

# Specialty Engines Spells PROFITS

Engine building/rebuilding is often thought to encompass just those engines found in passenger cars and light duty trucks. As the rebuilding of passenger car engines diminishes, a growing number of specialty engines have replaced them as bread and butter work for engine shops. Much has been discussed about vintage car engine potential and certainly, this has been and continues to be a growing area of our industry. But there are other areas of engine building that is right in front of us but often not discussed. This issue of *Engine Professional* will cover some of these and give the reader a taste of what is possible for the shop.

I doubt it goes unnoticed how many motorcycles there are on the road these days. As I drive past homes in suburban Chicago, a high percentage of them have a motorcycle parked there. In no small part, the influx of Japanese scooters has laid the ground work for affordable two wheel travel but more domestically, Harley-Davidson (H-D) put it on the map here in the United States. H-D marketing, product development and financing put one of their offerings within reach of nearly anyone who desired one. Oh my, was H-D successful. Before we get too carried away with what is now, we also have to look at once was. I don't know how many AERA shops do motorcycle work or just how many do vintage motorcycle engines but at least one of them does. Mike Tomas, owner of Kiwi Indian MotorCycles out of Riverside, California began rebuilding Big Chief Indian engines with little in the way of a new parts network to supply him. Over the years, Tomas began to manufacture new parts and solve many of the problems

that plagued them. Today, Kiwi supplies a full line of Big Chief engine parts. You will have the rare opportunity to see how Kiwi evolved this engine and what it has become today. The engine builder will have the chance to get build tips and specifications just in case one of these engines finds its way in your door.

Additionally, Star Racing will share facts about how to increase performance of a stock H-D engine. Part recommendations and build specifications make it possible for a shop to get their feet wet building these engines. Star gives us not only the how to but many images to complete the story. There should be no argument about the size of the H-D market. Any shop interested in building or modifying these engines have many willing customers and a built in profit margin that should make you smile.

So, enjoy this issue of *Engine Professional*. We think it one of the best so far and hope it will reach in corners of our industry to shed light on yet one more profit opportunity. ■



Prior to becoming president of AERA, John Goodman was director of the Advanced Technology Center (ATC) for Micromatic-Extron. The ATC focused on manufacturing honing solutions and studies for OEM engine manufacturers. Testing of traditional and unique honing abrasive systems, coolants, fixtures, tools and software were primary responsibilities of the ATC lab.