

# INTERNATIONAL DEALER NEWS

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**JAN 2013  
ISSUE #107**

## PARTS EUROPE to be a 'Founder' exhibitor at the all new BIG BIKE EUROPE expo in May 2013

PARTS EUROPE, the Germany based European headquarters for the Parts Unlimited and Drag Specialties distribution businesses (part of the giant American based LeMans Corporation), will be a 'Founder' exhibitor at BIG BIKE EUROPE in May 2013.

The market leading distributor in the United States had been working on European expansion plans for several years, and their 16,500 sq m (150,000 sq ft) state-of-the-art Parts Europe warehouse was finally opened at Konz/Trier in Germany in 2010.

An increasingly regular fixture at many European motorcycle shows, Parts Europe hosted their first warehouse open day in the summer of 2012 (for their Thor motorcycle apparel dealers) and are embarked on a long-term expansion strategy.

BIG BIKE EUROPE is the all-new 'Pro-Grade' expo concept for the motorcycle industry in Europe, with the primary focus being on parts, accessories, custom, performance, service,



workshop, tuning and touring.

A 'non-retail' expo, BIG BIKE EUROPE is the new, permanent host event for the acclaimed AMD World Championship of Custom Bike Building (2013 will see the World Championship mark its 10th anniversary and first ever appearance in Europe), and will stage the first annual International Motorcycle Industry Conference.

BIG BIKE EUROPE will be a three-day expo offering exhibitors an all-new Invitational/Open-Admittance attendance strategy.



The first day (Friday May 10th, 2013) is an "Invitation Only" day set aside for motorcycle dealers, and their invited 'VIP Riders/guests'.

The weekend (Saturday 11th and Sunday 12th) is open to general public, rider and enthusiast attendance.

It is estimated that some two thirds of the value of the European motorcycle market resides with the owners of Europe's 'Big Bikes' - the one third of motorcycles of over 250cc (source: ACEM).

In addition to a population of some 18 million "high percentage motorcycle ownership" consumers within a 100km radius, Essen, Germany, (where BIG BIKE EUROPE is being staged) it is said that over 60 percent of Europe's franchised motorcycle dealers and custom shops, and some 65 percent plus of Europe's large displacement road registered motorcycles of all kinds are within a 500km radius of Essen. (sources: International Motorcycle Industry Index, Moto Big Book, AMD Magazine, International Dealer News).

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**EICMA Review: ..... 12-19**



With over 500,000 show visitors and some 1,000 plus exhibitors spread over six halls, the EICMA 'Milan Show' in November 2012 appeared to be another triumph for the Italian motorcycle industry and its trade association ANCM. But is that the full story? Find out in IDN's exclusive eight page review of vendor news



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**BIG BIKE EUROPE**  
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# German market set to see second consecutive year of motorcycle sales growth

**S**ALES statistics for November 2012 (and the 11 months of the year-to-date at that stage) released by German motorcycle industry trade association IVM (Industrie-Verband Motorrad) in December indicate that, at 84,209 motorcycle sales for the year to the end of November 2012, will have seen the best market performance since 2009, and will only be a thousand or so sales behind the 2009 figure.

Motorcycle sales in Germany in November were up 14.23 percent over November 2011, with October up 11.68 (at 1,622 units) over the same month in 2010 (at 3,097 units).

For the year-to-date motorcycle sales in Germany were 84,209 units, against 82,082 for the first 11 months of 2011, and 79,157 for the same period in 2010.

Total PTW (Powered Two Wheeler) sales in Germany in November were also up over November 2011 (up by 2.49 percent at 2,754 units) and for the first 11 months of 2012 (at 125,900 units) were up by 0.64 percent over 2011, and up by nearly 5,000 units of 2010, making a second consecutive year of total German market growth likely once the December numbers have been released.

For 2012 to date motorcycle sales are running at some 67 percent of total PTW sales in Germany, which is some 2 percent higher as a share of the total market in 2011 and 2010, confirming that the small cc scooter and motorcycle market is still 'soft', and that is probably a reflection of the youth and licensing/training issues that have haunted the German market in recent years.

Meanwhile, data released in December by ACEM, the Brussels based 'lead' motorcycle industry trade association in Europe, shows Europe-wide total PTW registrations for the 10 months to the end of October 2012 lagging 12.5 percent behind 2011.

ACEM report that for the year-to-date motorcycle sales were up in Austria (+9%), Norway (+5.8%), and the UK (+1.6%), as well as Germany, while Italy (-18.6%), France (-8.0%), but still Europe's largest market, Spain (-19.0%) and The Netherlands (-9.8%) continue to languish. The small cc/moped market was down for the first 10 months of 2012 in every one of the 20 or so European markets that ACEM monitors, with overall small cc/moped sales off by 16.4% Europe-wide.

For the first 10 months of 2012 ACEM report 1,230,459 PTWs sold in the countries they monitor, compared to 1,406,592 over the same period in 2011. Overall ACEM remain optimistic about prospects for the next 24 months, compared to the cycle that the market has endured in recent years, repeating the view they presented at INTERMOT that at worst the rate of decline in the European motorcycle market has slowed, and that the statistical evidence points to the emergence of market stability, if not yet any actual growth.

Total Japanese motorcycle manufacturer PTW sales to Europe as a whole for the 10 months to the end of October 2012, and total 250cc plus motorcycle sales to Europe, are broadly level with 2011.

The picture is similar in the United States and for Japanese manufacturer exports worldwide.

Japanese 250cc plus exports to Europe stood at 125,677 units for the first 10 months of 2012, as against 125,617 for the first 10 months of 2011; with total PTW exports at 139,248 as against 140,248.

With stability being the first step to recovery, Japanese motorcycle brand dealers in Europe will be hoping that currency issues and domestic Japanese recessionary pressures don't negatively impact on either pricing or availability in 2013 as they eye a possible return to sales growth.

**'stability is the holy grail'**

Market stability is the 'holy grail' for Europe at this time. With everything that has happened in the past five years - indeed in statistical terms everything that has gone on for most of the period from 2000 - and the consumer-confidence sapping media-driven negativity that swirls around us with every news broadcast and every so-called financial expert's prognostications, relatively speaking stability would be a "sunlit-upland" of hope and optimism!

As reported, the outcomes of the major industry events at the end of 2012 (INTERMOT and EICMA), the vendor-view emerging from the parts, accessory, performance, tuning, service, workshop and apparel sectors is, at best, mixed.

While those businesses that are capitalised well enough to be able to continue with R&D, new product and brand marketing initiatives are definitely able to prosper in the current market, but they are doing so at the expense of those who are not in such a fortunate position, not because of an essentially healthy market.

The next 24 months are critical for the motorcycle industry. If we do see sales stability, and maybe a hint of growth in some countries and some market sectors, fuelled by some sense of inter-governmental consensus and progress in re-establishing the parameters for currency stability on a moving forward basis, then maybe the industry will buy itself the breathing space to be able to focus on the demographic and remaining regulatory concerns (licensing, training etc) that need to be addressed.

However, if we see continued decline, even if shallower than the steep fall-off in new model sales of recent years, then industry confidence and capitalisation will undermine the market's ability to be forward facing and to exploit any return in consumer enthusiasm and confidence.

Robin Bradley  
Publisher

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# Husqvarna enters Brazilian market

NOVEMBER saw Husqvarna Motorcycles enter the Brazilian market through BMW Group do Brazil. The Brazilian motorcycle market is quickly increasing its volume, becoming one of the most important markets worldwide and is currently the 5th largest market for BMW Motorrad, the parent company of Husqvarna. Sales operations in Brazil will begin at the start of 2013 with the two competition

Enduro models, the TE 477 and TE 310R being made available. Husqvarna models will be distributed through selected dealers; some of which are already part of the BMW network. The dealer's internal communication system will be upgraded according to the Husqvarna corporate identity, offering dedicated space to represent the brand

[www.husqvarna-motorcycles.com](http://www.husqvarna-motorcycles.com)



## Öhlins Racing partners with Triumph Triple Challenge



ÖHLINS Racing has announced a partnership with the Triumph Triple Challenge British Superbike support class, as it switches from the standard Daytona 675 to the higher-spec Triumph Daytona 675R for the 2013 race season. The Supersport class model will use Öhlins suspension all round and will be used throughout the series with full technical back-up from an Öhlins service centre, including an initial set-up to optimise suspension settings for each rider.

The Daytona R features Öhlins TTX technology within the rear shock and NIX30 cartridge kits in the front forks. Triumph Triple Challenge organiser Tony Scott said: "With the introduction of the Öhlins equipped Triumph Daytona 675R to our series for 2013 we're proud to be partnering with this prestigious company. The reputation of Öhlins for technical support really attracted us to this exciting opportunity and we look forward to working with them to

bring down lap times and help our young riders get the best set-up for their machines." Öhlins Racing UK's Business Development Manager, Chris Witter, commented: "We're really looking forward to the 2013 Triumph Triple Challenge; it's always great racing and now with Öhlins equipped 675R machines on the grid and with our technical partnership in place, we believe it will be more competitive than ever."

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## New Diavel model from Ducati for 2013

FIRST introduced in 2010 the Diavel model family has been extended for 2013 by Ducati with the introduction of the Strada variant.

Originally described by the Bologna factory as a power cruiser, the Diavel has now been given greater touring capability in the form of the Strada

model. Changes from the standard Diavel include a touring screen, 15mm higher handlebars that are swept back 60mm closer to the rider, and revised seating for both rider and passenger. Heated grips are also a standard fitment, as are two auxiliary power outlets intended for heated clothing or



navigation accessories.

The passenger's ride has also been improved with the addition of a backrest, grab-rails and revised footpegs.

In order to provide touring practicality the Diavel Strada has factory fitted the bike with specially shaped side luggage that offers 41 litres of capacity.

The new Diavel Strada is being

made available only in a titanium matt colour scheme for the bodywork, with black frame and black wheels and with a subtle black textured finish for the luggage.

**DUCATI** 

[www.ducati.com](http://www.ducati.com)

# MV Agusta Brutale 800

MV Agusta has released details of its latest model – the Brutale 800. The naked bike uses a new three-cylinder engine and features an advanced electronics package and adjustable suspension. The electronics package includes MVICS (Motor & Vehicle Integrated Control System), the integrated management system of the vehicle includes what is claimed

to be the first full ride-by-wire with multi-map and integrated traction control. Four maps are offered with the system; three pre-sets, and one personalised. Traction control, adjustable to eight levels, is also included in the electronics package as standard. The three-cylinder engine, which debuted in the MV Agusta F3 675, features exclusive technical solutions such as the counter-rotating crankshaft, used in MotoGP, but never before seen on a production bike. The frame utilises MV Agusta's unique mixed structure; a front section of steel tube trellis



combined with two light aluminium alloy plates, and a single-sided swingarm with an adjustable rear shock absorber. At the front of the bike there

are upside down, adjustable 43mm forks fitted with Brembo radial brake calipers.

[www.mvagusta.it](http://www.mvagusta.it)

# BMW launch K 1300 S special edition

BMW Motorrad is celebrating 30 years of its K series motorcycles with the launch of an exclusive special model K 1300 S '30 Jahre K-Modelle'.

The new model K 1300 S has been created to celebrate the success story of the K series with an extensive range of options and a



special colour concept in Alpine white/Sapphire black metallic and Racing red in conjunction with a tinted windshield.

Features on this model include electronic suspension adjustment ESA II and the BMW 'Safety Package' including RDC and Automatic Stability Control ASC in addition to the standard ABS.

The HP shift assistant and HP footrests fitted as standard, for rider and passenger, reflect the sporty aspirations of the K 1300 S, while the Akrapovic sports silencer gives a dynamic appearance. Also standard fitment are heated grips and an on-board computer.

[www.bmw-motorrad.com](http://www.bmw-motorrad.com)

# Newfren business tool

NEWFREN is an international leader in the production of brake pads, brake shoes, brake discs and clutch discs.

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# Continental supplies tyres for new GS

CONTINENTAL has been selected by BMW as the supplier of OE tyres for the latest generation R 1200 GS. The company will supply the motorcycle manufacturer with its ContiTrailAttack 2 tyres for use on the bike.

Features of the radial ContiTrailAttack 2 include 0-degree steel belt construction and a newly developed compound technology for grip

in all weather conditions, based on the existing Continental Black Chili compound. The tyre's profile features the progressive 'New Edge' design, which is said to offer excellent water absorption in wet conditions, a uniform wear pattern and low rolling noise.

The ContiTrailAttack 2 tyres also feature Continental's exclusive 'Traction Skin' technology, which allows safe and short

running-in times. The BMW R 1200 GS (2013) will be supplied from the factory with ContiTrailAttack 2 tyres; front 120/70 R 19 M/C 60V TL and rear 170/60 R 17 M/C72V TL. Continental will also continue to offer the 110/80 R 19 M/C 59V TL front and rear 150/70 R 17 M/C 69V TL size tyres for the existing models.



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## Asia Ducati Week 2012

DUCATI owners from over 10 countries headed to Malaysia for the Asia Ducati Week 2012 event. The gathering, organised by the Italian motorcycle brand, attracted 'Ducatisti' from Australia, China, Hong Kong, India, Indonesia, Italy, Japan, Korea, Philippines, Russia, Singapore, Thailand, United Kingdom and Vietnam.

"The Asia Ducati Week was quite a celebration for everyone who loves the passion for Ducati," said Mirko Bordiga, CEO Ducati Asia Pacific. "Asia is an increasingly important market for Ducati, and the interest in the brand is steadily growing, thanks to our Ducati dealers."

VIP guests at the party included Ducati Team riders Valentino Rossi and Nicky Hayden, who took to the stage for the special signing ceremony of a Ducati Superbike 1199 Panigale Tricolore, joining Cristiano Silei (Vice President of Sales Ducati Motor Holding), His Excellency Mario Sammartino (the Italian Ambassador in Malaysia) and

Datuk Wira SM Faisal Tan Sri SM Nasimuddin.

The following day, world-tour expert and Ducati Multistrada-mounted Italian, Paolo Pirozzi, joined a convoy of Ducati motorcycles riding to one of the most attractive locations in the historic state of Melaka, hosted by the local Tourism Office. Saturday night saw the motorcycles gather in central Kuala Lumpur for a Ducati Street Party.

Race day at the Sepang International Circuit started with over 200 Ducatis arriving at the racetrack from central Kuala Lumpur. After race day, Ducati owners even had the unique opportunity to ride their motorcycles and refine their skills with a Ducati track event attended by experienced Italian instructors and two VIP guest riders, three times World Superbike Champion Troy Bayliss and ex-Ducati GP rider Loris Capirossi.

[www.ducati.com](http://www.ducati.com)



# INDIA BIKE WEEK

INDIA'S largest festival planner, the SEVENTY Event Media Group, together with travel and lifestyle channel FOX Traveller, will be presenting India Bike Week (IBW) 2-3 February 2013 in Goa, India. IBW is being described by the organizers as the first annual festival of bikers, bikes, music and entertainment. Modelled on the Sturgis motorcycle rally in South Dakota, USA, which attracts over 500,000 bikers every year, India Bike Week is aiming to be the largest gathering of bikers in India's history. This annual event, celebrating biking in India, will

bring together about 8,000 fans, including some of India's biggest biking celebrities, in Goa. Martin da Costa, CEO of SEVENTY Event Media Group, says: "We're loving the idea of creating one of India's biggest ever festivals – this time for the amazing brotherhood that is the bikers of India. India Bike Week is the place to be for hard core bikers, fans of the two-wheeler way of living, travellers and India's many music and festival fans. It's going to be a great party, and we're already working with the hundreds of bike clubs in India, as well as international bikers,



brands, customizers, bike and accessory manufacturers, and musicians to make this an amazing weekend." Keertan Adyanthaya, MD FOX International Channels, said: "We are proud to present India's first ever biking festival, India Bike Week, at the biker haven of Goa. The festival will celebrate

individuality and freedom, words which are synonymous with biking and bikers. India Bike Week will personify everything that is close to a biker's heart. We hope to inspire a new generation of bikers and make India Bike Week an annual event for the biker community in India." [www.indiabikeweek.in](http://www.indiabikeweek.in)

## KTM launch 1190 Adventure

KTM'S latest dual sport bike is the 1190 Adventure, which has been designed as a tarmac-oriented enduro machine.

The new model is based around the company's LC8 two-cylinder engine, first seen in the KTM Superbike 1190 RC8 R. The four-valve engine is said to produce 150hp and 125mm of torque from its 1,195cc displacement. The motor is held in place by a chrome molybdenum steel trellis frame that carries suspension components by WP Suspension. An option that is offered on the bike is electronic damping, where a switch on the handlebar lets the rider choose between four levels of spring pre-load as well as three corresponding damper settings (comfort, street and sport).

The road orientation of the 1190 Adventure can be seen in the choice of 19in front and 17in rear wheels shod with 120/70-19 and 170/60-17 sport touring tyres.

The standard combined anti-lock

braking system, C-ABS, automatically applies the rear Brembo brake whenever the front Brembo brake is used, optimising braking stability. While C-ABS can not be switched off, it does have an off-road mode that allows the rider to lock up the rear wheel.

An additional electronic aid on the bike is the Motorcycle Traction Control (MTC), which is said to provide dynamic, fully controlled traction on every surface and in every situation. MTC can be switched off and has four different riding modes, allowing different degrees of slippage at the

flick of a switch on the left handlebar. Minimal slippage is offered in 'rain' mode, smooth slippage in 'street' mode, controlled rear wheel spin in 'sport' mode, and 100 percent slippage for committed off-road riding, as soon as the switch is set to 'off-road'. A yellow LED on the new VDO multifunctional display starts flashing whenever the traction control engages.

Joining the 1190 Adventure in the



1190 Adventure R

KTM line-up is the more off-road orientated 1190 Adventure R, with 21in front and 18in rear wheels and a full 220mm of suspension travel front and rear, as well as more aggressive tyre treads than the 1190 Adventure.

To compensate for slightly higher steering forces brought about by the longer travel suspension and larger diameter wheels, the 1190 Adventure R has wider handlebars. The bike also gains a crash bar for increased protection and a lower windshield and different graphics help distinguish the R from its sister model.

[www.ktm.com](http://www.ktm.com)



1190 Adventure

## Industry award for SW-Motech/Bags Connection

NOMINATED for this award last year were Givi Germany, Hepco & Becker and SW-Motech/Bags Connection.

Previous winners were Profi Products (2005), Hella-Gutmann Solutions (2007), Koch Zweirad (2009), LSL Motorradtechnik (2010) and Wunderlich (2011). This award is for companies with "the highest trade orientation and internationally ambitious perspectives".

Focus last year was on "accessories/luggage systems".

The prize winner last year was SW-Motech/Bags Connection, and Sales Manager Marc Schauberg (center) accepted the award during the 3. Trade Convention Day of German motorcycle trade magazine Bike und Business on 16th November 2012 in Wuerzburg, Germany, at the Vogel Convention Center.

The prize was advertising in motorcycle trade journal International Dealer News (IDN) to the value of 10,000 Euro.



Shown here are representatives from Hepco & Becker (left), SW-Motech/Bags Connection (Center), Robin Bradley of IDN (3rd from right), GIVI Germany (2nd from right) and Stephan Maderner (far right) of Bike und Business

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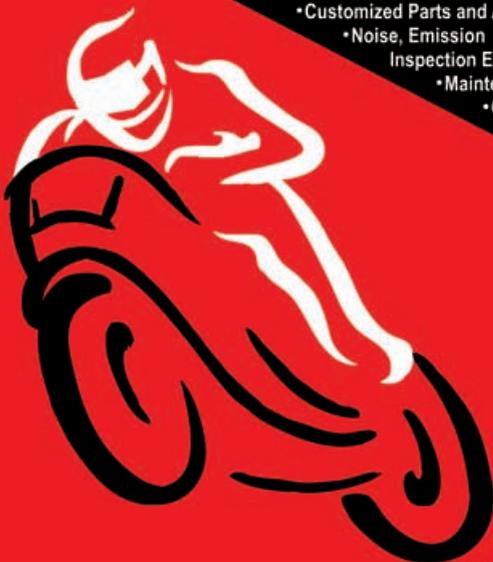


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70<sup>th</sup>

# EICMA

## Motorcycle Show

Milan, November 2012

Written by **Robin Bradley** - [robin@dealer-world.com](mailto:robin@dealer-world.com)

*Over 500,000 visitors and a claimed total of over 1,000 exhibitors - but the 'facts' hide a brutal truth ...*

**T**HAT truth is that while public enthusiasm for motorcycling may be in robust shape in Northern Italy, that enthusiasm is not being translated into spend - either on new bikes or, as far as I could deduce from four days at EICMA, on parts, accessories or apparel.

Like all generalisations, there are exceptions - I spoke with plenty of Italian vendors who had good years domestically, and international vendors who said their dealer direct or distributor sales had also been good in Italy last year. However, while there wasn't the vendor negativity I encountered at INTERMOT among the domestic vendor community in Germany four weeks earlier, neither was there the usual 'gioia di vivere' that I have come to associate with my trips to the show these past twenty years. The dominant 'vibe' was one of resignation - "It is what it is," said one outstanding Italian parts designer I met; but that was balanced by "Nobody in Italy has any spare money these days," from another

Continued on page 12 >>>



**SENA TECHNOLOGIES:** the motorcycle bluetooth headset and intercom market has become fiercely competitive in the past three years, but SENA has been at the technology cutting edge, and with their SMH5 and SMH10 now offer a Bluetooth 3.0 multi-point and conference intercom equipped system with the kind of extended range that adventure sports and touring riders need; [www.senablueooth.com](http://www.senablueooth.com)



**GIVI:** market leading luggage specialist Givi has built on the successful foundation that its popular Monokey and Monolock hard cases have given them with the launch three years ago of its Trekker range of adventure tourer style luggage - for 2013 new aluminium 'Outback' side cases are being added to the Trekker line and mount with the new Givi Monokey Cam-Side system; [www.givi.it](http://www.givi.it)

# EICMA



**AIROH HELMETS:** offering the widest possible range of helmet solutions - from full face and modular to open face, off-road and urban/scooter - AIROH has updated its graphics throughout, including for its popular GP500 'Fear' full face, which is said to be "totally noiseless, wind tunnel tested, and designed for minimum weight", with features including the Airoh Emergency System; [www.airoh.com](http://www.airoh.com)



**ANDREANI GROUP:** internationally respected for his suspension expertise in particular, owner and ex racer Giuseppe Andreani will see his distribution group celebrate its 25th anniversary this year; [www.andreanigroup.com](http://www.andreanigroup.com)

internationally well known and respected vendor.

The Italian motorcycle parts, accessory, performance and tuning industry as such remains the success it has always been in product design and consumer desirability terms. Italian manufacturers continue to find favour with importers, dealers and riders internationally simply because of the reputation of the industry there - even in markets where consumers are equally hard-pressed, Italian brands continue to take a



**ROTOBOX:** manufactured in Slovenia and claimed to be "the lightest and strongest carbon fiber wheels", RotoBox say that theirs is a "revolutionary new construction" technique in which reduced moment-of-inertia and gyroscopic effect improves cornering, acceleration and straight-line speed due to mass being concentrated in the centre of the wheel, improving all aspects of motorcycle control; [www.rotobox-wheels.com](http://www.rotobox-wheels.com)



The cavernous and stylish new expo centre that Milan opened a decade ago remains a stunning environment for the motorcycle industry which offers an exhibitor and visitor-friendly experience.

respectable share of the spend that is taking place.

However, and as has been the case elsewhere in Europe and beyond, with a broadcast and print media industry that is intent on preaching the impending 'end of days', it is hardly surprising that the Italian motorcycle industry trade association that sponsors EICMA - ANICMA - has been issuing repeated calls for government assistance for the industry. "You broke it, you fix it," has been the cry. "Silenzio" has repeatedly been the less than deafening response!

Meanwhile, back in the aisles of the show, it was apparent that marketing and R&D budgets are under pressure in Italy. While there were new products, and new Italian (and 'international') hard parts and accessory vendors in evidence, there were an awful lot of vendors, some historically identified with being prolific where new product initiatives are concerned, who were either unsure what new thinking to bring to the market at this time, or simply unable to fund such important but expensive initiatives.

In marketing terms too, there were a lot of down-sized booths, and an awful lot of vendors missing - Italian as well as international business that had historically been a fixture at EICMA.

The show theoretically 'occupied' its usual six halls, but that was probably more a statement of organiser contractual obligations and publicity aspirations, rather than demand for booth space.

The truth is that the vendor booth space element of the show could certainly

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**RIZOMA:** the custom bike highlight on their booth at Milan 2012 was this Confederate B120 'Wraith', with Rizoma enhancements of course! Recent new current production model custom parts and make-overs from the Italian custom parts manufacturer have included styling options for the Z800 and R 1200 GS; [www.rizoma.com](http://www.rizoma.com)



**UFO PLAST:** from MX helmets and apparel, to plastics and accessories, the Italian motocross specialist's sponsored riders and teams continue to deliver race success. Founded in 1977 by Vito Consoloni, the company now occupies an 8,000 sqm site and produces over 4,000 products with a three-point philosophy - style, materials and quality; [www.ufoplast.com](http://www.ufoplast.com)

have been fitted into four halls, if not three. Which is tragedy. Throughout all downturns every research project ever undertaken in any part of the world has always shown that those businesses that invest most heavily in the twin pillars of market share - new products and brand promotion - have always emerged from bad times in way better shape than those who occupy the lower reaches of investment league tables. But with returns on those investments far from guaranteed in the short-term, and such uncertainty and low confidence informing those whose cheque books write the budgets, it is simply human nature that the response to economic issues will be inconsistent at best, positively negative in most cases!

The show continued to try to develop as wide a range of initiatives as it could to attract consumers - not least through its outdoor action activities and, most noticeably, an expanded custom bike area - but no matter how much is spent, or how well it is spent, it isn't going to put money into consumers pockets.

**W**ith regard to the custom area, I regret to say that EICMA just doesn't 'get it'. They are guilty (and so too is INTERMOT in this respect) of taking the look, feel and ambiance of 'traditional' custom show environments and seeking to replicate in a 'me too' quest for riches.

What a handful of visits to custom shows will not teach new planners of a custom area at a mainstream show, is just how fundamentally wrong and outdated the look and feel of a traditional custom bike show now is.

From the custom motorcycle industry's perspective, and therefore also from EICMA's,

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**CARAT:** since their introduction some 5 years ago, Carat's KINEO tubular spoke wheel range has expanded to offer solutions for a wide range of naked, roadster, sport classic, enduro and adventure bikes. Said to be 30% lighter than "other spoke wheels and in many cases similar in weight to cast aluminium alloy wheels", the hubs, rims and nipples are produced in 7,000-series aluminium alloy with spokes made in carbon steel alloy; [www.caratsrl.com](http://www.caratsrl.com)



**BORILE:** those who remember Umberto Borile's B500T 1960s style offroader and the hugely well-received B500CR cafe racer style bikes will be pleased to know that new backing has allowed Umberto to come back to the market with the 230cc 4-stroke 2-valve 'multiuso' single seen here. The urban-proof styling and tank-in-frame design is a simple, easy maintenance every day ride, and the first of what is likely to become a series of new projects to be unveiled in the coming months and years; [www.borile.it](http://www.borile.it)



**Barracuda:** recent new products from the Italian custom parts specialist include their range of 'Idea' E-marked universal use turn signals, available in five different styles/colours in plastic or anodised aluminium. The company regularly updates its range of make-over kits for popular makes and models, with the Suzuki V-Strom 650, Ducati Multistrada, Honda Integra and T-Max maxi scooter all having received the Barracuda treatment in the past 12 months; [www.barracadamoto.it](http://www.barracadamoto.it)



**KAPPA:** last year saw the luggage specialist make its debut in the technical riding apparel and accessories markets with waterproof jackets and pants, bike and seat covers, the KV7 full-face and luxuriously featured KV2 demi-jet helmets. Check out their new 2013 collection at; [www.kappamoto.com](http://www.kappamoto.com)



**BONAMICI RACING:** the sports and race bike parts specialist offers rear sets, handlebar adjusters, swingarm spools, gear levers, oil caps, and remote adjusters - specialty product lines are offered for many current production models, including the BMW S1000 RR, the Ducati Panigale and the MV F3; [www.bonamiciracing.it](http://www.bonamiciracing.it)



**CELLULAR ITALIA:** the Italian cellphone-to-personal accessory specialist's Bluetooth 3.0 'Interphone' branded F series offers connectivity for up to six riders and a wide range of functional audio and communication systems; [www.interphone.cellularline.com](http://www.interphone.cellularline.com)



**DIM SPORT/RAPID BIKE:** the Dimsport Technology Group established its Rapid Bike programme of electronic engine management products in 2004, to sit alongside its advanced power bench testers and dynamometer equipment division. Designed to offer add-on modules for fast engine management and adjustment without ECU intervention, the Rapid Bike line features the 'Easy' plug & play AFR modulator, the 'EVO' multi-map self-adaptive total injection controller, and the 'Racing' all-in-one professional racing module; [www.rapidbike.com](http://www.rapidbike.com), [www.dimsport.it](http://www.dimsport.it)



**MAROLO TEST:** the French workshop equipment manufacturer celebrate its 55th anniversary this year. Best known for their pneumatic and hydraulic workshop lifts, and modular motorcycle lift systems, with the MaroloBIO programme the company also pioneered biological parts washing for the motorcycle workshop; [www.marolotest.com](http://www.marolotest.com), [www.marolobio.com](http://www.marolobio.com)



**RMS Performance Parts:** the Italian scooter and motorcycle parts distributor chose a "classic 1950s" style for its booth this year - their hot news is the distribution of Xena security products from January 2013; [www.rms.it](http://www.rms.it)



**SGR:** Societa Generale Ricambi is not just one of Italy's largest distributors, but one of the largest motorcycle industry aftermarket product distribution set-ups in Europe through its ownership of Moraco in France, Langenscheidt in Germany and Euromoto 85 in Spain. In Italy the company represents many internationally respected brands, from Bel Ray, SBS and Tecmate, to SENA Technology, DID Chains and K&N Air Filters; [www.sgr-it.com](http://www.sgr-it.com)



**BRAKING SUNSTAR:** recent products from the Italian and Japanese manufacturer include aluminium sprockets for popular off-road makes and models, Sunstar branded street, MX and race chains, and model-specific direct OE replacement chain and Ergal drive and rear sprocket kits; [www.braking.com](http://www.braking.com), [www.sunstarmoto.com](http://www.sunstarmoto.com)

the trick that is being missed is to extend the expo staging standards that INTERMOT and EICMA (especially) bring to the motorcycle industry table into a market sector that has long since morphed from a niche/cult for riders with no money into the exact opposite. It has burst into the mainstream as a market that is of considerable appeal to the best heeled of active and potential riders. The custom motorcycle industry represents a consumer spend option that is aspirational, inspirational and motivational - and one that is an increasingly strong 'poster-child' opportunity for the entire PTW industry. EICMA manages to present it as tawdry, downscale and something that your mother warned you about! [www.eicma.it](http://www.eicma.it)



**STYLMARTIN:** the Italian boots specialist offers dealers access to a stylish programme of men's and women's race, touring and urban riding boots and footwear, with many products in the range featuring advanced waterproofing technology and CE-approved protection; [www.stylmartin.com](http://www.stylmartin.com)



**MAG EUROPE:** the European operation for the American Motorsports Aftermarket Group brings near-market European service to the Vance & Hines, Kuryakyn, (RSD (Roland Sands Design), PM (Performance Machine), and Progressive Suspension parts and accessory brands, among others; [www.mageurope.eu](http://www.mageurope.eu)



**K&N ENGINEERING:** with nearly 45 years of hand made craftsmanship behind them, K&N's American made cotton gauze filter technology still sets a high-flow air filter performance standard; [www.knfilters.com](http://www.knfilters.com)



**OJ ATMOSFERE:** the Italian urban apparel and accessories specialist was founded in Milan by Max and Marcelo Merighi in 2001. With impeccable timing and a sure instinct for the tastes and needs of riders in the emerging urban and adventure sports markets, in a little over 10 years the company's growth has been extraordinary; [www.ojatmosferemetropolitane.com](http://www.ojatmosferemetropolitane.com)



**BITUBO:** celebrating their 50th anniversary in 2013, the internationally respected Italian suspension specialist continues to be a prolific new product and new suspension technology developer. EICMA saw them unveil what is described as a world first, "electroreologic system", additions to their off-road suspension products, new suspension options for Kawasaki's Z1000, and what the company is describing as "the most efficient and fast electronic suspension system"; [www.bitubo.com](http://www.bitubo.com)



**LEOVINCE:** the Sito Group's LeoVince exhausts brand has been one of the industry's success stories in the past decade, with sales of their motocross, enduro, touring, scooter and SBK (superbike) exhaust designs defying the downturn and selling strongly worldwide as a result of the group's deft investments in product design, branding and manufacturing quality; [www.leovince.com](http://www.leovince.com)



**BC BATTERY CONTROLLER:** Forelectronica recently added to its BC Battery Controller brand smart chargers and testers programme with the 9A maximum charging current EVO 9000, now offered as an additional option to their EVO 3500 3A maximum charging unit. Features include an 8-step charging cycle that starts with an initial battery diagnosis. Both are said to be compatible with all 12v lead-acid batteries, test the state of charge when at rest, the cranking power, and the function of the alternator/regulator system; [www.batterycontroller.com](http://www.batterycontroller.com)



**MARUSHIN HELMETS:** Ullrich Holzhausen, the former owner of the Marushin Helmets trademark in Europe (and of JF Motorsport GmbH and former Vice President of the IVM, the German motorcycle industry association) has sold the rights to the brand to former Bewa and Xpeed Europe man Joachim Beck. Noted for its historically lightweight characteristics, 2013 designs and production is already in place, and Beck will be continuing the Marushin programme through his company MSP Multi Sport Protection GmbH; [www.marushin.de](http://www.marushin.de)



**LIGHTTECH:** started in 1997 by Fabrizio Furlan, these days the specialist Italian parts and accessory factory manufactures some 7,000 Ergal products in 7 different colours and over 400 titanium products. The company sells to distributors in 20 countries worldwide, and has ISO 9001 and TÜV certification; [www.lighttech.it](http://www.lighttech.it)



**NATIONAL CYCLE:** having celebrated their 75th anniversary (founded in 1937, the company is still under the ownership of the same family) recent new product introductions from the famous Maywood, Illinois manufacturer have included additions to its high performance VStream Lexan polycarbonate screens programme, including fitments for the Triumph Tiger 800XC and the BMW F605/800 GS. Engineered for safety and durability by founder's son Barry Willey, and featuring FMR hardcoat for scratch resistance, Lexan is claimed to deliver 20 times greater impact resistance and 23 times greater crack resistance than typical acrylic screen materials; [www.nationalcycle.com](http://www.nationalcycle.com)



**GAERNE:** the Italian boot manufacturer celebrated its 50th anniversary last year, and is still under ownership and operation of founder Ernesto Gazzola's family (Marta Gazzola, US Sales Manager, shown left). With iconic designs that did much to define advanced design and protection thinking in the motocross and sportsbike boot industry, the company still honours the craftsmanship, design and materials research values that has defined the Gaerne brand throughout its history; [www.gaerne.com](http://www.gaerne.com)



**NEWFREN** - back in the 1950s the factory established by Alessandro Barbero was one of the first in Europe to specialise in the demanding and specialist processes involved in bonding friction materials. Now operated by his son Valter from a 6,000 sqm facility at Cirie near Turin in North Western Italy, the brake pads and clutches specialist exports worldwide and continues to introduce new products regularly - recent additions include a patented steel clutch plate for Moto 3 Honda engines, and a new online distributor, dealer, parts counter and workshop fitment and reference guide that is said to be one of the most comprehensive ever offered; [www.newfren.it](http://www.newfren.it)



**MOTO FACTORY ITALIA:** created as an export sales and marketing network to share contacts, resources and opportunities, watch out for a feature on this new initiative in an upcoming IDN edition. Seen here are Massimo Galli of Dell'Orto (left) and Ennio Marchesin of Alpina Raggi (the well-known wheel manufacturer) - the other network members are LeoVince exhausts (Sito Group), Adige Racing Parts (Adler SpA, the clutch specialist) and the Domino Group, well known for their top selling Tommaselli handlebars and controls programme; [www.motofactoryitalia.it](http://www.motofactoryitalia.it)



**VALTER MOTO COMPONENTS:** founded 15 years ago from the Valter Moto Group in Northern Italy, VMC designs and manufactures racing and street parts and accessories for most popular current production makes and models - everything from rear sets and handlebars, through to performance parts; [www.valtermoto.com](http://www.valtermoto.com)



**ITALJET:** Riccardo Tartarini (left, seen here with Benelux Italjet distributor Eddy van Lent) says that market response to the E-bike range, that is now carrying forward the styling, engineering traditions and values of the Italjet brand, has been hugely positive; [www.italjet.com](http://www.italjet.com)



**ZARD EXHAUST:** latest new designs from the Italian manufacturer include a stylishly designed 'old-style' exhaust with all the advantages of contemporary manufacturing for the Triumph Scrambler - a high-mounted 2:1 'shorty' available in satin steel, brushed finish or with a high temperature resistant black ceramic coating; [www.zardexhaust.com](http://www.zardexhaust.com)



**X-TRIG RACING TECHNOLOGY:** founded by former racers, the respected German MX parts specialist offers dealers access to a fast growing programme of precision machined triple clamps, pre-load adjusters and handlebar mounts; [www.xtrig.com](http://www.xtrig.com)

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## Sporty grips from LSL

SPORTY is the name of the latest style of grip from LSL. The straight, slim style grips use rubber for its grip and are said to have good damping properties. Finished in grey to show less dirt, the grips have grooves for lock-wiring.

The Sporty grips are available for 22mm handlebars and have open ends for use with handlebar weights.

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**info@lsl.eu**  
**www.lsl.eu**



## Ilmberger carbon parts for CB1000R

ILMBERGER'S range of carbon pieces now encompasses the Honda CB1000R. Among the carbon fibre parts being produced for the bike are a swingarm cover with chain guard, both fenders, side panels, windshield and belly pan.

The parts not restricted to the bodywork, with Ilmberger offering carbon alternator and clutch

covers, as well as air box and radiator covers.

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**www.ilmberger-carbon.com**



## Puig universal visor

AT the recent INTERMOT exhibition Puig presented a new universal visor, which can be fitted without drilling the screen.

The new visor mounts as a clip-on and tightens with fasteners to the screen, so it does not damage it, and can be mounted and removed in seconds, Puig says. The wind protection is said to increase considerably, deviating the wind upwards, and greatly improves rider comfort. Puig will be testing the new visor on several bikes, for it to be launched in early 2013.

**PUIG**  
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# LeoVince Street bike exhausts

LEOVINCE'S range of exhausts for use on street bikes includes the top level Factory R. The E-approved Factory R system features a titanium silencer with an aerodynamic front cap and an end cap in carbon fibre. A full carbon bodied silencer is also an option. The silencer mounts to the frame with a carbon fibre bracket, equipped with an anti-vibrating rubber. The collectors on the Factory R exhausts are manufactured in stainless steel, which are TIG welded.

Among the slip-on selection offered by LeoVince is the E-Approved 'LV One'. The slim cylindrical shape silencer is made from AISI 304 stainless steel. The end cap is made from a high performance techno polymer, in a black finish, which is resistant to both thermic and mechanical stress, and the supporting strap is produced in carbon fibre.

The LV One is available in two versions. One has an external sleeve in stainless steel (with a special sand-blasting treatment, which gives a titanium look), the other has a carbon fibre sleeve.

Taking inspiration from the race circuit are the GP Pro and GP Style exhaust systems.

The GP Pro stainless steel silencer is composed of nine cones, TIG welded together by hand.

The GP Style silencer and its link pipes are made in TIG-welded AISI 304 stainless steel, sandblasted with stainless steel particles and are secured to the frame with a carbon fibre bracket.

Completing the range of street bike exhausts from LeoVince is the E-approved, slip-on Underbody Evo-II. It has been created with the intention of hiding the exhaust as much as possible.

It is a special road approved system equipped with a dB-killer that, where possible, replaces the stock system in combination with the original manifolds, or, alternatively, with a full replacement. It is made entirely in AISI 304 stainless steel. The outer sleeve is sanded with stainless steel sand to get a titanium look, and the end cap, with carbon fibre protection,

channels exhaust gases out to the sides, and provides a 'barrier effect' against radiation heating of the tyre.

Across the entire range of LeoVince exhaust systems and silencers each piece has been specifically developed for each individual engine model to achieve a significant increase in torque and maximum power rating, while still complying with European standards.

**SITO/LEOVINCE**  
**Monticello d'Alba (CN), ITALY**  
**Tel: +39 0173 465 111**  
**info@leovince.com**  
**www.leovince.com**



Nine sections of stainless steel are hand-welded together to create the GP Pro end can



The Underbody Evo-II has been created with the intention of hiding the exhaust as much as possible under the bike



The end cap of the LV One is a polymer, which is resistant to both thermic and mechanical stress



The Factory R system is available with a titanium or carbon bodied silencer



The GP Style is made of TIG welded stainless steel which is sandblasted to give it a matt finish



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# Scottoiler for Tiger 800



SCOTTOILER is now producing a version of its vSystem designed specifically for the Triumph Tiger 800 / 800XC. This latest version of the automatic chain lubricating system includes special parts required for installation on both Triumph Tiger 800 models, and includes model-specific installation guides.

Scottoiler Marketing Manager, Matt Ennen, said: "We were really excited when Triumph released the Tiger 800 and 800 XC, knowing that these bikes would be big sellers worldwide. Triumph has the largest ratio of Scottoilers fitted to their model range, so owners obviously value their bikes and take good care of them – our products fit right in there. The new kit provides a custom solution for Triumph Tiger 800 owners."



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[www.scottoiler.com](http://www.scottoiler.com)

# Oxford HotGrip range

OXFORD Products is now making its HotGrips range of heated grips available as two distinct lines; Essential and Premium.

Essential HotGrips are the budget offering and are available in two styles; Scooter and Commuter. Both versions have two levels for the heat setting and use a simple wiring loom.

The Premium range of HotGrips is made up of three models; Touring, Sports and Adventure. The Premium model grips feature ergonomic grip designs for specific motorcycle types and have a five-level heat controller with a unique battery saving mode with an LED indicator, designed to protect against flat batteries - if the engine is switched off, the grips



will automatically turn off until enough power is available.

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[www.oxprod.com](http://www.oxprod.com)



# Öhlins dual sport and adventure fork kit

WITH the introduction of its FKA 100-Series kits Öhlins can now offer front end upgrades for dual sport and adventure bikes. Based on the company's road racing kits, Öhlins cartridge kits have now been made for medium sized adventure bikes. Built using Öhlins NIX technology, the small design of the cartridge kit makes it fit easily in the upside down OE forks most

adventures bikes are equipped with. The kits fit in place of the OE cartridges. Once installed the bike will have a fully adjustable front end. Rebound damping is on one leg and compression in the other leg, with adjustable spring preload in both legs. Different springs are available for riders' individual demands as well as an effective hydraulic stop inside the kit to prevent bottoming.

The kits will first be available for the BMW F800 GS as well as the Triumph Tiger 800 and 800 XC. During 2013 more bikes will be added to the application list.

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[www.ohlins.com](http://www.ohlins.com)



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## Tapered carbon from Exan



EXAN has launched a new carbon fibre, tapered exhaust line – the X-Black. The new silencer has a tapering trapezoid body that was previously only available in stainless steel. The change of material has brought the weight of the end can down to 1.2kg. The X-Black line of silencers is available in both 'Approved' and 'Racing' styles. The Approved has a removable DB killer that can be easily removed for track days. The Racing version has an internal design for optimal gas flow (with or without DB Killer).



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[www.exan.it](http://www.exan.it)

## Ermax T-Max Hypermodified kit



ERMAX has now made available its Hypermodified kit for the Yamaha 530 T-Max maxi scooter.

The Hypermodified kit is made up of a 'Sport' screen in black, right front side panel (with air intake), two side panels, two engine casing covers, two seat sides, a back top taillight cover, a taillight (white LEDs and neons, which are E4 approved), an undertail piece and front and rear mudguards.

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[www.ermax-design.com](http://www.ermax-design.com)



## Akrapovic slip-on for Honda Crosstourer



FOLLOWING on from Honda's launch of the Crosstourer at the beginning of 2012, Akrapovic has introduced a slip-on exhaust silencer for the V4 engine bike.

Said to offer improved engine performance, of 6hp, along with a reduced power-to-weight ratio, the new exhaust features a titanium muffler with a carbon end cap and a stainless steel link pipe in order to weigh 2.4kg less than the standard fitment. Supplied with EC type approval, the slip-on has a removable noise reduction insert and a carbon composite racing-style mounting bracket.

"Honda's Crosstourer is yet another exercise in style and functionality and will quickly develop a legion of admirers," said Friedrich Thomas, Akrapovic's Product Manager. "But Akrapovic has again shown that with the creation of this slip-on muffler, we have managed to exaggerate the sporting nature of the Honda.

"It takes a lot of know how – 21 years of know how – to build an exhaust system that amplifies engine and chassis performance, as well as producing a grin-making sound, within the ever tightening emissions noise. These are just some of the reasons why Akrapovic has become a byword for excellence."

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# R&G parts for classic style Triumphs

R&G has released a range of damage protection products and styling bolt-on parts for the current Triumph Bonneville and Thruxton models.

Developed specifically for the two Triumph twins, the crash protection specialist now offers crash protectors, bar end sliders, fork protectors and a tail tidy along with its new bash plate, instrument fascia and regulator/rectifier bracket.

The bash plate is a new product from R&G, which is designed to protect the underside of the engine and frame from damage and road debris, powder coated black 3mm aluminium plate.

The instrument fascia relocates the ignition key from the fork leg to in front of the top yoke and repositions the speedo and rev counter to a flatter profile. Made from aluminium, the top section of the



Instrument fascia



Regulator/rectifier bracket

fascia has a brushed finish and the bottom bracket is anodised black.

The regulator/rectifier bracket allows it to be relocated from under the bottom of the yoke to the frame rails, to allow more clearance for fork travel.

R&G's crash protectors, in the company's classic round shape, attach to the front engine mount to help prevent the engine cases from making contact with the ground. Crafted from high-density Polyethylene (HDPE), the bobbins are designed to wear and not shatter in the event of a crash. R&G also utilises a particular grade of steel bolts that help absorb an impact by bending, rather than snap or twist its mounting point on the bike. The fork



Crash protector

protectors and bar end sliders offer similar levels of protection for the bike.

**R&G RACING**  
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Fork protector

## DZ2

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## Arrow exhaust for F3

ARROW has introduced a range of exhaust options for the MV Agusta F3; a titanium end can, a titanium end can with a carbon cap and a titanium mid-pipe.

Both of the silencers are 400mm long and have stainless steel inner parts housed in a titanium outer and a dbkiller. The standard version has a stainless steel end cap, and carbon fibre is used for the end cap of the other version.

The titanium mid-pipe has a 58mm diameter inlet matched by a 54mm outlet, to work with the Arrow titanium silencers.

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## SamcoSport hose kits for Kawasakis

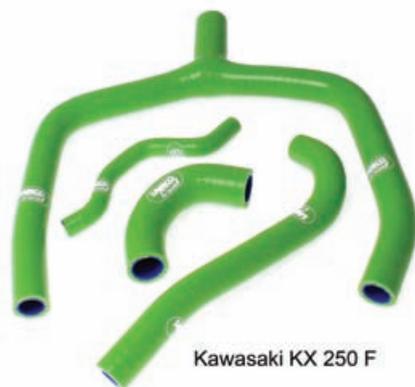
SAMCOSPOT has both Race and Pro hose kits available for the Kawasaki KX250F and KX450F.

For the KX 250 F the Race kit is four pieces,

including a Y section for improved flow and the Pro kit is a six-piece set. The Race kit for the KX450F is a three-piece and the Pro kit is made up of seven pieces.

The Y piece featured in the Race kits is said to allow better airflow through less joins in the hose. The 'Pro Kit' mirrors the OEM kit and allows for a more straight forward fitment whilst still increasing performance.

Both kits for both bike models are offered in blue and green.



Kawasaki KX 250 F



Kawasaki KX 250 F

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## Superauto Integra screens

SUPERAUTO is now offering two screen options for the 700cc Honda Integra scooter, with both versions featuring new incision graphics.

The Little Shield is offered in three versions; the 4mm thick transparent and 3mm thick smoke grey and smoke grey dark. All three measure 38 x 36cm. The transparent has German TÜV and USA DOT, while the two tinted versions are TÜV homologated. The taller windscreen, measuring 72 x 66cm, is made from 3mm material and TÜV approved.

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# Rukka D30 Air protectors available for retrofit

RUKKA D30 Air protectors are said to combine comfort and impact absorption and are now being made available to retrofit.

Rukka first introduced the D30 Air protectors with its 2012 collection, in its R-Star, Vauhti, Vilma and Kalifornia suits. Developed in co-operation with British impact absorption specialists of the D30, the protectors are made of an 'intelligent' polymer with a weakly cross-linked molecular structure that abruptly strengthens in an impact, with the amount of strengthening commensurate with impact force. This means that the polymer molecules can normally move freely so that

the material does not obstruct the wearer's freedom of movement, but in an impact the molecules become entangled in one another and interlock. Immediately after the impact, the molecular cross links dissolve again so the material instantly regains its flexibility. The 2013 Rukka collection employs D30



Air protectors increasingly, and they are also being offered for retrofitting. They fit all Rukka protector pockets, with a Velcro strip in the jackets securing the back protector, and the shoulder protectors delivered with fixable mesh pockets. It is also possible to re-fit jackets and trousers by other manufacturers, as long as the sizes of pockets and protectors match.

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## GSR 750 exhausts by Spark

SPARK is now manufacturing two exhaust options in Italy to fit the Suzuki GSR 750: Gp Style and Evo V conical silencer.

The Gp Style silencer, which is less than 30cm long, is made from AISI 304 stainless steel, and given a scotch bright finished. Included with the silencer are a mounting kit and two different db killers. One of the db killers is open and the other one is homologated according to current legislation.

The Evo V conical silencer is a new design from



Spark. The shape is said to provide a different tone to the exhaust's sound. This sharp-edged end cap makes it look aggressive and elegant at the same time. The silencer is available in stainless steel, carbon, titanium and dark style (electro coloured stainless steel).

Installing the Spark silencers on a GSR 750 can reduce weight by 2 - 2.6kg. The original silencer weighs 4.5kg, while the claimed weights for the Spark silencers are 2.4kg for the Evo V and 1.9kg for the Gp Style.



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[www.spark.it](http://www.spark.it)

# Polini moves into carburettor production

POLINI has introduced its first production carburettor, which it claims is a technological improvement on existing



designs. The carb, which features all aluminium construction, is said to be 40 percent lighter than a traditional carburettor. It has a very short inlet and an exclusive concentric design and a geometry to optimise airflow when the gases pass through. Other design features include overflow of petrol in the atomizer designed to ensure correct flow dynamic at every position of the throttle valve opening and the hole where the petrol enters, and the larger needle allows the constant draft even in the most extreme conditions. Despite its compact size the carb is available in 15, 17.5, 19, 21, 23 and 24mm diameters and to ensure maximum compatibility, it is being made available with both original and racing flanges in different diameters.

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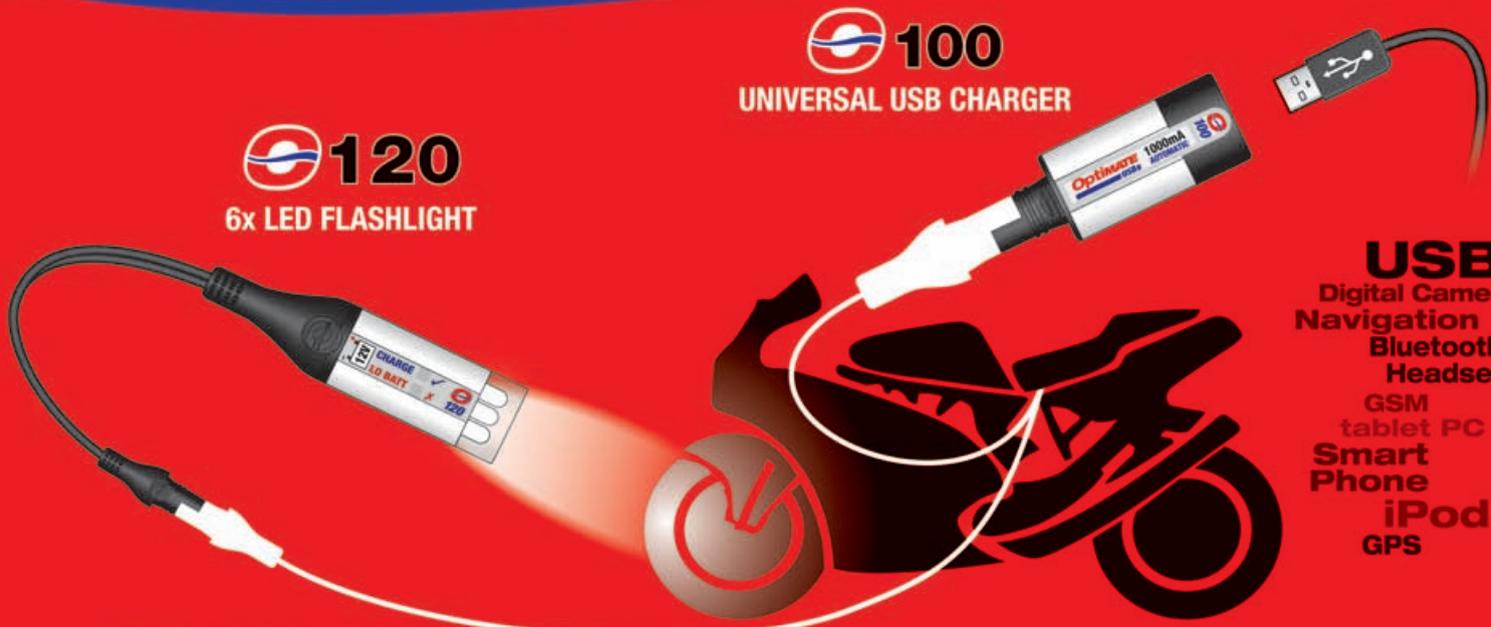
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## Metisse carbon parts



TEAM Metisse in Germany has carbon parts for Ducati, from Monster to Panigale, and many BMW and MV Agusta models. All parts come with an operating certificate. Metisse carbon parts are made with the same high-end manufacturing processes as the OEs use and a perfect fit, stability and carbon surface are guaranteed, as well as perfect UV, weather and aging resistance. Shown here the Metisse carbon tank cover for the Diavel (below) and the carbon fairing for the BMW S1000RR (Above).



**TEAM METISSE**  
 Leiferde, GERMANY  
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[info@metisse.de](mailto:info@metisse.de)  
[www.metisse.de](http://www.metisse.de)

## Touratech BMW G 650 GS Sertão parts

FOLLOWING on from BMW's launch of the latest G 650, the GS Sertão, Touratech has created a line of products to further enhance its off-road potential.

Given the off-road nature of BMW's GS models, Touratech has created crashbars for the bike, which include ones to protect the fairing. Designed to fit both the G 650 GS and the Sertão, the bars, in an electro-polished stainless steel finish, protect the plastic panels in the event of a fall.

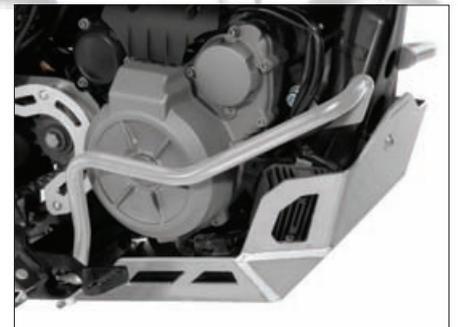
To protect the bike's engine Touratech has bars that can help prevent damage to the lower engine cases and controls in the case of a fall. Like the fairing bars, these have an electro-polished stainless finish.

Continuing the protective theme is Touratech's aluminium skid plate. Based on the design of the plate created for a F 650 GS that took part in the Paris-Dakar Rally, it has been adapted for the BMW G 650 GS and Sertão. Made from 4mm thick aluminium, the guard is said to be stronger than the stock guard and will protect the full length of the engine against bottoming out or impacts with solid objects off-road.

Caterin for long distance riders Touratech has an extensive range of luggage for the 650 bikes, and included is an expandable touring tankbag for the BMW F 650 GS single and G 650 GS. Made of Teflon-coated Cordura, the bag is claimed to be resistant to light rain and dust.

At the rear of the bike owners can use the Zega Pro Pannier System. Touratech's engineers have retained the Zega mounting design and rugged construction while enhancing the looks and features for the next generation Zega Pro. They are available with 31-, 38- or 45-litre capacity and a black anodized finish.

To work with the panniers, Touratech is also offering the company's Zega Pro topcase. Offered to fit the G 650GS, F 650 GS, Sertão, or Dakar, the top cases use the Rapid-Trap quick-release system. Aluminium is used on the box's construction, while the hinges and latches are laser-cut stainless steel,



and it can be equipped with an optional key lock for maximum security. The Zega Pro topcases come in either 25 or 38 litre sizes and are available in raw aluminium, anodized black or anodized silver finishes.

Zega Pro topcases mount to a specially designed stainless steel topcase rack, which installs onto existing mounting points.



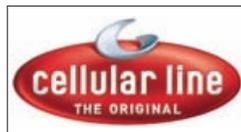
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# Interphone F5S for group conferences



THE latest evolution of the FS series of Bluetooth interphones is the F5S, a multi-user system with Bluetooth 3.0 technology for group conferencing for motorcyclists at a distance of up to 1,800 metres in full duplex mode.

Said to be one of the best solutions for communication in motion due to high performance and advanced technological solutions, it features multi-media functions thanks to the FM radio with RDS and the option of connecting it via cable with MP3 players (iPOD) with the Bluetooth A2DP profile.

The TTS (Text To Speech) function provides status messages and ensures utmost comfort as well as total safety when used. Its installation inside the helmet is made easier thanks to the headsets with removable microphones.

Interphone F5S is available in a single version or in pairs, and guarantees maximum endurance and a firm fastening on any type of helmet. The entire FS series, including the new F5S, is the only one on the market to have been certified IP67, according to the company, which makes it 100% dust and waterproof. Also available is a remote control that will allow users to control all functions of the Interphone F5S without ever letting go of the handlebar thanks to a practical joystick. This is said to be easily adaptable to any type of handlebar grip with a diameter from 20 to 32 mm. All the main functions can be activated with just one control thanks to

the voice guide (TTS). The remote control is lined with a hi-tech, soft-touch finish to provide the best grip and its shape allows to easily manoeuvre the joystick. Simple to install but difficult to remove thanks to the innovative tamper-proof fastening screws, REMOTECONTROLF can be used effortlessly with any type of glove.

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# Ariete road bike products

NEW items in the Ariete product range for 2013 include **ALU-RUB grips**, which are aeronautical aluminium and super soft rubber grips, also said to be super light and made of extra resistant aluminium.



They use anti-allergenic and UV-resistant rubber and have an anatomical shape and structure. The right grip is suitable for standard throttle tubes and the left grip has screw fastening. They feature an improved collar profile and a slimline design for greater control. An allen key is provided.

**ALU-RUB bar weights** come in three universal models for handlebar tubes with dimensions 12.0 to 14.0 mm, 14.5 to 17.0 mm and 17.0 to 20.0 mm.



Models are specific for Honda, Kawasaki, Yamaha and Suzuki.

They have an anodised body machined from billet alloy stainless steel screws, and maximum safety is provided by these two locking surfaces.

They are available in self-coloured alloy and black and gold. Comes with two deformable vulcanised rubber spacers to grip the internal diameter of the bar.

Ariete has also launched the new **Harri's EVO grip** for scooters and road bikes with several unique features. Apart from an eye-catching design they possess high technical content and safety features and have been designed to enhance riding sensitivity and safety.

The outer surface is made from a transparent polymer (TSC), straight from the aerospace industry, which is said to provide better ergonomics and a firmer grip. The outer surface is moulded to match the different requirements of the rider's hand; the surface is cylindrical to suit the palm and provide maximum grip for the fingers.

Made from top quality anti-allergenic material, which is resistant to atmospheric agents, UV rays and ozone, the micro-pyramid pattern provides a firm, safe grip, and the chassis is made from semi-rigid, torque-limited elastomer. It also has an anatomically profiled cut-out for thumb and



forefinger, minimal flanges and a minimum diameter for maximum feel and control. Two versions are available: pierced ends or closed ends.

**Harri's "Puzzle Evo" tank protectors** in three models and ten versions in a modular shape round off the road bike range.

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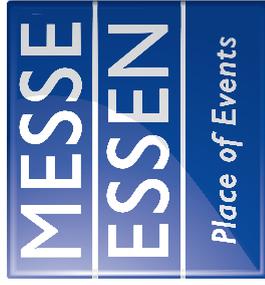
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# Z1R Jackal Pandora helmet

Z1R Helmets now has a full-face helmet available with a built-in sun visor in the form of its Jackal Pandora.

The Jackal Pandora features a one-touch integrated, smoke-tinted sunshield that pivots into position with the flick of the hand and retracts with a single touch of the release button.

The shell of the Jackal Pandora is constructed from ABS/Polycarbonate, which exceeds DOT/ECE 22.05 standards. It has a wind tunnel tested ventilation system, which is said to flush heat and humidity.

Inside the shell there is a dual-density EPS liner for increased energy absorption and a fully removable, Heal-Tec comfort liner that is moisture-wicking and anti-microbial.



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# motorcycle FASHION

## G.Round from Gaerne

THE G.Round is a technical shoe, suitable for urban use and short range touring, but equally comfortable for walking around town, says Gaerne.

A feature of this boot is the patented BOA L5 closure system, which means the shoe has no pressure points, which guarantees durability and comfort. The BOA L5 closure system consists of one micro-adjustable reel and laces made

of stainless steel. This combination allows the rider to have uniform fastening closure on the front of the boot. Furthermore BOA technology guarantees the reels and laces for the entire life of the boot. A Velcro strap on the top, gear and ankle protection and waterproof inner membrane and a Vibram sole are further features.

**GAERNE**  
**Coste di Maser (VI), ITALY**  
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**gaerne@gaerne.com**  
**www.gaerne.com**



# Street-J and Mini-J helmets

THE Street-J helmet is a budget open face helmet for winter use. It is said to offer superior weather protection due to a longer shield and the shape of the shell, which extends to cover the cheek area.

It is made from techno polymer and weighs 1,300 g, has an anti-allergenic and fully removable interior and a micrometric chin strap. Ventilation is

by two front intakes and rear extractors. Sizes are XS to XL and colours are white and black matt.

The Mini-J helmet is specifically aimed at tall wheel scooters like the older SH125, 150 and 300, Vespa, Beverly 500 and Honda Integra as these have limited space for helmets under the seat. This demi-jet helmet is specifically designed to fit even in the

smallest compartments.

It only weighs 950 g and is made from techno polymer, with an anti-allergenic and fully removable interior, featuring also a micrometric buckle and rear extractor. Colours are glossy white, glossy black and matt black. An optional accessory is the TC400 neck saver.



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Street-J



Mini-J





## Pepe open face helmet

A new helmet from Premier is the Pepe, a light open face helmet, with a new shell that guarantees maximum safety for scooter riders in cities and on the open road, according to the company.

The helmet is made from a tricomposite material called DCA and moulded in carbon, aramidic fibre and Dyneema.

The inner shell is made from EPS, moulded with different densities for best shock absorption in case of an impact.

The visor mechanism is

adjustable and easy to use, and the visor itself is injected in the mould in transparent polycarbonate with a 2.2 mm thickness, anti-scratch treated and long enough to protect the face from wind and dust.

The inner liner is made from anti-allergenic sanitised fabric, completely removable and washable, and the chinstrap has a micrometric quick release buckle. Two air vents allow fresh air into the shell.

All Premier helmets, including Pepe, are homologated to ECE 22-

05, sizes are XS to XL, and the helmet is available in two mono colours.



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## Milano Sport Sabre jacket and Aqua gloves

THE Key Collection has expanded the range of jackets and gloves it is distributing with the addition of the Milano Sport Sabre jacket and Aqua gloves. Both new pieces of clothing have been created to cater for the budget conscious rider, such as those on smaller-capacity motorcycles and scooters. The Milano Sport Sabre textile jacket is described as being suitable for year round commuting use. It features a waterproof drop liner and 100 gram thermal quilted inner for winter rides. On warmer days, the thermal liner can be removed and zipped vents at the chest and back open to

provide cooling air flow. The outer shell is made from abrasion-resistant 600D polyester Maxtax, reinforced with ballistic nylon in key areas. CE-approved armour is fitted to shoulders and elbows, while a pocket for a back protector - available separately - is also included.

A zipped, waterproof chest pocket, Neoprene collar trim and reflective panelling finish off the Sabre jacket, which is offered in sizes S - 3XL in black/gun, black/red and black/blue.

The Aqua glove features full-grain leather construction with a



Hipora waterproof, breathable and windproof inner liner. Further features on the glove include a 40 gram Thinsulate inner liner, adjustable Velcro closure, an integrated visor wipe and padded inserts at knuckles and fingers. The Aqua comes in unisex sizes S-2XL, in black only.

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## Acerbis X-Pro

THE latest helmet launch from Acerbis is the new off-road X-Pro. To ensure correct fit, the thermoplastic shell is made in three sizes to allow sizing from XS up to XXL, with weights ranging from 1,150g to 1,310g.

The EPS inner uses 'Conehead' technology, where polystyrene cones are used to absorb any impact.

The lining of the ECE/ONU 22-05 homologated helmet is antibacterial and can be removed for washing.

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# Schuberth C3 Pro

SCHUBERTH used the INTERMOT motorcycle show to launch the latest version of its C3 helmet, the C3 Pro. The company describes it as the quietest flip-up helmet it has ever produced. In addition other new features included in the C3 Pro are two built-in antennas for greater communication range and radio reception. Both antennas are compatible with the Schuberth own-brand SRC System communication system.

A feature on the exterior of the C3 Pro is a wind tunnel developed spoiler, which has been designed so that at high speed riding the wearer suffers no buffeting and there is zero lift.

Internally, the helmet has a lining made of high-quality micro fibre and Coolmax as well as further improved ventilation to ensure maximum comfort. Schuberth claims almost nine litres per second are fed into the helmet, and then out again, at 100 kph, and with a volume of just 82 dB(A), the new C3 Pro even beats all previous self-established records in

terms of aeroacoustics.

Like the S2 integrated helmet launched in 2011, the C3 Pro has two built-in antennas for improved Bluetooth and FM radio reception. The antennas are pre-set for use with the 'SRC System' communication system, which is completely built into the helmet, and, in addition to the intercom conference function with up to three riders and ranges of up to 700 metres, also supports Bluetooth-enabled peripheral devices such as mobile phones, satnavs or MP3 players. The most important functions can also be operated by voice command.

"In the past 15 years, we have set flip-up helmets, once just collector items, free from their niche status with ever more new innovations and improvements, and have developed them to date to become helmets which can be used in a wide variety of ways, and which are appreciated by a very large group of motorcyclists. The C3 is now on top, not just in mountain passes, but we are also discovering



it being used more and more often, even in track days. This has encouraged us to develop our C Series in terms of aerodynamics in our in-house wind tunnel to the point where now even sports riders do not have to balk at putting on a flip-up helmet", said Marcel Lejeune, CEO of Schuberth.



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# Predator boot from Forma

THE Predator is an advanced off-road motorcycle boot and the result of extensive R&D at Forma, incorporating safety, performance and comfort. The upper is made from microfiber and synthetic material, and the Skywalk double-density rubber sole is equipped with replaceable inserts.

One of the most technical characteristics is the Dual Pivot

F.C.S. (Flex Control System), which is a new anti-torsion system with double rear stops that represents the evolution of the already well-known F.C.S., a technology that was created by Forma technicians after extensive laboratory and track testing by their riders. Flexing is encouraged and controlled by the double pivot, developed and designed for a safe and natural flex movement in the ankle area when riding. Two rear stops were added to the two pivots (at the flex points), so backward flexing is blocked at max. 33 degrees, thus offering protection to the rider in case of an accident. Another important safety feature is the structure of the torsion system, which prevents abnormal lateral movements in the ankle (max. torque allowance is 15 degrees).

The dual pivot connector is made from nylon, reinforced with fibreglass and carbon fibre. The nylon ensures maximum resistance with the fibreglass and carbon fibre provides elasticity and original shape to the connector, which has been created to

follow the natural shape of the ankle.

Another important element is the reinforced lower side panel, which ensures maximum support to the Dual Pivot F.C.S. Predator also features moulded injected plastic protection and a new innovative rear flexor made in two different PU densities to guarantee safety, protection and shock absorption. The shaped heel cup is in PU material, and the personalised rubber heat gripper insert ensures protection because the special grip insert is positioned in both the calf and ankle area, directly on the Dual Pivot connector, to ensure maximum grip with the bike frame.

The toecap is made from a material called Zama, which is made up of aluminium, magnesium and zinc, offering a lightweight but durable toecap. Among other features are front and rear collars fitted with mesh inserts to prevent mud and debris from entering, articulated and replaceable aluminium buckles, aerodynamic air intake windows at the rear and side of the boot shell. Internally the boot has thermoformed ankle padding,



and safety is guaranteed by the fusion of the anti-shock PU foam closed-cell material construction, making the padding water- and sweat resistant.

Predator is CE approved and available in white, black, red, blue, orange, green and black/yellow in numerous sizes.



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# Open face C100 helmet from Airoh

THE latest addition to the Airoh range is the open face C100 road helmet, which is suitable for both urban and touring use.

The opening chinguard and the P/J double homologation make this a versatile and functional helmet, which can be worn as an integral helmet or as a jet.

Made from the latest generation of plastic polymers, the new C100 is highly transpiring, has a washable and hypo-allergenic liner treated with a sanitising process called "Satinized", and its anatomical cheek pad thickness is calibrated depending on the different helmet sizes.

Internal ventilation is guaranteed by an upper air vent and a chinguard air intake, which are both fully adjustable, and by rear extractors.

The helmet also has a removable air deflector on the nose, as well as an interchangeable and innovative wind stop device that makes the helmet quieter and more comfortable

when riding, preventing wind noise and giving protection from the elements.

It also features an anti-scratch, quick release visor equipped with the FS Pinlock 100% Max Vision system for the anti-fog lens and a functional external operation control slide-over sun screen.

Particular attention was paid to the new C100 retention system, which means the helmet chin strap has a quick release mechanism, a micro-metric adjustment facility and an anti-theft ring.

The C100 is available in sizes from XS to XXL, in different colours and graphics, all with a UV treatment finish.

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# Stylmartin Navigator

STYLMARTIN'S newest boot is the touring orientated Navigator. A unique feature of the Navigator is the double closure with zippers and adjustable Velcro straps, which makes them easy to get on and off.

The lightweight boot features a soft, full-grain leather upper over a waterproof and breathable lining. The rubber sole is oil proof and antistatic, and the boot includes PU gear change

protection and an internal PU shinbone protection and thermoformed plate. The Navigator comes in black only in sizes 38 – 47.



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# Ruby Castel helmet

FRENCH helmet manufacturer Les Ateliers Ruby is celebrating its fifth anniversary with the introduction of its first full face design – the Castel. Les Ateliers Ruby began in October 2007, when the first Pavillon helmet went on sale in a shop off La Rue Saint-Honoré, Paris. A year and a half later Ruby founder, Jerome Coste, unveiled his second design; the Belvedere, which features a retro visor. Since those humble beginnings the company interpreted those two basic models into 286

versions, as well as into limited editions and also a few one-off pieces. They are now joined by the latest offering from Coste, the Castel, which takes the idea of the Pavillon and turns it into a full-face style helmet, albeit one not destined for use with a visor. However, the Eclipse peak currently available for the Pavillon helmets also fits the Castel helmet.

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# Nolan X-603

NOLAN has utilised the technology developments achieved through racing and first used in its X-lite helmet and applied them to its new X-603.

Composite fibres are used in the construction of the three shell sizes used for the X-603 to provide a range of seven fit sizes (XXS-XS-S, ML, XL-XXL). Ventilation of the shell is via two air intakes on the top of the helmet, with separate activation, which direct air through distribution channels. These intakes are matched by a

rear extraction system, which is said to remove warm air from inside the helmet.

There is also a lower air intake in front of the rider's mouth, and part of the air from this vent is directed onto the inside surface of the visor to limit fogging.

The X-603's lining uses the latest generation of microfibers that are said to offer active control of perspiration, and it has an antibacterial treatment for hygiene and freshness. The



lining is removable and washable. Injection molded from Lexan OQ SABIC Innovative Plastics, the visor is scratch-resistant and

designed to accept the Pinlock insert system. The visor can be changed without tools and the opening mechanism allows the visor to be set open a minimum amount to help clear fogging or locked in place to prevent opening during high speed riding.



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# Alpinestars all weather clothing

ALPINESTARS has introduced a line of clothing, which it describes as being designed for all-weather touring.

Among the pieces available is the **Megaton Drystar jacket**, which has sports styling, making it suitable for not only touring use but also general riding. The Megaton is constructed from Alpinestars' exclusive Drystar waterproof and breathable fabric with Neoprene edges on collar and cuff.

Internally the jacket features a removable long-sleeve thermal liner, removable CE-certified 'Bio-Armor' elbow and shoulder protectors and impact protection for both chest and back with poly-foam comfort padding

(a CE certified Bio-Armor back protector insert is available as an accessory).

Rider comfort is catered for with stretch panels on elbows and shoulders, zippered shoulder air intakes and rear exhaust zippers to regulate internal airflow.

Finishing touches on the jacket include reinforced polymer-printed texturing to provide abrasion resistance at shoulder and elbows, double Velcro sleeve fastening to help prevent protection displacement during an impact, slide along with sleeve volume adjustment with twin-zip cuff openings and a dual Velcro collar closure system. To allow the jacket, which is available in sizes S - 4XL, to fit to a selection of Alpinestars touring pants models, there is an internal waist connection zipper.

The **Jet Road gloves** have Gore-Tex in their construction to make them waterproof. Gore-Tex is part of the multi-layered structure of the gloves

that incorporates a full thermal layer across upper and fourchettes, an open cell foam layer to retain heat, and a waterproof membrane, plus a Thinsulate lining.

The backs of the gloves have polymer knuckle protection for impact and abrasion resistance, and the Alpinestars patented third and fourth finger-bridge is claimed to prevent contortion and separation of the fingers in the event of impact slide.

Strategically placed reflective detailing is used to improve rider visibility in poor or night-time riding conditions, and a helmet visor wipe strip is mounted on the thumb for ease of use.

Offered in sizes S - 3XL, the Jet Road gloves have a double wrist closure system (Velcro wrist and YKK zip) for a water-tight closure with jacket sleeves. The palm is constructed from leather with



reinforced synthetic suede areas, and they have a polymer finger-stylus for use with bike navigational systems.



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# Race-R Pro Carbon helmet

NEW from Shark is the Race-R Pro Carbon helmet, designed for the track and said to be the ultimate evolution of Shark's top of the range racing helmets. It is made from carbon/aramidic fibre and comes in two shell sizes, featuring a quick release visor system and micro lock buckle system. The outside is anti-scratch and the inside has anti-fog visor treatment, which ensures total vision, according to Shark.

It is also said to provide optimal comfort for riders

wearing glasses and has removable lining, and is ready to accept the Sharktooth communication system. It has a new natural bamboo fibre interior, which is said to be ideal for competition riding, and the feeling of comfort is further enhanced by a hermetic neck pad and a new multi-density interior.

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# Atlas Lady suit and Estoril gloves

THE Atlas Lady suit from Drenaline is made from Nylon and Cordura and features a Softshell removable lining with a waterproof and breathable Eyedry membrane and reflective inserts. The jacket has shoulder, elbow and back protectors and the pants have knee and tibia protection. Colours are grey for the jacket and grey/black for the pants. The Estoril is a racing glove where the small fingers cling together to prevent injuries. It is made of cow leather and has Knox carbon protectors on fingers, knuckles, wrists and scaphoids. Colours are black/white.

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# Modus flip-up helmet

THE new Modus flip-up helmet from Caberg is equipped with an innovative opening system, which allows in the open position to have the chin guard much closer to the shell compared to traditional flip-up helmets on the market, according to Caberg.

This feature is said to reduce the head wind effect and prevents accidental closing of the chin guard. Moreover, thanks to this particular chin guard movement, Modus has been homologated to ECE 22.05 P/J dual homologation (full face and Jet),

and allows riding with either option.

Modus is also equipped with an integrated sun visor that is very easy to use, says Caberg. The inner sun visor is anti-scratch and UV 400 treated, while the clear visor is anti-scratch with a Pinlock double lens that prevents misting up.

Two vents on top and one on the chin guard guarantee good ventilation inside the helmet. It also comes with two air extractors on the back to ease discharge of hot and stale air. The lining is completely removable and washable due to hypo-allergenic and transpiring fabrics. The cheek pads feature 3D technology and offer a comfortable fit, and glasses are said to be accommodated easily too. To enable better night visibility refractive inserts were added to the neck.

Modus is pre-set to accept Caberg's Just Speak wireless communication system, which allows users to not only communicate with their cell phones, but also to connect to a GPS system and listen to music through an MP3 player. Just Speak is equipped with Bluetooth profile A2DP that allows high quality audio stereo.

The outer shell is made of thermoplastic material with high resistance to crash impacts, and fastening is by micrometric buckle. Colours are metal black, matt black, matt anthracite, silver, metal white and Hi-Vizion (yellow flu). The graphics



version Duale has a bright finish. Comes in sizes XS to XL, and the weight is 1,700g +/-50 g.



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# Falco 896 Juke and 113 Extreme Pro 3 enduro boots

PART of their all-uses/City line, the 896 Juke has a "Micro-Synth" upper and mesh vented textile lining. It also features a reinforced toe and heel, as well as inserts on the ankle cups. Closure is with laces, and it comes in sizes 39-46 and black/white.

Other features include a Fluo colour free spare laces kit and steel shank sole reinforcement.

The 113 Extreme Pro 3 MX/Enduro

boot from Gianni Falco is also made from Micro-Synth upper and has a mesh vented textile lining.

An Eso-motion 2 MX rear articulation system, contoured P.U. shin and calf protections as well as a high-durability all-round chassis construction and an inner removable bootie with D30 ankle cups help protect the rider.

Closure is by aluminium micro-adjustable buckles and it comes in sizes 39-47 in black or white.



113 Extreme Pro 3 MX/Enduro boot



896 Juke



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# Power X helmet

A new helmet from NewMax is the Power X, based on a previous model with new graphics and new material composition.

Said to be comfortable and light, it features a high-coverage visor that gives the rider broad visibility and is supported by a clamp



designed to achieve optimal and constant performance over time. In the standard version the clamp is painted black, with contrasting titanium coloured screws. Power X is offered with six special colours for the clamp and screws. Helmet colours are opaque black with white decal and opaque white with black decal. Sizes are XXS to XXL and the visor is made from polycarbonate with anti-scratch treatment. It has removable insides lined with anti-allergenic fabric and a chinstrap with micrometric buckle.



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# Terra jacket and pants

NEW from Group Lloyd are the Terra jacket and pants, which are 100% waterproof and have a durable polyester outer shell.

Features include a zipped-in detachable thermal liner, removable Shokblok CE armour at elbows and shoulders, comfort fleece collar with heavy duty neck roll and adjustable collar, waist and biceps.

Adjustable Velcro cuffs with integrated gusset, a discrete inner

pocket, studded full-length storm flap, two waterproof outer pockets, a waterproof phone pocket and a woven adjustable waist belt add to comfort and practicality, plus there are high-visibility reflective piping details at the front, back and arms and a zipper connection for secure attachment to pants.

Sizes are XS to 5XL in black or black/safety yellow.



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# INTERNATIONAL DEALER NEWS

This INTERNATIONAL DEALER NEWS INDEX is a complete listing of all the items in this edition. It includes all our advertisers and the product, feature and news items published this month. The INDEX will act as a quick reference guide, and will be useful when searching this and other editions either for contact details for a particular company, or for a specific item that has appeared. The INDEX appears in every edition of IDN.

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# FEMA launches EU co-funded 'RiderScan' motorcycle safety survey and research initiative

**B**RUSSELS based FEMA (the Federation of European Motorcyclists' Associations) has worked with the EU to create a comprehensive rider safety research programme aimed at exploding research myths and identifying safety needs. Called 'RiderScan', the project has two key elements initially. First, to gather all possible existing safety issue data from all stakeholders - rider groups,

transportation planning authorities, road design and planning organisations, academic institutions, local, regional and national governments, road safety organisations - to create a "knowledge network, enhancing communication, fostering better cooperation between partners." FEMA has issued an open-call for contributions and set up a website portal that allows

anyone with an interest in motorcycle safety to contribute relevant information, success stories, data and other achievements in the field of advancing motorcycle safety understanding.

The project hopes to identify missing knowledge and information and provide guidance to road authorities. Second, the project will involve a pan-European survey which aims at mapping the motorcycle community across Europe. Being launched in English initially, the six month survey will be expanded to include most European languages.

Country-by-country support campaigns in partnership with major motorcycle media will help to spread the call for respondents as widely as possible - at this stage media partners include Moto Magazine (France), MC-Folket (Sweden), and Motorrad (Germany).

Launched at the European Motorcyclists' Forum at INTERMOT on October 3rd, the scope of the project is comprehensive and ambitious. The aim is to gather existing knowledge, new information and rider information in order to be able to address 8 safety fields that have been identified - training, testing and licensing; data collection and statistics; infrastructure;

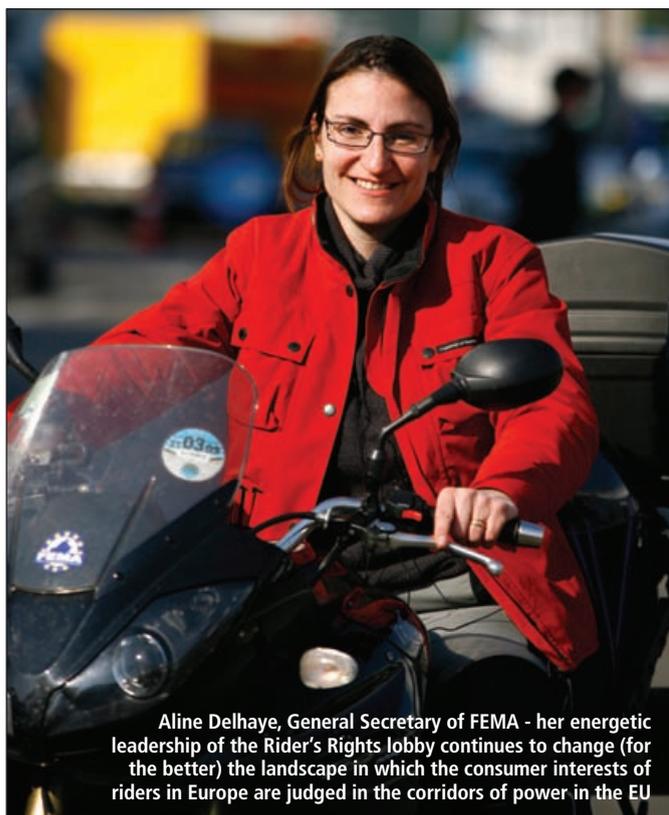


accident reporting; research; traffic management; awareness campaigns; national strategies.

The long-term goal is to bridge a knowledge gap that sometimes results in motorcycle regulation proposals that have been inadequately researched, or default inclusion of motorcycles and riding in regulations that do not take the specific characteristics of powered two-wheelers, the riding and traffic conditions and circumstances into account.

Sometimes this happens when PTWs are included in primary automotive regulations, sometimes when the specifics of motorcycle riding are not addressed in broader transport policy planning.

The portal for contributions can be found at - [www.riderscan.eu/contribute](http://www.riderscan.eu/contribute) FEMA is encouraging all riders of all ages, backgrounds and regions in Europe to take the 'RiderScan' survey, at [fema-online.eu/riderscan-survey](http://fema-online.eu/riderscan-survey)



Aline Delhaye, General Secretary of FEMA - her energetic leadership of the Rider's Rights lobby continues to change (for the better) the landscape in which the consumer interests of riders in Europe are judged in the corridors of power in the EU

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