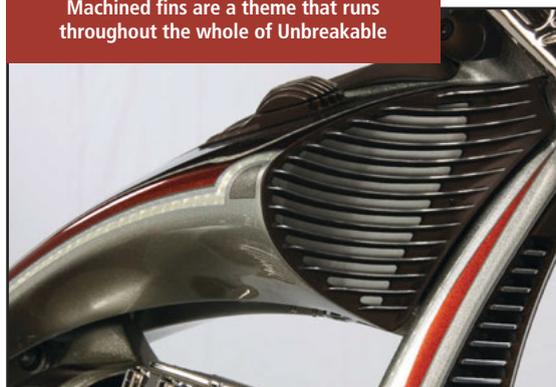
The unique fork design is part Springer and part Girder, and was completely machined in-house after having been realized in CAD



The unusual twin belt open primary was supplied by NH Power and features covers machined by Thunderbike



Machined fins are a theme that runs throughout the whole of Unbreakable



AMD World Championship veteran competitor Thunderbike returned to the event in 2014 with Unbreakable, a new build influenced by Art Deco styling



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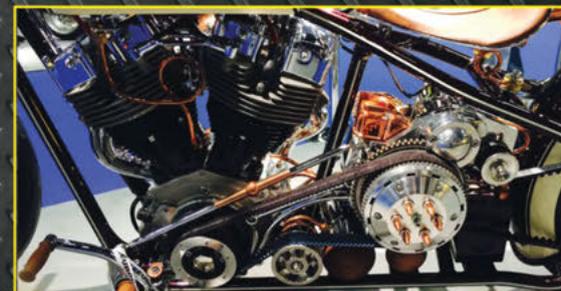


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TC3 oil pumps for Big Twins



S&S Cycle now has two new oil pumps in production that have been designed for use in '99-onward H-D Twin Cam 88ci, 96ci, 103ci, 110ci, and 120R motors. The new TC3 oil pumps, one for '99-'06 and the other for '07-later models, are said to be much more resistant to damage from oil born debris and from excessive pinion shaft run-out both of which are common cause of pump failure.

Product Line Manager, Kevin Boarts, says of them: "This engine platform has been out there for 15 years, and some of them are getting pretty tired. Our customers are looking for premium quality service parts to put them back in top shape. These new S&S TC3 oil pumps from S&S are really going to help."

S&S CYCLE INC
Viola, Wisconsin, USA
Tel: 608 627 1497
sscust@sscycle.com
www.sscycle.com



Big inch high torque Pro Clutch



RIVERA Primo's Pro Clutch has been designed for use with big inch, high torque engines that cause the stock clutch to slip. The package has been created as a scalable product, which means that riders can start with a basic Pro Clutch and then, as the engine is tuned, change out the diaphragm spring to one of Rivera Primo's higher performance springs. Further tuning would then provide the option to install a TPP Variable Pressure Clutch Assist from the company. The TPP Variable Pressure Clutch Assist from Rivera Primo is a mini lock-up specifically manufactured for use with the Pro Clutch, and the company states it has been tested to hold in excess of 250hp.



A further upgrade option from Rivera Primo is a replacement clutch basket. Manufactured from aircraft quality aluminum forgings, the baskets are suited to severe duty performance and feature a hard anodized finish. The company has either belt drive or chain drive baskets with a Pro Clutch for all Big Twin applications from '37-onward.

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



The Rivera Primo Pro Clutch can be upgraded to match the state of tune of the engine it is being used with

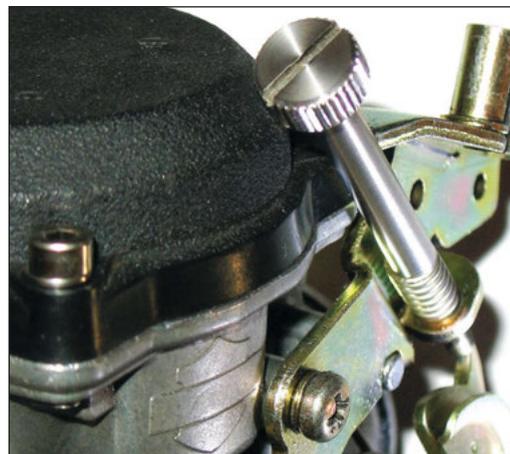
Stainless steel idle speed screw

CV Performance is offering an idle speed screw for Harley carburetors that allows the idle speed to be adjusted by hand without the need for a screwdriver.

It replaces the factory original and is compatible with all Harley CV and Harley Keihin butterfly style carburetors from 1981-2006.

Owner Ken Mendelson says that "the high quality single piece stainless steel construction guarantees durability and resistance to corrosion, and the large, easy to locate slotted head provides fine tuning when a longer reach is needed." It ships complete with stainless steel spring.

CV PERFORMANCE
Glendora, California, USA
sales@cv-performance.com
www.cv-performance.com



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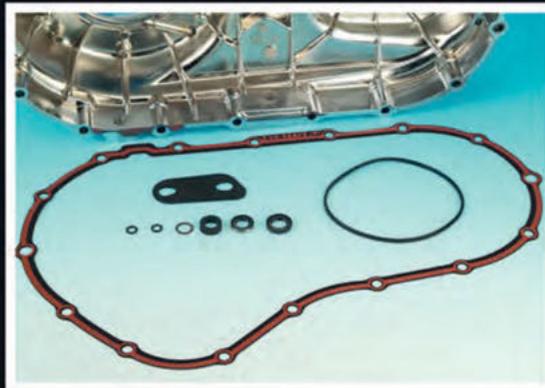
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Original James DL-Style seals are made using a mild steel core that is fully encapsulated with an oil resistant high-temperature rubber. The stiff metallic core, raised beading and conformable sealing face engineered to both the front and back of the gasket provide exceptional torque retention and sealing across the entire range of aftermarket and factory covers.

Original James Foamet gaskets are also available for outer primary cover, transmission, and engine applications. The cross-linked nitrile synthetic rubber is chemically blown to create a soft, conformable layer that is permanently bonded

to the SAE 5052 H38 aluminum core.

When installing Foamet gaskets, the foam will compress expelling the nitrogen gas formed during the creation of the foam structure, providing excellent torque retention sealability.

Original James Foamet gaskets and DL-Style seals require no additional sealants and release cleanly from all mating surfaces, eliminating the need to clean away old gasket material from castings and covers. All our derby cover gaskets eliminate the need for the factory-style O-rings and molded rubber seals.

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www.JAMESGASKETS.com

Big Twin transmission Oil



BEL-Ray now has an oil available which has been "specifically developed for use in the transmission of V-twin engines." Formulated for sliding contacts of spiral bevel gears in differentials and transmissions of V-twin motorcycles, the company states that its multi-grade oil "provides riders with significantly smoother shifting action and quieter gear engagement."

"We set out to create a product that transforms those notoriously rough shifting V-twin transmissions," said Andrew Hodges, Bel-Ray's R&D Product Line Manager. "After years of testing and development, we succeeded in engineering a transmission oil that offers dramatically smoother shifting and engagement, and also helps maximize horsepower."

Suited for use in all V-twin transmissions, it is formulated in a distinctive red color to help riders with early detection of transmission leaks. It is available in 85W-140 viscosity with an API GL-5 rating in one-liter bottles, which can be purchased individually or in cases of 12.

BEL-RAY COMPANY INC.
 Farmingdale, New Jersey, USA
 Tel: 732 938 2421
customerservice@belray.com
www.belray.com



Low profile Big Twin lock-up pressure plate

BARNETT has expanded its range of clutch options with the introduction of a low profile lock-up pressure plate. For use on '98-onward Big Twins (except '15 CVO/SE and '15 FLHTC L models) it is designed to fit under stock or aftermarket primary and derby covers while increasing the capacity of the stock clutch and keeping lever effort to a minimum.

To achieve the increased capacity, Barnett uses stainless steel weighted arms that are said to progressively increase pressure to the clutch as rpm increases. Three different sets of six coil springs (light, medium, heavy) are included for a variety of spring pressure options. The coil spring design is also said to provide smoother shifting and a more linear



engagement compared to a diaphragm type spring. Barnett has versions of the low profile lock-up pressure plate to work with both cable and hydraulic clutch applications.

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www.barnettclutches.com



Lowdown Solo seats for FL models

MUSTANG's latest new seat introduction is its Lowdown Solo for use on '09-'15 FL Touring models. Mustang describes the seat as being designed to lower the riding position on the bike without compromising on comfort. The Lowdown Solo features a 13in wide bucket that is ergonomically shaped and angled. Additionally, the seat is cut away at the front to make it easier for users to place both feet firmly on the ground when at a standstill. Finish options on the seat include the choice of chrome or black pearl-centered chrome studs. Accessories for the

seat include a matching pillion and a fully adjustable and removable rider backrest.

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

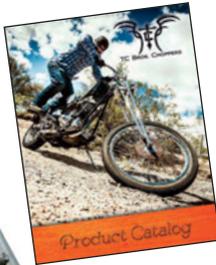
vanceandhines
.com

Sportster hardtail kit

TC BROS. has a hardtail kit available to fit all '82-'03 Sportsters, which incorporates both a 2in stretch and 4in of ground clearance.

American made .120in wall thickness, D.O.M., steel tubing is used in the construction of the kit and the bends are created with a CNC mandrel bender. The tubes are size matched to the stock outer diameter of the frame at the attachment points where they are slugged for strength. The axle plates are CNC laser cut from 3/8in thick steel and include an integrated fender strut hole and threaded axle adjusters.

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Custom options for stock replacement headlight



SEEN on many of the award-winning custom bikes they build, Ken's Factory's Neo Fusion 5 3/4" headlight is an aluminum bodied bolt-on stock replacement.

DOT approved with a clear-cut H4 headlight lens included, options include black or brass plated ring and 6 different color/material combinations.

The 3/8" UNC mount block is included, and all Ken's Factory products ship with a warranty on PARTS AND MANUFACTURING.

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Classic Series cable and hydraulic hand controls

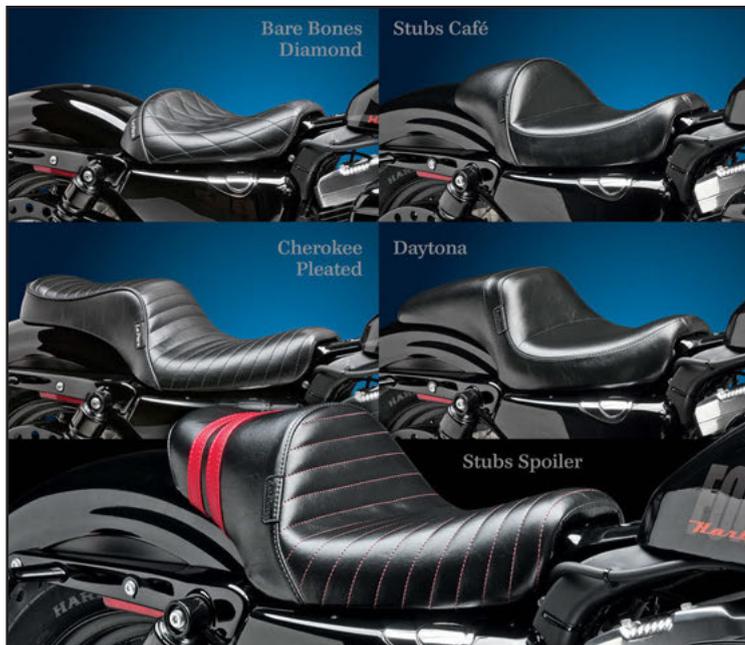
SUPERTRAPP now has Classic Series JayBrake hand controls available, which it says provide a smooth brake and clutch action. Manufactured from billet aluminum, the Classic Series controls clamp-fit 1in handlebars and are available with or without a brake light switch, which can be wired internally or externally. Both cable and hydraulic clutch versions are available for the controls that can be ordered with a polished, chrome or black finish. The controls require an aftermarket



JAYBRAKE

controller for use on CAN/BUS equipped models.

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Custom Chrome continues to expand product range

RECENTLY added to the **Burly brand** product range is a new one-piece Sportster sissy bar that is available short or tall with integral back pad; it mounts to outside '04 and up fender rails.



Burly's sissybar for Sportster is offered in short (shown) and tall versions

The Road Captain fairing by **Dead Center Cycles** has been designed to add 'batwing' styling on Dyna or Sportster model fairings. Manufactured from ABS plastic, it is supplied ready to fit, in a



Dead Center Cycles' Road Captain fairings are designed for use on Dyna and Sportster models

gloss black finish, with model-specific mounting bracket kits required. Windshield sold separately (any OEM windshield with current three-hole pattern can be used).

Among the windshield options offered by Custom Chrome are "Project Rushmore" style



"Project Rushmore" style windscreens by Windvest are taller than the stock screens they replace



windscreens by **Windvest**. Some 3 to 4 inches taller than the stock designs, they are said to create smoother airflow; available in a variety of sizes for 14-Up Touring models.

Custom Chrome is now carrying an extensive selection of ABS hard luggage from **Hardstreet**.



Hardstreet offers its ABS panniers in a variety of sizes for different applications

The range includes the brand's Classic Saddlebag kits to fit all Softail, Dyna and custom applications (some models may require rear turn signals to be relocated). These bags are 22in long, 9-1/2in wide and 12in tall. Also available for the same applications are the 8in wide Slimbag kits. A further option for Sportsters are the Hardstreet Sixer saddlebag kits that measure 18-1/2in long, 8-1/2in wide and 12-3/4in tall. All of the bag options are available in a choice of gloss or satin black finishes. The company also offers turn signal



Tuck and roll stitching is an option on the 2-Up Sportster seat from La Rosa



The smooth black solo Sportster seat from La Rosa is covered with synthetic leather

relocation brackets, available in either a license plate or bar style and they accept the stock turn signals.

Continuing its range of parts for Sportsters, Custom Chrome also has seats from **La Rosa**. Both solo and 2-Up seats, in a durable synthetic leather material, are available for '82-'03 Sportsters. The 2-Up is available with either a smooth or tuck and roll covering.

The **La Rosa** parts selection sold through Custom Chrome includes the company's Zipper Solo Side Bags. Based on the design of the existing



La Rosa Zipper Solo side bags can be purchased with or without a fuel bottle

Solo Side Bags, this version gains an easy access zipper; available for Softail and Sportster 04-Up models in either black or rustic brown leather.

New to Custom Chrome's **Motor Factory** range, these black replacement performance coils are said to meet or exceed OEM specifications, typically increasing peak spark voltage by 20 percent or more according to the company.



Motor Factory OEM style coils are available for most Big Twin Cam and Sportster applications from '99 and '04 up with '65-'69, '80-'84 and '84-'03 Prestolite and V-Fire electronic ignition options and single fire with dual coil output options also available



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Trike Conversion Triple Tree Kits

HHI's Triple Tree Kits are designed for retrofit to all 1996-up FL model trike conversions. These trees provide for a much easier steering trike and are available in 7°, 9° and 12° rakes for various trike applications. Kits include the proper fork tube extension for the application and do not require longer fork covers.



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THE JIMS DAILY NEWS

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SEVERE ENGINE DAMAGE WARNING NOW POSSIBLE FROM JIMS A \$200 PART CAN SAVE YOU THOUSANDS OF DOLLARS!

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Small amounts of metal shavings from failing parts can work their way into other vital engine components, such as bearings, tappets, and oil pumps. Detecting damaging particles is essential in preventing additional problems. A special sensor in the oil drain plug analyzes particles and debris in the engine oil and sends a signal to the warning light.



Example
Test Plug

The LED warning light is located in an attractive handlebar mounted clamp. Two types of clamps are available, chrome and black anodize. A warning light alerts the motorcycle operator when the ferrous metal particles in the oil reach a level that is problematic. This will avoid the "domino effect" of increasing engine damage. Complete kit looks professional because it is!



"Plug and Play" wiring and connections work in conjunction with a high-tech sensor and durable, long lasting LED light. The complete kit is easy to install and includes its own wiring harness. No cutting or splicing is required.



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Iron Rider luggage options

DOWCO has launched a range of new 'Iron Rider' brand bags, which includes the Brute sissybar bag and the Weekender bag. The Brute sissybar bag is described by Dowco as being big enough to carry the gear needed for a week-long rally. "We didn't set out to design a small, modest bag, our goal was to design a bag that could carry it all for the long haul and look classy,

carrying capacity. The Weekender includes an integrated sissybar mounting system that can mount on a luggage rack or on the back seat, where it can be used as a driver backrest. Integrated straps allow the bag, which has a thermoformed EVA armored large main compartment and measures 7 x 9 x 13.5in, to be easily converted into a backpack. Both are supplied with a two-year limited warranty.



As the name implies, the Weekender has been designed to carry everything needed for a weekend away on a bike

and that's exactly what the Brute will do," said Dowco Brand Engineer, Mitch Andrews. The Brute can mount to the bike's luggage rack or back seat, and can be used as a driver backrest.

Made from 1680 denier polyester, features include water resistant zippers, a rain cover with optional expansion, and mesh internal pockets with a laptop sleeve, reflective piping, and external D-rings for added



The Iron Rider Brute sissybar bag has enough carrying capacity to be used on extended rides



DOWCO INC
Manitowoc, Wisconsin, USA
Tel: 920 682 7796
feedback@dowco-inc.com
www.dowco-inc.com

Internal wiring radicals

CALIFORNIAN handlebar specialist Wild1/Chubbys has released a new style of handlebars "by popular demand", says designer Johnny Vaughn.

Called Chubby "Reapers", they are a radical bar with smooth wire holes and inside edges and make internal wiring "a breeze", according to Johnny. They are available in chrome or black powder coat, in 10,

12, 14 and 16" tall.

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BDL compensator and Competitor clutch packages

BELT Drives Ltd states that its CS-34A 34-tooth compensator sprocket is 50 percent lighter than the stock part. The steel sprocket is a direct bolt-on replacement for the stock part on '07-onward Big Twins.



It works with spring or non-spring style stator rotors and has no spokes or bearings to wear out and does not need a new stator rotor purchasing in order to fit it.

BDL also has its CS-24A1 and CS-25A1 compensator sprockets available for Evo and Shovelhead applications.

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Adjustable portable rear wheel lift



THE Tirox SnapJack is a portable motorcycle lift that elevates rear wheels enough to spin freely for easy drive chain lubing and rim cleaning. Designed for use on the road or at home, the 8 1/2 inch long SnapJack is supplied with a brake-locking strap and anti-slip pads that keep bikes stable when placing it under the swingarms. Adjustable to one of four heights, the high-strength, low-alloy steel jack is supplied with a storage bag and a five-year guarantee.

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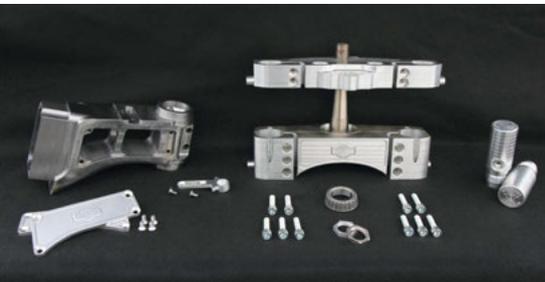
Weld-in short neck kit

AMERICAN Suspension states that its solid billet steel, weld-in short neck kits for Touring models require less time to install and paint than other kits on the market.



The company has versions of its kits, which fit '98-'15 Baggers, available for both 26in and 30in wheel applications, and once installed are said to provide the correct trail and suspension travel for larger wheel conversions. Each kit includes the neck and triple trees, and side plates and fully adjustable Road Glide brackets are available for an additional cost.

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CVO cam 110" piston packages and Big Twin big bore kits



S&S CYCLE has put together a pistons and cams tuning package for riders looking to get the most from H-D's '07-onward CVO 110ci Big Twin motors.

In order to increase the stock 86hp power output the engineers at S&S suggest initially changing the stock air cleaner and exhaust for parts from the Wisconsin tuning specialist's range. The next step is the fitting of S&S's 585 cams. These are a bolt-in fit and offered in either chain or gear drive configurations. Once these changes have been made the company states that power should increase to at least 107hp.

The next stage in tuning the 110ci Big Twin is to change the stock pistons to the high compression S&S ones. S&S says that this can be done without splitting the cases nor even having to remove the engine from the frame. Once installed the pistons raise the compression from 9.3:1 to 10.6:1 and bring the output up to 114hp.

To complete the tuning process S&S Cycle offers free EFI calibration downloads for Dynojet Power Vision tuner and S&S EZ Loader.

Also seen here, S&S Cycle's range of Big Twin big bore kits includes 98ci and 107ci

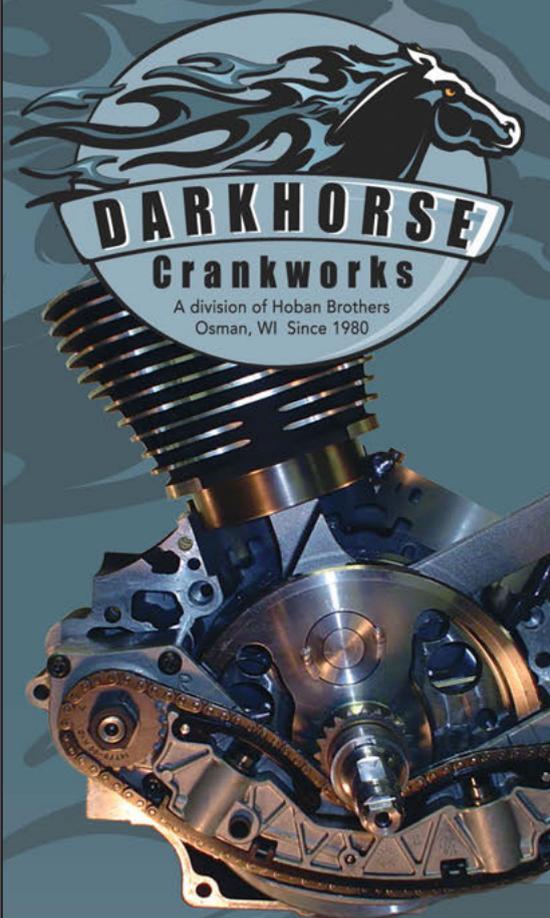


options. The 98ci kit has been designed to be used on '99-'06 Big Twins and features a bore of 3.937in, the largest that can be used in stock engine cases. No machining is needed to fit the kit, and the stock engine height is maintained. The 11-fin cylinder has been designed to resemble the stock part, but has an increased fin area for better cooling, and is offered in a choice of silver or wrinkle black finishes.

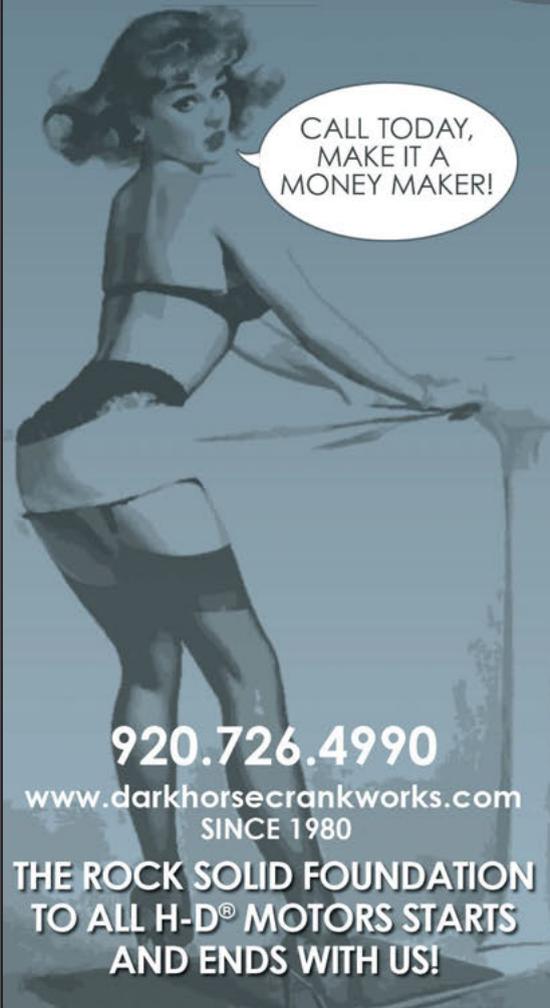
Internally the kit features centrifugal cast, gray iron liners with a 40,000 psi tensile strength for superior wear and performance and CP forged pistons with a 10cc dome. Gaskets, piston rings, wristpins and wristpin clips are all included in the kits along with the cylinders and pistons.

The larger capacity 107ci big bore kit by S&S has been created for use on '07-'15 Big Twin motors. It is compatible with twin-cooled engines when 900-0605 head gaskets are used. With the exception of a 4-3/8in stroke and 3cc domed pistons, the 107ci kit shares the same specification as the 98ci kit.

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Dyna forward controls



RICK'S Motorcycles in Germany is now offering a set of forward controls for the



latest Dyna models that move the footpegs forward by 2.5in. For use on the Street Bob, Fat Bob and Wide Glide, they work with the stock exhaust pipes and allow plenty of ground clearance.

"We have taken great care in the optimization of the riding ergonomics for bigger riders, who now have a comfortable seating position while still enjoying the full potential of riding a Dyna," says owner Patrick Knörzer.

CNC machined and running on precision



bearings, they are offered in polished or black anodized finishes.

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KB adds more forged piston applications

KB Performance Pistons has now added more Harley-Davidson applications to its range of 4032 alloy forged pistons. Designed for 113" engine



combinations using the stock 4.375" stroke, they are available in 4.060", 4.065" and 4.070" bore sizes.

The company says that KB915C nets 10.5:1 with a 85cc Twin Cam head and 9.5:1 with a MVA 95cc head; KB661C nets 11:1 with a 85cc Twin Cam head and 10:1 with a MVA 95cc head. Both feature an anti-friction skirt coating and include Hastings rings, pins and locks.

Parent company United Engine & Machine say their KB pistons are "carefully crafted with specific applications in mind. The line features a variety of superior design elements, proven engineering differences, and specialty manufacturing processes. Our extensive in-house manufacturing capabilities enable the complete development and manufacture

of nearly every engine's piston needs, ensuring a precision balance, finish and concentricity."

Based in Carson City, Nevada, KB also introduced a new line of forged piston designs for Harley engine applications earlier this year. Described as quieter and delivering even greater power gains than other KB designs, they are made in low-expansion 4032 alloy for a tighter piston-to-wall clearance and feature longer, often coated skirts and offset wrist pins.

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Versatile luggage options

HELD USA has launched a range of three new motorcycle specific bags in a variety of sizes. The new bags are the Vivione (available in two sizes), the Tenda, and the Livigno.

The largest of the bags is the 45-liter Livigno, which features two external pockets along with volume adjustment. The water-repellent nylon shell is combined with a waterproof inner pocket with a roll click closure system. Tension straps and lashing loops ensure simple, secure attachment to the rear of the motorcycle.

Held's Vivione rear bag is available in two sizes; 7 liters or 20 liters, and both options have a polyester outer shell with a water-repellent PVC coating. There is an integrated, waterproof compartment as well as 3M Scotchlite reflectors, detachable shoulder straps, and an all-around zipper for volume adjustment.

Completing the range is the 15-liter rear or tank mounted Tenda. Made from water-repellent nylon fabric, it also has a rain cover and an all-around zipper that adjusts volume. The Tenda mounts via two nylon straps with click fasteners or optional magnets, which can be used in its tank-mounted configuration.

Vivione: The 7 or 20 liter



Tenda: The 15 liter



Livigno: The 45 liter waterproof

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SuperTrapp Baffled FLH Phantom Pipe



SUPERTRAPP'S baffled FLH Phantom Pipe is claimed by the company to be a quieter exhaust derived from its original Phantom Pipe.

Finished in a black ceramic coating, it is a 2-into-1 system with a domino-dot engraved billet end cap. The baffled FLH Phantom Pipe includes four-piece stylized chrome heat shields, and it fits '86 - '13 Baggers. Additionally, the Phantom II Pipe is available for Softails and Dynas and the original Phantom Pipe fits Softails and custom applications.

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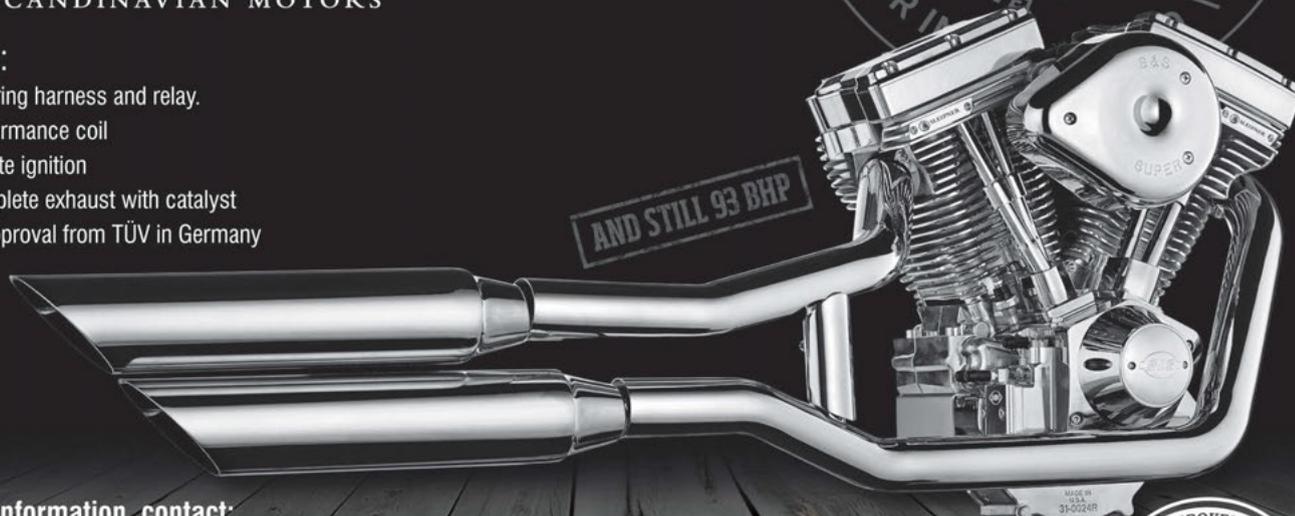
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New features added to Fuelpak FP3

VANCE & HINES has released the latest updates to its Fuelpak FP3 with the launch of Version 1.3.8 firmware as it continues to add features to the smartphone-based (iOS & Android) application.

The Fuelpak FP3 for Harley-Davidson models using the HDLAN (CAN Bus) system connects wirelessly by Bluetooth to suitable smartphones and then uses Flash technology to recalibrate engine parameters and mapping for exhaust systems and other performance upgrades. The latest release Version 1.3.8 now adds four new options to the sensor data: instantaneous fuel economy, average fuel economy, power, and torque.

Instantaneous fuel economy reads the current fuel economy in real time. The average fuel economy keeps track of fuel usage over time and calculates the overall fuel economy. Power and torque allow the rider to see the current power/torque output of the engine.

Also new in this release in the system info page, the current odometer is visible. In addition, the



odometer reading the last time the system was flashed along with a flash counter can be seen.

Downloadable maps for Fuelpak FP3 on the Vance & Hines website can be searched by VIN, in demo mode.

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Titanium Tri-Zone Accent lighting kit

CYRON'S latest motorcycle LED lighting kit, its Tri-Zone Accent, features the company's RC3A-12 controller, which has been designed to provide the most effective lighting display on any motorcycle through the use of a three zone lighting set.

The new titanium kit utilizes Cyron's exclusive CV6 LED clusters, FL30 flex lights and the RC3A-12 controller, and it can be expanded up to 100 CV6 LEDs via the simple solderless terminals. The RC3A12 controller offers two modes which acts as two remotes in one; Single-Zone mode functions as a simple on/off remote and in Three-Zone advanced mode it allows three areas of the motorcycle to operate interactively.

The LEDs used in the Tri-Zone are available in the choice of amber, blue, green, red, white and yellow.



CYRON INC.
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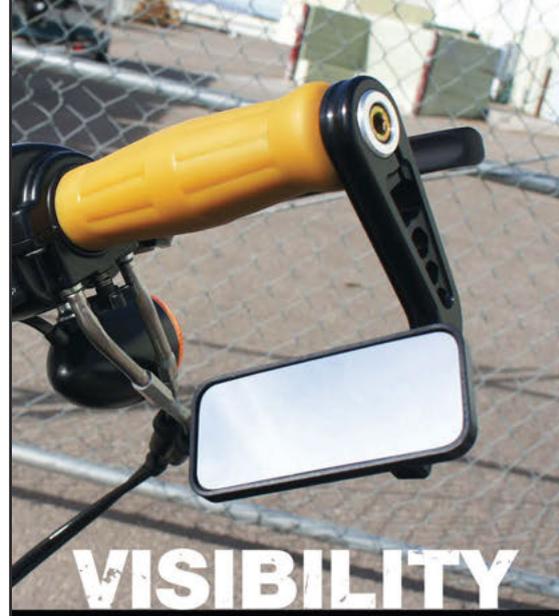


Ultima Kool Kat wheels

UNDER its Ultima brand, Midwest Motorcycle Supply has launched a new wheel design – the Kool Kat.

The Kool Kat wheels are CNC machined and then polished and offered in sizes 16in, 18in and 21in for both front and rear applications. Matching polished stainless steel Kool Kat rotors and Kool Kat polished pulleys are also being made available.

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W&W Cycles expands product range

W&W CYCLES continues to expand its range of parts and accessories for Harley-Davidson models of all ages, and among the latest product introductions are PBI transmission and rear sprockets. PBI has been manufacturing sprockets since the mid-70s and its chromium-molybdenum transmission sprockets are electroless nickel-plated and have a 530 pitch. They are available to fit four-speed Big Twins '36-'79, four-speed Big Twins '80-'85, Model K and Sportsters '54-'79, Sportsters '79-'84, Sportsters '84-'90 and Sportsters '91 and '92, in a range of sizes from 21-26 teeth.

The PBI rear sprockets are machined from tempered aluminum, and offer a lower unsprung weight than steel equivalents. Sizes include 40, 44, 47, 48, 49, 50, 51, 55, and 60 teeth dependent on application, and fitments include; Big Twin '73-'85, Sportster '79-'81, FXR '82-'85, and Sportster '82-'92 in a polished or satin silver finish.

Reflecting the current interest in off-road inspired custom bikes W&W Cycles is stocking a **Bates** style Baja headlight stoneguard. It mounts to the bezel of Bates style or similar headlamps with a diameter of 5-3/4in and is made of black powder-coated steel.

Beck clutch and brake pedal pads are reproductions of the custom clutch and brake pedal pads made by the aftermarket supplier Beck in the '50s. Deeply serrated for positive, non-slip brake and clutch action, they simply push onto the stock pedals.

Designed to allow modern gel or Li-Ion batteries on classic bikes while retaining the classic look, the **Bates BattBoy** battery box looks like a period type HM5 6V accumulator on the outside, but can house a modern battery inside. The BattBoy has been designed for use with OEM style horseshoe oil tanks, for Singles '29-'36, 750cc '29-'63, OHV Big Twin '36-'64, and SV Big Twin '37-'48.

The **Cannonball** Flanders style dog bone risers have been designed by **Mark van der Kwaak** of **DBBP**, and are a reproduction of a style of riser popular in the '40s. This modern version includes such features as parkerized hex head clamping bolts and offset clamps sandwiched between Delrin rings to absorb vibration while still firmly holding the handlebars. The sand cast, 2-3/4in high risers work with 1in handlebars and are available in a chrome or parkerized finish.

Another reproduction line offered by W&W are the **Coker Firestone** Boardtrack Rib tires, which replicate the look of the original wood track race tires. The 21in diameter tires fit 1.86in rims and are e4 approved.

Among the **Biltwell** line of products stocked by W&W Cycles is the Gasolina Bottle, a reserve fuel bottle designed to easily fit in a saddlebag or backpack. Its durable ABS cap features a slot for a dummy cord or carabineer and uses an O-ring to stay sealed and safe. The 315mm long aluminum bottle can carry 1.5 liters of gas for emergency use.

W&W CYCLES
Wuerzburg, GERMANY
Tel: +49 (0)931 250 61 16
sales@wwag.com
www.wwag.com



Tempered aluminum is used by PBI to manufacture its rear sprockets

Beck clutch and brake pedal pads are reproductions of the aftermarket custom clutch and brake pedal pads of the '50s



PBI chromium-molybdenum transmission sprockets are electroless nickel-plated



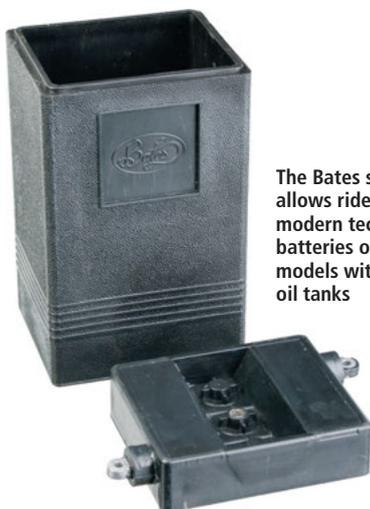
Coker's Firestone Boardtrack Rib tire replicates the look of the original wood track race tires



Biltwell's Gasolina Bottle carries 1.5 liters of fuel for emergency use



The Cannonball Flanders risers have been designed by Mark van der Kwaak of DBBP



The Bates style BattBoy allows riders to hide modern technology batteries on older H-D models with horseshoe oil tanks



Bates' Baja headlight stoneguard mounts to the bezel of Bates style or similar headlamps with a diameter of 5-3/4in

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Deluxe DiamondCut oil cooler system



AVAILABLE as a limited edition, the Jagg Deluxe DiamondCut oil cooler kit is said to feature "precisely machined end caps with hundreds of angled cuts that reflect light and dress up any bike," according to Jagg's Zac Beals.

The Deluxe was the first Jagg oil cooler, originally designed especially for Harley-Davidson motorcycles. It is a functional solution for any motorcycle with perimeter, vertical frame tubes. The cooler mounts to the left frame downtube, spaced away from the frame to allow airflow to both the oil cooler and engine's cylinders. The cooler is mounted to the frame using shock-absorbing and durable Uralite mounts. The six-tube, two-pass design "offers three times the cooling surface than our closest competitor", according to Zac. Special in-line turbulators are said to add to the cooler's efficiency with minimal oil pressure loss or restriction. It incorporates Jagg's "hyperflow technology", and a thermostatically-



controlled offset oil filter adapter provides an easy access point to the bike's oil supply. The sandwich-style adapter is machined from two pieces of billet aluminium, hard-anodized to a satin black finish. The adapter installs between the bike's stock oil filter mount and the oil filter.

SUSA LLC
Centerburg, Ohio, USA
Tel: 740 625 6228
info@jagg.com

Ergo Bars "solve a problem, serve a purpose"

KLOCK Werks Kustom Cycles has designed its Ergo bar options specifically to adjust the rider's wrist to a more natural relaxed position compared to the stock bars on FLH models.

"Many of our products solve a 'problem' and serve a purpose, all while still adding style to your bike," said Brian Klock, President of Klock Werks. "Our Ergo bars came from a number of years listening to riders share things they wish were different on their bikes. While there will never be a product that fits 100 percent of riders out there, our Ergo line does offer three different styles to cover a large range of riders and preferred riding positions."

Offered in Standard, Up, and Back styles, KlockWerks ERGO bars accept stock controls and housings, are predrilled and slotted for internal wiring and are designed to work with stock length cables, wires and heated grips. Fitments are available for '86-'13, and '14-onward FLHT, FLHX, and FL Trike and custom applications in a choice of black or chrome.

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Fat Bat handlebars in chrome and black

THESE new 1 1/4" handlebars from CRC Custom Parts in Germany are for 31cm high Apehangers. They are available as 82cm wide Dragbars and 87 cm wide Flyerbars.

Tapered at the grip ends and in the clamp area where they are a 1" (25.4 mm) fit, the three-hole style allows for inner cable routing. They are available for all H-D models from 1974 and up. These fully approved handlebars ship with paperwork.



CRC CUSTOM PARTS
 Marburg/Cappel, GERMANY
 Tel. +49 (0)6421 64650
crcmarx@aol.com
www.crc-custom-parts.de



JIMS Damage Control



JIMS has created its new Damage Control engine failure detection system to provide riders with an early warning of catastrophic engine failure by detecting ferrous debris within an engine's oiling system. The special drain plug included with the

package monitors ferrous particles in the motor oil, and when the amount of particles in the oil reach a level that could indicate impending trouble, the LED warning light in the handlebar clamp illuminates.

The JIMS system includes a complete wiring harness, drain plug sensor, and a choice of black anodized or chrome handlebar LED and clamp housing finishes for 1in or 1-1/4in handlebars. The Damage Control can be installed, with no cutting or splicing, on '93 to present FLH Touring models and '91 to present Dyna Glide models.



JIMS USA
 Camarillo, California, USA
 Tel: 805 482 6913
sales@jimsusa.com
www.jimsusa.com

Vector Redline laser

GEARBRAKE has marked the launch of its first catalog for motorcycle and power sport industries with the release of its new Vector Redline laser rear light option.

The rear mounted Vector Redline laser can be used as a brake light or running light. It can be located at the license plate or under the fender from where it projects a red line onto the ground behind the motorcycle. The laser measures just 0.75 x 1in and has a 3ft wiring harness included.

GearBrake's 2015 catalog features other new products alongside the Vector Redline, notably a plug and play version of its 'Smart Brake' light module.



GEARBRAKE
 Louisville,
 Kentucky, USA
 Tel: 502 771 0817
info@gearbrake.com
www.gearbrake.com



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info@wheelspoint.de
WWW.WHEELSPOINT.DE

Zodiac adds fuel injection controller, jump starter, calipers and accessories

ZODIAC International has increased its product range not only with parts and accessories, but also with tools and aids like its **emergency jump starter**. The Zodiac jump starter weighs just 10oz and only measures 5in x 2.8in x 1in, but has a starting current of 200A and peak current of 400A. In addition to being used to start a bike with a flat battery it can also be used to charge a cell phone, PDA, camera or other device that can be charged through a USB connection. Charging time for the pack



Zodiac's emergency jump starter battery is a compact sized charger

is around three hours with the supplied 220-240Volt AC charger or cigarette lighter adapter cable, and the charge remains for three to six months.

Moving on to its custom parts selection, Zodiac now has a new addition to its range of skull themed products. The **new skull taillight** is CNC machined from aluminum and features a LED display with brake/running light and clear license plate illumination. It is available in the choice of chrome or black finishes and with or without a license plate bracket.

The custom part options from Zodiac continue with the introduction of **Roland Sands Design brake calipers**. The new calipers employ GP racing technology for increased rigidity, which is said to result in greater stopping power and more feel. Designed to be used with the RSD Radial master cylinder, the calipers feature differential bore pistons of 1.125in and 1.375in diameter that apply a different force at both the leading edge and the trailing edge of the brake pads for superior braking. The calipers are supplied complete with brake pads, bleeder screw, 3/8in-24 banjo bolt and sealing washers and shim kit. Available in Contrast Cut, Black OPS, Machine OPS and chrome finishes, front calipers are offered for '00 - '13 XL Sportster, '00 to present Dyna, '00 - '14 Softail (except Springer), '00 - '07 Touring and '02 - '05 V-Rod (except VRSCR) models. Rear caliper applications are available for '00 - '01 Touring models, '02 - '07 Touring and '05 VRSCA and VRSCB V-Rod, and '08 to present Touring and '08 to present V-Rod, but these must be installed with RSD or PM

300mm disc brake rotor. Additionally, Sportster models require the use of 9/16in master cylinder for single disc applications and 11/16in master cylinder for dual disc applications.

The **AFR+ Next Generation fuel injection controller**, which is now available through Zodiac, brings together two technologies within one system to make it what is claimed to be the most powerful, user-friendly tuning device on the market. It combines an EFI controller with a wideband O2 sensor and AFR gauge to provide instant fuel trimming ability and give feedback about the vehicle's state of tune on the analog view of air/fuel ratio values between 10 and 16.

The AFR+ has a built-in piggy-back EFI control system which does not replace the stock ECU, but rather monitors the signals to the injectors and makes fuel adjustments based on the mode settings. The AFR+ can be programmed into an auto-tune or a fuel trimming operation mode. The auto-tune mode instantly makes adjustments to the fuel curve based on the wideband O2 sensor input to match the user's desired AFR value. The fuel trimming mode allows a user to make instant changes to the duration of time the fuel injectors are fired. The AFR+ features a push button interface on the gauge allowing for fine-tuning by the end user for each operation mode. The controller is available with a black gauge face to fit '07-'13 and '14-present Sportsters, with a black gauge for '01, '02-'04, '05, '06, '07 - '11 (except CVO), '11 CVO, '12 to present (except '12 CVO), and '12 CVO Softail models and with a white gauge for '06 and '07 - '11 (except CVO) Softails. For Dyna applications the black gauge is available for '02-'04, '05, '06-'11, and '12 onward models and a white gauge for '06-'11. Touring '95-'01 have a black gauge as

Zodiac's skull taillight is available with or without a license plate bracket



do '02-'04, '05, '06, '08-'09, '10-'13, and '14 onward models, while white gauges are offered for '06, '08-'09, '10-'13 and '14 onward Touring machines. Black faced gauges only are offered for '02-'07, '08-'11, and '12 onward V-Rod models.

ZODIAC INTERNATIONAL BV
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AFR+ Next Generation fuel injection controller combines an EFI controller with a wideband O2 sensor and AFR gauge



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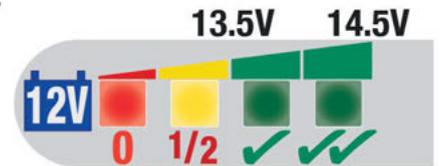


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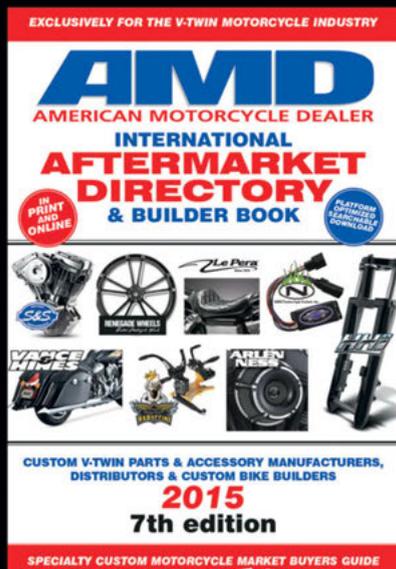


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Finished with a black oxide treatment, Kibblewhite is making its cylinder studs to fit Sportster 883cc and 1200cc, Ironhead XL 1100cc, Evolution, and Twin Cam applications.

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Daytona Sport Daddy Long Legs



BOB Le Pera Jr., the son of company founder **Bob Le Pera**, has designed a new version of the **Daytona** seat. This latest seating option from the business, which was founded in 1972, is the **Daytona Sport Daddy Long Legs** and is being made available for all Dyna models '06-onward. The newest incarnation of the successful **Daytona** line, the **Sport Daddy Long Legs**

has a café racer style that is designed for the tall riders or riders that need more leg room.

LE PERA ENTERPRISES INC.
 North Hollywood, California, USA
 Tel: 818 767 5110
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www.lepera.com



Semi synthetics

LUBEATECH Performance Technologies has announced an expansion of its line of high performance lubricants, thread lockers, cleaners and grease with the launch of new semi-synthetic racing oil blends. The new oils are formulated using a combination of base oils, robust additive packages and high shear polymers.

LubeATech states that its semi-synthetic oils are suitable for heavy load and high performance motorcycle applications, where they provide quicker, more positive ring seal and engine protection.

Available in 20W50 and Pro 15W40, Pro mix has a lighter weight for increases in horsepower and a more aggressive detergent package.



LUBEATECH PERFORMANCE TECHNOLOGIES
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Storz parts for Street



STORZ Performance is now offering billet footpegs and a billet horn bracket for the 500 and 750 Street models. The CNC machined and knurled aluminum footpegs for rider and passenger replace the heavier stock footpegs and shifter knob. A CNC machined mounting bracket is

available to relocate the stock horn.

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VICTORY & INDIAN PRO-GUIDE

Arlen Ness adds Indian Motorcycle parts

ARLEN Ness has expanded its product line to include options for Indian Motorcycles. The Ness range now

features floorboards, wheels, caliper housings and front fenders for the Indian Chief and Chieftain models.

The new 21in front fender wraps the Indian's front wheel and is styled to match the Indian's classic bodywork. The front end can be further embellished with the addition of Ness caliper housings and billet wheels.



ARLEN NESS ENTERPRISES
Dublin, California, USA
Tel: 925 479 6350
contact@arlenness.com
www.arlenness.com

**ARLEN
NESS**



Victory cables from Barnett

BARNETT is now offering a full line of stock length and custom length cables for '99-present Victory models.

The company is making its cables available with four different casing types; traditional black vinyl, classic stainless braid, Platinum Series bright silver plated braid and Stealth Series black on black. All of the braided cables feature a protective clear coating guaranteed not to discolor from sun exposure.

The clutch cables are supplied as standard with Barnett's 'High Efficiency' nylon coated and silicone lubed inner wire and Teflon inner-liner for a smooth pull, longer life and reduced lever effort.

All of Barnett's cables for Victory models feature chrome hardware except the Stealth Series which features black chrome and all cable assemblies, fittings and hardware are made and assembled in-house by Barnett, in the USA.

BARNETT CLUTCHES & CABLES
Ventura, California, USA
Tel: 805 642 9435
info@barnettclutches.com
www.barnettcables.com

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Dual Touring saddle for Chief Roadmaster

CORBIN'S new Dual Touring saddle has been created for use on the 2015 Indian Chief Roadmaster and is specially designed to work with the Roadmaster's trunk.

Bucket shaping of the front seating area is said to give an unprecedented amount of body support and it curves up at the back to provide over 6in of support to the rider's lower back. Towards the front of the bucket the saddle is narrower to allow for increased ground reach.

Corbin uses a special distressed tan leather just for Indian models to coordinate with the accessories, or there is the choice of standard natural grain black leather.

The Dual Tour has the option of electric seat heaters in both the rider and passenger seating positions. Both the rider and passenger areas are controlled independently via conveniently located switches in the left side panels. Corbin's seat plugs directly into wiring that exists on the motorcycle.

For the Roadmaster, Corbin also offers an improved passenger trunk armrest. Like the Corbin saddle, the trunkrest maximizes body contact to disperse weight over a greater area and reduce hot spots. Corbin's trunk armrest includes both the upper trunkrest and the small lower pad near the seat.

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Features include optional electric seat heaters



Wimmer air cleaner parts for Indian Thunder Stroke motor

KoldAir Spike



KoldAir Super Filter



KoldAir Ultra Sucker



KoldAir Super Sucker Bobber



KoldAir Super Sucker



R-HFI Solid Chrome



WIMMER Custom Cycle, a business known for specializing in custom air intakes, has brought its knowledge to bear on the '14-'16 Indian Chief Thunder Stroke motor with the introduction of a range of air cleaner parts.

The Wimmer parts line for Indians includes its classic round, high flow air cleaner. The complete air cleaner kit is shifted inwards, making the entire profile 1in narrower for increased rider comfort, and it features an advanced billet aluminum back plate that houses the throttle body. Sandwiched between billet aluminum plates is a deep pleated re-usable air filter, which is available in five standard colors and features dry filter technology, requiring no oiling.

Wimmer is also offering the option of two different billet aluminum front covers with a choice of either the 111 script cover, available in chrome or remachined black, or a solid cover, also available in chrome or black.

Alongside the classic round air cleaner, Wimmer Custom Cycle also has the new KoldAir intake. Available in a multitude of options, this forward facing air cleaner was adapted from the Harley-Davidson market to be available for the Indian Chief Thunder Stroke motor.

Customization options on KoldAir include five different breather variants. The Super Filter, Spike and Ultra Sucker all feature Wimmer's exclusive high flow reusable dry cotton air filter. The Super Sucker and Super Sucker Bobber have a forward facing velocity stack, while still providing superior protection and increased air flow.

WIMMER CUSTOM CYCLE
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R-HFI 111 Black



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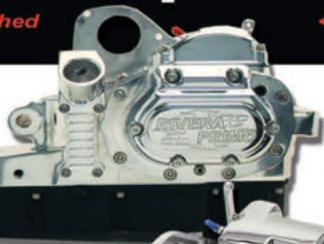
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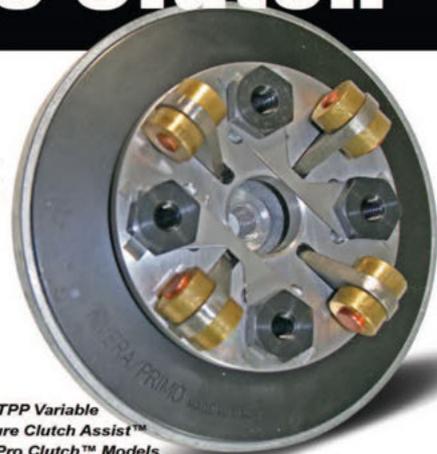
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Speedy

Words: Duncan Moore - duncan@dealer-world.com
Pictures: Onno @ Madness Photography -
onno@madnessphotography.nl



With the exception of the drivetrain, rear brake and front forks, almost the whole of Speedy was made by owner and builder Eddie Gustafsson

While there are many established builders who compete at the AMD World Championship of Custom Bike Building, there are always a number of new builders who are keen to get the exposure that comes from entering the show. One such new builder at the 2014 event was Eddie Gustafsson, who went on to place seventh in the Freestyle class

THE majority of bikes that are entered in the Freestyle class at the AMD World Championship of Custom Bike Building are based around a Harley engine. However, for younger builders, such as Eddie Gustafsson, that option is not always viable simply because of the cost. With this in mind, and with Speedy being only his fourth build, Gustafsson took a different approach to motive power by beginning with a Jawa engine. Jawa is a name that is not familiar outside of Europe, and even there it is not well known, having ceased

production in the early '90s. However, the lack of success of the business means that the bikes are not very expensive. The engine that Gustafsson sourced though can be traced back to Jawa's racing days, as it is a former methanol burning speedway motor. To make it streetable Gustafsson converted it to run on petrol. Also to make it usable for everyday riding he created an open primary drive to connect it to an old Triumph gearbox. To allow the primary chain to be tensioned the gearbox is on a moveable mount with the adjusters hidden underneath the box, between the frame rails.

The frame rails that hold the gearbox, and use the engine as a semi-stressed member, were originally destined to be used for carrying hydraulic fluid before Gustafsson bent them up to create the one-off frame. He also designed and built the swingarm that carries the single shock. Speaking about the design he said: "My goal was to design and construct a motorcycle with aesthetically appealing, simple and elegant details that have never been seen before on a motorcycle." Moving to the front of Speedy, the USD forks came from a most unusual source – a monkey bike. In order to make them work with his frame design and larger



Eddie Gustafsson says of his bike, Speedy: "My goal was to design and construct a motorcycle with aesthetically appealing, simple and elegant details that have never been seen before on a motorcycle."

wheels than they were originally intended for, he machined up his own longer stanchions. Making his own parts, Gustafsson carried on and made the wheels for Speedy, too. Talking about making as many of his own parts as possible, he said: "One example is the rims that I've constructed from chair base and copper pipe." The resulting rims are 21in at the front and 17in at the rear, both fitted with Michelin Pilot Road tires. On the rear wheel the final drive sprocket has been mounted behind the brake rotor to keep the right side of the wheel as clean as possible. The caliper used at the rear came from Bembo. Naturally, given his skills, Gustafsson built his own gas tank and shaped it to fit around the top of the motor and then built the seat hump that carries the tip of the stainless steel exhaust system. The one-off parts continue with the handlebars that have had the levers welded to them and carry a quick action motocross throttle. One of the jobs on Speedy that Gustafsson did not do himself was the covering of the seat. He did, however, make the seat base. Eddie Gustafsson may be a newcomer to the international custom bike scene, but by showcasing his skills at the AMD World Championship of Custom Bike Building, where he placed seventh in the Freestyle class, he should have a very bright future in front of him.

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The modified monkey bike front end carries one-off clip-on bars and a quick action throttle from a MX bike



Not only did Eddie Gustafsson build his own frame and swingarm, he also constructed his own wheels



The gas tank on Speedy has been shaped to clear the former Jawa speedway engine that has been converted to regular gas from methanol



The Brembo caliper and matching rotor are among the few parts used on Speedy not made by Gustafsson



A Triumph gearbox was mated to the Jawa engine with a home-made, one-off open primary

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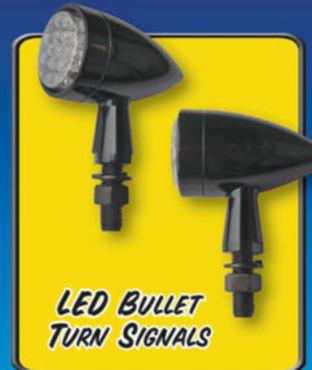
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Arctic Cat has reported a net loss of \$21.5m (from \$2.6m loss in Q1 2013/2014) on net sales of \$98.9m (-32 percent) for its 4th quarter (ending March 31st 2015); net earnings were \$4.9m on full year (2014/2015) sales of \$698.8m vs. net earnings of \$39.4m on net sales of \$730.5m for the prior year.

Former President and CEO of Harley-Davidson Keith Wandell has been named Chairman Of Exide Technologies, a company currently in bankruptcy reorganization. Wandell, 65, was CEO of Johnson Controls, a rival battery manufacturer, before he joined Harley.

Harley-Davidson has earned a "BBB" credit rating from Morningstar, which signals that the research firm thinks the company is a "moderate default risk". They also gave Harley stock a three-star rating - a 5-star stock is said to be a "good value" at its current price; a 1-star stock isn't.

BMW has become the latest motorcycle manufacturer to sign up to exhibit at AIMExpo, Orlando, Florida, October 15-18, 2015. This year will be the third outing for the four-day long combined trade/public expo concept. More than 270 exhibitors have already committed to the event, and registrations are now open - www.AIMExpoUSA.com.

Spyke & Compu-Fire sold

BILLY McCahill has sold his Spyke and Compu-Fire starter motor brands to San Dimas, California based Pertronix Inc., a long time manufacturer of premium high performance rotating electrical and ignition products for the Harley motorcycle and Volkswagen markets.

These brands will continue to be produced and shipped from the existing Downey, California location until a transition of stock has been completed in June, with all the sales, customer service and manufacturing operations relocating to the Pertronix facilities at San Dimas and Irwindale, California "within a few weeks".

"We are very excited to add these great brands to our Pertronix Brand Family and will work hard to insure that the quality and service customers have come to expect will continue and be even further improved," commented Jim Hairston, Pertronix Inc., Director of Marketing and Product Development.

McCahill has retained his STD heads business and plans to continue manufacturing from his existing Downey, California factory and warehouse.

www.pertronix.com



Seen here at Big Bike Europe in 2013, Spyke starters have always sold well in Europe. Bill McCahill will continue to manufacture and sell STD heads from his Downey, California facility

Tenneco closes Marzocchi

AMERICAN owner Tenneco has closed the legendary Bologna, Italy based suspension manufacturer Marzocchi, resulting in 120 job losses and a number of motorcycle manufacturers scrambling for replacement product. Marzocchi hit trouble back in 2011, but as a result of the involvement of trade unions, Tenneco, at that stage, decided to keep the factory open. However, the changes taking place in the suspension industry with the spread of electronically controlled and adjusted systems and semi-active electronic suspensions rapidly becoming a

de facto standard requirement for OE product, it is believed that Tenneco wasn't prepared to front up the huge investment that would have been required to turn their loss-making Italian subsidiary around. Of all people, Tenneco know only too well the kind of capital investment and R&D lead time required for getting into the electronic suspension market - as owners of the Monroe shocks business. There has been speculation that Marzocchi would be a "soft-close" with stocks being run-down and the factory finally closing later this year, but it has



now emerged that Tenneco has acted decisively to close the company down sooner. Though Marzocchi's core market has always been 'metric' front-ends, the brand has always been a popular choice with Harley-Davidson aftermarket customizers and builders looking for beefed-up and performance capable suspensions. Tenneco acquired Marzocchi in 2008, just as the bottom started to fall out of Marzocchi's market.

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