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International sales growth rescues Harley's first quarter; EPS up on flat gross profits and reduced cash

Harley-Davidson has reported worldwide retail motorcycle sales in the first quarter up by +1.4 percent (57,458 units), with a +4.5 percent increase in international sales (+8.8 percent EMEA, +6.6 percent Asia Pacific) compensating for broadly flat domestic US demand (-0.5 percent, 35,326 units).

International markets accounted for 38.52 percent of sales in the first quarter of 2016 (22,132 units in total) compared to 37.37 percent of sales in the first quarter of 2015 (21,173 units). EMEA remains Harley's largest international market, with sales of 10,210 units in the first quarter of 2016; the Asia Pacific region had its best first quarter ever with sales of 7,566 units.

Despite domestic US sales being down again, Harley is saying that "retail sales trends have significantly

improved over previous quarters," and that "worldwide retail sales were driven, in part, by increased investments in marketing and new product introductions."

Harley has managed to increase its first quarter 2016 diluted earnings

“over 38 percent of sales international”

per share by +7.1 percent to \$1.36 (\$1.27 in the same period in 2015) on net income that is down by -7.2 percent (\$250.5 million on consolidated revenue of \$1.75 billion compared to net income of \$269.9 million on consolidated revenue of \$1.67 billion in last year's first quarter).

Gross profit was up very slightly for

the first quarter, at \$590.280m against \$590.275m last year, on motorcycles and related products revenue that was up by +4.37 percent at \$1,576.6m for the quarter, reflecting an increase in selling, administrative and engineering expenses that resulted in operating income from motorcycles and related products being down by -3.76 percent at \$332.457million. Gross margin percent was down at 37.4 percent with operating margin percent down at 21.1 percent.

Harley's total current asset position is improved on the year-end 2015 position, but is down compared to the first quarter 2015; cash and cash equivalents are down by -3.9 percent compared to the end of 2015 and down by -40.6 percent compared to the first quarter of 2015, with increased long-term debt reflecting the share repurchase activity that

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FREE INSIDE



Polaris first quarter results



POLARIS INDUSTRIES INC.



Holley acquires ACCEL



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Typhoon

Young English custom shop Old Empire Motorcycles entered the AMD World Championship of Custom Bike Building for the first time in 2014 and was rewarded with a top 20 place in the Freestyle class



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Old Empire Motorcycles normally undertake customer commissioned builds, but with Typhoon the business set about creating a bike free from the constraints of customer requirements

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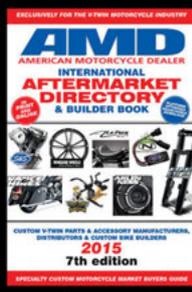
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Harley needs to make new metal, not old promises

As the dust settles on Harley's Q1 2016 fiscals announcement, the meter is running for the all important MY2017 announcements that, at the time of writing, are only four months away.

If any clues were going to become evident from the expected mid-cycle new model introduction announcement(s), they're not good ones; January's Low Rider S and CVO Pro Street Breakout and April's Sportster Roadster don't appear to be "bad Harleys" as such, but neither are they the kind of quantum leap in platform terms that can lay the foundation for directions new.

There's nothing wrong with "parts bin" bikes as mid-term additions, especially if they are based on Harley CEO Matt Levatich's new-found plan to be demand responsive with short-term initiatives based on customer feedback.

No, that would be excellent - though it does raise the question "why wasn't it always thus"?

The concern though is that the engineering mindset may still be focused on tinkering at the margins rather than making statements.

Maybe Harley is "keeping it modest" pending such a "great leap forward", but based on the lost time and opportunities of recent years, it has now become almost default to fear the worst. That is the problem with deliberately lowering expectations - sooner or later consumers will stop having any.

Especially in the context of a brave new marketing program that is pure Advertising Playbook 101 - identify your primary weakness and throw money at trying to persuade your target customers that vice is virtue.

In this case Harley is appearing to be saying that outdated metal is all we can make, so look at it as retro-cool rather than cutting-edge. Cut out the middle man, way wait 30 years for your "road-rich" story to mature like a fine wine when you can buy into being out of date straight away with one of our nice shiny new old bikes? As a platform for then attempting to persuade new generations and audiences that the Bar 'n' Shield has an all new engineered-to-within-an-inch-of-its-life future-facing offer that understands how different your beard style is to the one that Grandad sported before the care home nurses shaved him, it doesn't auger well.

By the time Harley is ready to meet the riding expectations of the so-called "hipster" demographic, they'll have shaved off their beards and joined the golf club; the slew of righteous "New Gen" custom shows will have fallen under the spell of "the man", and Harley will be under foreign ownership. Think I'm kidding? If Harley think that new paint, engine upgrades and a stock cup holder will cut it in August, then regardless of what the dealer network's public reaction will be following this year's dealer meeting, trust me - the investor community reaction will be way less charitable.

Matt Levatich's recent sangfroid about his 50 some percent market share making most of his competitors' efforts fairly unlikely to dent Harley's hardcore market was shocking in its conceit - it reminded me, famously, of the record label A&R man who turned down the Beatles in 1961 because he reckoned "guitar bands are dead".

Harley are either playing a very, very clever game, in which case kudos, all hail the king etc., or sooner or later everybody will realize that the emperor's got no clothes ... plenty of paint, but a pretty threadbare wardrobe!

My remark about foreign ownership? Don't forget that according to some estimates, as many as 20 percent of Harley's shares are already owned overseas anyway. With international markets being where the real M&I capital is at this time, and where the real motorcycle use growth is to be found, including Harley's, just don't be surprised is all I'm saying.

While on the subject, another thing about Harley's multi-point marketing objectives has paradox stamped all over it.

Endeavouring to grow the sport is commendable, but in a country characterized by pretty much the lowest use of motorcycles per head of population of any of the world's developed markets, that is a task destined to drain the balance sheet long before it boosts it.

Besides, aren't we locked into some kind of a logic-loop here? Even if Harley can convert its marketing budget into demand for motorcycles, and secure an on-target half share of that demand, it means that for every bike it sells, it will sell one for somebody else.

Plus, if Harley had been selling that successfully, then there'd have been no need for a much expanded advertising blitz, would there? Harley need to concentrate on making new metal, not making old promises.

By way of a final "Marketing 101" lesson that clearly hasn't made its way to Milwaukee yet, it is the customer who decides on the values, pedigree and heritage of a brand, not a marketing department.

Unlike most other prior generations of consumers, the current digital-savvy, brand-savvy, generally a lot more savvy crop of (not entirely young any more) potential customers decide for themselves what's cool and what's not - the so called Millennials (and the Gen Y consumer too for that matter) make up his or her own mind about what they look, sound and play like.

To them the basic proposition that the definition of their life could be a mere credit application away and gets delivered to a store near you in a crate is gauche in the extreme. There is an inbuilt tension at play here, surely.

As a manufacturer we're going to be demand led and be more responsive to you as a consumer, but, by the way, here's \$x m of marketing spend to tell you what we've got and what you should want 'cos "daddy knows best." Does anyone else think this new marketing program is superficial and patronizing, or is it just me?

some 20 percent of Harley shares are owned overseas

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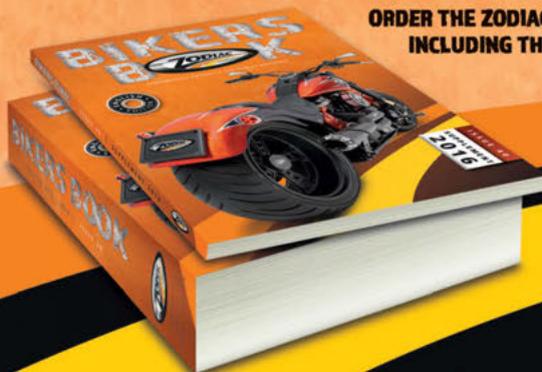


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Harley has been embarked upon. Net cash generated by first quarter 2016 operating activities was substantially reduced at \$41.131m compared to \$174.700m in the first quarter of 2015.

With revenue generated by motorcycle sales up by nearly +5 percent (at \$1,317.578m for the first quarter) Harley President and CEO Matt Levatich has stated that he is "pleased with how our first quarter results demonstrate the progress we're making in both driving demand and delivering business performance in a highly competitive environment. "The increased marketing and new product investments are beginning to take hold and we anticipate continued progress across our focus areas as we dial in and ramp-up our approach."

Harley began shipping its two new "powerful" cruisers in March (the Low Rider S and the CVO Pro Street Breakout) and launched its "Live Your Legend" integrated marketing campaign.

"The Live Your Legend" message is a rallying cry to inspire new generations of riders to invest now in experiences that define their legacy," said Levatich. "It's one example of how we are creating powerful connections with new riders and strengthening our bond with our existing riders." Harley says that in line with its strategic objectives it continues to "bring new riders into the sport of motorcycling, while also broadening brand appeal demographically." The company says that in 2015 one-third of their new motorcycle purchasers in the U.S. had not owned a motorcycle previously [Polk/IHS] and that in the



U.S. they were "the number-one seller of new on-road motorcycles of all displacements to young adults ages 18-34, women, African Americans and Hispanics, as well as Caucasian men aged 35 plus."

Harley says it continues to expect that it will ship 269,000 to 274,000 motorcycles in 2016, an approximate 1 to 3 percent increase from 2015. In the second quarter of 2016, the company expects to ship 82,500 to 87,500 motorcycles compared to 85,172 motorcycles shipped in the year-ago period.

The company continues to expect full-year 2016 operating margin of approximately 16 to 17 percent for the Motorcycles segment. The company continues to expect 2016 capital expenditures for Harley-Davidson, Inc. of \$255 million to \$275 million.

On a discretionary basis, the company repurchased 3.4 million shares of Harley-Davidson common stock during the first quarter of 2016 for \$144.6 million. In the first quarter of 2016, there were approximately 184.2 million weighted-average diluted common shares outstanding, compared to approximately 211.8 million shares in the year-ago quarter. At the end of the first quarter, 25.6 million shares remained on board-approved share repurchase authorizations.

Harley-Davidson sales revenue and production data...

1st quarter 2016

Income statements in \$1,000s (except share)	THREE MONTHS ENDED	
	MARCH 2016	MARCH 2015
Net sales revenue	\$1,576,610	\$1,510,570
Gross profit	\$590,280	\$590,275
Total operating income	\$388,828	\$410,118
Net income	\$250,489	\$269,854
Diluted earnings per common share	\$1.36	\$1.27

NET SALES REVENUE

Figures are shown in \$1,000s	THREE MONTHS ENDED	
	MARCH 2016	MARCH 2015
H-D Motorcycles	\$1,317,578	\$1,255,121
Parts & Accessories	\$183,705	\$183,872
General Merchandise	\$70,618	\$66,428
Total	\$1,576,610	\$1,510,570

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

United States	57,635	56,664
Exports	25,401	22,925
Total H-D	83,036	79,589

PRODUCT MIX

	MARCH 2016	MARCH 2015
Touring	38,497	38,797
Custom	26,929	23,396
Sportster	17,610	17,396
Total	83,036	79,589

RETAIL SALES OF H-D MOTORCYCLES:

	MARCH 2016	MARCH 2015
United States	35,326	35,488
Canada	2,470	2,123
Europe	10,210	9,388
Asia Pacific Region	7,566	7,097
Latin America Region	1,886	2,565
Total	57,458	56,661

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NEWS BRIEFS

Following its decision to close the popular MotorcycleUSA.com blog that had originally been the portal with which Don Becklin had established Motorcycle Superstore, MAG/TR owner Lacy Diversified has sold Cycle News, MAG's remaining media property. Established in 1965, and noted for its race results service, Cycle News ceased print publication and was acquired by MAG in 2010. It has been bought by newly formed Powersport Media, which is owned by ex Hot Bike Magazine and Source Interlink executives Sean Finley and Bryan Robb - who also own Digital Throttle, the business that has been handling ad sales for Cycle News for the past five years. Respected MotorcycleUSA journalist Bryan Harley has found gainful employment at Buzz Kanter's American Iron magazine.

Polaris has cut the ribbon on its new paint shop for Indian and Victory Motorcycles at the former Spearfish, South Dakota, Lehman Trikes facility it acquired last year.

Following a \$25m donation, Indianapolis based Butler University has renamed its business school for Andre B. Lacy - chairman of the board of Lacy Diversified Industries (LDI), owners of Tucker Rocky/Biker's Choice and the Motorsport Aftermarket Group (MAG).

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Holley acquires ACCEL

With apologies, our normally diligent scrutiny of the powersports industry business community let us down last year - we missed the September 2015 announcement by Bowling Green Kentucky headquartered Holley Performance Products that it has acquired the El Paso, TX based MSD Group.

The MSD Group includes brands such as MSD, Mr. Gasket, ACCEL, Superchips, Edge, Racepak, Mallory, Hays, QuickTime and Lakewood; the acquisition brings the legendary automotive parts manufacturer back in to the mainstream of the motorcycle aftermarket, should it decide it wishes to pursue the bike product lines that have previously been sold under the ACCEL, MSD and Superchips brand names in particular.

"We are excited to bring together the great legacies of Holley Performance Products and MSD Group. The combination of these brands

will provide our customers with the most complete offering of performance products in the industry," said Holley President & CEO, Tom Tomlinson. "We are aggressively developing innovative new products at Holley, and we will continue to build upon the fine job the MSD Group is already doing."

ACCEL was acquired by Z Capital Partners (James Zenni) early in 2015. Zenni already owned MSD and Superchips, and when announcing his ACCEL acquisition, he had referenced the businesses' "defendable market share and high cash-flow."

In our defence, expecting to see the ACCEL/MSD Group flipped so soon is not something that we had on our radar - indeed the zcap.net website still shows these automotive business units among its portfolio, so it has maybe taken them by surprise too!

This leaves Z Capital with only one remaining automotive



property - the troubled Exide Technologies battery making business, which has been known to have been "on the block" for some time. It has just emerged from its second Chapter 11 bankruptcy filing in 13 years, so maybe its reduced debt burden will be a 'pot sweetener'. Indeed MSD was the subject to such a filing in 2013.

Zenni's reputation is as an adroit investor in distressed debt/private equity; the company says its approach "includes making control investments in companies that may require growth capital, balance sheet and/or operational improvements."



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Polaris reports first quarter motorcycle sales revenue +18 percent for first quarter

Polaris has announced that their first quarter 2016 North American retail unit sales increased 6 percent in the quarter with Indian Motorcycle up over 50 percent.

Motorcycle segment sales, including their respective PG&A related sales, increased 18 percent in the 2016 first quarter to \$188.2 million "primarily due to continued strong retail sales for Indian motorcycles."

North American consumer retail demand for the Polaris motorcycle segment, including Victory, Indian Motorcycle and Slingshot, "was up low-teens percent during the 2016 first quarter, while the overall motorcycle industry retail sales of 900cc and above was about flat in the 2016 first quarter."

During the 2016 first quarter, the company began retailing two new additions to its Victory and Indian Motorcycle line-up with the introduction of the Octane and the new Indian Springfield. Product availability for Victory, Indian Motorcycle and Slingshot "improved considerably" in the 2016 first quarter and dealer inventories "are essentially at targeted stocking levels at quarter-end."

First quarter net income was \$46.9 million compared to \$88.6 million in the first quarter of 2015, which is said to have been in line with company expectations. Total sales revenue for the first quarter 2016 was \$983.0 million, down five percent compared to last year's first quarter sales of \$1,033.3 million.



Scott Wine, Polaris' Chairman and Chief Executive Officer, stated that "our first quarter results were in line with our projections ... our North American retail was +6 percent. During the quarter, we improved shipment lead-times and met retail demand from our Spirit Lake motorcycle facility"



POLARIS
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"During the first quarter Polaris started selling its new Victory 'Octane' (seen here), described by Victory as their first mid-sized cruiser, and the new Indian 'Springfield'"

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Scott Wine, Polaris' Chairman and Chief Executive Officer, stated that "our first quarter results were in line with our projections, in spite of increased expenses for warranty and product liability. Our Customer Excellence initiatives and new products drove a six percent increase in North American retail, and in conjunction with shipment reductions, better demand forecasting and process control improvements, enabled us to continue reducing dealer inventory levels year-over-year."

"During the quarter, we improved shipment lead-times, met retail demand from our Spirit Lake motorcycle facility, and completed the acquisition of Taylor-Dunn. I still believe 2016 is likely to be another volatile year in powersports, but we are seeing pockets of strength. The North American ORV industry was up in the first quarter, with March experiencing the strongest improvement."

"We remain focused on an all-out assault on costs and re-dedicating the business to drive growth, not only for this year, but as part of a renewed commitment to achieving our 2020

objectives. The entire Polaris team is united, and determined, to grow sales and expand margins."

In terms of the 2016 business outlook, Polaris state that "while the powersports industry was slightly better than anticipated in the 2016 first quarter, the company is keeping its guidance range unchanged for the full year 2016, with sales in the range of down two percent to up three percent due to the persistent unpredictability around overall economic trends and more specifically powersports industry trends for the remainder of 2016."

Off-Road Vehicle (ORV) and snowmobile segment sales, including their respective PG&A related sales, decreased nine percent from the first quarter of 2015 to \$720.6 million. ORV vehicle sales decreased 12 percent, snowmobile vehicle sales were up two percent and ORV and snowmobile related PG&A sales, combined, increased two percent in the 2016 first quarter compared to the same period last year.

During the first quarter 2016, the company repurchased and retired 1,040,000 shares of its common stock for \$84.9 million.

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NEWS BRIEFS

Further developments in the ongoing saga involving cash strapped former Harley subsidiary MV Agusta...CEO Giovanni Castiglioni has confirmed that it is having to dial back its production number ambitions and slash R&D spending as it seeks to find (substantial) new funding to allow it to consolidate debt and buy back the 25% share ownership position taken by Mercedes Benz owner AMG less than two years ago.

San Francisco based crowd funded start-up Skully has had to defer plans for the first deliveries of its AR1 heads-up display powered helmet for the fourth or fifth time following further issues with volume productionization of its sophisticated electronics. It will need to re-acquire FCC accreditation as a result, and at this time the company is not projecting a new date for sales to commence.

SBS, the Danish headquartered brake pad manufacturer, has moved its North American headquarters to Dayton Beach (from Chicago).

The panic is over for those exercised by the EPA's announced plans to include race bikes within the remit of its emissions controls - abandoning its plans after an act legalizing the use of non-emission compliant components and modification of street motorcycles for race use was placed before Congress.

Harley adds 'Roadster' to Sportster range

As anticipated (or at least as hoped for), Harley-Davidson has announced a mid-cycle addition to its line-up. The initiative came just 24 hours before the company released its first quarter 2016 fiscals. As featured in Harley's latest ad film, the 'Roadster' is another model for its 'Dark Custom' program and, in naming terms, a shrewd piece of branding - getting "Roadster" into a current production line-up before a rival does. "Since its introduction in 1957, the Harley-Davidson Sportster has proved capable of constant reinvention, and the Roadster writes a new chapter in that story," said Harley-Davidson Director of Styling Brad Richards. "We've watched our customers take the Sportster in so many different directions. The Roadster is a mash-up of styling genres, but the intent was to build a rider's motorcycle, a Sportster that's lean and powerful and connects the rider to the road." Roadster stars in "Cut Loose," the third commercial in Harley-Davidson's 'Live Your Legend' global marketing campaign that shows how riding a Harley-Davidson motorcycle can enable riders to create deeper bonds and share richer experiences with friends and family. The 'Live Your Legend' campaign ads include snapshots of life-enriching moments, as well as the unique and unforgettable bonds of friendship that riders develop by riding Harley-Davidson motorcycles.

As the newest member of the Dark Custom line-up, the Roadster "combines modern performance and retro-inspired styling with premium suspension components, an air-cooled 1200cc V-Twin engine that delivers a strong pulse of mid-range torque and a profile reminiscent of vintage racing motorcycles from the 1950s and 1960s. "We wanted to give the Roadster some DNA from the high-performance KHR models of the mid-50s, and later Sportsters tuned for the drag strip," said Richards. "Those bikes had fenders cut to the struts, the small fuel tank, and were stripped to their bare essentials to achieve a singular performance purpose." The 19-inch front and 18-inch rear offset-split 5-spoke cast aluminum wheels were designed specifically for the Roadster and

contribute to its "balanced, athletic stance." The Roadster puts its rider in "an aggressive posture" with a new low-rise handlebar and mid-mount foot controls that center the rider's weight over the classic profile of the 3.3-gallon Sportster fuel tank. "The wheels were inspired by classic laced wheels, and are the most intricate cast wheels we've ever created," said Harley-Davidson Industrial Designer Ben McGinley. "The interlacing spokes shoot outward towards opposite sides of the wheel, creating a dramatic visual effect. These wheels are also very light for their size, which contributes to the Roadster's handling performance." Roadster's suspension is enhanced by new 43mm inverted single-cartridge forks with tri-rate springs, gripped in robust triple clamps and rear suspension featuring gas-charged emulsion coil-over shocks and tri-rate springs with adjustable pre-load and offers greater suspension travel than any other Sportster model - 4.5 inches in front and 3.2-inches in the rear. Stopping power is enhanced with dual 11.8-inch floating rotors on the front wheel. The Roadster is available with optional ABS brakes.



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NEWS BRIEFS

New gen WhiteWalls - improved construction, tread and performance

Tucker Rocky has celebrated the 45th anniversary of its Biker's Choice V-twin parts and accessory division by announcing that it has "more V-twin products in more locations than ever before" and that it saw record first quarter combined TR/BC sales. Founded by Larry Cupola in 1971 in New England, TR acquired NEMPCO in 1992 and rebranded it as Biker's Choice in 1998.

Sinister Wheel has introduced a brand new finish, available on selected 2016 wheel designs. The company says that its new "Brushed-and-Black" and "Black-and-Brushed" finishes are in industry first.

Details were still to be confirmed as this edition of AMD Magazine went to press, but it looks as if World Land Speed record legend and former Grass Valley, California exhaust maker Denis Manning may well be headed back to the salt - watch this space!

Dutch suspension specialist HyperPro has a version of its 'StreetBox' complete suspension upgrade package series available for the Indian Scout. The kit includes upgraded and improved progressive fork springs, replacement fork oil, rear springs, and choice of two grades of improved emulsion shock sets with rebound adjustment.

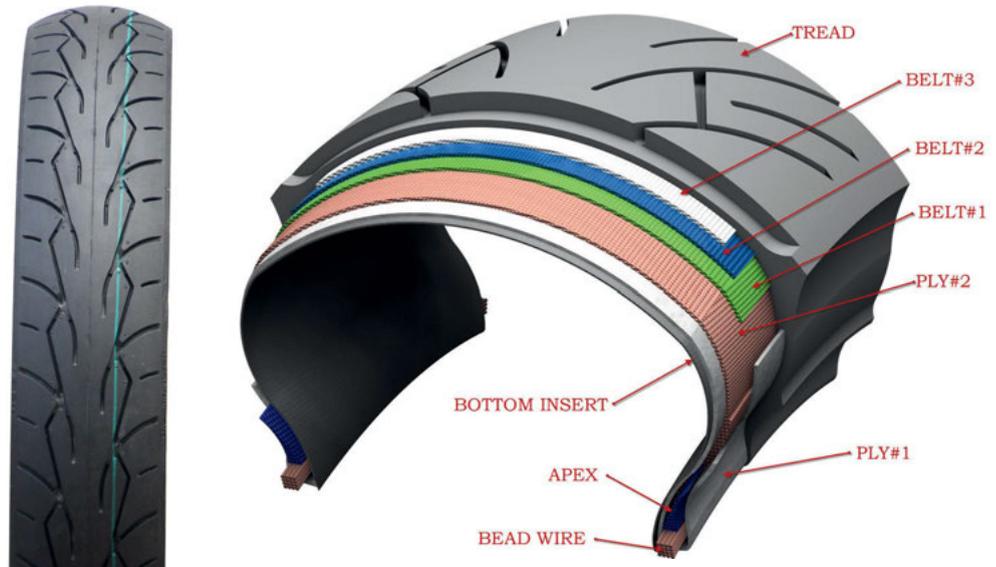
Noted as the manufacturer of the largest motorcycle tire on the market (their VRM-302 360/32 "Monster"), Vee Rubber America also offers dealers and custom bike builders access to one of the most popular motorcycle WhiteWall tire lines in the world.

Engineered and constructed for heavyweight touring and cruiser motorcycles, Vee Rubber USA North America VP Sales, John Leale, recently told AMD Magazine that "our VRM-302 Twin WW is designed to fit O.E. and custom wheels and is available for most American and metric motorcycles - including some of the new Indian models.

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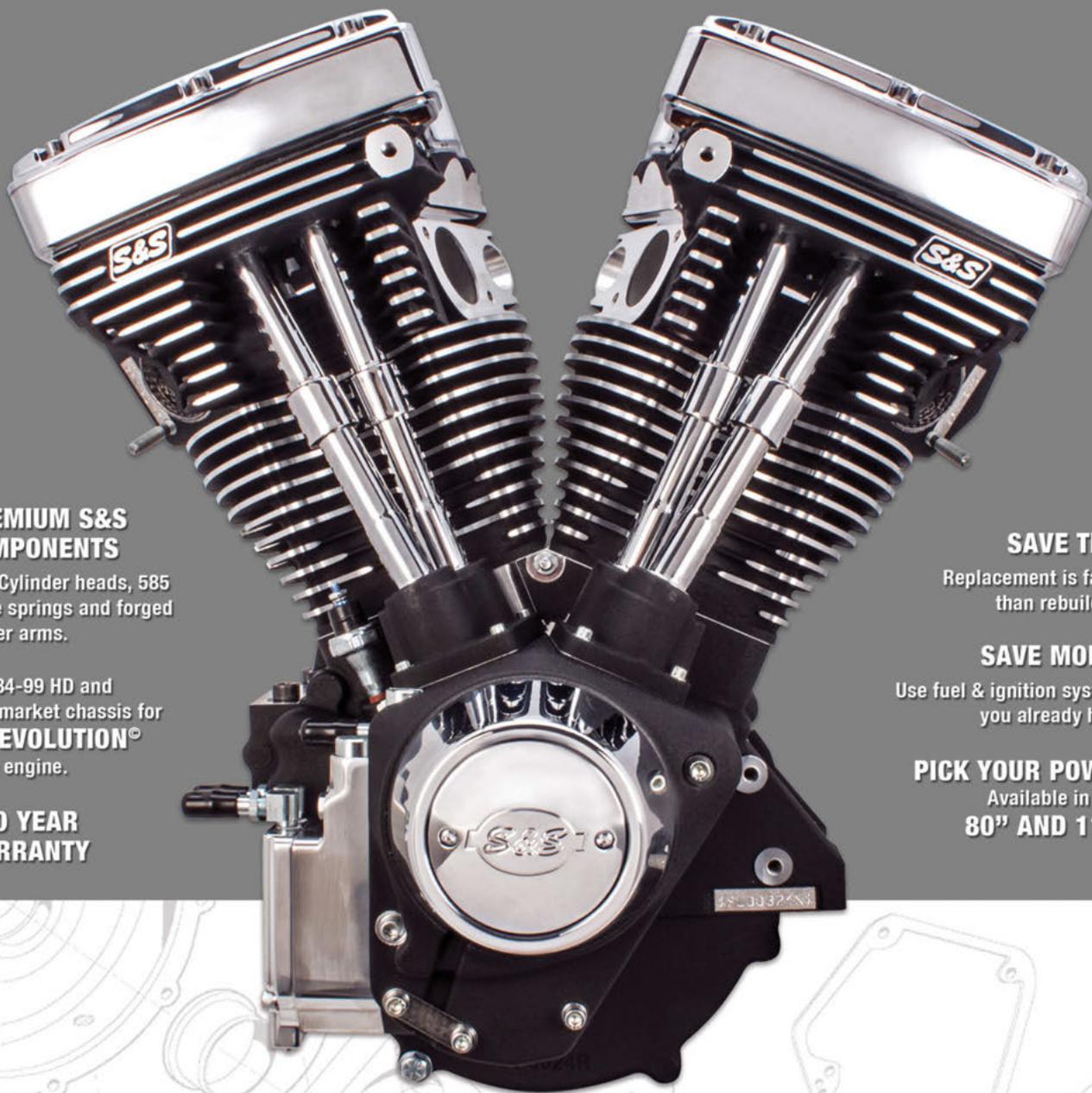
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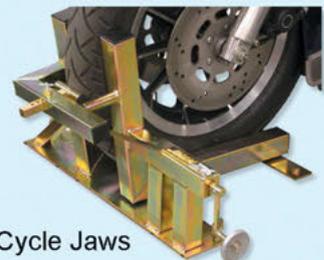


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Typhoon

Old Empire Motorcycles has made a name for itself in the UK by undertaking customer commissioned builds, but with its latest bike – the Typhoon – the business set about creating a bike free from the constraints of customer requirements

Old Empire Motorcycles in the UK is well known for its line of commissioned custom builds based around modern Royal Enfield motorcycles. However, with the building of Typhoon, Alec Sharp and Rafe Pugh, the co-owners of the business, decided to create what they describe as the first of the OEM imperial selection of bikes that showcase uncompromising builds. Speaking about the concept, Alec Sharp said: "Unlike our customer concept builds, we do not build from a pre-determined layout, but let the design develop organically as the build progresses. It's a hugely time-consuming process, but the end result is without compare."

One-off handlebars with reverse action levers were mounted on a Girder fork made for Old Empire Motorcycles by Jake Robbins

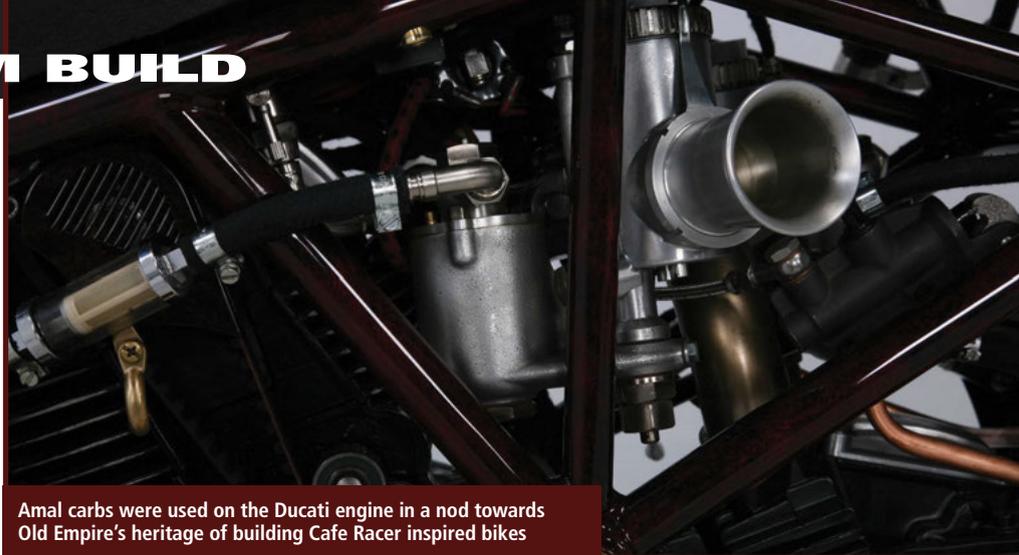


AMD CUSTOM BUILD

The starting point for Typhoon was the somewhat unusual donor bike choice, at least for a custom build, of a Ducati 900SS of 1995 vintage. Once the bike was in the workshop, it was stripped down and only the engine, transmission, radiator and parts of the frame were retained. The engine was stripped and rebuilt completely with a pair of Amal GP3 carbs to add a Cafe Racer feel to the finished product. Further changes to the motor included a one-off custom stainless steel exhaust by Chris Tullet Exhausts and the removal of the covers on the timing covers and clutch cover. All of the wiring was then braided and clipped to the frame with brass clips, and the engine's plumbing was all swapped for copper piping.

The frame that holds the motor was kept reasonably stock, the front section is retained, but the seat sub-frame and swingarm were discarded and a rigid rear section fabricated to carry the rear wheel and a minimal seat support. At the front of the bike, the stock telescopic forks were removed to be replaced with a Girder fork made for OEM by Jake Robbins.

None of the Ducati's bodywork remains in place. The fairing was discarded for obvious reasons, and this meant the headlight needed to be replaced, too, and a small brass shelled light is used instead. Similarly the gas tank was discarded and replaced



Amal carbs were used on the Ducati engine in a nod towards Old Empire's heritage of building Cafe Racer inspired bikes

by a tank that sits lower on the frame and features knee cut-outs, and finally a shroud has been fabricated from scratch for the motor's radiator. To get the bike to the status of a roller, a pair of replica Yamaha TZ drum braked hubs were laced into 21in aluminum rims and then Avon Roadrider tires were added.

Following the dry build, Typhoon was pulled apart to allow Black Shuck Kustoms to apply the paint work.

As soon as the bike was completed, it was first

entered into the prestigious Salon Prive Concours D'Elegance in London, where it took the first prize before being taken to Germany for the AMD World Championship of Custom Bike Building in 2014, where it placed 16th in the Freestyle class.

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The custom leather seat, along with the handlebars grips, was all done in-house at Old Empire Motorcycles



A replica Yamaha TZ drum braked hub was laced into a 21in aluminum rim at the front of the bike, and the package was finished off with an Avon Roadrider tire



The exposed clutch basket was painted to match the rest of the bike



Brass and copper detailing was used throughout the build of Typhoon to disguise the bike's true age

Nothing Beats A Great Front End



Antique Style Springer

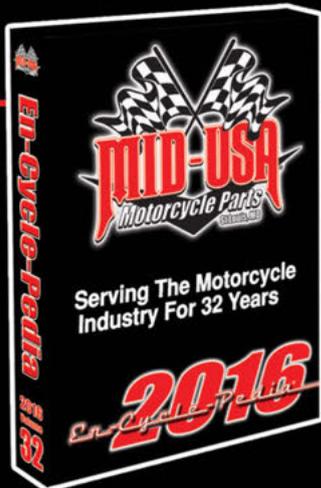
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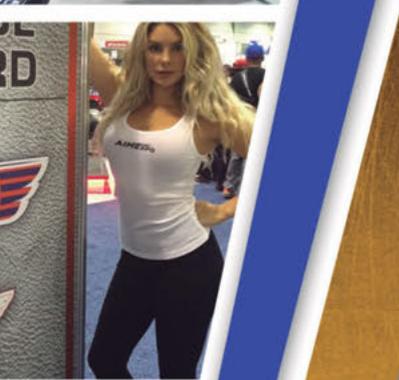
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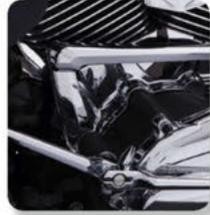
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Cam for CVO-110 engines



Dan Fitzmaurice of Zipper's Performance has announced a new 'Red Shift' cam designed for the specific geometry of Harley's CVO 110" internals.

"Harley's 110 inch engine is quite different from the 103, as it is equipped with much larger valves and heavier valve springs," Fitzmaurice says.

"Our engineers designed our new 587 cam especially for the factory CVO 110" to provide smoother, more exciting power over stock from 2,000 rpm to over 100 horsepower at red line, without the trademark flat-lining at 4,500 rpm that the stock cam provides."

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Sportster floating rotor kit

This new ABS compatible 300 mm floating brake rotor kit from Free Spirits in Italy is for 2014 and up Sportsters and comes with a black anodized billet aluminum bracket, fully floating front brake rotor, all hardware, and features a fully tempered brake from Italian brakes specialist Newfren.

It uses the OEM master cylinder, brake line and caliper and is said to "increase braking power and modulation". Like all Free Spirits aftermarket accessories, it is a fully reversible quick and easy install that doesn't require any modifications. Service parts for the kit are available.



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Spacer-free next generation variable pressure clutch

Huntington Beach, California based clutch specialist AIM Corp., (Advanced Innovations Machinery) has released details of a new generation variable pressure clutch, their VP-LT/Invo, which fits behind 1998 and up narrow and standard primary covers and stock derby covers without the need of a spacer and modifications.

Available in three versions, AIM has most grades of clutch options covered. Their VP84LT/Invo Street Performance application is said to deliver 20 percent more clamping force and 20 percent clutch pull reduction on stock models; for high-performance applications their VP95LT/Invo delivers 40 percent more clamping force, as does their VP68LT Easy Clutch pull application.

The company says that their current VP-LT series will still be available until the current stock has been sold, but that features of the new designs include a new lever shape that makes for a lower profile and new lever geometry and tip-shape to maintain consistent and constant clutch force.



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Night Rod special accessories



Well known German accessory manufacturer Fehling offers dealers access to one of the largest handlebar, luggage carrier system and engine protection ranges in the industry.

Among recent additions to their ever growing line-up of model-specific applications, they are now offering these designs for the Night Rod special - a side bag luggage holder, a rear luggage rack and a 38mm stainless steel tube engine guard.

Fehling design and make all their own products in-house at their factory near Dortmund in Germany. Founded in 1945 as specialist metal-forming and processing engineers, the company specializes in motorcycle parts, currently employs around 25 people and is still in the founder's family ownership.

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Front and rear Dyna Glide motor mounts



When Custom Cycle Engineering say that the new motor mount system it has designed for '92 to present Dyna Glides is "far superior" to the "inadequate stock motor mounts" it replaces, then it is worth paying attention. CEO Rick Whitehead says that "we pulled out all the stops to make these mounts the best on the market. The front



Crusher Marksman and Crusader 4" slip-ons

These new Crusher laser-cut Marksman and Crusader 4" slip-ons are available for Touring and Trike models and feature an all-new louvered baffle design for improved performance throughout the rpm range. Made in the U.S.A. from premium chrome-plated or high-temp black ceramic-coated steel, the new shallow-cut louvered baffle design is said to produce less turbulence in the 4-inch diameter muffler bodies. The result is said to be longer life and solid gains throughout the powerband.

Marksman slip-ons are available in chrome or black mufflers and tips; Crusaders are offered in chrome or black mufflers with black tips. Both options fit '95-'16 Electra Glides, Road Glides, Road Kings, Street Glides, Tour Glides and Trikes (except '15-'16 FLRT).

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Marksman



Crusader

and rear mounts will create ride stability, adjustability for accurate powertrain alignment, FXR-like handling and a much enhanced all round performance."

Their new design borrows proven technology from the early rubber mount models (FXR/FLH's) by incorporating the early ISO rubber mounts. In addition the front mount includes an adjustable stabilizing link from the motor mount to the frame - further controlling stability.

The rear motor mount utilizes two proprietary damper bushings aligned on top of each other and clamped in an aluminum housing - the stacked alignment of the bushings helps control lateral and torsional movement of the swingarm.

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hardwall/space package

OPTION 1: HALL 10 CUSTOM BOOTH PACKAGE *

- Highly visible presence in a cost-effective exhibit platform
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* These are a selection of the exhibitor options available for North American vendors - for further information contact Rita Dommermuth at our Chicago office. For exhibitors in Europe and elsewhere, contact Matthias...

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\$425.00
PER SQM**



Add: Media Package & unlimited visitor access - mandatory for all exhibitors

Additional exhibit options include open space packages and shell scheme hardwall and space packages that can be custom quoted to meet your needs and budget - see options 3 and 4

OPTION 3: SHELL SCHEME

Ready-built white hardwall and space packages available from **€278 per sqm**

OPTION 4: SPACE ONLY

For exhibitors looking for space only pricing, we have special INTERMOT Customized pricing available for a selection of booth configurations, with square meter costs:



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- Booth set-up and tear-down, daily booth cleaning
- Standard furnishings incl. carpet, display counter & stool, table and chairs, electricity & spot lights

For more information, and additional options, including value 'shell-scheme' hardwall space packages, contact us at Woorot at our Cologne head office for the options we can make available to your company.

Visitor Promotion fees for tickets US \$930.00 – for all exhibitors

Seen here is our Hall 9 'metric'/mainstream/off-road USA pavilion from 2014. The plan for future years is to additionally offer a second USA Pavilion in Hall 10 for those vendors with significant business in the custom V-twin/H-D aftermarket parts industry



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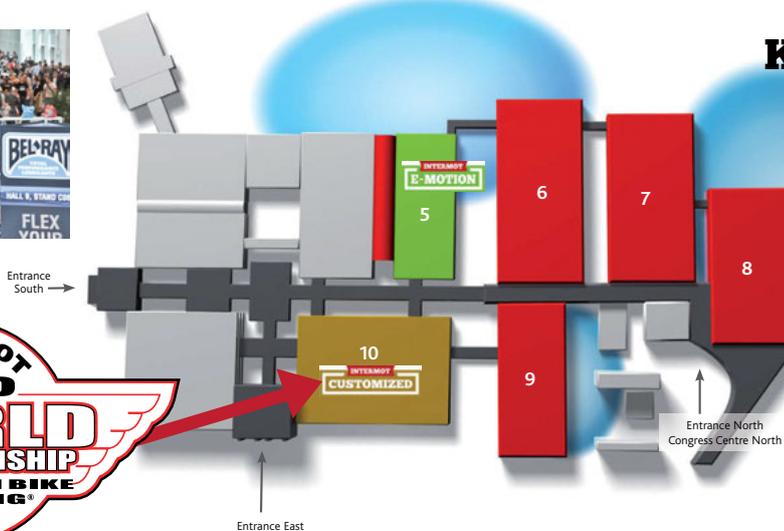
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Cologne, Germany

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Email: m.woort@koelnmesse.de



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AGM battery charging power for high compression engines and accessory users

The growing availability of high performance AGM batteries for motorcycle applications is a welcome development.

With more cranking amps to start high compression engines, and increased Amp-hour capacity to meet the growing power demand of electrical accessories, they are great for the purpose - but charging and maintaining them also needs equipment that is up to the job.

Enter the OptiMate 7 Select, the latest battery saving charger from TecMate. It delivers 10 Amps of charging power and has a selectable dual program for quick and accurate charging of 12V high performance AGM batteries such as Odyssey's PC range and Yuasa's GYZs, and all other standard AGM and wet cell lead-acid batteries.

Program-1 is for the majority of batteries, charged up to 14.4V and program-2 is for hi-performance AGM batteries that need a higher charge voltage of 14.7V - just select the program and the rest is fully automatic.

TecMate say the OptiMate's unique AmpMatic processor delivers temperature compensated charge voltage and adjusts charge current to match the connected battery's size and condition; the proven desulphation program is said to save 'dead' batteries from as low as 0.5 Volts and the '24-7-365' maintenance mode "guarantees the battery will always be 100% ready."

TecMate CEO and chief engineer Martin Human says that the "OptiMate 7 Select also boasts a 13.6V 8-Amp power supply mode that is ideal for service and custom bike shops; the power supply mode guarantees the battery voltage remains in range during updating of software or adjustment of fuel/ignition map settings with ample time to troubleshoot electrical problems without killing the battery.

"I was in my local Harley dealership just last month and there was a prospective customer lusting over a new Road Glide. He just had to switch on all the lights



and blast the stereo system at full volume before kicking the tires and leaving. Now this is a dealer that really, really needs an OptiMate 7, I thought!"



TECMATE
Tienen, BELGIUM
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Ballistic hi-flow air cleaner kits

For their all new Ballistic Series hi-flow air cleaner kits, ThunderMax had K&N manufacture what they describe as being "the most advanced, high-flow air filter on the market today."

"The revolutionary one-piece filter with top pleat design allows for maximum air flow to the engine. The center mount design can either be installed "bare" or with a variety of bezels to fit the look and feel of the bike. The design adds more pleats and more surface area to the filter."

The kit includes filter, billet backing plate and complete mounting kit.



THUNDERMAX
White House, Tennessee, USA
Tel: 615 672 8811
support@thunder-max.com
shop.thunder-max.com

Bad Boy 'Chopper' wheel

Originator of "The Bad Boy Wheel", Sinister Wheel is celebrating its 20th anniversary this year with a major new wheel design program.

Designed and CNC-machined in-house at their Turlock, northern California facility from rotary forged 6061-T6 aluminum, their 9-spoke 'Chopper' wheel

features 3D machined cut spokes, available in chrome and copper finishes, in sizes from 16 thru 32".

They are sold with or without matching rotors (in 11.5in, 11.8in, 13in and 18in sizes - with optional proprietary floating caliper set), pulley and performance air cleaner. ABS friendly/compatible configurations are also available for most of Sinister's wheel designs, some with a choice of cush or non-cush drive hubs.

The company offers over 20 billet wheel designs (plus 3D styles) in its 'Bad Boy' line, including the 'Billet Daddy' - a design that references Sinister's 'Big Daddy' steel step-lip outer and 'Big Phat Daddy' billet aluminum soft-lip outer 3/8" 304 stainless steel spoke wheels - a program that Sinister founder Ali Afzal acquired from Road Wing Design in 2002.



SINISTER WHEEL
Turlock, California, USA
Tel: 209 664 0207
info@sinisterwheel.com
www.sinisterwheel.com



GMA banded grips



GMA has just introduced a new grip collection that is said to provide great custom looks and "comfortable, confident rider "feel" to any Bagger, Cruiser, Streetfighter or Chopper."

CNC-machined for positive finger placement, the new grips are fitted with three durable rubber style bands for "exceptional grip," according to the company. Each GMA throttle grip is manufactured with an integral throttle pipe for installation convenience and quick, precise operation. They are offered in a choice of black, chrome or polished finish.

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TÜV approved 26" Harley 'Bigspoke' wheels

Well known German spoke wheel specialist TTS has been given TÜV approval on its 26" version 'Bigspoke' wheels, for 120/55 R26 and 120/50 R26 tires.

Available for Harleys with or without ABS, the rims are available in chrome, copper, gold, black or colour powder-coated, with a polished stainless steel or copper, gold, black or colour powder-coated hub.

The spokes come in polished stainless steel, brushed, copper, gold, black or colour powder-coated.

The spoke nipples are available in polished stainless steel or brushed, copper, gold, or black chrome.



TTS 26" BIGSPOKE with Tuv

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Carl Miles' Heel Guards



When it comes to stopping burning rubber on the exhaust, Carl Miles' patented Heel Guard designs have been the leading choice since 2002. A safe and convenient way to protect boots and exhausts, they fit most Harley-Davidson footboard models, past and present, with right and left side options in a variety of designs. Manufactured in Montana with high-grade steel, they are quality finished in chrome or black powder-coat. HEEL GUARD INC, USA, www.heelguard.com

Scorpion ring gear and starter clutch pinion gear

The newest addition to Californian manufacturer Barnett's Scorpion series Harley-Davidson clutch components is this "superior quality" 106 tooth replacement ring gear and starter clutch pinion gear for 2006 Dynas and 2007-'16 Big Twins.

The ring gear is made from hardened 8620 steel and given a black oxide finish, featuring a 20% larger gear and rollers than the standard factory

replacement for added strength and durability. Ring gear and pinion gear are sold separately.

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Pickard adds to range

Texas based Pickard USA is offering these new billet aluminum front floorboards for custom Baggers - all tourers including '16 models. Made to Pickard's design by Californian manufacturer Supreme Legends, these Signature Series Bagger Boards "combine both clean and aggressive styling" and are a "perfect match for our custom foot controls." They feature an adjustable mount so the foot position can be widened out from the frame, and are available in show chrome or black anodized finish. Optional matching passenger floorboards, pegs,



forward control sets are available and Softail model fitment applications also.

Noted for their "Instant" air ride packages (with tank), wheel designs and custom fenders (front and rear), Pickard also offer "100 percent wobble-free" raked triple trees and complete front end packages, including cost cost-effective 23 and 26 inch front end product-matched packages that provide everything needed (including an Avon tire) for a make-over without having to cut the frame for a massive range of personalized, reversible custom options.

Their 2-year warranty backed triple-plate show chrome billet spoke wheels feature year and model-specific hubs that are assembled, mounted and trued before shipping - allowing stock wheel spacers to be used. They are available with or without the (also available separately) TracMax ABS wheel speed correction module for 2014 - 2015 Touring models with 21, 23, 26 or 30 inch aftermarket front wheels.

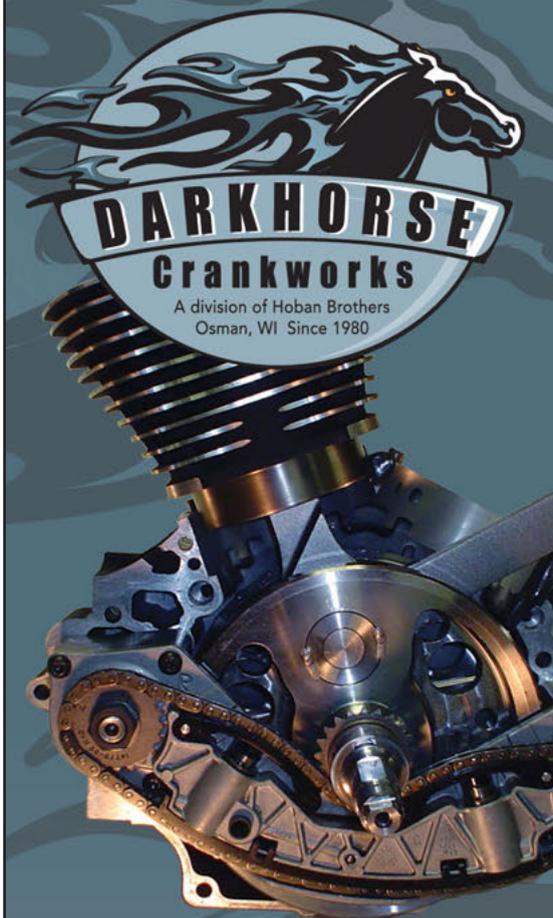


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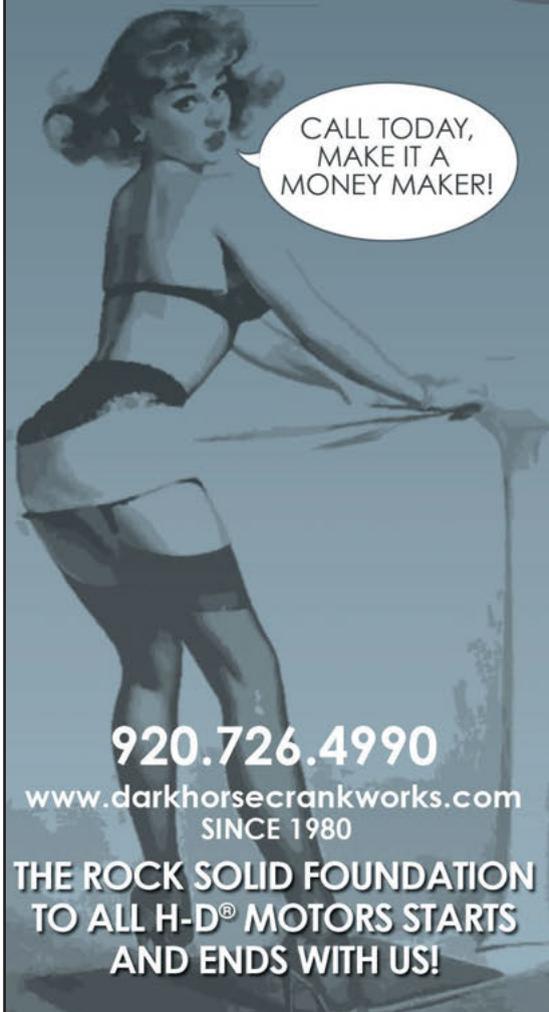
Neo-Fusion clamps and risers



This Neo-Fusion one-piece riser clamp from Ken's Factory features a hinged, one-piece billet aluminum design embellished with a brass Ken's Factory emblem. They are available for stock H-D 'Glide model applications with 1" bars in polished or black. Matching 5" Billet Dog Bone risers are available separately or bundled with the clamps. **KEN'S FACTORY USA**, www.kens-factoryusa.com



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VStreams for the FLTR

The newly redesigned FLTR Road Glide represented an ideal opportunity for Maywood, Illinois based manufacturer National Cycle to extend the range of their award-winning VStream windshield line.

The triple-vented shark nose fairing of the FLTR "is perfect for our cutting-edge aeroacoustic contour VStream," says CEO and chief engineer Barry Willey. "VStream's wider profile at the top pushes turbulent, noisy airflow to the side and away from the rider's helmet. This extra width creates a quiet pocket of air with significantly reduced helmet buffeting for a calmer and quieter ride compared to the stock screen," says Willey.

Made from tough 4.5mm Quantum hard coated polycarbonate, "our state-of-the-art manufacturing techniques, combined with this high quality material, provide outstanding clarity and strength characteristics unmatched by any windshield maker worldwide. Our exclusive Quantum hard coating

makes the VStream 30x more scratch resistant than acrylic, and 10x more resistant than standard hard coated polycarbonate."

Noted for their robust construction and durability, National Cycle backs their polycarbonate windscreens with a 3-year warranty against breakage. They are available for the FLTR in three configurations - Low, with a dark tint; Touring, with a light tint; and the Tall Touring windscreen with no tint.

NATIONAL CYCLE
Maywood, Illinois, USA
Tel: 708 343 0400
info@nationalcycle.com
www.nationalcycle.com



Mikuni rebuild kit



Mikuni's popular HSR42/45/48 flatslide carbs are an almost ubiquitous fixture in the aftermarket, and with the right care and maintenance have a reputation for being almost bomb proof. Mikuni's HKS-016 Genuine Rebuild Kit for HSR 42/45/48 carbs will fully rebuild one carburetor with all the needed gaskets, seals and O-rings, plus specialty parts that may wear out or clog up with old fuel over time, such as the float needle valve assembly, plus new float bowl screws for reassembly. MIKUNI, USA, www.mikuni.com

'Heavy Industry' mirrors

These new 'Heavy Industry' mirrors from Kuryakyn are the first release from what is described as an "all-new line-up of rugged and stylish Heavy Industry accessories that feature a modern, industrial design, built for pure form and function."

Cast from high-quality A380 aluminum, the streamlined oval-shaped heads meet DOT-compliant size standards at 6" long x 3" wide. A machined stainless steel ball and nylon socket provide smooth pivoting for precise, firm positioning. Contoured slotted stems securely position mirror heads approximately 4" above and 5.5" out from the mounting location, resulting in minimal

vibration and generous shoulder clearance for most riders. They are a direct replacement and include mounting hardware (adapters for Street models coming soon, sold separately). Model-specific adapters are also available for Indian and Victory models; four finish options and optional stem and accent kits available.



KURYAKYN
Somerset,
Wisconsin, USA
Tel: 715 247 5008
salesupport@kuryakyn.com
www.kuryakyn.com

Lower speaker kit

Drag Specialties is the exclusive distributor for Canadian audio specialist Hochtunes, and this lower speaker kit includes 2 Ohm speakers, adapters, grilles and all the necessary wiring and hardware to install into the fairing lowers on Harley's twin cooled tourers.

The adapters provide easy access to the coolant reservoir, come in matt black and can be installed as they are, or they can be color-match painted. The supplied wiring harness is designed to simply plug

into Hochtunes RM series amps, or it can be easily modified for other brands of amp.

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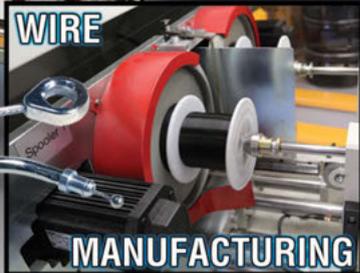


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www.BarnettClutches.com

7" headlamp replacement kit

Available through Drag Specialties, this U.S. made 8700 Evolution-2 round LED headlamp kit by J.W. Speaker is a DOT compliant direct replacement for most stock and aftermarket 7" headlights.

Available in black or chrome, it is said to offer superior visibility, safety and durability, includes a mount kit for Dresser applications and to be an easy, plug-n-play install with its H4-style connector.

The high beam delivers a powerful 1150 lumen output, with 750 lumen on low beam;



a 5.75" round headlight kit is also made by the Germantown, Wisconsin based manufacturer that was founded in 1935 by John W. Speaker.

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



Bahn grips and levers

These new forged aluminum grips and levers by Bahn are machined from 6061 aluminum with EPDM rubber strategically embedded throughout the palm and finger areas.

The padded inserts reduce vibration while also providing a non-slip surface for improved operator control in wet or dry riding conditions. Available in chrome or black anodized "Tuxedo" finishes for all '82-'16 Harley-Davidson models (except Street 500/750) with dual-cable or electronic throttle control.



The forged and machined aluminum levers feature wide-style blades with contoured finger grooves for comfortable and controlled pullback. They are a direct replacement for models with cable-operated or hydraulic clutch.



BAHN
Somerset, Wisconsin, USA
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salesupport@kuryakyn.com
www.bahnproducts.com

Dowco adds to 'Willie & Max' leather luggage program

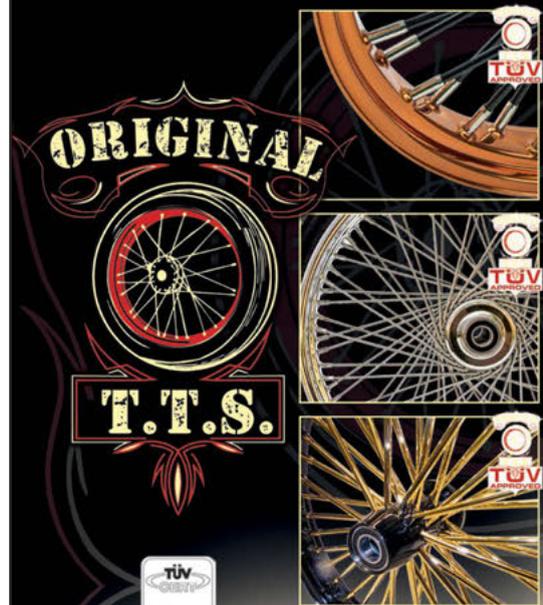
Manitowoc, Wisconsin based Dowco has added five new leather saddlebags and ten complementary accessory bags to its Willie

& Max luggage line. The bags are intended to have a "broad styling appeal to fit today's cruiser market" and a "universal fit and function to integrate easily with most motorcycles." Made in the USA in "high quality and long lasting leather," they are easy to install and intended to be used in conjunction with a universal hard mount system for safety. They are finished with chrome quick release buckles and hardware to ensure ease of use and carry a limited lifetime warranty.



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O2 installation kit

Available through Drag Specialties, TechnoResearch has this O2 sensor installation kit, comprising two reusable O2 sampler blocks and exhaust port jets, two five-foot exhaust hoses, hydraulic insertion tool and special attachment bolts.

The kit allows for the temporary and convenient positioning of professional wideband tuning sensors on any exhaust system.

When combined with a set of wideband O2 sensors and a dynamometer or even a portable data logger, the installation tool can monitor both cylinders simultaneously, measure exhaust gas accurately and prevent air reversion, all with minimal impact on the exhaust system's look or performance.

The kit is easy to install with no pump, sampling tube or welding required; when finished, the exhaust heat shields cover the only materials remaining on the exhaust system, two sealed rivets, to maintain the original look.



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



'Shotgun' exhaust pipes

Brunswick, Ohio based Lowbrow Customs has designed these new 'Shotgun' exhaust pipes for 1986 - 2016 Sportsters. Ideal for added ground clearance on a scrambler or tracker, or just for high-and-tight style on a rigid or stock Sportster, 'Shotgun' exhaust pipes "make quick work of improving your motorcycle's look and sound," according to the company. Said to be a quick and E-Z bolt-on install with the included heavy-duty mounting brackets and hardware, they are compatible with Lowbrow Customs' cast aluminum heat

shields for added style and function.

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This new stamped steel, e-coated and ready-to-paint stamped steel dash is a replacement for '97-'07 FLHT, FLTR, FLHX and '08+ FLHT, FLTR, FLHX and HD FL Trike models that "lets you achieve a stretched look for a fraction of the cost of actually stretching the tank or purchasing a new one," says Brian Klock, President of Mitchell, South Dakota based Klock Werks.

"Our design is a simple install that gives a Bagger or Softail a clean, low-profile look." It is available in three lengths for different seat styles, and accepts most aftermarket low-profile vented gas caps; dash

trim included.

On Softails ('00+ FXST, FLST models, except FXS, FXSTD) it comes as a dash and ignition switch relocation kit. The kit uses the stock ignition switch and key. The chrome ignition mount replaces the "obtrusive" horn mount (requires horn relocation).

KLOCK WERKS
Mitchell, South Dakota, USA
Tel: 605 996 3700
info@getklocked.com
www.getklocked.com



'Elite' Velocity-series adjustable floorboards

From the Grass Valley, California based design studios of Carl Brouhard, these 'Elite Velocity' driver and passenger floorboards are designed to coordinate with all the Brouhard Designs Elite accessory range - 3 open slots on the outer edge are said to perfectly match the 'Elite' series foot controls.

The driver floorboards measure 16.5" x 4.25", with the matching rear boards measuring in at 11.5" x 4."

Driver boards are equipped with adjustable mounts allowing them to be placed 1" forward or 1" back for additional rider comfort. Made of 6061 billet aluminum, they are available in chrome or black anodized with offset cut.

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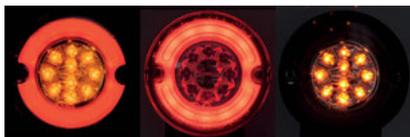


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These E-approved halo multi-function LED turn signals are available as either turn signal/running light combo with amber LEDs, or Turn/Tail combo light with amber and red LEDs in the center for the turn/tail/stop signal function and red LEDs on the outside that can be wired as running, marker or taillight. They fit the stock 2-bolt indicator mounts on many 1986 to present Touring, 1986 and later FXR, 1986 to present FLSTC, 2006 FLST and 1994 thru 1996 FLSTN.

Zodiac 'Peanut' style Sportster tanks



Zodiac's popular 'Peanut' style tanks fit 2004 to present stock Sportster frames. Fuel capacity is approx. 3.3 gallon (12.5L). 2004 thru 2006 style tanks are available with your choice of Aero-style or Pop-Up style gas cap. Tanks for fuel injected models are available with a screw style bung that accepts the stock gas cap or complete with Flushcap style gas cap. For fuel injected models there is also a version with nostalgic looking side indents that accepts the stock gas cap, or complete with Quick-cam style gas cap. Tanks are 49cm long, 28cm wide and 20cm high.

OE replacement speedo

This Genuine Zodiac electronically controlled black faced speedo, with digital odometer for use on 1996 thru 2003 Softail models equipped with the stock transmission fitted electronic speed sensor pick-up, are 4 1/2" (11.5cm) in diameter, fit the stock dash and feature the direct-plug in terminal as found on



1999 thru 2003 models. Installation on 1996 thru 1998 models requires re-use of the wiring harness from the stock speedometer and crimping our 12-pin connector kit.

Improved performance replacement Twin Cam oil pump



Stock Twin Cams have a small die cast gerotor oil pump that has a wavy washer (Belleveille style) to preload the pump gears against the cam support plate and pump housing. The side loading from that wavy washer can cause excessive friction and premature wear and give a lot of problems. Because of the small size of the stock oil pump, they often have problems getting enough oil throughout the engine, especially to the valve train components.

Another problem is the lack of scavenging, causing "Wet Sumping". Instead of returning to the oil tank, the oil builds up in the crankcase and cam chest, causing excessive friction/power loss and the oil becomes like "peanut butter".

This can result in oil being forced out of the breather, air cleaner contamination, oil leaks, loss of oil supply, lifter clatter, component wear and even engine failure. Zodiac say their own brand high efficiency billet, anodized, bolt-in replacement oil pump provides 40% more supply volume and 60% more scavenge volume than the stock oil pump on 88" Twin Cams, and provides 20% more supply volume and 30% more scavenge volume over Harley's improved 2006 Dyna and all 2007 and later Twin Cam oil pumps. Large diameter gerotors and aerospace materials are used, and the parts of each and every pump are hand-matched to ensure close tolerances to create a high efficiency pump, without the need for a high friction wavy washer. This will provide the Twin Cam engine with maximum reliability and longevity.

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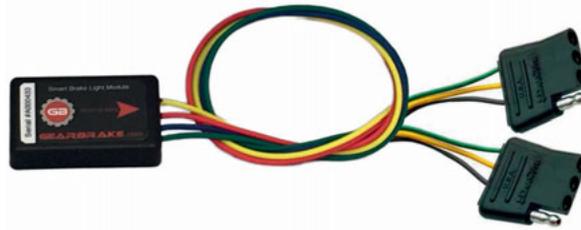
MACHINE

Smart brake light module for trailers

Louisville, Kentucky based Gear Brake has introduced a smart brake light module for trailers.

Working on the basis that an extra 1 second of warning time can prevent 90% of rear end collisions, the smart brake light module gives 3 seconds of additional maneuver warning to the driver behind.

Instead of lighting up when you brake, this module lights up the brake lights when you slow down - for any reason.



The module automatically detects when you are starting to slow down without the need for physical

actuation of a brake. Upon slowing, the unit reacts with a 2-second pulsing alert, and then solidly illuminates the brake light until you release the brake. Made in the USA, it comes as a 'plug-and-play' easy install kit.

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

Bert Munro 'Tribute Frames'

Charlotte, North Carolina specialist Aeromach has released this Bert Munro tribute license plate for 2014 and up Indian Motorcycle models - in honor of Munro's record-setting Bonneville Salt Flats achievements.

It is engraved with the phrase "Legendary Speed" at the top and the number "35" at the bottom - the number that New Zealander Munro had on his Indian Scout at Bonneville.



Machined from billet aluminum, they are hand-polished and available in chrome or contrast-cut, powder-coated flat black. All mounting hardware is included, including bolt head covers.

AEROMACH USA, LLC
Charlotte, North Carolina, USA
Tel: 704 599 1333
sales@aeromach.net
www.aeromach.net



MOTORCYCLE STOREHOUSE



XL camshaft installation kits



Top end kit for high lift cams that require head removal for installation of high lift valve springs



Available through Drag Specialties, these U.S. made quick change and top end kits by Feuling include all the needed components (including gaskets, O-rings and washers) to install bolt-in and high lift camshafts. High lift cams that need high lift valve springs require removal of the cylinder heads; coverage options for 1991 through 2016 Sportsters.

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W&W Cannonball replica parts



Knucklehead 'Lightning' cam

This is a precise reproduction of the factory cam as used in 61" OHV Knuckleheads 1936-1939. All measurements and specs were taken from an original example. It features the distinctive six lightening holes in the gear - hence the nickname of "Light(e)ning" cam! Made in steel in Germany, it fits all Knucklehead 61" and 74" models and years.



'41 - '47 Knucklehead crankcases

These reproduction crankcases are CNC machined for "strength and precise fitment." Intended to work with stock or identically constructed engine components, they are finished and detailed like the

original counterparts. For ease of installation both case halves are carefully matched and feature pre-installed case bushing which are line-bored and lapped for standard rollers. Cam bushings are already in place, reamed to standard size.

The selection includes cases with a smooth, uniform glass bead-blasted finish and cases with a NOS (new old stock) finish. The latter means the finished cases are not bead-blasted but treated in a traditional process, which gives them the appearance of new factory cases that had been sitting on the shelf for 50 years and are "perfect for those patina restorations."

All cases are made in Germany and feature laser-engraved CB production numbers, which are registered and filed. They are also available for '37 - '48 Flatheads and '48 - '52 Panheads.

OHV gear set

This gear set for Knuckle and early Panhead engines replaces all the old and worn components (except for the camshaft) - the pinion gear, breather gear, circuit breaker drive gear with stud, screw and spacer, the generator idler gear with stud, screw and Spacer, oil pump drive gear (5 t), oil pump driven gear (25 t), gear shaft bearing seal and gear shaft spring. All components are precision-machined to factory specs for 1936 - 1953 Knuckleheads and Panheads.

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Twin Power valve and spring kits

A new line of valve and spring kits available from Twin Power/Biker's Choice includes replacement valve kits and complete engine kits for a wide range of Harley-Davidson models and Buell XB9s.

Each valve kit includes four stock size valves while the engine kits include four valves, a complete O.E.M. style replacement spring kit, steel retainers, keepers and valve guide seals, where applicable.

"From Knuckleheads to the latest Twin Cam models, we are committed to providing you with everything you need in one kit," says James Simonelli, Brand Manager for Twin Power. "If you need to do a complete cylinder head overhaul, we have packaged everything you need under one part number, which makes it easy to order what you need."

The kits comprise high quality 'Black Diamond' stainless steel valves that are impregnated using a special German process to a depth of .002, with a surface build-up of .0002. This process is said to improve wear properties, reduce friction and provide resistance to corrosion. The valves are lightweight, strong, one-piece forgings with precision-machined profiles that have been designed and tested for their excellent flow characteristics.

The spring kits are O.E.M. style replacements that have been engineered to deliver stock pressures and work with stock cam profiles. Made to original O.E.M. specifications using premium design, materials and manufacturing techniques, they are



wound from super-clean chrome silicon valve spring wire that has been heat-treated and shot-peened. The retainers, keepers and bases have been designed to provide the maximum mechanical strength possible, and, where applicable, stock replacement 'Beehive' style springs are supplied. The valve guide seal kits are red 100% Viton optimum fitment valve stem seals that were designed to allow for maximum lift and maximum life. They are resistant to high temperatures,

petroleum products and corrosive gases. Late Shovel kits include a stock-type K-Line seal, while the Knucklehead and Ironhead Sportster kits do not include seals.

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Misfit stamped 304 20-gauge stainless fenders

Based in Texas and distributed exclusively by Drag Specialties, Chris Eder's Misfit Industries has built a strong reputation for its custom built bikes since he established the business in 2007.

But there's more to Misfit than acclaimed Baggers. Backed by a lifetime warranty, Misfit's parts program has garnered plaudits for its design, choice of materials and in-house manufacturing quality.

The first company to stamp OEM replacement stretched saddlebags in U.S. made 304 20-gauge stainless steel, they weigh the same as the stock fenders that they replace (6 lbs per bag), but measure 5" down and 6" back. Supplied with all holes pre-drilled, they are available with or without single or dual 4"



exhaust cut-outs, mount with the stock hardware and accept OEM or aftermarket lids, latches and tethers etc., for 1993-2013 FLT, FLHT, FLHX and FLTR models.

Also seen here are their lightweight (2 lbs per side) 18-gauge stainless steel side covers. Contoured to complement stretched bags, they can be used with most floorboards or pegs and require no gluing, screwing, drilling or shaping on 1993-2013 FLHT, FLHR, FLHX and FLTR models.



DRAG SPECIALTIES
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16" 'Reckless' bars

The latest addition to Clearwater, Florida based Greg's Custom Cycle's 'Reckless Bar' line takes its aggressive design cues from their 'Deepsickness' program. Available pre-drilled for external or internal wiring, these tough bars "offer a lean, clean look" and are made from top quality 1 1/2" steel tubing, measuring 32" in width with a 16" rise. Finishes include raw and ready for paint, powder-coated in gloss or matt black and stainless steel. They are USA made and fit all Harley-Davidson models and metric cruisers. GREG'S CUSTOM CYCLE, USA, www.gregscycles.com



Ciro back their custom LED options with 2-year warranty



New from Ciro, 'Bat Blades' are all new, weather resistant, flexible LED strips that "perfectly conform to the '96 and later batwing style fairing." Features include white LED driving lights, amber turn signals and low profile, black circuit for a "stealthy" look. Installation is easy with 3M automotive grade adhesive and plug-and-play electrical

connectors, so no drilling, splicing or special tools are required.

Also seen here, their 'Fang' headlight bezel features built-in ultra-bright white LEDs. It is an easy no drill installation and easily removed to service the headlight. Available in chrome or black for '14 and newer Electra Glides, Street Glides and Tri Glides. All Ciro LED products come with a 2-year warranty. Ciro filler panel lights feature high intensity red run and brake lights in addition to ultra-bright plasma amber turn signals and hazards. These all new LED panels fill in the gaps on the rear end of the bike "with a smooth and flowing style to complement the factory lines." Easy to install with simple plug-and-play connections, no drilling, splicing or special tools are required. Lenses are easily removed.

Ciro say their plug-n-play 'Snake Eyes' is a first of its kind lighting system to smooth the transition between the back rest and the tour pack. The custom light housing features bright red run and brake lights and amber turn signals and are easy to install with 3M automotive grade adhesive - no drilling, splicing or special tools required.

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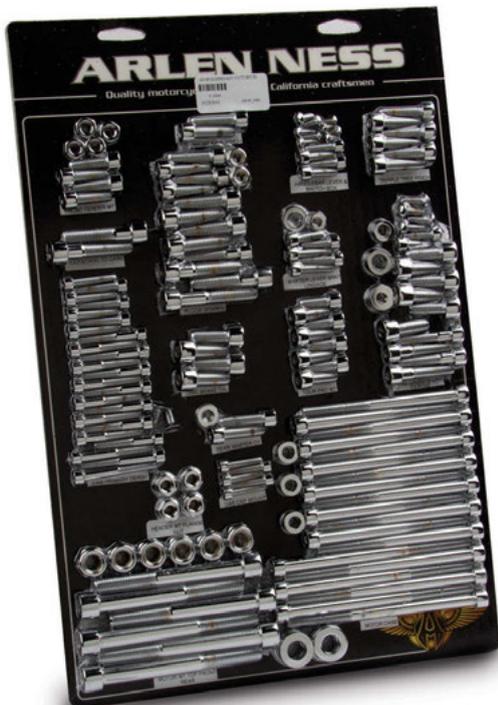
Floorboards for Indian, Victory hardware, H-D 10-Gauge "Hot Leg" fork legs and boots

Ness Enterprises is offering a range of new forged billet aluminum floorboard designs for Indian Motorcycle models that have three mounting locations for up to 3" of adjustability. Styles include Deep-Cut, 10-Gauge, Fusion and Retro in black anodized and chrome finishes. Also seen here are some of the polished, chrome plated hardware kits for Victory Motorcycles available from Ness. The rotor and pulley kits contain hardware for a single rotor; the 106 engine kits contain hardware for the cam cover, primary cover, derby cover, exhaust flange nuts, motor case and motor mounts.

Their Cross Country builder kit contains all the hardware in the 106 engine kit, plus for the gas cap mount, crash bar and lower fairing mount, handlebar lever and switch boxes, floorboards, kickstand, front fender, triple tree pinch bolts, shift linkage bracket, tour pack mount, brake caliper (to fork leg), rear master cylinder and front axle pinch bolts.

Arlen Ness 10-Gauge "Hot Leg" fork legs and matching fork boots are precision-machined from forged billet aluminum and feature a tapered design with a hidden axle to clean up the front end.

They are available for FLT models in chrome or black, for single or dual disc application. Stainless steel brake line kits are available separately for single disc dual caliper applications. "Hot Legs" for FXST Softail and Dyna models include a billet aluminum dust seal at the top of the fork leg to cover the fork seal for a finished look. They fit



2000-up FLT Touring models, 2000-up FLST/FXST Softail models (except Softail Blackline and Rocker) and 2006- 2014 FXD/FXDL Dyna models (except FXDWG/FXDF models).

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Versatile Scout solo bag



Californian custom leather luggage designer and craftsman The Leatherworks has come up with this versatile hand-made solo bag for the Indian Scout. The 101 measures 10" long by 6" tall and 3" deep and comes with the needed mounting belts. It can also be used as a tool bag under the headlight on most Harleys, and will also fit in various other locations on a wide variety of other makes and models. American made from 10-12 ounce leather, it is completely customizable. The Leatherworks, USA, www.leatherworksinc.com

Kuryakyn Kinetics for Indian Scout

Kuryakyn is expanding its line of Kinetic brand accessories for Indian Scout models with these grips and footpegs with model-specific adapters and direct replacement shift and brake pegs.

All Kinetic accessories are available in chrome or gloss black finishes for '15-'16 Indian Scout and Scout Sixty models. The grips "put a modern twist on the proven ISO concept with the latest in vibration-isolating technology and materials. Premium EPDM rubber inserts are form-fitted into the quality die-cast aluminum housings without glue for long-lasting comfort and durability. The accented rubber pads reduce hand fatigue and provide a unique contrasting appearance to the sleek chrome or gloss black finishes." Designed to match the grips, Kinetic footpegs are said to be "ideal for minimalist riders who want style without sacrificing function." The shift and brake peg is an



interchangeable direct replacement that screws into the shift and/or brake levers for a "drastic improvement" over stock. Includes a 3/8" spacer that allows adjustable positioning upon installation for all '15-'16 Scout models in the shift or brake peg location.

KURYAKYN
Somerset, Wisconsin, USA
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salesupport@kuryakyn.com
www.kuryakyn.com

Big Twin Short Blocks and StealthTwo filters for Scout and Octane models



Viola, Wisconsin based S&S Cycle has released a pair of short block engines designed to replace the "tired bottom end" on 1984 through 1999 Big Twins. The stock replacement fitment has the added bonus of a relocated oil pick-up for better scavenging. Compatible with factory primary and gear covers, these short blocks are said to be "the ideal replacement for stock or high-performance builds." "S&S Short Blocks are a solid, bolt-in solution for a bottom end that is no longer re-buildable," explains S&S Marketing Manager Patrick Garvin. They are built "using the same premium quality, U.S. made components that are used in S&S complete performance engines, assuring you of superior performance and long, trouble-free engine life." Also seen here, S&S has launched StealthTwo high-flow air filters for the Indian Scout, Scout 60 and the new Victory Octane. Made in the USA and increasing air flow by 127%, the new filter kit is "dyno proven and pairs nicely with most aftermarket exhaust systems," according to Garvin. "Featuring a 4-ply, washable filter element, the StealthTwo is an economical way to add performance to the Scout or Octane."

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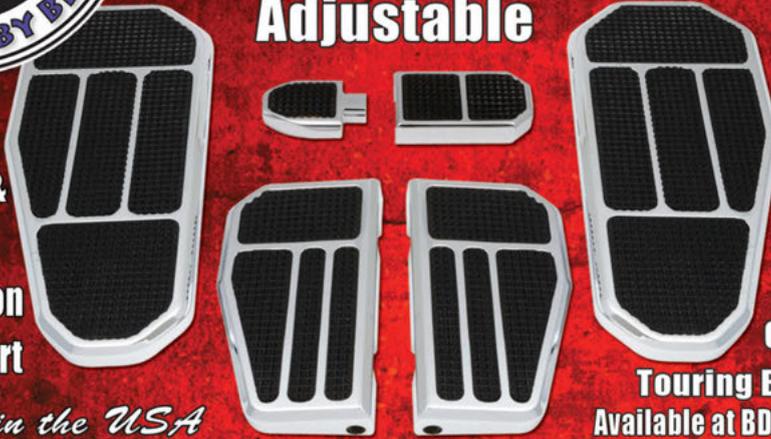
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NEWS BRIEFS

Boston based investment fund J.W.Childs Associates has concluded its acquisition of online retailer RevZilla Motorsports and set up a holding company, Comoto Holdings, to hold its equity investment in RevZilla alongside its ownership of brick and mortar retail network Cycle Gear, which it acquired some fifteen months ago. The combined entity is reported to have annual sales of around \$400m; RevZilla and Cycle Gear, which operates some 100 plus stores, will continue to operate as separate sister companies with their headquarters remaining in Philadelphia and Benicia, Ca., respectively.

Victory Motorcycles is to return to the Pikes Peak International Hill Climb in Colorado (June 26) this year to run its Project 156 race bike and Empulse RR e-bike. This is the 100th anniversary of the "Race to the Clouds", a 12.42 mile, 156 turn, 4,720 ft ascent to the 14,115 ft summit during which internal combustion engine powered bikes and cars can lose up to 30 percent of the power they have on the start line.

Troubled Oklahoma City based bike builder Darwin Motorcycles (aka Brass Balls Choppers) has been taken over by a Texas based investment group, with new CEO Jason Harvey stating that all back orders will be fulfilled before any new bikes are sold. Founder and designer Dar Holdsworth will continue with the company as president and chief designer.

'COTA' registration forms available online now

Following its successful debut in October last year, this year's second annual "Championship of the Americas" (COTA) is slated for staging at AIMExpo, Orlando, Florida, October 13 - 16.

The event will again be an Official Affiliate of the AMD World Championship of Custom Bike Building, with the winner being rewarded with an expenses paid trip for him (or her) to go to the AMD World Championship at the INTERMOT expo in Germany in October 2018.

Indeed, just two weeks before this year's COTA, the 2015 winner (Jeremy Cupp of LC Fabrications) will have competed as part of a "Team America" presence at this year's INTERMOT based AMD World Championship.

The show will feature four classes based on different platforms as opposed to styles - four different combinations of engine and chassis configurations, and the competition will be open to all brands of motorcycles.

Recent World Champions have been crowned from both Canada and the United States, with world class entries emerging from Mexico, Columbia and Argentina. "When custom bike



builders from all over the Americas meet in Orlando in October they will be competing for a coveted entry, plus expenses, to represent the Americas in the 2018 AMD World Championship of Custom Bike Building," said V-Twin Director Bob Kay.

"Whether you are a professional builder or you simply delight in personalizing your machine to reflect you, we invite you to join us at this year's AIMExpo to immerse yourself in a unique environment - custom motorcycles competing for the recognition of their builder's imagination, ingenuity, execution and dedication.

"The registration forms for this year are online now."

Now under the ownership of the MIC (Motorcycle Industry Council), at the time of writing AIMExpo was already closing in on 300 confirmed exhibitors,

with most of the major OE manufacturers now firmly committed to an annual presence.

The formula will be the same as in previous years - the first two days being trade and media attendance only, with all visitors, including consumers, at the weekend.

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2015 FreeStyle class winner - Jeremy Cupp from LC Fabrications

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