

INTERNATIONAL DEALER NEWS

COMMENT: ACEM points to 'sun-belt' instability affecting consumer confidence throughout the Euro-zonePage 3

NEWS: World Ducati Week 2012Page 7

ROAD TRIP: Gaerne: Innovation & CraftsmanshipPage 30-33

**AUG/SEPT 2012
ISSUE #104**

EU to bring all markets in line with mandatory annual motorcycle technical inspections

By Robin Bradley - robin@dealer-world.com

The European Commission proposes to include all types of powered two wheelers into a regulation on periodic roadworthiness tests, with annual inspection intervals for all vehicles more than six years old.

The proposal, in a report entitled "Road Safety: Tougher vehicle testing rules to save lives", seeks to, effectively, add all classes of motorcycles, scooters and mopeds to the scope of previous regulations, as contained in Directive 2009/40/EC, on a Europe-wide basis with increased testing frequency.

Nine EU markets where there is presently no compulsory annual testing requirement will be affected - Belgium, Denmark, Finland, France, Greece, Ireland, Malta, the Netherlands, and Portugal, plus Norway, as an EEA member.

While there is broad support among Europe's motorcycle manufacturer trade associations and consumer

groups for initiatives aimed at improving user road safety and consumer protection through increased vehicle durability and quality, there is confusion surrounding the contribution that so-called "technical deficiencies" contribute to fatalities.

changes could cost 1.2bn Euros a year

According to FEMA (the Federation of European Motorcyclists' Associations) the European Commission is assuming that technical deficiencies contribute to fatalities proportionately to their contribution to accidents, and estimates that "8 percent of all motorcycle accidents are linked to

technical defects".

However, FEMA is pointing to research in the 2009 EU co-funded Motorcycle Accidents In-Depth Study commissioned by ACEM (the European Association of Motorcycle Manufacturers) in which it was found that technical failures only account for 0.3 percent of all primary accident contributing factors.

FEMA also claim that countries with periodic testing regimes for PTWs in fact do not show improved accident figures.

Based on a fixed fee of 50 euro, and an estimate that 70 percent of the 'bike park' is six or more years old, FEMA calculates that the move to annual inspections for vehicles older than 6 years will cost riders in the countries effected an additional 1.2 Billion Euros annually.

"This is nothing short of a tax on poverty for those who cannot afford a new vehicle every three years" said FEMA General Secretary Aline Delhaye.

PRODUCTS



Paaschburg und Wunderlich Page 20



Page 22



Page 25



Page 29

motorcycle FASHION

Pages 35-42



Page 35



Page 36



Page 42

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PRINT BY WARNER'S MIDLANDS
BOURNE, LINCOLNSHIRE, GB

ISSN 1354-4047

News 6-10, 48



American Report: 12-15

News includes two new distribution centres for leading European brands, and the decision by the world's largest distributor to pull-out of the 'Indy' Dealer Expo



Cathcart Report: 16-17

Former road racer turned motorcycle journalist Alan Cathcart looks at the latest developments in Europe including design award for Husqvarna and a BMW/Toyota joint venture



Bike Profile: Free Spirits' Tridays Triumphs 18-19

Free Spirits may be better known for the parts it has created for racing H-Ds and Buells but the company has turned its attention to Triumph and modified two Hinckley-built bikes for Tridays



Road Trip: GAERNE 30-33

Italian boot manufacturer Gaerne has always put its best foot forward and has done so in style as Sonja Wallace discovered when she visited the company's production facility in Coste di Maser



Products 20-29



GALFER
Galfer p.20



USM
USM p.22



Bordone-Ferrari p.24



TOURATECH
Touratech p.25



HP Corse p.26



Polini p.27

Motorcycle Fashion 35-42



p.35



p.36



p.42

ACEM points to 'sun-belt' instability affecting consumer confidence throughout the Euro-zone

THE Association of European Motorcycle Manufacturers (ACEM) is citing the effects of economic instability in Southern Europe as being the primary driver behind the continuing, indeed accelerating declines in motorcycle sales throughout the Euro-zone (see news story on page 48 of this edition of International Dealer News).

As uncertainty spreads about the economic prospects for all of the economies in the Euro-zone, consumer confidence everywhere within the single currency zone is clearly being undermined in many speciality and mainstream markets, with those based largely on discretionary spending and 'leisure-Dollar' investments feeling the worst of the effects.

For the first five months of the year so far, total PTW sales in the countries monitored by ACEM's statistics gathering service have fallen by 15 percent, and the underlying trend is accelerating with sales for May down by a massive 21.7 percent.

ACEM says that the only markets to show any growth are either outside of the single currency zone (the UK, which has officially returned to recession, was up by 0.7 percent in May) or outside of the European Union altogether – Switzerland was up by 2.2 percent, Norway by 5.3 percent.

Proof of the 'contagion effect' comes most dramatically from Germany, the country whose economy carries the heaviest burden of supporting the future of the single currency. Despite a return to motorcycle sales growth in January 2011, one that had been sustained for all but two months recently this year, sales were down by 6.7 percent in May.

As if the challenges of the regulatory landscape weren't enough – with licensing, training, roadworthiness testing, noise, emissions compliance and safety issues all creating long-term problems of their own, Europe's motorcycle market has been navigating a downhill 'red-route' ever since the start of the 21st century.

Overall, sales have been in decline ever since 2000/2001, with barely a respite. Accelerated by the 'post-Lehman' apocalypse, now, just when the United States and many 'emerging' markets (the BRICS nations in particular) are seeing some return to wider economic growth, Europe has proven unable, unwilling even, to face up to the inherent flaws in how the single currency was devised. Those flaws

now exist as fault-lines that threaten to tear the single-currency zone to pieces – potentially threatening the prospects for the single market and the European Union as a whole.

Against this backdrop it is remarkable that any market such as ours is able to find any customers at all at this time.

With all the future-facing positives that PTWs represent as a 21st century transport option, and the contribution our industry could be making to an integrated transport policy with urban mobility and environmentally efficient movement of people at it heart, to say nothing of the sheer fun of motorcycle

riding, it is a desperate state of affairs, and a desperate shame for the passion, hard work and commitment that so many make to our industry.

At this stage of what is turning out to be another volatile year, the economic turbulence threatens to get worse before it gets better.

When the industry gathered at Intermot in October 2010, the widespread view was that the market had, at that stage, already transitioned the broad U-curve of its issues, and for sure the reported sales and profits in the aftermarket appeared to

suggest 2011 and beyond would see a sustainable return to growth.

Indeed, many in the parts and accessories industry were seeing downturn-benefit as workshops and parts counters revenues responded to delayed new model spending.

While the German market and one or two others did see stability or modest growth last year, by the time the industry gathers again for Intermot in October this year, any predictions about the following two years will have to be measured against massive issues that make unpredictability the only predictable part of anyone's forecast.

**'sales for
May down
21.7 percent
in Europe'**

Robin Bradley
Publisher

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12th BMW Motorrad Days

THE weekend of 6 to 8 July, 2012, saw the 12th annual BMW Motorrad Days take place in Munich and Garmisch-Partenkirchen. Now in its 12th year, the event for BMW Motorrad and Husqvarna motorcycles, drew 35,000 visitors from around the world.

Among the 35,000 visitors was a motorcyclist by the name of Igor, from Slovenia, who had taken three years to complete a round-the-world trip, taking in 123 countries and six continents before ending up in Garmisch-Partenkirchen. While visitor numbers from Italy and France were strong as usual, this time there were also two BMW riders from Australia and two from Taiwan, all of whom had made road trips to the BMW Motorrad Days.



offered proof of his unique bike control during the show, when he switched to a BMW K 1600 GT, performing some of his stunts to astounding effect on the touring model.

Representatives of a BMW Club in Malaysia also arrived on their own bikes.

On the Saturday, the event organisers encountered the largest number of visitors in the twelve-year history of BMW Motorrad Days.

The programme of events offered lots of new features all centred around the pleasure of being on two wheels, and included the world premiere of the two two-cylinder Enduro models BMW F 700 GS and BMW F 800 GS. There were also further innovations from BMW Motorrad, such as the newly revised BMW S 1000 RR, the BMW G 650 GS Sertão and the maxi-scooters

BMW C 600 Sport and BMW C 650 GT.

More than 80 exhibitors from home and abroad presented products and services covering all aspects of motorcycles (tuning, parts, tyres, accessories, fan articles, travel and training). In addition there were also several exhibitors offering made-to-measure customising services.

Stunt legend Chris Pfeiffer, one of the world's finest street-bike freestyle riders and four-time world champion, has become a permanent fixture at Garmisch-Partenkirchen. Astride his BMW F 800 R, he once again provided a show that pleased his fans. He also

Alexander Baraka, Head of Events and Exhibitions at BMW Motorrad, said of the event: "This was a really great event with fantastic weather, a marvellous atmosphere and a whole host of attractions. This weekend has gone so incredibly well that it will be hard to top it next year. However, given that next year will mark our 90th anniversary, the fans can rest assured that we will have something very special up our sleeves for the 13th BMW Motorrad Days from 5 to 7 July 2013."

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World Ducati Week 2012

THE seventh edition of World Ducati Week (WDW), held from Thursday to Sunday, 21-24 June, at the World Misano Circuit in Italy broke all records for the annual event. Entitled *The Planet of the Champions*, it saw 65,000 visitors over the four days.

Proving to be a truly international event it drew attendees from the USA, Europe, Australia, Russia, India, Brazil, China, Malaysia, Gabon, Iceland and Nepal.

Among the attractions was the Saturday's drag racing, which saw Ducati sponsored racers Valentino Rossi, Nicky Hayden, Troy Bayliss, Carlos Checa, Jakub Smrz, Sylvain Guintoli, Niccolò Canepa and Lorenzo Zanetti competing on the Misano start straight. The early elimination stages of the competition saw Ducatisti favourites Valentino Rossi and Troy Bayliss go through to the final show-down in front of the WDW evening crowd. Bayliss got the best launch from his Diavel and tripped the timing lights at 6.306 seconds to win the drag race by just 0.023 of a second ahead of Rossi with Hayden third and Checa fourth.

After the Drag Race the riders moved to the Piazzale Roma in nearby Riccione where an estimated 10,000 fans saw them join Gabriele Del Torchio (President of Ducati), Claudio Domenicali (Ducati General Manager), Filippo Preziosi (Ducati Corse General and Technical Director), Ernesto Marinelli (Superbike Project Manager), Alessandro Cicognani (MotoGP Project Manager) and Vittoriano Guareschi (Ducati Team Manager) on the stage. This was followed by a performance from the Ducati All Stars, featuring Steve Jones (Sex Pistols), Duff McKagan (Guns N' Roses), Franky Perez (Pusher Jones), Steve Stevens (Billy Idol band), Billy Morrison (The Cult) and Isaac Carpenter (Loaded).

Other evening events outside the circuit included Thursday night's beach party in Cattolica and Friday night's "Speed Show" in Misano Adriatico.

During the event some 11,520 laps

of Misano were made over the four days, eight Ducati race teams set up hospitality for race fans, 17 concerts were performed and 52 nations represented.

Referencing the recently completed purchase by the VAG Group, and Ducati's improving market share, production volumes and sales Gabriele Del Torchio said "this is a key moment for everyone who works at Ducati. We are on the brink of a new era, one that the company begins in the knowledge that all the goals set with Investindustrial were achieved brilliantly.

"Since 2006 we have doubled our market share and sales, and there has been a net improvement in our financial position. The hard work by everyone at Ducati has paid off, and the results confirm the soundness of the strategies implemented from 2006 to 2011, with revenues in that period growing from 305m to 480m euro, with profits more than trebling, and production up to 42,200 bikes [from 35,300 in 2006] by the end of last year. Over these years we have developed 17 new models and have seen record sales in some months this year, most notably the United States and Asia".

The importance of Asia to Ducati's future is reflected in the second 'factory' event that is now locked into the company calendar - Asia Ducati Week 2012 will be staged at Malaysia's Sepang circuit in conjunction with the Malaysian MotoGP on October 18-26.

Meanwhile the VAG deal has been cemented by a factory visit by Audi CEO Rupert Stadler. Addressing Ducati's full workforce of around 1,000 people he said that "I know I am looking at an outstanding group here, and that you are a strong team. Neither of us will detract from the other, we will complement one another. There are many joint opportunities with high-performance engines, light-weight manufacturing and the skilled interplay between two strong brands on the global stage."

Stadler announced that the antitrust authorities had given final approval to the deal at the beginning



of July and left the workforce with what he described as the most important three word message he could deliver - "Ducati remains Ducati".

That regulatory hurdle cleared, Audi moved quickly to appoint a new Ducati board of directors and executive committee. The acquisition of Ducati Motor Holding by Audi AG was completed through its controlled company, Automobil Lamborghini S.p.A. The new board sees Rupert Stadler as president, and Gabriele Del Torchio and Claudio Domenicali also joined by Horst Glaser and Axel Strotbek of Audi AG. Del Torchio is also appointed to the board of Automobil Lamborghini, and as president of the newly formed Ducati Motor Holding Executive Committee.

As Alan Cathcart recently reported in International Dealer News, speculation is now running wild about possible future collaboration outcomes. Most recently ex MCN editor Kevin Ash, in the UK, has cited automotive media reports that Audi is considering an Audi badged maxi-scooter as a move against rival BMW, that could see a revival of Ducati's single cylinder Supermoto engine in a faux 90 degree v-twin set-up to smooth out vibrations and using an adaptation of the twin-clutch auto transmission technology developed by the VW Group.

DUCATI

www.ducati.com



Gabriele Del Torchio (President and CEO of Ducati) - Rupert Stadler (CEO of Audi AG), and the Ducati workforce



New F series bikes from BMW

BMW is once again extending the range of bikes it offers under the GS banner with the introduction of the new the F 700 GS and F 800 GS models.

The new F 800 GS is described as: "combining suitability for road use and touring with superior off-road qualities, bringing the two worlds together to an extent not previously seen in this class of motorcycle." Whereas the F 700 GS is: "geared more towards motorcyclists who do not yet need quite the same level of off-road expertise. Its strengths are a lower seating height, all-round capabilities for everyday use and more than sufficient power while also offering outstanding economy."

A feature shared by both of the bikes will be the standard fitment of ABS along with other safety-related innovations within their respective classes such as the optional ASC (Automatic Stability Control) and the likewise optional ESA (Electronic Suspension Adjustment).

Both the F 700 GS and the F 800 GS continue to be powered by a liquid-

cooled four-valve, two-cylinder 798cc engine with electronic fuel injection, closed-loop catalytic converter and six-speed gearbox. A unique feature of the engine design is the mass balance based on an additional connecting rod, which compensates for first and second-order inertia forces, ensuring that the two-cylinder runs with a low level of vibration.

In the F 800 GS, the power unit still delivers 63kW (85hp) at 7,500rpm, producing a maximum torque of 83Nm at 5,750rpm.

Compared to its predecessor, the new F 700 GS benefits from an increase in both output and torque. With 55kW (75hp) at 7,300rpm (F 650 GS: 52kW [71hp] at 7,000rpm), its engine now delivers 4hp more power and with 77Nm at 5,500rpm (F 650 GS: 75Nm at 4,500rpm). It also sees an increase in maximum torque.

The F 700 GS and F 800 GS draw on established suspension technology with a steel tubular frame integrating the engine as a load-bearing element. The rear frame in square steel tubing, the aluminium double-sided swing



arm and the wheels and tyres all remain unchanged from previous designs.

The Electronic Suspension Adjustment (ESA) is a new feature on bikes in this class. Available as an option, it allows the rider to set the rebound stage damping of the rear spring strut via a handlebar mounted button, with the settings Comfort, Normal or Sport available.

A second new option is Automatic Stability Control (ASC). This system prevents unwanted spinning of the rear wheel while accelerating.

In response to demand among existing F 800 GS customers for a reduction in seating height, BMW Motorrad will offer lowered



suspension in conjunction with a lower seat as an option and as a special accessory.

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Polaris enters joint venture with Eicher Motors

Polaris Industries, the parent company of Victory Motorcycles and Indian Motorcycles, has announced a joint venture with Eicher Motors Limited, the company behind the production of Enfield motorcycles in India. The joint venture is aimed at developing and marketing new products to meet the diverse vehicle needs in India and other emerging markets. "This agreement instantly expands and enhances Polaris' presence in India and supplying access to additional emerging markets around the globe, and leverages Polaris' strength in product innovation and vehicle development," said Scott Wine, Polaris CEO. "Eicher's financial

strength and rich history as a leader in the Indian market makes them the perfect partner for Polaris in India. This joint venture represents an incredible opportunity to develop new vehicles and realize global growth." "At Eicher Motors Limited, we are committed to long-term growth and value creation for our stakeholders through both organic and inorganic expansion," said Siddhartha Lal, Managing Director and CEO, Eicher Motors Limited. "This joint venture strongly supports our strategic direction. Currently, we are active in the commercial vehicle and motorcycle categories. Collaborating with Polaris allows us to enter new profitable vehicle segments."

www.polarisindustries.com



Polaris Industries Inc. CEO Scott Wine (right) and Eicher Motors Limited CEO and Managing Director Siddhartha Lal (left) at the signing of an agreement for their companies to enter into a joint venture

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New road bikes from Husqvarna

IN 2011 Husqvarna re-entered the road bike market with the introduction of the Nuda 900 and Nuda 900 R models and the company is now set to follow up on this trend with the launch of the TR 650 Strada and TR 650 Terra bikes.

The Strada is described as being built for 'asphalt-based motorcycling fun', while the Terra is called the 'version for light terrain'.

Both of the new machines are powered by the same 652cc single-cylinder engine borrowed from BMW's G 650 GS. However, the liquid-cooled power engine with two overhead camshafts has been modified and its performance significantly enhanced for use in the two new Husqvarna models. It now delivers 43kW at

7,250rpm, developing its maximum torque of 60Nm at 5,750rpm. For those countries with graduated licensing, there is also there is also a reduced power version on offer as an ex works option with 35kW at 7,250rpm and 54Nm of torque at 5,750rpm.

Behind the single-cylinder motor there is a five-speed, constant-mesh gearbox.

A split-backbone tubular steel frame is employed on the bikes and it has a removable rear frame and a front beam bolted to the engine. Suspension at the front is taken care of via 46mm upside-down telescopic forks and the rear wheel mounts in a pentagonal steel tubing swingarm located with a centrally-mounted



shock with a progressive linkage.

The brake system on both models consists of a single-disc brake at front and rear. The Husqvarna TR 650 Strada is fitted as standard with ABS, while the TR 650 Terra has the option of ABS ex works. The ABS is disengageable if needed.

Cast aluminium, 10-spoke wheels are fitted to the TR 650 Strada with 110/80 R 19 59V and 140/80 R 17 59V road tyres, front and rear. For the TR 650 Terra 36-spoke wire wheels are used with 90/90-21 MC54HTL and 140/80 17 MC59H tyres being used in conjunction with ABS and 90/90-21MC54 S and 140/80 18 MC70 S used on the non-ABS version, at the front and rear, respectively.

There are also differences between the new Husqvarna models in terms of seating position. The rider of the TR

650 Terra (with ABS) has a seat height of 865mm (without ABS 875mm). Due to the different wheel configuration, the TR 650 Strada's seat height is lower, at 860mm.

The new Husqvarna TR 650 Strada and TR 650 Terra are manufactured at the Husqvarna Motorcycles plant in Cassinetta di Biandronno, northern Italy.

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British V-twin back in production

ICONIC British brand JAP (J.A. Prestwich) is moving closer to returning to production with the development of two versions of its classic V-twin engine.

The JAP name and production rights were purchased by the UK-based Card family 30 years ago along with the name and manufacturing rights of Brough Superior motorcycles. The Brough bikes were frequently built around JAP engines and were once described as being the Rolls Royce of motorcycles, along with being the bike of choice of Lawrence of Arabia. However, the Card family sold the Brough Superior rights to Austrian businessman Mark Upham in order to concentrate on the development and re-introduction of the 1270cc JAP V-

twin motor. Explaining why he sold the Brough rights and retained JAP, Les Card says: "I'm just a custodian. JAP is a British brand and I want to keep it that way, and selling Brough rights has allowed me to do that."

In order to keep it British, Les is working with UK businesses wherever possible, with Norwich engineering company, TML being responsible for machining the sand cast cases, cylinders and heads. Active Technologies, also based in Norwich, are currently working to develop an electronic fuel injection system to allow the engines to meet Euro 4 emissions standards.

Further UK-based development work is being undertaken by European and World Championship of Custom Bike Building top ten finisher Larry Houghton, of Lamb Engineering, who currently has five new JAP production engines. He has already showcased a new oil pump on one of the motors in his Beaulieu Custom Show Freestyle Class winning build 'Spirit of Endeavour'.

The 50-degree V-twin JAP motor is being offered in two versions; the



options being enclosed or open valve gear. Internally, the motor can use S&S Cycle fly wheels and rods or the company's own. Pistons are supplied by Keith Black and the heads have two valves per cylinder. Induction options include the choice of fuel injection or a carburetor with carb choices including S&S and Amal.

Output from the engines is a claimed 95bhp and it can be taken off with a Harley-Davidson primary drive. However, the test bike currently being built by Dave Kennel for the Card family is using a Norton primary drive, which is also an option and is matched to a Norton five-speed gearbox built by Quafe. If an H-D or similar primary is used a matching Motor Company transmission can be utilised. For builders looking to create a true old

school style build, or for use in restoration projects, there is also a three-speed JAP gearbox in production.

The test bike, being built in a café racer/flat track cross-over style, has an oil carrying frame, progressive mono shock rear suspension and an inverted front end. Once complete the bike will follow a Morgan influenced tricycle car that is not only testing the JAP engines but also allowing on-the-road development and advertising.

Once production capability is reached JAP will be looking to appoint dealers globally and is already receiving serious enquiries from Europe for multiple engine orders for use in small volume production programmes.

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A thousand exhibitors from 40 countries booked into four halls for Intermot 2012

WITH three months to go, INTERMOT has announced that hall layout planning has been completed and that

over 1,000 exhibiting companies from some 40 countries are due to occupy a total gross exhibition space of about

110,000 sq m. Christoph Werner, Vice President of Trade Fair Management at Koelnmesse

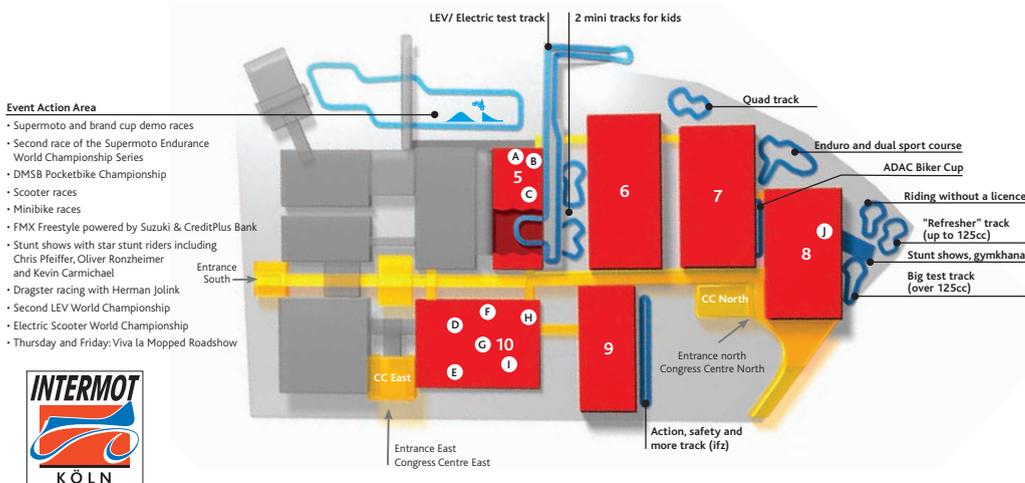
said that "The structure of the event is set. The layout of the halls has been planned and almost all of the exhibiting companies have been allocated their stand areas.

"Now it's only about nuances, agreements on questions of construction, and, of course, about organisational details for the supporting programme."

That programme is one of the most extensive yet planned for Intermot, using all 75,000 sq m of the expo centre's available outdoor space and will include various test tracks for new models, races, stunt shows, Freestyle MX, motorcycle touring features, mini-bike racing, the Viva la Mopped roadshow, the chance for consumers to try electric motorcycles, and the second LEV and Electric Scooter World Championships.

The show is open from Wednesday October 3rd to Sunday October 7th.

www.intermot-cologne.com



- Event Action Area**
- Supermoto and brand cup demo races
 - Second race of the Supermoto Endurance World Championship Series
 - DMSB Pocketbike Championship
 - Scooter races
 - Minibike races
 - FMX Freestyle powered by Suzuki & CreditPlus Bank
 - Stunt shows with star stunt riders including Chris Pfeiffer, Oliver Ronzheimer and Kevin Carmichael
 - Dragster racing with Herman Jolink
 - Second LEV World Championship
 - Electric Scooter World Championship
 - Thursday and Friday: Viva la Mopped Roadshow



INDOOR ACTIVITY AREAS

- A** Young Action (Hall 5.1)
- B** Photo competition/exhibition (Hall 5.1)
- C** RadClub e-bike stage (Hall 5.2)
- D** Sport special show (Hall 10)
- E** Show riders' camp (Hall 10)
- F** Cologne Custom Championship (Hall 10)
- G** Centre stage (Hall 10)
- H** Touring special show in the tourism centre (Hall 10)
- I** Motor Britannia (Hall 10)
- J** Dream bike presentation (Hall 8)



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THE AMERICAN REPORT

By IDN founder Robin Bradley

robin@dealer-world.com

LeoVince USA has added a second distribution centre at Indianapolis, Indiana, to better serve its Mid West, East Coast and Canadian dealers. Headquartered at Richmond, near San Francisco in northern California, the Italian exhaust specialist's American operation is headed up by Executive Vice President Tim Calhoun. "We have experienced extraordinary growth over the past three

years. The fact of the matter is that we are rapidly becoming a very desirable brand and that is driving significant growth in dealer direct product demand," Calhoun says. The new depot doubles their warehousing capacity in the USA and Calhoun says they will continue with their present strategy of combining surface

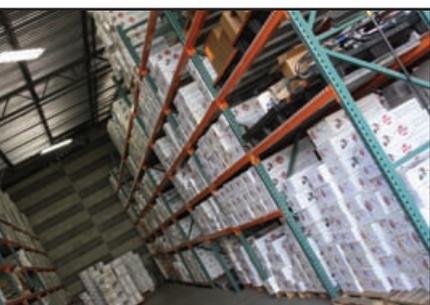
with weekly air orders from the Italian factory – the new facility gives the company an additional 26,000 sq ft (approx 2,600 sq m) of inventory capacity and is also investing in additional product specialists and extended hours. Calhoun says that they "introduced nine new product lines in 2011, including the



LeoVince USA Executive Vice President Tim Calhoun

popular FAST Fuel and Ignition Systems, and this year will see the addition of further new products – some outside of the LeoVince family of brands".

www.leovinceusa.com



LeMans Corporation, the parent company of Parts Europe, has announced that it is pulling out of Advanstar's Dealer Expo at Indianapolis in February next year, citing low dealer attendance at the show as their primary reason.

Trading in the United States as Parts Unlimited (and as Drag Specialties in the Harley-Davidson and custom v-twin market) Le Mans is the largest aftermarket parts and accessory (and apparel) distributor in the world, and loss of such a high

profile vendor will be a blow to the event's prestige.

Speaking to US industry magazine Powersports Business VP Sales Greg Blackwell is quoted as pointing to the "lack of dealer attendance" at 'Indy', and saying "we felt we couldn't justify the cost to participate for the amount of dealers we were seeing, so we have pulled out".

The company has a history of operating its own series of Dealer Showcase events around the US, in addition to trade show and race event attendance.

Blackwell says that the company will instead add two more regional Dealer Showcase events based near two of its distribution centres, at which dealers will be able to meet with up to 200 of their vendors.

The company already stages an annual event near its headquarters warehouse at Madison, Wisconsin every August, and at its huge Reno,



LeMans CEO and owner Fred Fox's trade show decisions are regarded as a key expo bellwether

Nevada warehouse in March.

The new events will respectively serve their West Coast dealers, at the Anaheim Convention Center, California, (March 23-24, 2013) and their East Coast Dealers at Valley Forge, Pa., (April 6-7, 2013).

"Our plan is to feature a Reno-style showcase at each event, with about 200 vendor booths," Blackwell said. "We're excited about both locations and think they're going to be awesome for the dealers."

The decision to abandon the 'Indy' Dealer Expo comes at a time when its owners Advanstar are under increasing pressure from the new

American International Motorcycle Expo, planned for Orlando, Florida in October next year. AIME is set to be a 'combination' event with Dealer/Trade as well as consumer attendance days (much like IDN's own Big Bike Europe next year).

In response Advanstar recently announced that it was to stage one of its own Progressive International Motorcycle Show consumer event series alongside the 'Indy' Dealer Expo, raising fears in some quarters of the US powersports industry that the dealer/trade focus at 'Indy' is set to be diluted.



Congratulations to Thoroughbred Motorsports, a sister company to Motor Trike Inc. of Troup, Texas, as it prepares to put its Stallion trike back into production - first dealer shipments are slated to commence in October. Powered by a 143 hp 2.3 litre Ford engine, the stylish and luxurious Stallion is equipped with features designed to take the company into consumer markets where mainstream trike styling would fear to tread! Air conditioning and heat for passenger and driver, on-board compressor adjustment of a patented air ride suspension, 7 cubic ft trunk, radio, CD and MP3/satellite radio capabilities, power front and rear disc



brakes, adjustable pedals, cruise control interior lighting, trailer hitch, 5-speed automatic transmission with reverse, Ford gauges and shifter, soft leatherette interior surfaces –

the Stallion delivers 155 ft lbs of torque and EPA rated gas mileage of 35 mpg in city riding conditions, 45 mpg on the highway. Not dissimilar in new design

thinking terms to the styling advance that the Victory Vision has brought to the two-wheel tourer market, the Stallion looks convincing as a second decade 21st century transport option that would indeed be as at home in the city as it would on the open road. As a dealer opportunity it is a product that could entice the rag-top brigade to drop down a wheel, and as a garage companion for the Lexus-syndrome that many boomers will have allowed their middle age to settle them into, it is certainly an interesting way to combine creature comforts with the more visceral sensations that they may feel have been missing from their lives. www.thoroughbred-motorsports.com

It hardly feels like we're past the V-Twin Expo and already the market in Europe is gearing up for the next show season – the custom shows and the large broad based shows such as the Milan Show (EICMA in November) and INTERMOT at Cologne in Germany in October.

Among the exhibitors who will be looking to make a splash at both is Drag Specialties' European operation Parts Europe, and news comes of a US company that is looking to represent itself at INTERMOT for the first time, with the backing of Parts Europe, their principal distributor in Europe.

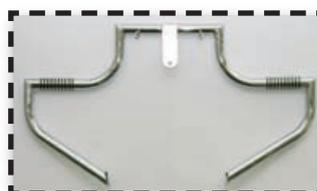
Lindby Custom are well known for their highway bars and accessories, and their LinBar, MultiBar, UniBar and TwinBar are some of the industry's

best-selling motorcycle highway bars.

Triple chrome plated, precision formed and welded from high strength 1 1/4 inch alloy steel for comfort and durability, the LinBar features Lindby's characteristic integral Neoprene O-ring highway pegs – one of those 'simplest ideas are the best' designs that makes you wonder why all highway bars haven't always been made this way!

Available in a number of styles and finishes, and with flip-down pegs on the TwinBar, Lindby have fitments for most popular Sportster, Softail and Tourer models and selected Indian and Victory applications as well as the best selling Japanese brand cruisers.

www.lindbycustom.com



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PARTS
EUROPE

US specialist distributor Motonation has opened a second distribution center, near Newark, New Jersey, from which to serve its East Coast, Mid West and Canadian dealers.

The Santee, California headquartered distributor is best known for its relationships with premiere European apparel brands such as AGV Sport apparel, Vemar helmets, Sidi boots and SDS (Sidi Design Series) gloves, socks and casual wear.

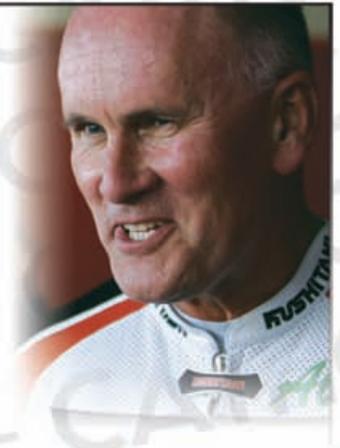
Owned and operated by Bill Berroth, you don't need long cruising around Motonation's website to realise that when they make the proud claim that they set about doing as many things as differently as

they can from their competitors, they aren't kidding - check it out! Berroth says he bases his business model on an old racing metaphor – "you never pass anyone by following them", and Motonation's select approach to quality and brand integrity has always seen them able to cherry-pick the best available Italian and European apparel brands and technology. "Seeing Motonation grow to where a second warehouse is necessary has been a dream for many years," Bill says. "Having reached that point in a down economy shows how well our approach and focus on product and service quality has served us and the vendors we import for". www.motonation.com



THE CATHCART REPORT

Words by Alan Cathcart - cathcart@dealer-world.com



Gas Gas powered ZPmoto enters production in Zschopau

EXACTLY 90 years ago, in 1922, an engineering company in the small East German town of Zschopau, 20km southeast of Chemnitz in Saxony, heartland of the German motorcycle industry, delivered its first motorcycles.

DKW was its name, and within a handful of years it would become the world's largest motorcycle manufacturer, its products uniquely powered by two-stroke engines – on both two and four wheels.

However, in 1928 DKW also began building cars with four-stroke engines under the Audi name – not desmos, though! After WW2, war reparations ensured that the complete design and tooling of one of its most iconic and most popular designs, the RT125 utility bike, was handed over to Britain's BSA (which rebadged it as the best-selling Bantam), and to Harley-Davidson in the USA, (who called the result the Hummer).

DKW relocated to West Germany, where it founded a factory at Ingolstadt to make its well-regarded two-stroke motorcycles and DKW cars alongside Audi saloons, until it was purchased by Volkswagen in 1966, when DKW was shut down while Audi was retained as VW's prestige line. Ironically, Audi's motorcycle links are now in the process of being restored via the recent acquisition of Ducati!

On the other side of the post-WW2 Iron Curtain, Zschopau was overrun by Russian forces in 1945, and the now nationalised DKW factory eventually rebranded as the legendary MZ.

More than two million examples of its robustly-engineered 125/150/175/250/300cc two-stroke singles were built and sold throughout the Communist bloc in the next 45 years.

MZ engineer Walter Kaaden invented the modern performance two-stroke engine in Zschopau in the

1950s, before his ideas were stolen by MZ's rider Ernst Degner and sold to Suzuki.

MZ was privatized in 1990 and its two-stroke production lines sold to Turkey where production restarted under the Kanuni name, while a shell of the former company was briefly reborn as MuZ, mainly selling Yamaha-engined four-stroke singles and its own well-engineered modern RT125 four-stroke runabout.

In due course, after passing through the hands of the Malaysian Hong Leong conglomerate between 1996 and 2008, who developed the innovative MZ 1000S parallel-twin sportbike, MZ (the 'u' had been dropped) ended up in the hands of former GP racer Martin Wimmer, who still owns it today, and builds an eclectic selection of electric scooters and minibikes. The huge former MZ factory is now a night club!

In addition to its road racing activities, MZ was one of the world's principal offroad enduro brands in the 1960s, allowing East German teams to win the International Six Days Trial/ISDT an unprecedented five times in succession between 1963 and 1967.

The news that a new German offroad brand called ZPmoto has been formed in Zschopau (ZP is the city's abbreviation on vehicle numberplates), where its hand-built motorcycles are about to start production, is very much in the traditions of the region.

ZPmoto was formed in August 2009 by a five-strong group of enthusiasts headed by Norbert Vogler, with engineer Jörg Hübler (previously Head of R&D/Prototyping during his decade at MuZ/MZ from 1998 to 2007, where he was the lead engineer involved in creating the MZ 1000S parallel-twin) in charge of ZPsport's product development, and Dirk Klädtke taking care of manufacturing.

Paris-based designer David Negrello was commissioned to develop the classically-styled ZPmoto street-legal enduro, which has strong design cues reminiscent of MZ's offroaders, complete with its green tubular steel frame, and pseudo-two stroke Euro 3-compliant exhaust.

After extensive development the ZPsport 449 will be ready to start production in October this year, retailing at a tax free price of Euro 18,850 and powered by a Spanish-built 449cc six-speed Gas Gas dohc four-valve motor producing 45 bhp at 6,200 rpm, with maximum torque of Nm 52 at 5,500 rpm.

With a dry weight of 118kg, 860mm-tall seat, 1426mm wheelbase and 12-litre fuel tank mounted beneath the seat and reportedly good for a 200km range, "the ZPmoto 449 is a tribute to the World Championship-winning Zschopau-built machines of former decades, and combines classical values with modern technology," says company spokesman Martin Löser.

"It will also be the first motorcycle made in Zschopau in almost 40 years to carry the city's coat of arms, and is the perfect choice for exciting tours in the countryside on or offroad, or short trips in the evening or at weekends.

Customers who pre-order the ZPsport 449 will take delivery of their hand-crafted German motorcycle starting in October, and from 2013 on there will be only 50 motorcycles built each year,



which means about one unique motorcycle every week."

The modern retro styling of the ZPmoto employs twin Öhlins shocks mounted on a steel swingarm, which like the MUPO fork are fully adjustable for preload, rebound and compression damping. The Brembo brake system sees a 260mm disc and twin-piston caliper up front, and 220mm disc and single-piston caliper at the rear. •



NUDA 900R picks up 'Red Dot' design accolade

THE German-based Red Dot product design award scheme dates back to 1955, and is one of the world's largest and most distinguished such competitions.

It is claimed to reach more key adherents of good design internationally than any other design contest, and in 2012 attracted a total of 4,515 entries submitted in the 19 different categories by 1,800 major companies and independent designers from 58 countries.

The Red Dot jury consists of 30 design experts who assign the award in recognition of outstanding design achievements in diverse fields – automobiles, architecture, life science, medicine and consumer electronics.

It's now been announced that Husqvarna is a winner in the 2012 competition, obtaining not only a Red Dot design award for the new Nuda 900R, but the organisation's highest accolade termed 'The Best of the Best'. "The Husqvarna Nuda 900R is the first motorcycle to unite the BMW Group's proven

engineering prowess with elegant Italian flair," said the Jury's citation. "With its minimalist design, every element defines the athletic exterior that lends the bike its unique dynamic tension." "Companies have realised that investing in design offers considerable added value," says Professor Dr. Peter Zec, the initiator and CEO of Red Dot. "In the end, the design of a product is the most important incentive for a consumer's purchase decision. The Red Dot is not only an excellent marketing tool which generates a high degree of attention, it also serves as an indicator for the creative performance of designers. Creative heads gain recognition for their work, and companies can find out which designers achieve above-average results." Developed as a crossover model between a Supermoto and a Naked bike, Husqvarna doesn't feel the Nuda can be shoehorned into any specific category – a fresh approach which will have been sure to impress the judges.

With Chief Designer Peter Beselin's bold, fresh styling, the Nuda is whatever you want it to be, he says, but above all it's a Husqvarna. The exposed trellis frame, high level exhaust and red rocker cover hint at the performance that lies behind the sleek, distinctive styling, while the Nuda's single headlight glowers intent. Sporty yet elegant, sleek yet purposeful, the Nuda is bold Italian styling at its very finest – and it's now been recognised as such by the award of the Red Dot accolade. •



Nuda 900R
Chief Designer
Peter Beselin



BMW in Toyota battery R&D link-up

ONE key BMW Motorrad future project, which Hendrik von Kuenheim had already instigated before his departure, was the company's entry into the zero emission marketplace with an electric scooter that's being developed in-house as part of BMW's ongoing push to become the premier global provider of electric vehicles.

This will be instigated by the arrival in 2013 of two e-vehicles already announced, the i3 and the i8 cars, and explains BMW's recent announcement that at the end of March 2012 the BMW Group and Toyota Motor Corporation signed an agreement to carry out a joint research programme aimed at increasing the performance of the next generation of lithium-ion battery cells.

This comes on the back of a December 2011 agreement for BMW to supply fuel-efficient diesel engines to Toyota's European subsidiary from 2014 onwards.

"Let's get one thing clear - what is the number one enemy of the electric



motorcycle as a vehicle? It is weight," declared von Kuenheim, in an exclusive interview before his departure. "So, lithium-ion batteries, with today's technology, are heavy – they're lighter than lead batteries, but they're still heavy.

But battery technology is developing rapidly, for example the lithium-ion batteries in a Blackberry increase their capacity and performance by 6% a year, on average. The same space, the same weight, but every year you get approximately 6% more juice out of the battery.

"Now, if you transpose this to the battery technology used for

motorcycles or cars, with all the billions of investment put behind it from companies like Siemens and Bosch, BMW and Mercedes, and Toyota, you will see this improvement happening there, too.

"Assuming that this will continue, we could envisage that BMW Motorrad will put a product into the market in about two years from now, which will have maybe an 80-90km range, will do 110km/h, and will be an excellent commuting product."

Presumably this will be part of BMW's Urban Transportation sector established with the debut of the C600 Sport and C650 GT maxi-

scooters – but does BMW envisage building an electric motorcycle with comparable range and performance to combustion engined models?

"Yes, but this will not happen with comparable weight – the batteries are the key issue," replied von Kuenheim. "But there's a battery technology that'll be available in the year 2023-25, namely a so-called ion-air battery.

"The US Ministry of Defence is the key leader in this sector, and this battery has ten times the performance of the lithium-ion battery, but also 25-30% less weight. Right now those batteries exist only in theory, they don't exist in reality, but they already know how in theory it is supposed to work, and everyone is confident that in 2023-25 the world will not be run on lithium-ion batteries like now, but will be driven on ion-air batteries. So then, with ten times the juice in a battery, we're starting to talk business for zero emission motorcycles!"

Sounds like Mr. von Kuenheim has left Stephan Schaller, his successor, some interesting new projects to work on bringing to market.... •

Free Spirits' Tridays Triumphs

TRIDAYS is a seven-day event which takes place in Austria and celebrates all things Triumph. Among the attractions at the 2012 Tridays were a pair of retro Triumphs built especially for the event by Marcello Fontana of Free Spirits, Italy.

The two bikes, known as T12 and T12.2, were built following a commission from Tridays organiser Uli Brée. However, Marcello was not convinced about the bikes to begin with. "There is not so much to say about the inspiration, at the beginning my brain was totally empty, I actually hate this bike, the Bonneville, and when I started to ride it I hated it even more, so we started to work on suspension, brake and transmission belt before anything else.

"We don't build custom bikes, we are a manufacturer of parts, therefore our main target is to build for 'improved solutions', aesthetic parts are not our main goal.

The first of the bikes, the T12, is based on a 2011 Bonneville SE. The most notable and



obvious change is at the front of the bike where the forks have had their internals removed and a single Bitubo shock with 120mm of travel was mounted externally. The influence for this design came from a

prototype Ducati 851, which Marcello saw at the Ducati Museum. Further changes to the front end include the addition of a set of Free Spirits' billet triple trees and clip-on bars, which retain the stock controls.

To match the new front end, Bitubo shocks are used on the rear of the bike, too. Like the front shock these too are adjustable for spring preload, rebound and compression. To raise the rear of the bike to improve handling, a set of riser blocks were added below the shocks. While it would have been possible to fit longer shocks, Marcello chose this method to show that Bonneville owners could change the bike's handling while retaining the stock shocks.

With the handling sorted, Marcello was able to turn his attention to the engine's performance, and the first change was the addition of a dual intake manifold. The manifold has been designed to allow a conical air filter to work correctly, narrow end at the front, large area in the rear, because having a large surface (in the front) would create a vacuum effect that would not be any real improvement. The 57mm diameter stainless steel used for the manifold is formed into 180-degree bends, using a unique patented process that allows the use of thin walled material.



As a result of the change to the induction system it was then necessary to add a Free Spirits fuel controller to increase the amount of petrol being delivered to the engine to match the increased air flow.

With the engine's intake improved a similar change was needed for the exit of spent gases, and Marcello's answer was the addition of a prototype 2-into-2 system constructed from thin wall (1mm) 45mm diameter stainless steel tubing matched to the company's own billet mufflers that exit under the seat hump.

To make the most of the increased power, the bike has had the chain final drive swapped for a belt, running on a 65-tooth alloy rear pulley and 29-tooth front pulley in alloy with a tempered steel insert.

Countering the increased performance is an improved braking package. A Free Spirits' designed front brake 340mm rotor, fully tempered, has been supplied by Newfren, which features an Ergal nine button carrier. This is then matched to a Brembo caliper that has been plumbed in with a braided steel line.

Final finishing details on the bike include billet footrests created specifically for the Bonneville, the design of which came from the company's



experience of race-modifying Buell motorcycles, and which move the position back 100mm and up 55mm. Then a selection of Free Spirits' crash protectors were added to the engine, fork and swingarm.

A carburettored T100 from 2001 was then rebuilt to become T12.2. Like the previous bike this one too has had the suspension upgraded with Bitubo shocks at the rear, whereas at the front the 2007 Speed Triple USD forks have been rebuilt with Bitubo springs, oil and pistons to improve rebound and compression. The triple trees made to allow the forks to be mounted have 55mm of offset built into them to match the trail on the T12.

Mounted at the ends of the forks are a pair of Brembo Radial Monobloc calipers that grip Newfren 320mm rotors.

Both the front and rear wheels have been rebuilt to allow the bike to run 17in sports bike tyres.

To allow the engine to breathe more easily on the T12.2 the original headers have been retained but are now matched to Free Spirits' billet slip-on conical mufflers that feature a unique exhaust baffle design, rather than

more conventional db killer style sound deadening.

Such was the success of the belt drive conversion on the T12 that Marcello used the same set-up for this bike too. The same footrests and cash protection was also carried over.

However, at the rear of the bike a prototype tail section/seat unit has been installed, and the same applies to the number board at the front that carries a single projector style headlight.

FREE SPIRITS

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E-mail: info@freespirits.it

www.freespirits.it



Gilles FXR-H03 rearsets

FOLLOWING Honda's creation of the production NSF250 race bike for use in the Moto3 series, Gilles Tooling has developed rearsets for the bike. Features on the new controls include multiple adjustment, carbon heel guards and the choice of normal or reverse shift patterns. Machined from AL 7075 aluminium, the controls weigh only 958g.

gilles.tooling 

GILLES TOOLING
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Tel: +352 (0)267 893 1
E-mail: info@gillestooling.com
www.gillestooling.com



Motobatt batteries

THE MBTX20UHD is a new battery from Motobatt that has been created specifically to have more power and thus also be suitable for starting Harley-Davidson models.

The sealed AGM batteries feature 21Ah CCA and 310 cold cranking power. Thanks to the use of patented Quadflex (four-pole connector) technology, the battery can be installed easily in different positions.

Paaschburg und **Wunderlich** GmbH

PAASCHBURG & WUNDERLICH
Hamburg, GERMANY
Tel: +44 (0)40 24 82 77 55
E-mail: marketing@pwnonline.de
www.motobatt.de



Galfer Wave discs for Yamaha T-Max

INDUSTRIAS Galfer, the company behind the Wave brake discs, has created a line of new brake rotors for Yamaha's T-Max scooter, both the 500cc model from 2008 and the new for 2012 530cc model.

The brake kits include high performance brake pads along with the Wave discs. Three versions of the kits are available; 'Basic' made up of two Wave discs and two front sintered brake pads sets, 'Medium', which includes three Wave discs and front and rear

sintered brake pad sets, and the 'Top' kit that adds front and rear braided steel brake hoses to the Medium package. Additionally, a pair of Galfer work gloves is supplied with each kit.

The Wave design used by Galfer for its brake discs is claimed to offer a lower weight, better drainage of water and dirt, as well as greater cooling to provide an improvement in braking.

The T-Max kits, along with other scooter brake options, will be on display on the Industrias Galfer booth during INTERMOT in Hall 7, Stand C-405.



GALFER

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Barcelona, SPAIN
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info@galfer.es
www.galfer.es

Powerbronze parts for ZZR1400

POWERBRONZE has created a version of many of its popular accessories to fit the 2012 Kawasaki ZZR1400.

Like all of its headlight protectors, the one for the ZZR1400 is manufactured from thermoformed acrylic. Designed to protect the headlamp lens from stone chips and other flying debris it attaches using the supplied 3M 'Dual Lock' fixings, which allow easy removal for cleaning.

Powerbronze's crash posts for the ZZR1400 are CNC machined from high impact plastic or aluminium and hand-polished where appropriate. Each crash post kit is supplied with all the necessary compression spacers and high tensile bolts (de-embrittled) required to fit them.

For further protection fork and swingarm protectors are also available. Injection moulded from high impact plastic, each set is supplied with the necessary high tensile studs (de-embrittled), washers, nuts and compression sleeves.

The final piece being offered for the ZZR1400 is a rear hugger, which is pre-drilled and uses steel sleeved rubber mounting points to dampen vibration and avoid cracking. The Hugger, which incorporates a chain guard into its design, has meshed vents with either gold or silver coloured mesh and is available in black or carbon look. All fittings are supplied.



Crash bung



Headlight protector



Kawasaki hugger



Fork protector

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Cardo 'Scala Rider' G9

WITH the introduction of the Scala Rider G9, Cardo has created what it claims to be the world's most advanced wireless Bluetooth motorcycle communication system.

The Cardo Scala Rider G9 is a wireless, bike-to-bike intercom that allows users to converse with up to eight riders at a range of up to one mile, talk to as many as two friends simultaneously via an intercom system, and access a variety of other conversation and entertainment features via voice or touch command.

USM self-illuminating licence plate



GERMAN manufacturer USM has created a licence plate for use on motorcycles that is self-illuminating.

The 180mm x 200mm licence plates do not need an external light as the plate itself lights up. They connect to the bike with the supplied inverter and are TÜV approved.

USM
Langenhagen, GERMANY
Tel. +49 (0)511 741028
usm-motorcycles@t-online.de
www.usm-motorcycles.de



The new 'One+8' intercom toggling mode enables riders to call up fellow G9 riders by voice tag and to toggle back and forth between up to eight other users riding together. 'Click-to-Link', another unique Cardo intercom feature, means users can make connections to any Scala Rider G9 or G4 user within range. 'Flash Pairing' allows users to establish a connection in seconds by bumping two Scala Rider G9 units together.

The Scala Rider G9 is compatible with Bluetooth phones, allows riders to stream MP3 music in stereo wirelessly via A2DP (cable connection included for older MP3 players), initiate and receive phone calls, GPS instructions, connectivity status announcements, or listen to the built-in FM radio. Many functions can be controlled by voice command for hands-free operation (e.g., 'music on' or 'call Bill Smith').

A unique option offered with the Scala Rider G9 is the 'Cardo Community' web platform, which gives



users an online venue to name-tag their G9 unit, invite friends for a ride, plan tours, meet up with fellow riders, and customise the Scala Rider G9 to enhance social networking.

CARDO SYSTEMS
Pittsburgh, Pennsylvania, USA
Tel: 412 788 4533
sales@cardosystems.com
www.cardosystems.com

Tsubaki Sigma Series chain

TSUBAKI states that its latest Sigma Series drive chains have been developed to meet the demands of current high performance sports bikes.

The latest generation of chains now features lighter '8' shaped link plates, with the outer link-plates gold colour plated for corrosion resistance. Additionally, the link plates are heat-treated, shot-peened and directionally arranged for superior fatigue strength.

Forging is used to create the solid bushing, rollers and pins, and the latter are hardened for higher fatigue strength and shock absorption capacity, and then quad stake riveted.

Pre-stretched and pre-lubricated, the chains have TX4 seal rings and a claimed average tensile strength of 45,1 KN for all sizes, with 520, 525 and 530 sizes being offered.



TSUBAKIMOTO EUROPE
Dordrecht, NETHERLANDS
Tel: +31 (0)78 620 4000
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www.tsubaki-rider.com

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Givi luggage for cruisers

GIVI has introduced a range of bags under the 'Classics' name that have been developed for cruiser style motorcycles fitted with sissy bars.

The company says that the Classics range is based on a 'trunk case' look and offers great modularity and the possibility of matching different bags.

Manufactured from 1200D Guzy Nylon with imitation leather inserts, the bags feature stiff plastic elements to allow them to keep their shape. The range includes two saddle/luggage rack bags of different capacity that can be coupled with a cylindrical shoulder bag and a couple of side saddlebags, which can also be used alone.



The largest bag in the range is the GP 100, which is a saddle and luggage rack bag with a 45-litre capacity, several inside and outside pockets and extractable shoulder straps that turn it into a backpack. The GP100 bag can be coupled and attached to the GP101 roll bag.

Described as the most versatile bag in the range because it can be attached to other bags, or can be placed alone on the back of the saddle or on the luggage rack attached to the backrest, the GP 101 has a 13-litre capacity, a single compartment with zipped mesh pocket and can be carried with its handle or the specific shoulder strap.

Next in the line-up is the GP 102 saddle and luggage rack bag. It is a smaller version of the GP100 and has a 25-litre capacity and a specific shoulder strap.

The final piece are the GP103 side bags. The GP103 bags are supplied with adjustable mounting and quick fitting system to lock/unlock (double D-ring fastening under the saddle). Each bag has a 17-litre capacity, and a single inside compartment with zipped mesh pocket.

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Giannelli exhausts for Duke 125



KTM's Duke 125 can now be fitted with an aftermarket exhaust thanks to the latest offerings from Giannelli Silencers. The Italian exhaust specialist has EU approved slip-on silencers for road use in titanium, titanium with a carbon fibre end cap, nichrom, aluminium and black anodised aluminium.



GIANNELLI SILENCERS
Selci di San Giustino (PG), ITALY
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E-mail: info@giannelli.com
www.giannelli.com

449cc engine is been made by TM, to a specification created by Bordone-Ferrari. It uses a Keihin carburettor and Keihin carburettor. This is matched to a five-speed gearbox and an oil cooled multi-plate clutch.

BORDONE-FERRARI MOTO ITALIANA
Milan, ITALY
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info@bordoneferrari.com
www.bordoneferrari.com

Bordone-Ferrari Moto Italian Mi1

BORDONE-Ferrari Moto Italian has released details of the Mi1, the motorcycle it has put into production and which was created to compete in the Paris – Dakar Rally.

Talking about the creation of the Mi1, the bike's designer, Rodolfo Frascoli, said: "Our goal was to design a competitive bike which has potential to win, but above all is beautiful. Designing a racing bike is a great occasion for a designer, and in the history books there are not many motorcycles with proper stylistic studies behind them."

The frame, designed by Fernando Prades, is tubular chrome Molybdenum steel and it's been designed with geometry to provide the manageability in the critical situations found in

desert racing. To achieve this Prades explained: "took a step back from what had been done before. I tried a different path, inspired more by the street bikes than by the enduro motorcycles. That's because the Rally is a very fast race and the bikes have to be way steadier than the enduros. The Mi1 places itself halfway between a street bike, a race bike and an enduro. It has the solidity and the safety of the street bike as well as comfort and manageability."

Kayaba 48mm diameter USD forks are fitted to the front of the bike and at the rear a 'Kinematic' mechanism with progressive rising rate offers 305mm of wheel travel from the Donerre shock absorber.

A single, two-piston calliper is used with a 300mm disc on the front 21in wheel and on the 1in rear wheel there is a 240mm disc and single-piston calliper

The engine single-cylinder, four-stroke



Shock Factory M shocks

SHOCK Factory was opened in 2011 by Mike Capon to supply a range of high quality monoshocks aimed at the road market. The result is a range of mono shocks under the M shock brand, which have been developed as replacement shocks for road bikes that do not need the vast array of adjustments offered on more expensive racing shocks.

Over the past three years Capon has created the first designs using CAD before prototypes were built and bench tested on a shock dyno and then road tested in the UK over 12 months and tens of thousands of miles.

Production began in 2011 of the adjustable gas monoshocks. They feature adjustable damping (synchronised compression and rebound), adjustable spring preload with the supplied C spanner and a



two-year unlimited mileage guarantee.

Capon states that he currently has 300 models of shocks ready to ship within 24 hours and that shortened and up-rated units are available at no extra cost.

The company has a website in both English and French.

SHOCK FACTORY
Market Harborough, Leics, UK
Tel: +44 (0)1858 288021
info@shock-factory.co.uk
www.shock-factory.co.uk
www.shock-factory.fr

Honda Hornet seat from Shad



SHAD has now developed a new seat for the Honda Hornet CB600F. The new seat integrates the company's new Bielastic foam technology, which is claimed to dampen the rebound and, contrary to other gel seats, does not deform over time, nor is it sensitive to temperature changes. The new seat provides a 20 percent increase in contact area for the rider and 25 percent for the passenger. The backrest is adjustable for three positions.

NAD SL/SHAD
Barcelona, SPAIN
Tel: +34 935 795866
www.shad.es



Stainless exhaust for Honda Valkyrie

MOTAD now has stock available of its new stainless steel 6-into-2 system to fit the six-cylinder Honda Valkyrie. The systems feature stainless steel headers which channel the exhaust gases into highly polished stainless silencers.



MOTAD
Walsall, West Midlands, UK
Tel: +44 (0)1922 714700
sales@motad.co.uk
www.motad.co.uk



Touratech BMW parts

AMONG the latest parts being made available by Touratech for BMW motorcycles is a height-lowering kit for the F 800 GS (2008 onward).

The lowering kit is made up of an extra low comfort seat plus a Touratech Suspension Level 1 shock, to reduce the seat height, and progressive fork springs made by Hyperpro. Once the package is installed the bike's seat is 7cm lower.

The 2cm lower seat and the Touratech suspension shock with Hyperpro fork springs, which lower the bike's height by 5cm, are also available separately

and versions will soon be ready for use on the BMW R 1200 GS.

A piece that is already available for the R 1200 GS is the Touratech stainless steel fairing crash bar. The bar has been designed to prevent damage and scratches. Forces triggered by a crash or the motorbike falling over are said to be absorbed and diverted to the specially intended points.

The fairing crash bar can be fitted in conjunction with the Touratech crash bar (or with the original BMW crash bar) and it can be mounted together with the Touratech LED, fog and Xenon auxiliary lights and the daytime running light as well as the original BMW auxiliary lights.

The Touratech fairing crash bar is made of electro-polished stainless steel.

TOURATECH
Niedereschach, GERMANY
Tel: +49 (0)7728 9279-0
info@touratech.de
www.touratech.com



fairing crash bar



F800 GS with height lowering

Double Up for Triumph Speed Triple

TRIUMPH'S Speed Triple built between 2011 and 2012 can now be fitted with a hydroformed Double Top exhaust by HP Corse. The use of hydroforming allows the exhaust silencer to be shaped without the need to be welded. The lack of welding means that thinner stainless steel can be used in the slip-on construction to reduce overall weight. The exhaust is supplied with a DB killer installed to provide E3 2006/120/EC

approval and it features a perforated conical barrel and tapered internal output to maintain the shape of the silencer and optimise the flow of exhaust gases.

HP CORSE
Canaletti di Budrio (BO), ITALY
Tel: +39 051 802334
E-mail: info@hpcorse.com
www.hpcorse.com



Barracuda parts for Honda Integra

HONDA'S 2012 Integra can now be customised with a range of parts and accessories from Barracuda Moto. The range includes a dark tinted Plexiglass windshield, which is a direct bolt-on replacement for the stock item.

The replacement hand control levers from Barracuda are machined from aluminium and have an ergonomic shape and feature reach adjustment. Using the signature Barracuda design they are finished in black and gold anodising.

Matt black ABS plastic is used in the construction of Barracuda's rear hugger for the Honda Integra. The bolt-on piece also incorporates a black anodised aluminium chain guard.

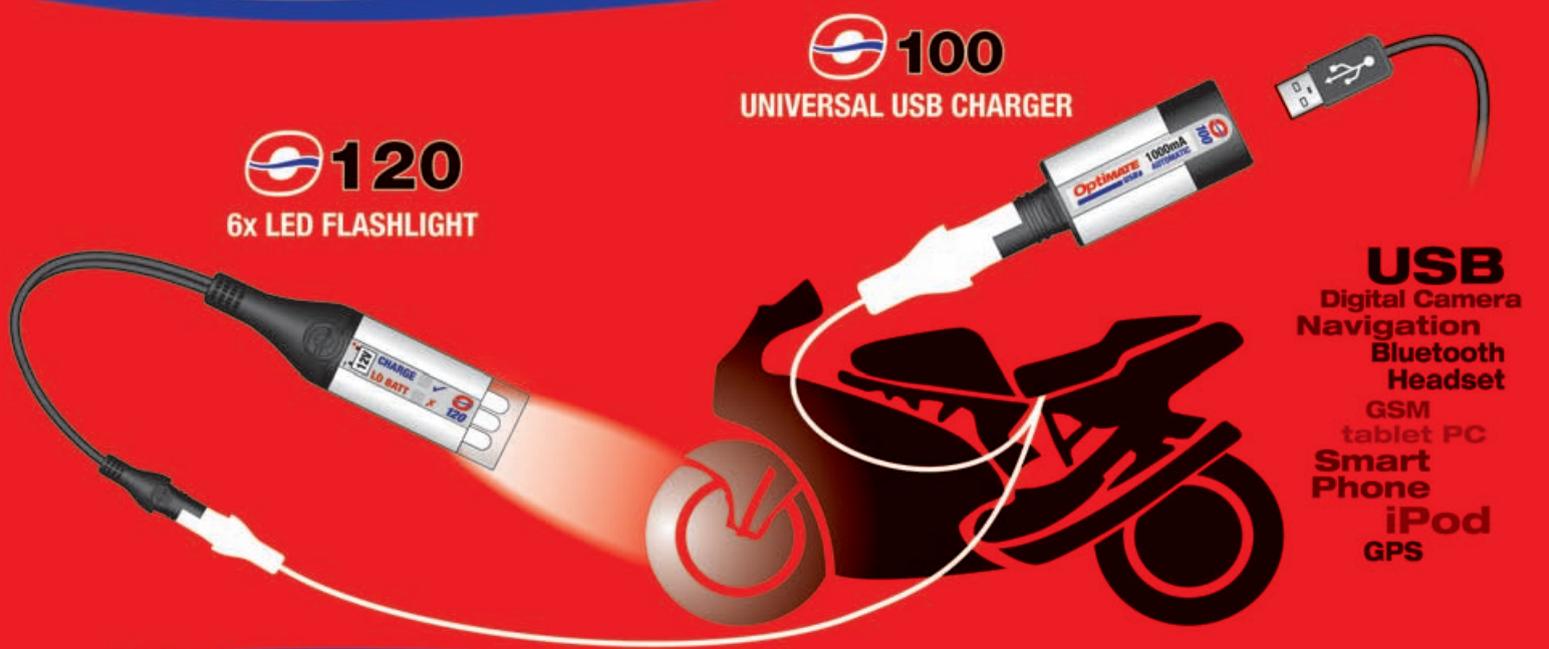
The rear of the Integra can be further changed with the installation of the steel licence plate holder, which is supplied complete with a homologated tail light and integrated licence plate light.

Among the universal range of parts offered by Barracuda that will fit the Integra are 'Freccia' e-marked indicators, X-Version mirrors, Racing grips, and bar end weights.

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'Loop' clutch for Vespa Small Frame

AS a result of its ongoing research into ways to maximise the performance of the Vespa Small Frame, Pinasco has created its new 12-spring Loop clutch. The replacement clutch has a spring work range designed to allow the complete stroke of the discs and avoid annoying drag. The 12 springs are said to make

the clutch more modular and increase the pleasure of driving. The clutch works with 6, 8, 10 or 12 springs, depending on the type of engine.

PINASCO
Padova, ITALY
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www.pinasco.com



Polini For Race 4 exhaust

POLINI has reworked its 'FOR RACE 4' exhaust systems to suit the latest generation of Vespa scooters and Yamaha/MBK Booster.

The expansion chamber's design has been made more aggressive, and the changes make it look more similar to the Polini Big Evolution mufflers. This change has followed on from the use of the telemetry and data taken during the Polini Italian Cup races and allows the development and improvement of the engine's performance.

An additional change to the hand-made expansion chamber is the

addition of a seventh section (one more than previous versions) to provide the increased size.

The black silencer, made of light alloy, is silk-screen printed and rebuildable to allow it to be repacked.



POLINI MOTORI
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Bagster comfort seats



IN the Bagster range of seats are new and comfortable seats that include gel inserts, which are placed in the foam in the front and rear sitting panels.

New are also Bultex Foam seats. The patented formula adapts itself to the movements of the body, and its elasticity is said to offer increased comfort during long rides. The company says this technical foam is an ideal compromise between firm and soft support.



TROPHY GROUP/BAGSTER
Gennevilliers, FRANCE

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www.bagster.com



Arrow exhaust options for Suzuki GSX R1000

THE 2012 version of Suzuki's GSX R1000 is now being catered for by Arrow with a range of performance exhaust systems.

The options now available include the company's Race-Tech, Works and GP2 silencers as well as the Competition full system. The Race-Tech silencer is available in titanium with a carbon end cap, carbon fibre, aluminium with a carbon end cap, black anodised aluminium with a carbon end cap, aluminium with a stainless steel end cap, or black anodised aluminium with a stainless steel end cap, and all versions are supplied as street legal with removable dB-killer.

Providing street legality is the removable dB-killer fitted as standard to the titanium bodied Works silencer with carbon end caps.

The GP2 silencer is titanium and is supplied with a stainless steel mid-pipe for racing use.

Arrow's Competition full system is available with the collector in stainless steel, mid-pipe in titanium and a Works silencer with a carbon end cap, or as a full titanium system with a Works silencer with a carbon end cap.

The company states that using the slip-on option will offer a 2hp increase,

with the full system giving an improvement of 14hp and that the weight saved is around 40 percent.

ARROW SPECIAL PARTS
San Giustino (PG), ITALY
Tel: +39 0758 61811
E-mail: info@arrow.it
www.arrow.it



The GP2 is a titanium slip-on combined with a stainless steel mid-pipe for racing use



ALSO AVAILABLE



CHAIN AND SPROCKET KIT



MIVV systems for KTM Enduro 4T

STRONGER is the name given to the latest MIVV exhaust, which has been created to fit the 2012 generation of KTM Enduro 4T bikes.

The Stronger systems, available for the KTM EXC 350 F and EXC 450 F, which include dedicated pipes and an oval silencer, are suitable for track use and comply with the limits imposed by the International Motorcycling Federation regulation for use in races (in 2012 the sound emission limit is fixed to 112 dB).

Two versions of the system are being offered; stainless steel (with

carbon end cap and stainless steel brackets) or full titanium. The heat shield, provided as standard, can be aluminium or carbon.

Once installed the Stronger systems are claimed to provide a power increase of up to 3.3hp and 2.9Nm of torque.

MIVV
Sant' Omero (TE), ITALY
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moto@mivv.it
www.mivv.it



Pannier frames for the SE model Bonneville

NORMAN Hyde, the UK-based Triumph performance and styling specialist, has added pannier racks for the SE variant of the Triumph Bonneville to its extensive range of luggage options.

Made from steel tube, which is powdercoated after welding, the pannier frames bolt to the bike's existing mounting points and the stock turn signals are then relocated onto the frame in order to clear the panniers. Norman Hyde has worked in conjunction with Givi in the UK

to ensure the frames will fit Monokey hard luggage in either 21- or 36-litre sizes, while still leaving room for a pillion passenger once the cases are attached. The pannier frames can be fitted with or without a Norman Hyde rear carrier if extra capacity is required.

NORMAN HYDE
Warwick, Warwickshire, UK
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The Boot Company

Founded in 1962 by Ernesto Gazzola, the Gaerne brand name stands for the GA as in Gazzola and ERNE as in Ernesto. He is a trained shoemaker and from nothing has grown the business into the worldwide business it is today

THE area of Northern Italy between Vicenza and Treviso, where Gaerne is located, is well known as 'Ground Zero' for the Italian motorcycle apparel industry.

Often referred to as the 'Sport System District', the apparel industry of Northern Italy draws on a long history of traditional craftsmanship.

It all started for Ernesto when, as a child of 13 and part of a large family, he was chosen by his father, a shoemaker, to take up a shoemaker's apprenticeship, which then led him to take up work in local shoe factory SCARPA, where he worked until he was 30.

The expertise and skills he developed included the difficult and traditional craft of hand-stitching, for brand logos such as Goodyear.

When he and his wife fulfilled their ambition of starting their own business, the focus was on shoes and repairs to start with. However, with his sons getting into off-roading, the lack of boot choice on the market at that time saw Gaerne introduce their first moto-cross boot in 1976, to improve the level of protection and comfort that existing riding footwear provided.

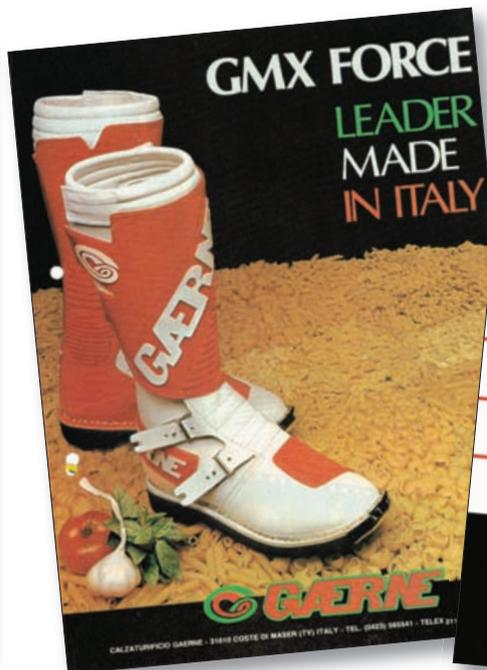
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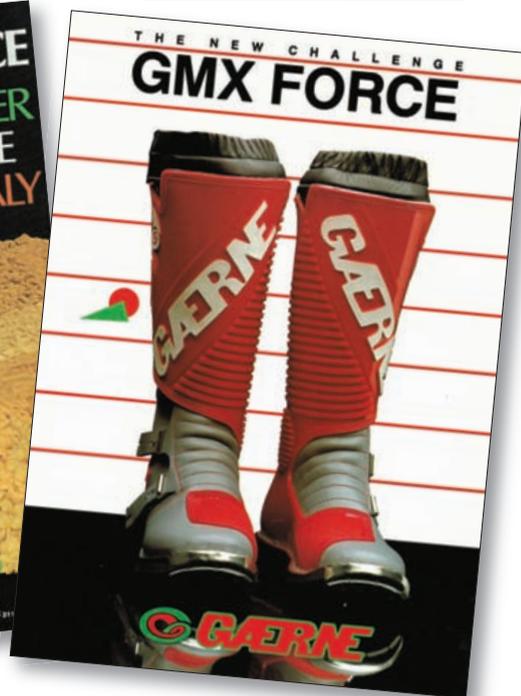
The Gaerne family: in front Ernesto and Vittoria Gazzola, standing, from left Gianna, who works in the administration, Gianni, logistics and production, and Marta, marketing and US



In 1985 the GMX Gas was introduced, featuring the patented Gaerne Air System ventilation



The first plastic boot made by Gaerne in 1984



The first motorcycle boot ever made by Gaerne



The old building at the same location before it was enlarged and modernised

<<<

Market acceptance of Gaerne's design ideas was immediate and sales grew quickly. Having been born from his son's racing experiences, the company was quick to exploit the marketing opportunities that racing offered, with factory Yamaha rider and four times moto-cross World Champion Heikki Mikkola – 'The Flying Finn' – among the first and most famous racers to endorse the brand in the 1970s.

The Gaerne philosophy, from the start, has always been to use only the best leather and to think creatively about the dynamics of boot performance, based on an understanding of the stresses that riding and racing place on the human anatomy.

So when the introduction of plastics in the 1980s revolutionised motorcycle boot manufacturing techniques, and the boot feature opportunities that

came as a result of the manufacturing processes that they made available, and the other new advanced materials that could be used in race and street riding boot construction, Gaerne were well placed to be among the first to understand the potential that they represented.

Gaerne introduced their first boot with plastic incorporated in 1984 – the GMX Force. It provided improved protection and featured many innovations that have since become accepted standard ideas. Plastics quickly replaced a lot of leather use in race boot applications, just as micro fibers went on to become an important component in touring boot designs.

Technical innovation has long been the cornerstone of Gaerne's reputation, with another landmark being the 1985 introduction of the GMX Gas – featuring Gaerne's patented Air System perforated multi-layer air ventilation. These days their top of the range boot is the SG12, launched in 2008, featuring the Dual Stage uni-Pivot System (DSPS), which built on the success of the SG10, the GP1 and the G-React extreme action boots that were launched in 2010.

Where Gaerne scored in the early days of the

development of the product line was domestically in Italy, and in Japan and the United States in particular, where distributors welcomed brands that could offer a complete range of riding boot solutions. The motocross sector remains Gaerne's largest sector, accounting for some 65 percent of production, followed by trials, sports bike and racing, and touring – though market reaction to their line of short casual boots has been so strong that they have quickly grown to represent some 10 percent of overall business. In Italy, Germany, France and Spain Gaerne sells dealer direct, with distributors in the US and the rest of the world.

Despite the global downturn in motorcycle apparel sales in recent years, the company grew by 30 percent in 2010, and followed that up with a further 25 percent of growth in 2011.

Much of this has been due to US export sales, despite the apparel market's problems being at their worst there. Having been the number one selling boot brand there at one stage, the reputation and recognition of the Gaerne brand has provided a firm foundation for former O'Neal, Axo Sport America and

>>>



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Sinisalo Pacific man Bob Rathkamp to take the brand forward in the USA when he became Gaerne's master importer there some 15 years ago.

Rathkamp's industry experience has been key to helping getting Gaerne back into growth in the US, where the brand is distributed by Tucker Rockey and Western Powersports.

Gaerne have their own in-house R&D department, but reach out to independent and freelance designers and industry specialists as much as they can in order to incorporate the latest materials and design thinking into their new products.

In America Rathkamp's race and industry experience has seen the company able to incorporate rider feedback from the likes of Mike LaRocco into products such as the SG10 and, more recently, Kevin Windham, who helped Rathkamp and Gaerne's R&D team develop the upgrades incorporated into the SG12 - features such as the dual pivot system, dual durometer sole (said to be among the most durable ever seen in the moto-cross market), and large calf grip guards.

Gaerne is still a family business and employs 55 people, with most of them having worked there between 10 and 40 years, providing experience and consistency.

Although nearly 80, Ernesto still comes to work regularly, with his two daughters and one son now providing the family backbone of the company. In tandem with Bob Rathkamp, Marta looks after sales

>>>



Gianni presenting the XYZ boot



The SG12 boot, featuring the Dual Stage Pivot System (DSPS), is Gaerne's top of the range boot





Ernesto still participates in the making of his boots and proudly presents the final product...



200 different pieces are needed for the GP1 racing boot



The GP1 boot features the unique Gaerne floating system, made of carbon composite, which allows the foot to move naturally and prevents ankle twisting without compromising flexibility

<<<

and marketing in the US, Gianna works in admin and Gianni in logistics. Micaela Vettoretto is responsible for European sales.

The company has a second manufacturing site, at Coste di Maser, where at any one time 8,000 to 10,000 boots and shoes (cycling and motorcycling) are in stock. The company manufactures around 600 pairs of cycling shoes and motorcycling boots a day, and of the 200 or so different components needed to make a boot such as the GP1, only a handful of specialty items such as buckles, soles and graphics are outsourced.



GAERNE
 Coste di Maser (TV), ITALY
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Flora textile jacket

THE fitted Flora vented summer ladies jacket has a practical waterproof insert that can be worn under or on top of the jacket.

The main material is Spytech, and the jacket has vented mesh panels, a windproof flap under the front zip, as

well as CE approved protectors at elbows and shoulders.

At the back it has foam padding and a CE approved adaptable back protector. Closure is by Velcro on the collar, cuff and at the bottom.

Further features are a short collar, extended back and pre-curved sleeves. Colourways are black/silver, coffee/copper and grey/white.



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ISSN 1476-8747
 AUG/SEPT 2012

TM

Damier Cromwell helmet



Trombi touring gloves

FINNISH manufacturer Sinisalo has what it calls "a fully-fledged touring glove that doesn't cost a fortune", called Trombi.

Trombi is the Finnish word for

tornado and promises protection even in the worst kinds of weather. It is made of high-grade leather and abrasion-resistant fabric, with the palms reinforced with synthetic leather.

Padded fingers, knuckles and cuffs provide extra protection. An Aqua Guard membrane ensures that moisture gets out, but rain won't get in. Velcro adjusters on the wrists and cuffs provide a comfortable and safe fit. Reflective printed details add visibility in the dark. Available in black in size 7 to 13.



SINISALO SPORT
 Puolanka, FINLAND
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sinisalo@sinisalosport.fi
www.sinisalo.com



THIS helmet pays homage to the 60's and features a black and white checkered flag with a brushed steel hinge cover for the visor.

The visor is made from polycarbonate with anti-scratch treatment and features include vintage racing graphics, Eco-leather stitched edges, removable insides lined with anti-allergenic fabric and chinstrap with micrometric buckle.

The helmet is homologated to ONU-ECE 22-5.

new MAX
 handmade in Italy

NEWMAX
 Mirabello Monferrato (AL), ITALY
 Tel. +39 0142 6480
info@newmax.it
www.newmax.it





Speed-R helmet from Shark



THE Speed-R comes in four different versions, the Speed-R for road use, the Race-R Pro for racers, the Race-R adapted for an upright riding position and the Vision-R for touring and urban use. Two major innovations thanks to CFD technology (Computational Fluid Dynamics), ensuring efficient aerodynamics of the ventilation system, are a double blade spoiler, positioned at the rear of the

helmet, which allows air to flow above and below the blade, thereby creating a dual venturi effect to extract warm air from the helmet. The immediate benefit, says Shark, is an ultra-fast refreshing of the helmet because of non-existent mist. Secondly, at its rear base trim the Speed-R has a spoiler stabilising the helmet and cancelling the "buffeting" effect, i.e. the uncomfortable movements generated by rough aerodynamics. The immediate benefits being no air turbulence

running inside the helmet and greater stability at steady speeds. Other features of the helmet are removable and washable lining, anti-mist mask as standard, chin cover, and Easy Fit system. The helmet weighs 1,500g (+/- 50g), has achieved the highest SHARP safety rating and comes Sharktooth ready.

SHARK
Marseille, FRANCE
Tel. +33 (0)4 91 18 23 23
contact@shark-helmets.com
www.shark-helmets.com

Apex and Traffic Air boots

TWO new boots in the Sidi 2012 range are the **Traffic Air** and **Apex**.

The company, founded in 1960 by Dino Signori, uses advanced manufacturing technology like Lorica material, an air ventilation system, replaceable sliders and a shock-absorbing heel cup.

The Apex touring boot's upper material is Lorica, lined with air Teflon mesh. It features a rubber top sole, the air ventilation system, zipper closure system, shock-absorbing heel cup, as well as replaceable toe sliders and a



Apex boot



Traffic Air boot

nylon inner sole with removable arch support.

The Traffic Air's upper material is perforated Lorica, lined with air Teflon mesh, also featuring a non-slip rubber

sole, and it has a zipper and Velcro closure system, internal ankle pads and also a nylon inner sole with removable arch support.

SIDI SPORT
Maser (TV), ITALY
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sidisport@sidisport.com
www.sidisport.com



Empire and Dea Lady scooter jackets

THESE two scooter jackets from A-Pro are made from waterproof Hot Life fabric, feature an Acqua Kill membrane to protect against the rain, and have removable reinforcement in the back.

The inserts and details are reflective, and the jackets feature a waistband adjustment system on both sides. Waterproof pockets and a

removable thermal lining as well as very resistant stitching and CE-approved protectors in the shoulders, elbows and knees enhance these jackets further.

A-PRO
Vittorio Veneto (TV), ITALY
+39 0438 501242
info@a-pro.com
www.a-pro.com



Dea Lady

Empire

Scorpion VX off-road helmets

THE VX off-road range includes the **VX 20 Air** and the **VX-15 Air**, which have a TCT (Thermodynamical Composite Technology) shell, the Airlift Concept, KwikWick2 liner, a weight of 1,100 g, an unbreakable peak, extra free lining in the box, dismountable front vent and a



VX-20 Air orange-black

Double D buckle quick release chin strap. New graphics for the VX-15 Air are Unadilla and Wrap.

SCORPION SPORTS EUROPE
Strasbourg, FRANCE
+33 (0)3 90 22 22 99
info@scorpionsports.eu
www.scorpionsports.eu



VX-15 Air "Wrap"

Crutchlow and Dovizioso replica suit



NEW from Spidi is the Track Wind Pro suit in this Cal Crutchlow and Andrea Dovizioso colours replica suit. The leather suit is made of 1.2 mm thick cowhide leather with advanced fitting and ergonomics thanks to its structure of stretch materials, Neoprene inserts and mesh details. It comes with EN 1621-1 certified Bio-Mechanic protectors on shoulders and elbows,

and EN 1621-1 certified Forceteck protectors on hips and knees. In addition it can also be equipped with the EN 1621-2 Lev. 2 certified back Warrior Evo Inside protector and the prEN 1621-3 ready Warrior chest protector. Further features of the suit include removable mesh lining, Clarino inserts on neck area, Neoprene inserts on wrists and the possibility to insert the Hydroback drinking system. The Track Wind Pro suit can be tailor-made for riders upon request via the Spidi On Fit Program.



SPIDI SPORT
Sarego (VI), ITALY
Tel. 39 0444 436411
info@spidi.it
www.spidi.com

Knox Handroid 2012 gloves

KNOX Handroid gloves have been updated with some subtle changes, such as modified fit and seam construction, while others are more noticeable like the introduction of Knox's patented Dual Compound Scaphoid Protection System (DC SPS).

Constructed with a combination of LDPE (Low Density Polyethylene) and TPR (Thermo Plastic Rubber) it has increased sliding ability - LDPE has a self-lubricating property, helping to reduce friction - and a built-in cushioning effect for added comfort.

Introduced in 2009, the Knox Handroid brought new concepts in comfort, fit and protection to motorcycle gloves, and this season's

models have been chosen for use in the premier class of racing in MotoGP by James Ellison. James survived a 125 mph crash during practice for the Qatar MotoGP, putting the updated Handroids to the ultimate test.



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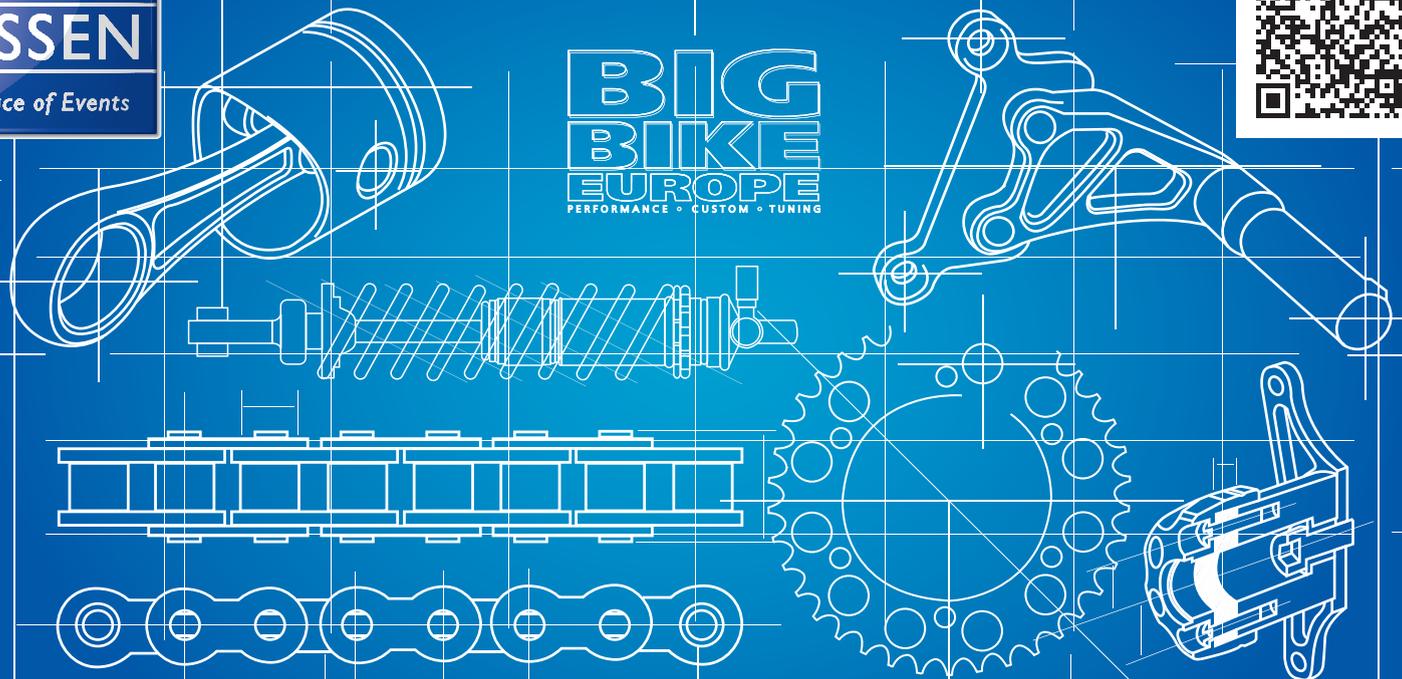
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3logy helmet from Suomy



THIS helmet is said to be a new and innovative concept with a shell in tricarbo fiber instead of thermoplastic. It has a double shell for different fit requirements and double homologation for both jet and full-face versions. 3logy is a multi-purpose helmet which can be converted from jet

to full-face helmet with Bluetooth. It can also be customised with 12 different cover colours.

SUOMY
Lurago d'Erba (CO), ITALY
Tel. +39 031 696300
info@suomy.com
www.suomy.com



Tucano Urbano summer range

TUCANO Urbano has high-density sleeved and sleeveless jackets for summer riding.

The Atitlan jacket is made from waxed Polyamide with high-density mesh inserts on the front and sleeves and has a lightweight mesh lining. The jacket has pockets for armour on the shoulders, back and elbows and is adapted for use with the Modulo airbag. This motorcycle style jacket has adjustments at the sides and sleeves and inner and outer pockets of various sizes.

The women's version, Atitlan Lady, has a more feminine style, accentuated by the belted waist. It comes in blue-black and brown for men and in brown only for women.

A sleeveless version with plenty of pockets, including the Modulo airbag, called the Wisdom is also available as



Women's version
Atitlan Lady

an alternative, available in the same two colourways.

TUCANO URBANO
Peschiera Borromeo (MI), ITALY
Tel. +39 02 5530 5203
tucanourbano@tucanourbano.it
www.tucanourbano.com



Atitlan jacket including the Modulo airbag



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Miami scooter sneakers

PART of the Stylmartin Urban line are these CE certified sneakers designed for two-wheel riders.

They have a vintage, well-worn look and are made of breathable fabric with overlay suede details and feature external PU malleolous protection on both sides, while protection at the gear change is made of WR rubber. The attractive outsole design is complemented by an

anti-slip rubber grip. Further features include breathable mesh lining and lace closure. Comes in vintage black.



STYLMARTIN
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Breva'R helmets from Lazer

SHOWN here is the Breva'R in the Swan version, which has an aerodynamically shaped Technopolymer injected shell.

Features include a treated anti-fog visor, an integrated but removable internal sun visor (both anti-scratch), a micrometric buckle with a new strap end and new strap puller, as well as a reflective zone at the neck and EPS shock-absorbing ribs.

For comfort the helmet has double chin ventilation and triple top



Lazer Breva'R Swan black/red



Lazer Breva'R Swan white/blue

ventilation, the head pads are removable and washable, an interior with Aegis anti-microbial treatment and ventilation air nets and anti-insect foam. A removable nose deflector and chin curtain plus a removable peripheral visor seal add further comfort.

The Lazer 'R allows increasing the tightness of the Breva helmet's fit by pumping air into the cheek pads.

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Shield Evo back protector

THE Shield Evo from Zandona is made in Italy from special textiles like S.R.T. (Sweat Removing Textile), offering good lumbar support, according to the company.

The protector is a high-technology deformable structure, which guarantees high shock absorption, made from splinter-proof plastic materials and rubber with a cell memory system. The plates are joined to provide a wire system which guarantees impact distribution over the whole protection surface.

CE-approved to EN-1621-2, Lev.1 and comes in black/white.



ZANDONA
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www.zandona.net



Limited edition Isle of Man helmet

OXFORD have a new Isle of Man helmet, which is ACU Gold approved for race use.

Features of this helmet include a lightweight synthetic full-face shell, full-flow ventilation with five vents, a quick-release visor mechanism, CAD-designed comfort fit with plush removable liner and a removable breathguard.

It comes in sizes XS to XXL and is ECE R 22-05 approved.

OXFORD

OXFORD PRODUCTS
 Witney, Oxfordshire, UK
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URBAN LEGEND No.19

KWOMAN HAS TO BE READY TO FACE ANY CHALLENGE IN HER FIGHT AGAINST EVIL. THANKS TO HER NEW TOP CASE KAPPA K47 MANTA ALL SHE NEEDS IS A SIMPLE CLICK TO ACCESS ALL HER "SECRET WEAPONS". THAT'S RIGHT, THE TOP CASE IS EQUIPPED WITH A REMOTE CONTROL TO OPEN AND CLOSE THE LOCK, AND HAS A CAPACITY OF 47 LITERS. THAT WAY KWOMAN KEEPS HANDY HER EXTRA RESOURCES TO FIGHT HER ENEMIES.

KWOMAN TOP ALLY IS HER TOP CASE



The K47 Manta top case was designed for scooters but works perfectly on smaller bikes too. It features the Monolock mounting system and allows to change the top cover, among the four available colors: black, metallic grey, white and metallic red.

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Contact: info@kappamoto.com
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Oxygen Air overpants and Stella jacket

NEW from the Alpinestars 2012 technical Spring addition collection are the Oxygen Air overpants for road riding and the Stella T-GP Plus Air jacket for sport riding.

Designed to be worn over casual pants, the Oxygen Air overpants are an innovative option for summertime commuting.

CE certified knee protectors and a durable Polyester construction ensure excellent resistance against impact and abrasion, according to the company, while extended zippered gussets allow effortless fitment and removal of the pants while

wearing boots. With a sculpted profile engineered specifically for women, the Stella T-GP Plus Air jacket combines CE certified protection with exceptional levels of ventilation performance in a lightweight, stylish design that is ideally suited for summer riding.



ALPINESTARS
Asolo, ITALY
Tel. +39 0423 5286
www.alpinestars.com



Neotec flip-up helmet

WITH the Neotec Shoei has succeeded to develop a totally new flip-up helmet with integrated sun visor without compromising the thickness of the EPS liner, the company says.

The shell is made from AIM, which is organic fibre and multi-composite fibre in various layers for a shock-absorbent shell with optimum rigidity.

Furthermore the helmet has a radical new design, together with an integrated "Vortex Generator" to actively avoid wind noises.

The six available sizes (XS-XXL) are made out of three different shell sizes

to keep the helmet construction as compact as possible.

The Neotec is equipped with all known Shoei features, including perfect ventilation and optimal comfort, with removable and washable interior, an extra large visual field and a low weight. Comes prepared for intercom installation.

SHOEI (EUROPE)
Duesseldorf, GERMANY
Tel. +49 (0)211 17543632
www.shoei-europe.com



S-Sportour and X-Square Lady boots



THE new Sportour boot from TCX has been designed to offer a high level of protection and comfort despite it being an entry level product.

The upper is made from soft microfibre, providing lightness and breathability. The construction of the boot also includes two large padded areas, one at the front and one

at the back, for maximum mobility of the foot when in a sports riding position.

The lining is made from Air Tech material (as in their most expensive models), while the protection includes a large PU area on the heel and shin plate, a shift pad and a PU insert for the malleolus area.

There is also an interchangeable front slider in polyurethane with a new design, and the midsole is anatomical, anti-bacterial and interchangeable.

The S-Sportour is also available with a waterproof internal membrane.

The X-Square Lady boot is a technical shoe designed for

female passengers with patent inserts on suede leather and a padded collar. It is said to offer a good level of protection on the malleolus, while the toe and heel are reinforced. A removable shift pad protection is also included.

The black-on-black TCX logo, Velcro fastening with silver stud and the X2 logo make this shoe suitable for all purposes.

TCX
Montebelluna (TV), ITALY
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X-Square Lady



S-Sportour

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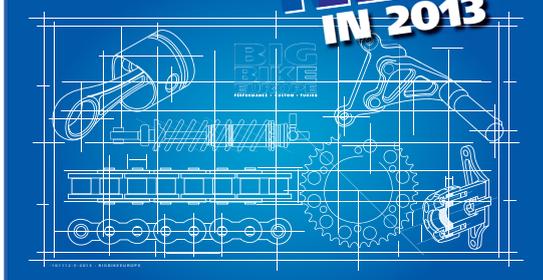
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THIS MONTH'S ADVERTISERS

ABM (DE) Parts & accessories	48
Barnett Performance Products (US) Clutch kits, distributor network	6,45
Carat (IT) Wheels, sprockets and chains	28
DID Europe (IT) Chains and wheels	8
DNA Filters Ltd (GR) Air filters	11
DP Brakes & Clutches (US) Brakes & clutches	13
Fehling (DE) Parts & accessories	44
Free Spirits (IT) New website	29
Grossewaechter Racing Parts (DE) CP Pistons	45
GSG-Mototechnik (DE) Parts & accessories	44
Ilmberger Carbon Parts (DE) Carbonparts & exhausts	22
Kappa (IT) K47 Manta top case	41
Kibblewhite Precision Machining (US) Valvetrain components, distributor network	44
Koelnmesse (DE) INTERMOT Cologne 2012	43
Küryakyn (US) Premium mini boards	23
MAG Europe Ltd (GB) Mustang seats	5
Motoplastic (ES) Puig advanced R&D	4
National Cycle (US) Windshields and accessories	13
Premier Helmets (IT) Jet Touring 4 Allroad helmet	37
Rick's Motorsport Electrics (US) Starters, chargers & ignitions	46
Scandinavian Brake Systems (DK) SBS brake pads	2
SDE Motorsport (IT) Forma racing boots	39
SENA Technologies Inc (US) Motorcycle Bluetooth headset & intercom	34
Spectro Oils of America (US) Premium-quality lubricants	21
Surflex (IT) Jawa speedway & flat-track clutch	10
TecMate (BE) Optimate accessories, distributor network	26,45
Vrooam Powersports Lubricants International (NL) Lubricants	9
Wunderlich (DE) BMW motorcycle accessories	27

THIS MONTH'S EDITORIAL

A-Pro (IT) Empire and Dea Lady scooter jackets	36
Access Equip Motos France (FR) Ixon Flora textile jacket	35
Alpinestars (IT) Oxygen Air overpants and Stella jacket	42
Arrow Special Parts (IT) Exhaust options for Suzuki GSX R1000	28
ACEM (BE) EU motorcycle market news	48
Barracuda (IT) Honda Integra parts	26
BMW (DE) Cathcart Report - Toyota battery R&D link-up	17
BMW (DE) 12th BMW Motorrad Days	6
BMW (DE) New F series bikes	8
Bordone-Ferrari Moto (IT) Mi1 Dakar Rally bike	24
Calzaturificio Antis (IT) Stylmartin Miami scooter sneakers	40

Cardo Systems (US) 'Scala Rider' G9	22
Ducati Motorcycles (IT) World Ducati week 2012	7
Free Spirits (IT) Tridays Triumphs bike review	18-19
Gaerne (IT) Company Road-Trip	30-33
Giannelli Silencers (IT) Exhausts for Duke 125	24
Gilles Tooling (LU) FXR-H03 rearsets	20
GIVI (IT) Luggage for cruisers	24
HP Corse (IT) Double Up for Triumph Speed Triple	26
Husqvarna (IT) New road bikes	10
Husqvarna (IT) Cathcart Report - 'Red Dot' design award for NUDA 900R	17
Industrias Galfer (ES) Wave discs for Yamaha T-Max	20
IVM (DE) German market news	48
IXON (FR) See Access Equip Motos	35
JA Prestwich Industries (GB) JAP begins engine production	12
Koelnmesse (DE) INTERMOT 2012 show update	12
Lazer Helmets (BE) Brev'a'R helmets	40
Lindby Custom (US) American Report - INTERMOT 2012 exhibitors	15
MIVV SPA (IT) Systems for KTM Enduro 4T	29
Motad (GB) Stainless exhaust for Honda Valkyrie	25
Motionation (US) Opens 2nd distribution centre near Newark, New Jersey	15
NAD (ES) Honda Hornet seat from SHAD	25
Newmax (IT) Damier Cromwell helmet	35
Norman Hyde (GB) Pannier frames for the SE model Bonneville	29
Oxford Products (GB) Limited edition Isle of Man helmet	41
Paaschburg & Wunderlich (DE) Motobatt batteries	20
Pinasco (IT) Loop clutch for Vespa Small Frame	27
Planet Knox (GB) Handroid 2012 gloves	37
Polaris Industries (US) Joint venture with Eicher Motors	9
Polini Motori (IT) Race 4 exhaust	27
Powerbronze (GB) Parts for ZZR1400	21
Scorpion Sports Europe (FR) VX off-road helmets	36
Shark (FR) Speed-R helmet	36
Shock Factory (GB) M shocks	25
Shoei (DE) Neotec flip-up helmet	42
Sidi Sport (IT) Apex and Traffic Air boots	36
Sinisalo Sport (FI) Trombi touring gloves	35
Sito Gruppo Industriale (IT) Adds second distribution centre at Indianapolis	14
Spidi Sport (IT) Crutchlow and Dovizioso replica suit	37
Stylmartin (IT) See: Calzaturificio Antis	40
Suomy (IT) 3logy helmet	39
TCX Spa (IT) S-Sportour and X-Square Lady boots	42
Thoroughbred Motorsports Inc (US) Stallion trike returns to production	15
Touratech (DE) BMW parts	25
Trophy Group (FR) Bagster comfort seats	28
Tsubakimoto Europe (NL) Sigma Series chain	22
Tucano Urbano (IT) Summer range	39
USM (DE) Self-illuminating licence plate	22
Zandona (IT) Shield Evo back protector	41
ZPmoto (DE) Cathcart Report - Gas Gas powered ZPmoto enters production	16

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ACEM says EU motorcycle market "headed deeper into recession"

THE Brussels, Belgium based Association of European Motorcycle Manufacturers (ACEM) is reporting that total European PTW (Powered Two Wheeler) sales declined by 15 percent for the first five months of 2012.

Following an 8.2 percent decline for the first quarter of the year (compared to the first quarter of 2011) the aggregated drop from January to May this year is being blamed by ACEM on the economic problems in Europe's Southern markets.

That said though, the continuing declines in sales are not restricted to Europe's 'Sun Belt'.

According to ACEM, sales in Germany were down by 6.7 percent in May; though the German trade associations's own figures for May (the IVM) show motorcycle sales only fractionally down (-0.24 percent), with total PTWs down 2.16 percent.

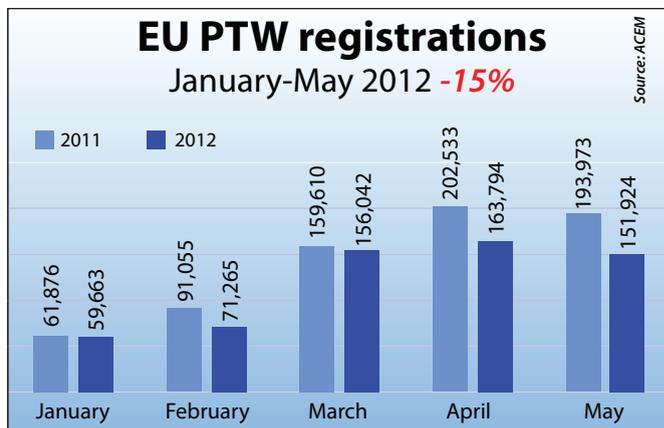
Only in the United Kingdom does

there appear to be any sense of market stability, with May sales up by a 0.7%.

Every other main European market is reporting double digit declines in May, with France down by 14 percent, Italy down by a massive 27 percent over May 2011, the already hard-hit Spanish market down by 21 percent, and The Netherlands down 22 percent in May.

In Europe as a whole in May, only 151,924 PTWs were sold in the countries monitored by the ACEM statistical service, compared to 193,973 in May last year, that is a massive 21.7 percent year-on-year market decline for what is traditionally the second or third best month of the year.

ACEM says that "the political hesitation as regards the future of the eurozone is not helping to build the necessary confidence in European consumers, who are already worried by the enduring recession in the main traditional PTW markets.

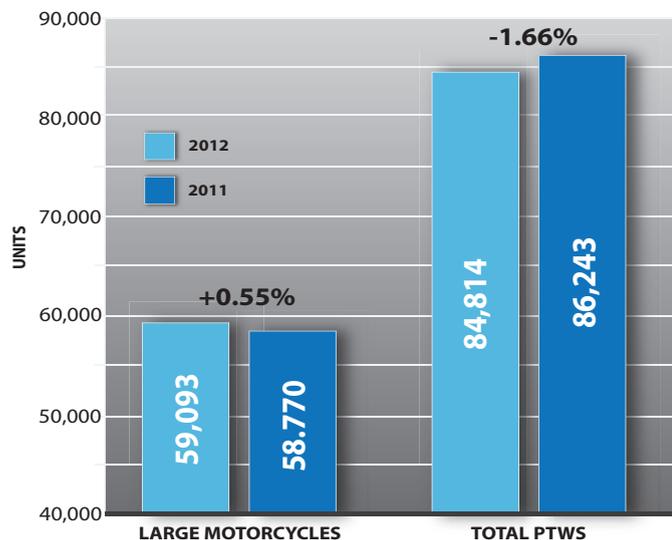


"This conclusion is confirmed by the fact that next to the UK [which is not in the eurozone] only Switzerland (+2.2 percent) and Norway (+5.3 percent) are performing positively - two countries outside of both the single currency zone and the EU as a whole.

During the first five months of 2012 mopeds saw a decline of 17 percent, while sales of PTWs over 50cc shrank by 14 percent compared to the same period in 2011.

www.acem.eu

GERMANY, JUNE 2012



German market 'level' in June and for 2012 so far

According to the German trade association (IVM), the German market saw sales in June approximately level with those of June 2011.

At 59,093 units, June 2012 motorcycle sales were up 0.55 percent on June 2011; with overall PTW sales down marginally (- 1.66 percent) to 84,814 units.

Last year saw 12 straight months of growth in Germany,

with Motorcycle sales in June 2011 up over 5 percent over June 2010, and the year as a whole up by 3.74 percent over 2010, with total PTW sales up 3.73 percent.

For the first 6 months of 2012 so far, the IVM reports motorcycle sales in Germany broadly level with 2011 (up by 0.95 percent) at 183,254 units; total PTW sales are down 0.43 percent at 259,026 units.





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