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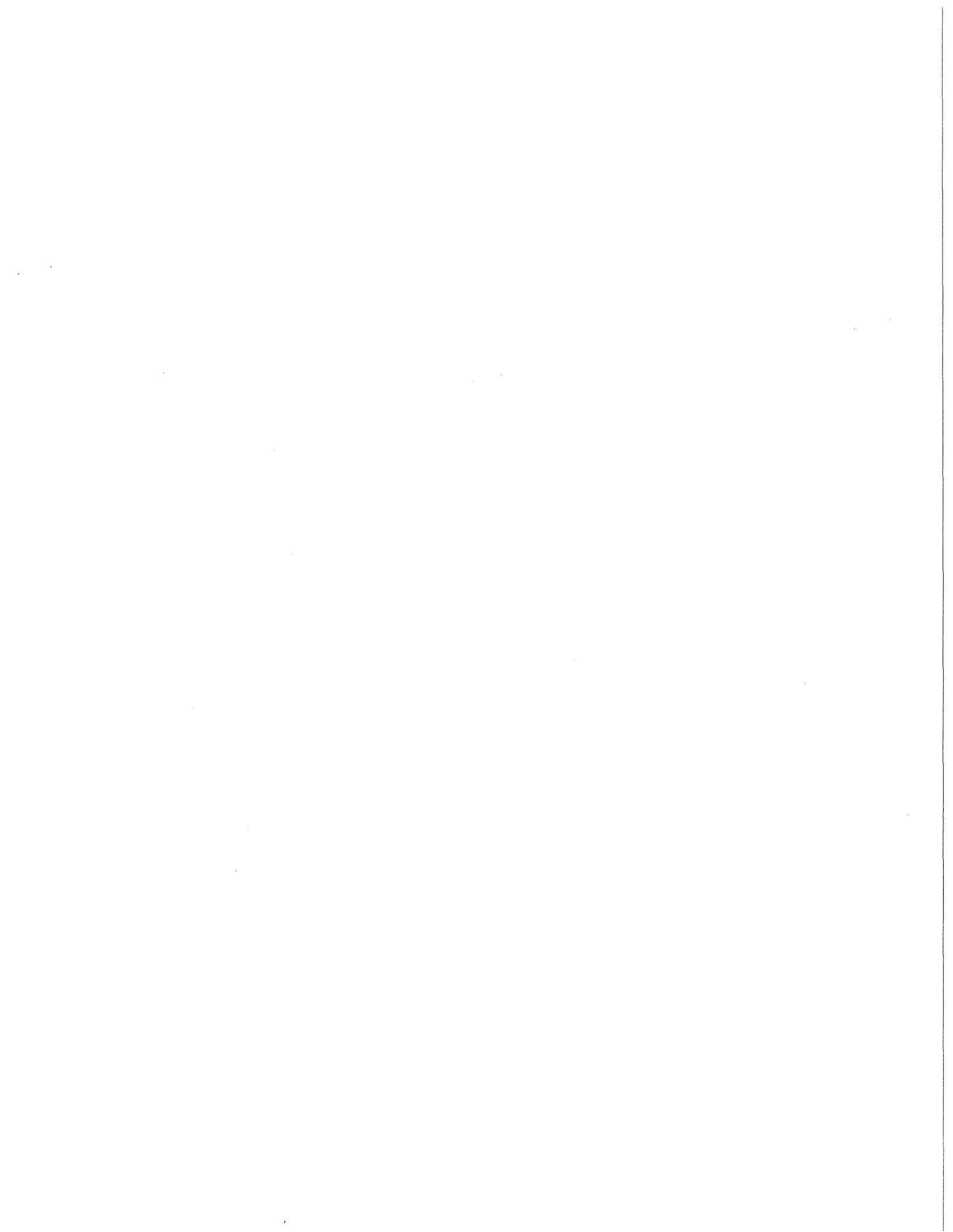
**HEAVYWEIGHT MOTORCYCLES:  
QUARTERLY REPORT  
(COVERING THIRD QUARTER  
OF 1985) ON SELECTED  
ECONOMIC INDICATORS**

**Report to the President on  
Investigation No. 332-164  
Under Section 332  
of the Tariff Act of 1930**



**USITC PUBLICATION 1783**

**NOVEMBER 1985**



### Highlights

The following are highlights of the economic data collected on the heavyweight motorcycle industry for the third quarter of 1985, compared with data collected for the third quarter of 1984. Since most data obtained by the Commission regarding the domestic heavyweight motorcycle industry are business confidential (even in the aggregate), little information concerning the domestic industry is available in the public report.

- o U.S. production of heavyweight motorcycles decreased to 24,678 units during July-September 1985 from 27,023 units during July-September 1984, or by 9 percent (table 1). U.S. shipments of heavyweight motorcycles decreased from 23,345 units valued at \$103 million during July-September 1984 to 19,128 units valued at \$82 million during July-September 1985. Retail sales and export value increased during July-September 1985, compared with the corresponding period of 1984, while dealers' inventories decreased.
- o The average net selling price for U.S.-produced heavyweight motorcycles increased from \$4,406 during July-September 1984, to \$4,410 during July-September 1985.
- o Total employment decreased by 8.3 percent from 3,370 persons as of September 1984 to 3,091 persons as of September 1985, and total hours worked by production and related workers remained relatively constant during the comparative periods.
- o Import shipments rose from 13,494 units in July-September 1984, to 19,305 units in July-September 1985, or by 43 percent (table 2).
- o Retail sales of imported heavyweight motorcycles increased from 23,414 units in July-September 1984, to 24,742 units in July-September 1985, or by 5 percent (table 3).
- o Combined importers' and dealers' inventories of imported heavyweight motorcycles decreased from 113,901 units as of September 30, 1984, to 86,977 units as of September 30, 1985, or by 24 percent (tables 4 and 5).

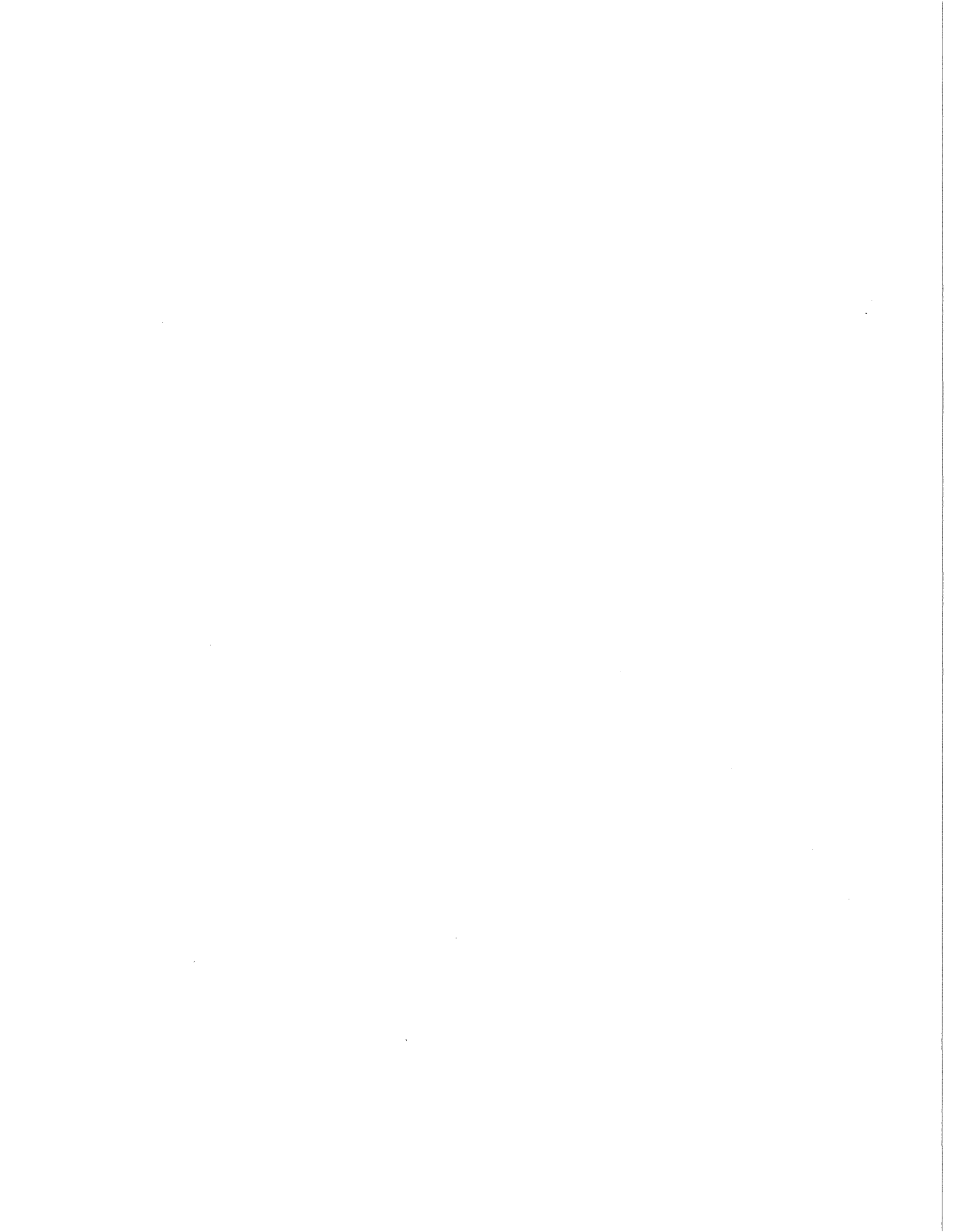


Table 1.—Heavyweight motorcycles: U.S. production  
July–September 1984, and July–September 1985

(In units)

Period	Quantity
July–September 1984	27,023
July–September 1985	24,678

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission.

Table 2.—Heavyweight motorcycles: U.S. import shipments,  
July–September 1984, and July–September 1985

(Quantity in units; value in thousands of dollars)

Period	Quantity	Value
July–September 1984	13,494	38,861
July–September 1985	19,305	42,297

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission.

Table 3.—Heavyweight motorcycles: U.S. importers' retail sales, by  
engine sizes, July–September 1984, and July–September 1985

(In units)

Item	July– Sept. 1984	July– Sept. 1985
Over 700 cc but not over 790 cc	9,929	11,371
Over 790 cc but not over 970 cc	3,077	4,190
Over 970 cc	10,408	9,181
Total	23,414	24,742

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission.



Table 4.—Heavyweight motorcycles: U.S. importers' end-of-period inventories, by engine sizes, September 30, 1984, and September 30, 1985

(In units)		
Item	Sept. 30, 1984	Sept. 30, 1985
Over 700 cc but not over 790 cc	26,395	14,503
Over 790 cc but not over 970 cc	16,167	5,608
Over 970 cc	11,041	8,162
Total	53,603	28,297

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission.

Table 5.—Heavyweight motorcycles: Dealers' end-of-period inventories of imported motorcycles, by engine sizes, September 30, 1984, and September 30, 1985

(In units)		
Item	Sept. 30, 1984	Sept. 30, 1985
Over 700 cc but not over 790 cc	27,761	31,408
Over 790 cc but not over 970 cc	7,552	6,113
Over 970 cc	24,991	21,159
Total	60,304	58,680

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission.

