

# INTERNATIONAL DEALER NEWS

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**AUG/SEPT 2013**  
**ISSUE #114**

## German and UK sales show some recovery as Japanese exports to Europe continue to decline

## PRODUCTS

**M**OTORCYCLE and total Powered Two Wheeler (PTW) sales across Europe continue to decline with imports from the 'Big Four' Japanese manufacturers now at historic lows.

The only primary signs of any market stabilisation continue to come from Germany and the UK, where new motorcycle registrations have recovered from the continued declines seen in the first three months of the year – showing sufficient modest growth for the year to June, and so far motorcycle sales in those markets are broadly level with 2012.

Following a -6.44 percent decline and 4.09 percent growth in April and May respectively, new motorcycle registrations in the UK grew 6.36 percent in June (9,377 units) to leave the British market -3.09 percent down for the first six months (at 43,534 units). This marks a continuation of the steady reduction in market decline since a disappointing start to the year that saw motorcycle registrations posting declines of nine plus percent.

Total PTW sales in the UK show a similar pattern, up 3.57 percent (10,367 units) in June, reducing the rate of decline seen so far this year to -5.35 percent (48,646 units).

In Germany, new motorcycle registrations were up in June for the third month running, and fourth month out of the first six months of the year so far. At 4.06 percent up (9,407 units) and 1.51 up for the year to date (59,948 units) the market that is widely regarded as being a bellwether for the European parts and accessories industry may now be poised for some modest growth in 2014 if the remaining 25,000 or so motorcycle sales seen there in the second half of 2012 are repeated in the next six months.

Total new PTW registrations in Germany in June were up 3.58 percent (14,267 units), leaving the total market broadly level with the first six months of 2012 at -1.09 percent (83,893 units).

Elsewhere in Europe, such as in Spain and Italy, the market continues to decline dramatically, impacting the

overall European market trend and size.

New motorcycle registrations in Spain in June were down -14.96 percent (9,752) units, with the first 6 months of the year down at -12 percent (44,330).

Total PTW sales in Italy were down by -41.68 percent in June (18,807 units), and for the year to date the Italian market is down by -29.29 percent at 91,453 units from 129,337 for the first six months of 2012.

Within that figure, the motorcycle market in Italy is down by -14.93 percent for the first six months of the year at 33,797 units, from 39,730 for the first six months of 2012.

Displacements of 501cc and above are down by -25 percent at 31,833 units from 42,487 for the first six months of 2012.

Once Europe's largest PTW market, sales in Italy declined to 206,422 in 2012 from a high of 524,619 in the year 2000. With total PTW sales in Italy



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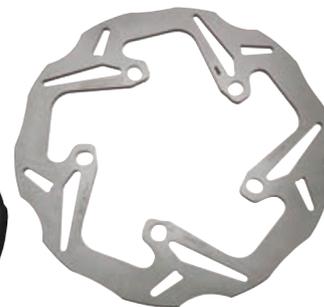
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# IDN responds to market decline

**W**ITH effect of this 114th edition, International Dealer News (IDN) is announcing that it is to revert back to six issues a year, on an alternate-monthly basis.

Down the years the frequency of IDN has varied. From six editions a year, up to monthly, and various frequency formulas in between. Most recently we had been producing ten editions a year and had hoped to be able to publish each month from this year onwards.

However, coincident with an edition in which we present a major review of 35 plus years of Japanese motorcycle manufacturer European export statistics, it is no surprise that we too have had to respond to the same market forces that have been affecting our readers.

From franchised dealers and the motorcycle manufacturers they sell for, right through to the parts, accessory and apparel vendors whose products are needed to fuel dealership workshop revenues and power showroom profits through the void left by declining PTW sales, and whose advertising pays the bills to produce IDN, we are all subject to the harsh realities of the present economic climate and ours is an industry where its effects have come on top of multiple additional issues that have been challenging unit sales for years.

From licensing and training, though safety and regulatory impacts, the motorcycle industry has been under consistent pressure ever since the mid 1990's when the first EU Motorcycle Multi-Directive hardened up on emissions and noise regulations.

Since that time age-related licensing changes, increased training costs and complexity, further emissions and noise tightening, and many other market threats have played out against the background of an industry that has seen sales decline as never before.

From a peak around the year 2000, sales stuttered then recovered in the years following, only to now plunge into uncharted waters in terms of new unit sales-decline since the credit crunch, the banking crisis, the recession and, most recently, since the single currency itself started to come under such sustained and still unresolved pressure.

With consumer confidence at an all time low, and youth unemployment across Europe at an all time high, the prospects for Europe's motorcycle market have never looked worse. Indeed the statistics we report here in this edition of IDN, especially with regard to the once strategically fundamental performance of the 'Big Four' Japanese motorcycle manufacturers, paints a picture of an industry whose decline in Europe, could be argued, on paper at least, to be bordering on the terminal.

Ten to fifteen years ago there were some 10,000 motorcycle dealerships across Europe who held at least some kind of Japanese manufacturer franchise.

Relative to the decline in unit sales that number has not yet fallen by anything like as much as it should have done, but based on our own reader database maintenance, and other independent and manufacturer sources, it is now in the region of 7,000 such shops at best. That the number overall is not yet a lot lower

is due in large part to the many new smaller style stores that have opened up in central and eastern Europe since the early to mid 1990s, and to the fact that ours still remains more of a passion driven market than one fuelled by sentiment-free financial prudence.

Whereas the pre-downturn number of franchised Japanese brand dealerships were able to operate from the profits generated by the sale of an average of between 350,000 and 400,000 unit sales a year, the network of Japanese motorcycle franchise stores in Europe received south of 150,000 units last year (the lowest figure since 1976) and the 2013 year-end figure may be as low as 100,000 to 120,000.

Despite the growing strength (relatively speaking) of European manufacturers such as BMW, Ducati and Triumph, the impact on the market's capital base of losing so many sales so quickly has been dramatic and, as evidenced by the ever decreasing number of parts, accessory and apparel booths at shows such as INTERMOT and EICMA, the knock-on effect, despite the proportionately increased importance of such sales to dealership profits, has been huge.

In the case of IDN, as with other consumer and trade motorcycle magazines, that impact has primarily been through the reduced advertising budgets available, and in our case the absence of a cover price or (so far) subscription fee, advertising revenue has been our sole source of income.

Therefore, while the digital edition of IDN will continue to be free of charge to all those who wish to make sure they receive the link to each edition (it is always available for online reading or download from the [www.idnmag.com](http://www.idnmag.com) website), we are also now going to be introducing a subscription fee for the printed edition of IDN (see details elsewhere in this August/September edition) and stepping up distribution of industry and vendor company and product news through our IDN 'E-Club' service - the oldest and first European motorcycle industry electronic news service.

We will, of course, monitor the market closely and review our frequency (back upwards hopefully) if and when conditions improve, however, with 15 years and 114 editions under our belt, the priority is to ensure that the International Dealer News brand continues and, as the only international motorcycle industry magazine in Europe, continues to develop the excellence of market coverage that has become its hard-earned hallmark.

There will be no compromise in terms of quality of breadth of reporting, and in an industry which becomes even more international every year, IDN will continue to be an every-increasingly important resource.

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<<< Continued from cover

likely to be in the region of 150,000 at best by the end of this year based on the current trend, the market there will have declined by over 70 percent in just 13 years.

As seen elsewhere in this edition of International Dealer News, the latest Japanese motorcycle manufacturer export statistics continue to show that the pressure on their European dealers is unrelenting.

Motorcycle exports by the Japanese 'Big Four' to their European subsidiaries in May this year were down by -25.92 percent over 2012 to an historic low of 6,815 units for a month that until 2009 had never been worth less than three times that figure, and that as recently as 2007 had been worth more than 33,000 units.

Indeed, the continuing collapse in sales of Japanese-made motorcycles in Europe is now reaching historically low levels – numbers that are now lower than those seen in the mid and late 1970s when the Japanese superbike revolution was sweeping all

before it and laying down the strategic foundations of an altogether new motorcycle market in Europe.

For the year to date, Japanese 250cc+ exports to Europe are down by -26.53 percent at 64,560 units. That itself is the lowest Japanese market performance figure for more than 30 years, and with exports for the full year unlikely to be more than 120,000 units, dealer sales here will have plunged to lower levels than anything seen since 1975.

In that year, Japanese manufacturer exports to Europe totalled 96,000 units. They jumped to nearly 150,000 the following year (1976) and never dipped below that until 2012.

Indeed, they reached 318,000 in 1981, peaking again at 354,000 in 1992 and reaching an all-time high of 461,000 in the year 2000.

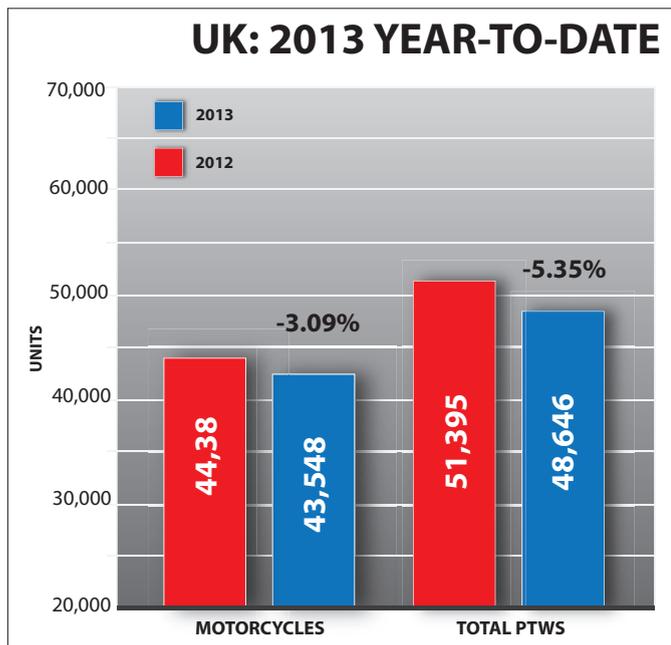
Since then, excepting for 4 years of growth that saw them reach 420,000 in 2007 (just prior to the start of the global economic downturn), Japanese motorcycle sales in Europe

Continued >>>

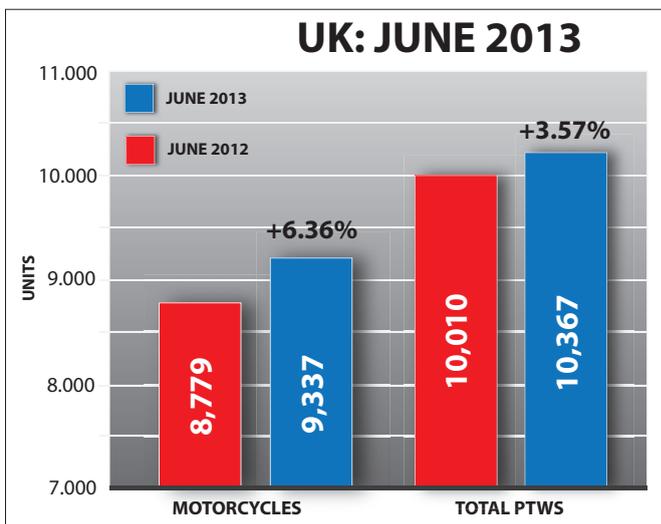
## Japanese exports to Europe 250cc+ by year

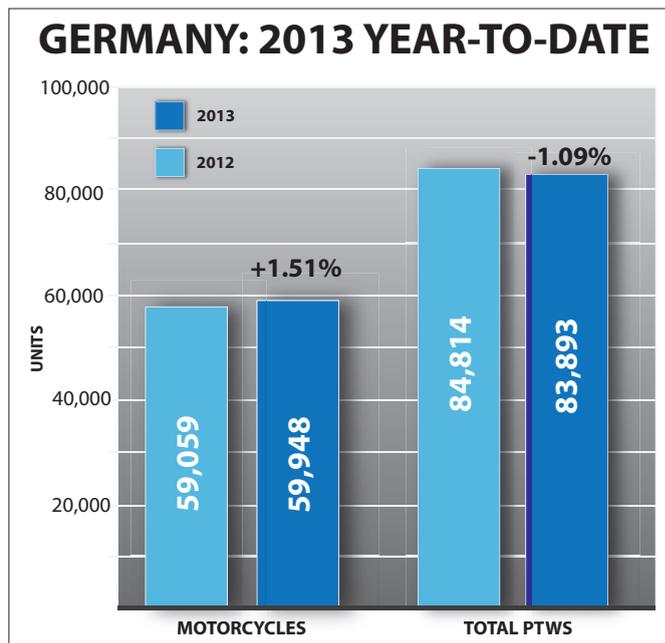
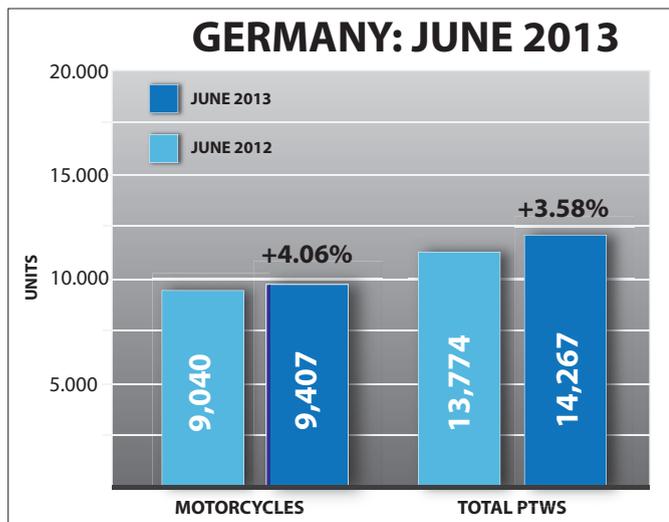
Year	Units	Year	Units
1975	96,226	1994	270,982
1976	149,286	1995	249,242
1977	165,857	1996	289,255
1978	188,031	1997	331,898
1979	161,114	1998	423,539
1980	252,095	1999	448,051
1981	318,098	2000	460,940
1982	250,269	2001	405,741
1983	223,574	2002	359,157
1984	192,695	2003	342,774
1985	184,034	2004	390,528
1986	226,377	2005	395,682
1987	238,089	2006	409,405
1988	213,172	2007	420,601
1989	245,197	2008	326,176
1990	293,378	2009	186,115
1991	353,711	2010	201,921
1992	354,223	2011	156,168
1993	338,069	2012	147,377

### UK: 2013 YEAR-TO-DATE



### UK: JUNE 2013





<<< have not only continued to decline throughout the last 12 years, but, to all intents and purposes disappear as a strategic market driver - with this year's market likely to settle at a mere 25 percent of that seen at the height of the market 13 years ago. •

## Japanese 250cc+ exports continue to decline

DATA released by the Japanese Automotive and Motorcycle trade association (JAMA) has revealed that exports of motorcycles of over 250cc by the big four Japanese manufacturers are still in decline on a worldwide basis; with exports to Europe continuing to fall off a cliff.

In June, worldwide Japanese exports were down by -18.36 percent (at 19,668 units) compared to June 2012, with European exports down by -35.38 percent (5,553 units) compared to 2012 – which is believed to be the lowest June number for more

	June 2012	June 2013	Change	2013 to date	2012	Change
Europe	8,593	5,553	-35.38%	70,113	96,467	-27.32%
Overall	24,090	19,668	-18.36%	202,170	168,890	-16.46%

than a decade.

On a year to date basis, worldwide Japanese motorcycle exports are down by -16.46 percent at 168,890 units, with exports to Europe spectacularly down by -27.32 percent (70,113 units).

In terms of total PTWs (Powered Two Wheelers), Japanese manufacturer

exports to Europe were down by -29.22 percent (they'd been down -22.73 percent in May this year). Worldwide exports fell by -28.11 percent (-8.51 percent in May).

The picture is somewhat better in the United States though where monthly Japanese PTW imports fell in June for only the second time this year so far

(-17.8 percent, as opposed to growth of 5.32 percent in May) with year-to-date figures for the first six months of 2013 now showing US imports of Japanese made two-wheelers as having grown by 0.26 percent - down a little from the 3.95 percent growth seen for the year-to-date to the end of May this year. •

## China motorcycle production

ACCORDING to data released by the China Association of Automobile Manufacturers (CAAM) for the first 6 months of 2013, Chinese motorcycle production decreased by -3.05 percent to 11,274,501 units, of which 1,154,073 units were three wheelers (up 2.62 percent on the first 6 months of 2012). In June specifically, production was down -2.26 percent compared to June 2012, at 1,965,604, which was down by -0.29 percent on May this year. Data for the period from January to May this year showed exports totalling 3,782,800, which was up by 4 percent on the first five months of 2012; this is said to mean that exports are running at their second highest level for the last five years, and totalled \$2,035 billion in value.

According to leading Chinese motorcycle industry magazine Chinamotor, domestic Chinese motorcycle sales were down by -6.66 percent (5,680,800) for the period from January to May this year, accelerating a decline in domestic sales, with overall production and sales being described as dropping to "the lowest level in recent years".

Chinamotor goes on to say that with an increasing number of cities banning and limiting the use of motorcycles, more Chinese consumers are buying cars instead of two-wheelers. Small cc units (150cc and 250cc especially) are maintaining "rapid growth" and this is said to be due to increased international demand for small bikes.

In terms of large displacement motorcycles, Chinese production, as is widely known, is very small indeed, with imports dominating the top end of the market. For the first five months of this year, production of large displacement machines was up by 2.89 percent, but this represents a sector of just 3,710 units. There are said to be some 98 motorcycle manufacturers in China, and despite production and sales uncertainties, it is reported that the sector's total industrial output value, industrial sales value, operating revenue, and total profit was up in the first four months of this year compared to 2012. Industry-wide operating revenue is put at 39,313 billion yuan for the first four months of this year. •

	2012	2013	change
Jan	1,624,300	1,937,200	19.26%
Feb	1,818,700	1,431,600	-21.28%
Mar	2,098,248	1,767,500	-15.8%
Apr	1,994,920	1,963,400	-1.58%
May	2,076,900	1,971,300	-5.09%
June	2,011,100	1,965,604	-2.26%
YTD	11,624,168	11,036,604	-5.00%

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

# E-tropolis launch electric work scooter

RELOAD is the new model of electric scooter that has been in development by etropolis since 2011. The Reload has been designed from the outset to be used by businesses to transport products in the urban environment.

Described by etropolis as a cargo scooter, the Reload comes with a large rear carrier and a front carrier, to

provide spacious platforms, setting new standards for electric cargo vehicles. The TÜV approved scooter

weighs in at a claimed 85kg (without batteries) and has a power output of 400w at the rear hub.

The key feature of the electronics of the Reload is the BMS. In addition to basic functions such as instantaneous measurement of the voltage and temperature of the battery pack, the BMS provides a highly accurate data processing function. The BMS installed on Reloads has electronic features that can be changed depending on the needs of the customer and is adaptable to different types of batteries without

losing any performance or functionality.

The BMS also acts as a 'black box' for the vehicle recording information such as different types of discharges, and possible damages to the charging mode, enabling users to perform thorough check-ups at any time, and everything will shortly be checkable via a smartphone. In addition to this, the BMS performs a calculation of the percentage of remaining charge in the battery pack.

The standard battery pack on the etropolis Reload is composed of elements LiFePO4 lithium and can be modulated in three different ways, 40 Ah, 60 Ah and 80 Ah.

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## MEPs join Brussels EU motorcycle ride

JUNE saw MEPs and EU employees join FEMA, ACEM and FEBIAC in the annual EU motorcycle ride in Brussels to highlight PTW use.

Over the years, the ride of the members of the European Parliament has become a well received for promoting the values of motorcycling. The

motorcycle manufacturers represented in ACEM contributed a wide line-up of vehicles ranging from scooters and light city motorcycles to premium tourers.

Jacques Compagne, ACEM Secretary General, said that "supporting events like this

one means underlining the social and leisurely role of motorcycling. Riding a motorcycle or scooter brings people together, and improves the quality of their lives.

"Our principal concern today is showing Members of the European Parliament and EU officials the pleasure of riding a motorcycle and offering all participants a good time. We want people to see the Motorcycle ride as a welcome break from Brussels' daily business".



Members of the European Parliament who participated in the motorcycling ride. From left: Patricia Van der Kammen, Matthias Groote, Wim van de Camp, Tanya Fajon, Bernd Lange, Bendt Bendtsen, Christian Ehler

## MV Agusta launch Brutale Corsa

MV AGUSTA is launching the Brutale Corsa, which will be hand-built in limited numbers. This latest version of the Brutale will make a claimed 158hp and 100Nm of torque.

Highlights on this particular version of the bike include ultralight specific forged wheels and a fully adjustable Öhlins front fork and a Sachs rear shock on the single-sided swingarm. The frame finished in gloss black paint, the rider and passenger saddles are handstitched and the brake levers, rider footpegs and brake and clutch fluid reservoir caps are machined from solid billet. The tank guard has been created specifically for this bike, while the sports license plate mount and the carbon fiber rear mudguard and front mudguard spoiler are branded with the MV Agusta Corse logo.

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



# Hero MotoCorp embarks on US and European expansion plans

**H**AVING agreed what was termed a "strategic alliance" some 18 months ago, the ties between Erik Buell's post Harley-Davidson enterprise Erik Buell Racing (EBR) and Indian motorcycle manufacturing giant Hero MotoCorp have deepened.

In what is described as their first ever equity partnership with an overseas company, Hero has taken a 49.2 percent stake in the share capital of Troy, Wisconsin based EBR, in return for a \$25m investment.

Hero, the world's largest motorcycle and powered two wheeler (PTW) manufacturer by volume, are targeting total annual sales of 10m units in the next few years, and are making the EBR investment through their newly-incorporated and wholly owned American subsidiary HMCL (NA).

When their initial relationship with Erik Buell was unveiled, Hero made no secret that it was looking to add design and engineering pedigree that would allow it to become a player on the global (and in particular North

American and European) large displacement stages, with ambitions to enter multiple motorcycle segments with a number of different platforms.

Mr Pawan Munjal, Managing Director and Chief Executive Officer of Hero in India said of the EBR deal that the equity partnership is "reflective of our long-term vision of transforming Hero MotoCorp into a truly global two-wheeler major with footprints spread across continents, offering a wide range of technologically-advanced two-wheelers."

He went on to say that this was "a natural extension of our existing relationship with EBR, which is going to further strengthen our strategic alliance." "As we go on spreading our footprint in new international markets, we will look at having extended centers of our own R&D at multiple locations around the world, developing two-wheelers for our global customers.

"Our evolving relationship with



EBR is an initiative in that direction." Hero will now have two directors and one observer on the board of EBR, but the company says that there "will be no organisational changes at EBR" and that "Mr. Erik Buell will continue to be

its Chairman and CEO." In addition to its new subsidiary in the United States the company has also recently established a wholly owned European subsidiary in The Netherlands.

At present EBR is noted for its limited number production of the acclaimed and multi-award winning 1190RS - an aluminium-framed liquid-cooled v-twin 1190RS superbike that they launched in 2011. Weighing in at under 400 lbs, the 1190 RS retails in the US for \$39,999 and up, and delivers 175hp from its 72.6 cu.in/1190cc power-plant - an engine which is basically a bored-out Buell design based on the 72 degree 1125cc Helicon engine made for Buell by Bombardier's Rotax engine

manufacturing subsidiary in Austria. From Hero's perspective Buell brings much to the table of their ambition - one of the world's most respected chassis and performance engineers, the background Buell has of trying to launch several new bikes (such as the Buell Barracuda B2) and enter new market sectors with the Buell brand (such as the dirt bike market with a planned 450cc engine also by Rotax) provides Hero with access to the contacts and contracts of an industry player with a proven ability to develop and produce multiple platforms.

Indeed, given his experience with Harley-Davidson's air-cooled Sportster engines, the international industry rumours include speculation that dirt bikes and the relative simplicity of air-cooled v-twin cruiser platform manufacturing may be early initiatives en-route to performance street bikes. Either way, the collaboration will clearly enable the Indian company to broaden its manufacturing competencies and play catch-up with the international initiatives already taken by its principal domestic rivals Bajaj Auto and TVS Motors both of whom (coincidentally?) also choose The Netherlands as the base for their European corporate structures.

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# BMW announce changes for 2014 model range

**B** MW will not be launching any new motorcycles in 2014 and is instead offering a range of facelift measures for the model year 2014, with the bikes being available to order in August 2013.

The most significant change for 2014 is the release of the six-cylinder BMW K 1600 GT Sport, a variant of the 2014 K 1600 GT, which will feature a two-colour paint finish in Sakhir

orange metallic/ black storm metallic, black gloss coated wheels, a low windshield, and a sporty design seat. The light grey metallic paint will no longer be available on the K 1600 GT in 2014, while the 2014 K 1600 GTL will be available in the magnesium beige metallic in combination with platinum metallic for the frame and footrest baseplates. The mineral silver metallic in combination with magnesium metallic for the frame and



K 1600 GT Sport



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K 1600 GTL

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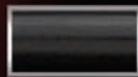
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footrest baseplates is no longer available on this model.

The 2014 S 1000 RR will be available in the new colour combinations of granite grey metallic matt/alpine white 3 and racing red/alpine white/sapphire black metallic, while the finishes granite grey metallic matt and Racing red/alpine white 3 are being dropped.

For 2014 the R 1200 GS will be available with the new 'Pro' mode with three additional riding modes 'Dynamic', 'Enduro' and 'Enduro Pro', including harmonised ASC and ABS as an optional extra. Dynamic ESA can now be ordered separately,

C 600 Sport



suspension.

Sapphire black metallic and mineral silver metallic paint finishes are being dropped for 2014 on

the F 800 R to be replaced by Sakhir orange metallic/black satin gloss and light white/black storm metallic/black satin gloss.

The G 650 GS will be available in black with luggage carrier and cast wheels in black and a tinted windshield.

The German manufacturer's Scooter, the C 600 Sport, will for 2014 feature an instrument cover in black gloss, a new opening mechanism for filler cap, rear frame section in black, swingarm cover in the paint finish Nürburg silver metallic and for the rest of the paint Alpine white 3.

The second scooter in the range, the 2014 C 650 GT gains a central tunnel and filler cap in black grain (previously painted), new opening mechanism for filler cap, instrument cover in black gloss, swingarm cover in Nürburg silver metallic and the choice of Havanna metallic and Quarz blue metallic paint finishes.



F 800 R

independently of the riding modes, and a steering damper is now standard fitment

The only change for the R 1200 GS is that sapphire black metallic and magnesium beige metallic paint options are no longer available.

On 2014 models the Safety package on the F 800 GS is replaced by the Dynamic Performance package, comprising ESA, ASC, off-road mode for ABS and ASC (only available as part of the Dynamic Performance package). The Dynamic Performance package cannot be combined with lowered

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# Ducati continues South American expansion

AFTER inaugurating the new "Ducati do Brasil" subsidiary in October 2012, Ducati's programme for expansion and growth in South America continues. The Italian motorcycle manufacturer has become directly responsible for all management aspects of Ducati products in Brazil, including distribution and assistance.

Led by Managing Director Ricardo Susini, Ducati now controls the new branch based in Sao Paulo. The inauguration of the new show room in the prestigious Avenida Faria Lima of Sao Paulo was an opportunity for Ducati's management, including Claudio Domenicali, CEO of Ducati Motor Holding, to confirm the strategy presented nine months ago regarding their



At a Ducati press conference at the 6th Salon International del Automovil in Buenos Aires, Argentina, Claudio Domenicali (centre, and seen here with Director of Distributor Sales, Roberto Righi, left, and Ricardo Susini, Managing Director of Ducati do Brasil) confirmed agreement with Volkswagen Argentina for distribution of Bologna and Manaus, Brazil, manufactured models to dealers in Argentina. This followed the opening of a new Ducati showroom on the Avenida Faria Lima in Sao Paulo, Brazil



Ducati's 1199 Panigale Superbike was recently recognised by the Red Dot Design Institution at Essen in Germany with a "best-of-the-best" accolade in the product design category of the internationally respected Red Dot design awards

development and growth plans for Brazil, said to be the third largest market overall for medium-to-high capacity motorcycle sales.

A co-operation agreement with DAFRA Ltda, for CKD assembly of Ducati motorcycles in Brazil, has also been confirmed. The Manaus factory is now fully operational with both Diavel and Monster 796 models being assembled.

"The Brazilian motorcycle market is one of the most interesting in the world, the third in size for medium-to high-capacity motorcycles," says Claudio Domenicali. "Nine months ago we made some promises and now we are in Sao Paulo to confirm our commitment and share with all the Ducatisti present in Brazil our plans for development and growth in this important market.

"The inauguration of the show

room and presentation of the first motorcycles assembled at the Manaus factory confirm our commitment to our Brazilian clients. Our aim is to guarantee the very best service possible in terms of sales and after-sales as well as consolidating on the strategic importance of this market for Ducati.

"We have an agreement with Volkswagen Argentina who, from September 2013, will import Ducati motorcycles and distribute them to our network of Ducati dealers, a network that is set to expand in the medium term.

"It is an important step which also highlights the synergies and opportunities for development that has become available to our brand by becoming a part of the Audi group."

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



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# Le Salon de la Moto, Paris

THIS year's Salon de la Moto (the "Paris show") is being staged from the 3rd to the 8th December 2013 at the Paris expo centre, Porte de Versailles.

Aimed at the motorcycle, scooter and quad/ATV markets, the organisers say that the show will bring together "all the players in the field around one main area: to allow the energy of this field to shine".

It is said that "all the major manufacturers, equipment and accessory manufacturers and service providers" will be there with over 13,000 square metres of expo space already booked and "many world and European premiere releases scheduled".

The organisers say that over 200 brands are already booked, including the French motorcycle brand Voxan, who are making a comeback this year.

Monday December 2nd is a press and trade day, with the show open to the public from Tuesday 2nd to Sunday 8th December

inclusive. A comprehensive programme of consumer events and activities is planned, with a special focus on attracting teenage riders and those who are engaged or wish to engage in securing the next stage of their motorcycle licence.

Additional features will include a celebration of famous French riders of the past, and the motorcycle models that "allowed them to become legends" by the French Federation of Vintage Vehicles (FFVE).

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

**le SALON de la MOTO**  
SCOOTER, QUAD  
PARIS 2013



## JPMS 2014

AFTER many successful years at the Eurexpo facility in Lyon, French motorcycle industry trade show JPMS has now moved to Marseilles, with the 2014 event being staged at Le Parc Chanot, Marseilles, on February 2nd and 3rd. [www.jpms.fr](http://www.jpms.fr)



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# Rieju MRT 125LC Pro and SM

THE Rieju UK importer is offering its MRT 125LC Pro and SM in exclusive Rieju competition series bodywork (Green/White/Red with race logos as used on the Competition model) for a limited time.

The two models are both built in Spain and use Yamaha power and

feature a two year full parts and labour warranty.

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## Lotus motorcycle in development

LOTUS Motorcycles is a new company, which has been established to design and build motorcycles bearing the name of the classic British sports car manufacturer.

Lotus Motorcycles is a joint project between Kodewa, car designer Daniel Simon and the Holzer Group, and it intends to create the Lotus C-01 motorcycle, which it says will reflect a combination of lifestyle, design and high-end technology, using carbon, titanium and aerospace quality steel in the production process.

Kodewa has recently built the new Lotus T128 LMP (Le Mans Prototype) sports car and is running the Lotus LMP2 programme in the FIA World Endurance Championship.



The shape of Lotus motorcycles will be created by designer Daniel Simon, a former designer for Bugatti Automobiles, who has recently designed concept vehicles for Hollywood studios including the 'Lightcycle' in the 2010 Disney motion picture 'Tron: Legacy' and the 'Bubbleship' used by Tom Cruise in the

film 'Oblivion'. The German is also responsible for the black and gold livery of the Lotus LMP2 sports cars.

Talking about his ideas for the C-01, he said: "With the Lotus C-01, we have only one ambition: to create a unique state-of-the-art machine that carries its brutal forces with elegance and style, a high-tech monster in a tailored suit. The C-01, with all its top notch components and materials, is first and foremost emotional, heartbreaking, at times playfully retro, and always clearly a Lotus. Lotus is a glamorous name with a rich history, and the C-01 celebrates it proudly: the shapes of the marvellous Lotus 49 were a main inspiration, and all colour schemes pay homage to iconic Lotus racing liveries,

such as the dashing black and gold. The intersection of past and future always fascinates, and so does the unique idea of the C-01."

The development, production and assembly of the Lotus motorcycle will be by Holzer Group. In the last years, Holzer has successfully implemented many projects, including German Touring car Championship DTM, German Rally Championship and Formula 1. Within the Holzer Group, the Performance GmbH is involved in the development process. The components made of titanium, carbon fibre and aerospace steel will be produced by RPC GmbH, which is also part of Holzer Group and Kodewa.

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# Goodwood Festival of Speed

**G**OODWOOD Festival of Speed celebrated its 20th anniversary this year over the long weekend of Thursday 11 July to Sunday 14 July, and as ever motorcycles played an important part in both the static displays and timed hill climb races.

On the hill climb course it was not just historic and former racing machinery that was being ridden, as KTM used the event as an opportunity to debut a prototype of its new 1290

Super Duke R at the 2013 Goodwood Festival of Speed. The bike, which was making its first public appearance, was ridden by former Moto GP rider Jerry McWilliams, who commented: "It's always an honour to ride at Goodwood, but to be honest, this is the most insane bike I've ever ridden!"

BMW motorcycles were also seen being ridden on the Hill climb as well as in a static display, celebrating 90 years of production. Two racers from different eras of BMW Motorrad, current World Superbike rider Chaz

Davies and former Isle of Man TT and endurance racer Helmut Dähne, both took part in the hill climb. Davies rode a HP4, while Dähne rode a 1966 R50. In addition, a BMW Power Cup K 1200 R and Boxer Cup R 1100 S were ridden by guest riders, including British journalists Michael Neeves and Adam Child, French classic BMW racer Sophie Smith and by Chaz Davies.

BMW Motorrad UK's sponsored stunt rider, Irish star Mattie Griffin, also made his third visit to the Festival of Speed, performing tricks and stunts on his F 800 R.



**A BMW-sponsored stunt rider Mattie Griffin was performing tricks on the hill climb course over the Festival of Speed weekend**

following its success retailing Morgan three-wheelers, powered by the American-made S&S Cycle X-Wedge V-twin engines, has now taken on Morgan's four-wheeled cars too. On the motorcycle front the business has recently become UK distributor not only for Zaeta motorcycles from Italy, but also Hardknock Kicker 5150 motorcycles. In addition, once the official launch has taken place in the US, Krazy Horse will be stocking the 2014 model Indian motorcycles from Polaris. Krazy Horse proprietor Paul Beamish said: "This is the busiest Festival of Speed we have ever had. We've expanded our portfolio of brands since we moved the shop, and the increased product offering has been a huge success as we've been rushed off our feet all weekend dealing with all the enquiries from potential customers."

[www.goodwood.co.uk](http://www.goodwood.co.uk)



**Custom V-twin shop Krazy Horse has expanded its product range by becoming UK distributor for both Zaeta and Hardknock Kicker 5150 motorcycles**



**Harley-Davidson was showing bikes that have been modified by its authorised dealers**



**KTM used the Festival of Speed to debut a prototype of its new 1290 Super Duke R**

The BMW static display was made up of a collection of key BMW motorcycles ranging from the 1923 R32 to the 2013 HP4, and included the race-winning S 1000 RR of Marco Melandri and Georg Meier's Type 255 racer. Two concept motorcycles also went on display: the C evolution and the Concept Ninety, which was designed and built by US custom specialist Roland Sands.

Harley-Davidson was marking its 100th anniversary during the Festival of Speed with a display that included not only production models, but also custom builds by leading UK dealerships, which included the bike of Shaw Harley-Davidson that competed in the World Championship of Custom Bike Building in Essen, Germany, in May.

Custom V-twins were also in evidence on the display by Suffolk-based custom shop Krazy Horse. The custom bike building business, which earlier this year moved to new, larger, purpose-built premises, is now expanding its product range and



**BMW Motorrad had a display at the Festival of Speed celebrating milestones in the company's 90-year history**

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## Spider pegs S 1000 RR

SPIDER is now making billet aluminium rearset foot pegs for use on BMW's S 1000 RR. The pegs are fully adjustable for both height and setback and also offer the option of using a racing style shift pattern of one up and five down.

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## Carbon fibre for KTM 450 EXC

BEST known for its line of performance exhausts, LeoVince has now created a range of carbon fibre components for the new 2013 KTM 450 EXC, which include a front sprocket cover, glide plate with engine case guards and front disc guard. All of the pieces are made entirely of carbon fibre to give structural resistance and lightness. The parts are pre-drilled and provided with all necessary accessories for easy fitting.

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## Airoh Executive helmet



AIROH has launched the Executive, a P/J homologated crossover helmet. It states that it differs from other helmets of a similar style due to its two patented built-in recesses respectively designed for easy and safe housing of its removable chin guard and stop-wind device. These features allow the helmet to be changed from a full-face to a jet style.

The chin guard is removed by tweaking two side levers, and it is then put into its proper slot-in recess holder, and the wind device is stored in the dedicated vane located in the helmet EPS.

The lining used in the Executive is removable, washable and hypoallergenic and treated with what is described by Airoh as its Satinized hygienical process.

At the front of the helmet the scratch resistant visor is ready to receive a Pinlock, and the whole piece is easily removable without tools, and there is also a slide-over sun shield with an externally operated control.

Two upper front aerators, two rear extractors situated in the chin guard recess holder, a micrometric retention system and a ring helmet lock complete the features on the Bluetooth-ready Executive helmet, available in sizes XS – XL in several UV-coated colours.

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# Hunter leather race suit

REV'IT! describes its leather race suit – the Hunter – as designed to fit and function like a second skin. The suit features the company's all-new honeycomb structure dual-comp protectors to deliver superior protection with less bulk—especially at the shoulders.

The dual-comp protector consists of a 3D, pre-shaped honeycomb structure of TPU material, topped by a high-impact aluminium shield for ultimate sliding performance. This lightweight hard part increases the level of protection without adding the weight of traditional plastic hard parts.

Additionally, Rev'it! states that its engineers have been able to optimise the Hunter's ergonomics and aesthetics while using aero cool 3D mesh to facilitate optimal ventilation while riding. The VCS speed hump is ready to accept a hydra bag, and a removable liner makes for easy maintenance.

**REV'IT! SPORT INTERNATIONAL**  
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# Waterless engine coolant



EVANS Powersports Coolant, a waterless engine coolant, is said to offer improved performance and reliability. The company claims that even under extreme conditions the coolant will not boil over, and that its use allows the engine to be safely tuned for more power.

Evans Powersports Coolant is said to provide permanent cooling protection for the life of the engine, so replacement is never necessary. Its superior corrosion protection is claimed to not degrade over time and will not freeze or damage engine components.

Steve Hickson, Managing Director of Evans' UK operation, says: "Evans Waterless Engine Coolants have been proven in the harshest of motorsport environments, and finally all riders now have the opportunity to offer their water-cooled engine a similar level of protection and performance enhancement."

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# MIZU Bulls

MIZU Bulls are made from high quality aluminium and can be mounted at both handlebar ends. The black anodised Bulls are seamlessly adjustable and can therefore be fitted to almost any motorcycle and provide safety not only during racing.

Supplied including M6 screws and adapter for handlebars with an inner diameter of 13-20mm. On handlebars with thread only the supplied adapter needs to be used.

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# Bonamici lever protectors

BONAMICI Racing is now offering protections for brake and clutch levers for all models of motorcycle.

The protectors are CNC machined from billet Ergal aluminium. Made in two parts, with the bar mount being available in a choice of black or silver anodising and the lever protector in a choice of silver, black, blue, red or gold.

Once installed the protectors prevent accidental actuation of the levers in case of inadvertent contact, as required by the FIM in the international rules for racing competitions.

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



# Scottoiler limited edition mini vSystem

SCOTTOILER has announced the launch of a limited edition version of its popular vSystem chain oiler. The 'mini vSystem',



which is based on the company's popular vacuum operated automatic chain oiler, features a compact oil reservoir giving up to 500 miles range between fill-ups. The smaller size is said to be suitable for fitting to models such as sportsbikes with limited available space, or for those who want a more discreet installation. The shorter range system is also useful for riders covering moderate mileage each year, keeping the chain lubricated whenever the bike is ridden.

Marketing Manager Matt Ennen said: "With the mini vSystem we have responded to current customer feedback and also to the changes we have observed in the motorcycle market. The average mileage of a motorcyclist has dropped significantly, but

a quick blast on the weekend is something we still live for. With a battery optimiser keeping the battery charged and ready to go, adding a Scotttoiler chain oiler means you can jump on your bike with the peace of mind that your chain is also well looked after."



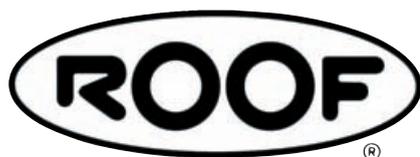
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[www.scottoiler.com](http://www.scottoiler.com)

# Cooper jet helmet

THE Cooper jet helmet from Roof comes in three two-colour versions and three solid colours.

Featuring a timeless design, it has an innovative dual visor mechanism available in certified 50% tinted and 100% tinted versions. The visor is outside of the shell and has shock-absorbing qualities, as opposed to helmets with an inside visor.

Both visors are articulated on a new ergonomic, simple, fast and without tool mechanism.



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# Küryakyn Goldwing and F6B parts

KÜRYAKYN has a new selection of parts available to fit the Goldwing and F6B. Among the parts is the Fork Brace Gen 2, now in gloss black, which features built in dust covers as well as a wider base for a cleaner transition to the fender. It fits all '01-'13 GL1800 and F6B (except airbag models).

The Küryakyn Glove Box Cubby is a new piece from the company. It has a chrome top that fastens the same as the stock cover and can easily be interchanged to regain the locked storage. Easy-access drink holder



and black snap-on lids are included. The Cubby fits all '12-'13 GL1800 and F6B models (except airbag models). Premium Mini Boards with Comfort Drop mount have a 3/4in drop-style mount, with interlocking splines, which provides more legroom and slight angle adjustability for added comfort. The design is also said to maintain stock-like ground clearance for optimum control. The boards fit all '01-'13 GL1800 and F6B models.



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# Furious from Spidi

SPIDI says it was the first to combine denim fabrics and motorbike apparel in 1991, and with the 'Furious' jacket extends further its denim range of jackets which also feature technical solutions.

The Furious jacket is made of high quality 13oz denim fabric and polyester cotton blend, featuring Flex Tenax joints on the shoulder blades and racing-derived EN 1621-1 certified Multitech and Forceteck protectors on shoulders and elbows. As an option an EN 1621-2 certified Warrior back protector Lev. 1 or Lev. 2 can be added.

Additionally the jacket has tie rods

for volume adjustment on the sides, and the Pant Clip system for attaching to both technical and casual pants.

The jacket can also be equipped with the waterproof/windproof and breathable H2Out and 80g/mq hollow fiber quilted thermal lining.



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



# Polini CP carburetors for Vespa Primavera ET3

POLINI'S range of CP carburetors has been enlarged with the addition of new models which fit the original manifold without any modification.

The CP has a rigid connection specifically for the Vespa 125 Primavera ET3. They are supplied with air box with an upgraded intake, and are available in 19mm and 21mm diameters.

The inlet pipe is very short and features an exclusive concentric design and a geometry said to optimise the air flow. The overflow of petrol in the atomiser has been designed to ensure correct flow dynamics at every position of the throttle valve when open.

The hole where the petrol enters and the larger needle are also said to allow constant draft even in the most extreme conditions.



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



# Clutch discs for Honda CRF minicross bikes



SURFLEX now has three new complete clutch disc kits available for the minicross Honda CRF 50F, CRF 100 and CRF 150 4T. It is claimed that the friction materials are designed to work in oil bath and keep their high resistance to heat and abrasion even when stressing the engine and developing high temperatures. Surfex can supply complete kits of friction and plain plates for about 90% of classic and modern motorbikes. Moreover, tuning kits have been designed for both road and off-road use.



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

## New leather jackets from Furygan

FURYGAN has created a new range of racing inspired leather jackets; Race, Akira, Block and Brutale Evo. All four jackets feature CE homologated 1.4mm waterproofed leather, with areas exposed to abrasion in a crash situation reinforced with triple stitching to avoid tearing. In addition each jacket features D30 T5 Pro Evo level 2 armour at the elbow and shoulders and a back protector (1621-2 level 1 central back type). The back protector pocket in each can also accommodate a level 2 full back protector as an added extra.

The jackets all feature Furygan's Skin Protect lining and a thermal padded lining that includes aluminium inserts on the chest for maximum protection against the cold. There are two connecting zips (one short and one full) mounted on an elastic belt, adjusters on the waist and four pockets – two inside and two outside.

Developed and tested by pro-riders, Furygan's top-of-the-range Race jacket incorporates removable foam inserts on the chest to protect from fuel tank shocks, said to aid rider posture. There is also a racing hump for aerodynamics. New integral racing sleeves – equipped with bi-stretch Cordura and constructed with a triple stitching technique – are claimed to offer comfort and mobility. The Race is available in black-white-silver, black-white-red and black-silver-fluorescent yellow, and sizes S-3XL.

Made from Ago plain matt leather, the Akira was the first of Furygan's new generation of jackets to



include external protection shells on the elbows and shoulders. The ergonomic design of the jacket includes the Furygan AFS system - vents with water repellent zips on the chest and back that can be opened to create airflow. Leather stretch behind the shoulders and Cordura stretch on the

elbows, as well as Neoprene inserts on the collar and wrists provide comfort. The Akira is available in black-white and white-black, and sizes S-3XL.

The Block, also made from Ago leather, is classed as a top racing leather jacket. It features a racing hump, racing sleeves with bi-stretch Cordura inside the arms, Neoprene inserts on the collar and wrists and leather stretch behind the shoulders and elbows. It also includes external protection shells with aluminium inserts for elbows and shoulders. The Block is available in black-chrome, and sizes S-3XL.

The Brutale Evo, which completes the line-up, is made from full grained leather and incorporates racing sleeves with bi-stretch Cordura stretch inside the arms for a comfortable fit, as well as leather stretch behind the shoulders and the elbows. Neoprene inserts on the collar and wrists are also included. The Brutale Evo is available in black-white, and sizes S-3XL.

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Block



Brutale Evo



Race

# Century vintage look helmet

CENTURY is Caberg's new helmet for the custom bike market, which is characterised by an outer shell completely covered with real Italian leather with the logo embossed and embroidery stitching.

The outer shell is available in two shell dimensions to allow a perfect proportion between volume/helmet weight and rider's head size. It comes with a pair of retro-look goggles, anti-fog treated, with an elastic band instead of the classic visor, emphasizing the vintage spirit of the helmet.

The lining has open work leather inserts to allow high perspiration, as well as removable cheek pads for ease of use during hot



weather. The retention system is equipped with a micrometric buckle with a velvet chin strap insert.

Century is offered in sizes XS to XL and in three shell leather colours: leather brown, black, or black with a center orange band.

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# R&G parts for 2013 Hypermotard and Hyperstrada

R&G has released a range of damage protection and bolt-on styling products for both the 2013 820 Hypermotard and 820 Hyperstrada and is offering heavy duty engine case covers and carbon engine case sliders to protect the motor, and the company has a version of its Aero crash protector that fits to the frame to keep as much of the bike off the ground as possible in the event of a fall. The teardrop-shaped

'bungus/mushrooms' are constructed from high-density Polyethylene (HDPE), developed to wear and not shatter, R&G also utilises a special grade of steel bolts to help absorb an impact by bending, rather than snapping or twisting their mounting points on the bike.

Aware that the fuel tank is an expensive item to replace on any bike, R&G developed its bar end sliders, which protrude further than the stock items to keep the tank clear of the ground, working in a similar way to the Aero crash protectors.

Further protection products available include

fork protectors, radiator guards, spindle sliders and shocktube.

To improve styling, R&G also offers a tail tidy which eliminates the bulky licence plate hanger.



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# Ben Spies replica 'Austin'

HJC latest race replica helmet launch is the Ben Spies with Austin graphic.

The race helmet, like the one worn by MotoGP star (and former WSB Champion) Ben Spies, has been designed with three shell sizes from a unique blend of organic and non-organics fibres, said to make it smaller, lighter and stronger than most other helmets.

A part of the new RPHA 10 PLUS range of helmets, the Spies, and the entire line, features a new shield with Pinlock Max vision, a new chin curtain, new chin vent, and more robust fixings for the liner. The lining itself uses high end Ginko-fresh anti-bacterial

material and is fully removable.

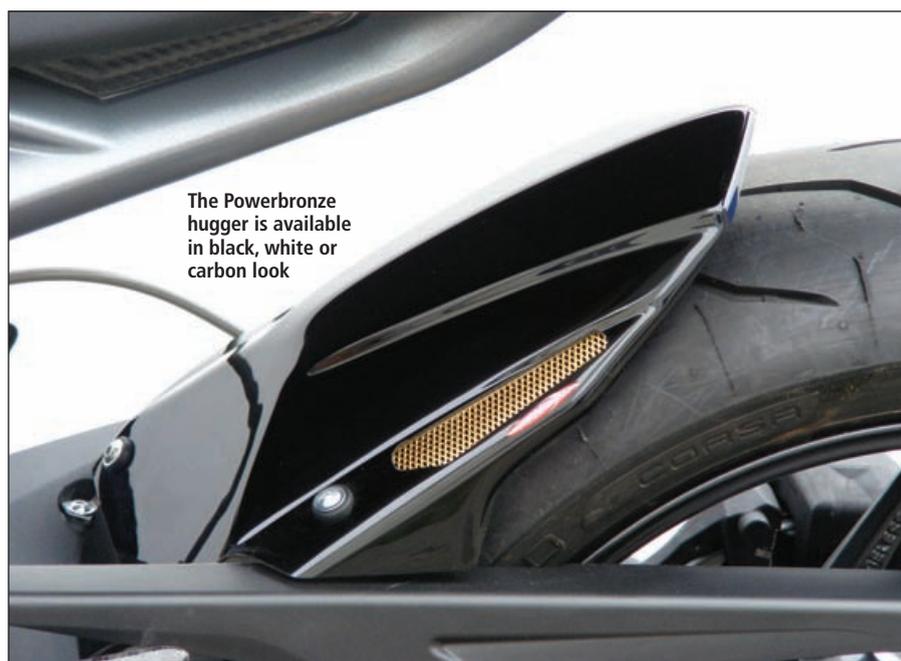
The helmet is supplied with a 2D Dark Smoke shield as well as a clear, and a Pinlock lens and tear off pins.

Thanks to Oxford Products in the UK for supplying this information.

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# Powerbronze parts for Triumph Street Triple



The Powerbronze hugger is available in black, white or carbon look



The Powerbronze side panels, heel guards and Rad Spoiler for the Triumph Street Triple are all supplied in carbon fibre

POWERBRONZE has developed a range of parts for the latest generation of Street Triple from Triumph.

The Powerbronze rear hugger is supplied pre-drilled with all mountings, and is made from a high impact plastic for a smooth internal finish and rolled edges, and uses steel-sleeved rubber mounting points to dampen vibration and avoid cracking. The hugger is available in black, white or carbon look, each with either gold or silver coloured meshed vents.

Powerbronze's carbon fibre heel plates are a lightweight direct replacement for the original Triumph parts, and fit using the original fixings. Also in carbon are the Powerbronze side panels, offered as an upgrade, and they fit using the original fixings.

A further carbon option for the Street Triple from Powerbronze is its 'Rad Spoiler' that fits onto the existing radiator and can be used in conjunction with a Powerbronze cooler grill or simply fitted on its own.

Completing the new range of parts for the latest incarnation of the Street Triple is the Powerbronze Eliminator (tail tidy), which is manufactured from black powder coated stainless steel. Supplied with the necessary fixings, it has provision for the fitting of mini stem indicators built-in, while the original number plate light is replaced with an LED version.



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The Eliminator tail tidy is made from stainless steel, which is then powder coated black

# Lockable bracket for TomTom Rider

WUNDERLICH, the BMW accessory specialist, has introduced a new mounting system for the new TomTom Rider V.4. The new lockable mount is the Extrem. The lockable bracket is made from 3mm thick, black anodised aluminium, and is said to protect the TomTom against theft, while the soft and vibration-absorbing inner lining protects the device from damage. The Extrem bracket can be easily installed on the original RAM mount-support of the TomTom. Another option is the Multi-Pod clamp Vario, which provides more stable mounting variations. The Multi-Pod is also suitable for cameras and other devices and thanks to its numerous mounting options can be mounted almost anywhere on a bike.



Wunderlich's Extrem for the TomTom Rider V.4 is supplied with two keys and the Multi-Pod Vario is available in choice of black, silver or carbon finishes.



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# Alpinestars S-MX6 boots

ALPINESTARS is making two version of its S-MX6 boot available with one featuring Gore-Tex.

The S-MX 6 Gore-Tex is an anatomically profiled, waterproof and breathable performance boot for both track and street that is CE certified.

The upper section of the boot is constructed from an advanced microfiber and has a waterproof and breathable Gore-Tex liner. Air vents on the heel counter and shin plate are said to

high modulus TPU injected shin guard, calf protector, heel counter, shift pad and toe slider are said to offer improved shock protection and durability, while the double density ankle protector on medial side layered under the upper offers protective performance in a key area.

The medial side entry opening/closure system features elastic-mounted zipper with wide Velcro closure for flexibility and secure fit. The aperture opening is large to promote easier in and out.

Alpinestars' new and exclusive compound rubber sole is said to provide improved feel and grip, water dispersion and durability and the integrated, replaceable bi-injected TPU slider features a new easy screw fixing concept for quicker and easier replacement.

The standard version of the S-MX6 shares the same features but does not have the Gore-Tex liner fro waterproofing.

The S-MX6 is available with or without air vents on the heel counter and shin plate and breathable mesh inserts to improve comfort and reduce fatigue on long rides.

All versions of the S-MX 6 can be ordered in sizes 35-50.



improve comfort, while the breathable textile interior lining features anti-sliding suede reinforcement on the heel area to help keep the wearer's foot in position while riding.

The new, dual compound removable anatomic footbed includes EVA and Lycra for performance, comfort and support.

Rider protection comes in the form of Alpinestars' TPU lateral ankle brace protection providing a biomechanical support between lateral top calf/shin and ankle and protection against impact shocks, repeated abrasion resistance and flex support. The



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# HP Corse exhaust for Monster

DUCATI'S Monster 1100 Evo is the latest bike to be targeted by HP Corse, with the introduction of a new exhaust system for it.

The 2-into-1-into-2 exhaust system features head pipes made from stainless steel and hydroformed silencers. The complete system is hand-welded using TIG, before the pipes are cleaned internally to ensure a clean flow for the exhaust gases.



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## Ermax releases products for new BMWs

ERMAX has responded to the launch by BMW of the liquid cooled R 1200 GS and new F 800 GT by introducing parts for both bikes.

For the R 1200 GS Ermax has two new screen options; an original sized replacement and its High Protection screen. The latter is 8cm higher and 6cm wider than stock. Both screen options are available in a choice of four colours (clear, smoked, grey, or light black) and 16 screen printed designs.

The same two screen options are also being offered for the F 800 GT, with the High Protection version 20cm taller than stock. A further screen option available from Ermax for the F 800 GT is its Sport Touring windshield, which is 52cm high and offered in a choice of clear, smoked, grey, or light black and 16 screen printed designs. Also available for the F 800 GT is the latest rear hugger by Ermax. Moulded from thermoform ABS, it includes belt protection and a fitting kit and is available in rough black or painted finishes.



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The Ermax Sport Touring screen for the F 800 GT is 52cm high



A High Protection screen is also available for the F 800 GT



The latest version of BMW's R 1200 GS can now be fitted with a taller High Protection screen



Ermax's hugger for the F 800 GT includes a moulded-in belt guard

## iXS Felicia jacket

WOMEN riders are being catered for with the latest leather jacket from iXS – the Felicia.

Constructed from soft nappa leather, the jacket is tailored for the female form and features ergonomically cut sleeves. Internally the Felicia has an antiseptic 3D mesh lining at the front and back with a taffeta lining for the sleeves. The jacket also features a detachable CYNIX thermal vest. Wearer safety is taken care of by pre-installed, certified armour adapted to the female anatomy at the elbows and shoulders and a back protector CE certified

to EN 1621-2, level 2. The Felicia, which has four external pockets and three internal pockets, is available in many sizes, and black and white only.



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## CNC Racing rearsets for MV Agusta

CNC Racing is now making rearsets for the MV Agusta F3 and Brutale 675–800, which are claimed to weigh just 728g.

The adjustable rearsets, which provide both height and fore/aft adjustment, are machined from Ergal 7075 billet and undergo a special surface hardening process. They also feature lightened stainless steel screws, and the whole assembly is finished in black.

CNC Racing rearsets also come in a version that allows a reversed shifting pattern.



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## Giannelli exhaust for C 650 GT

ARROW Special parts is now producing a performance exhaust option for the BMW C 650 GT under its Giannelli label.

The exhaust from Giannelli is claimed to



improve power and torque output, as well as being lighter than the stock system, and gives a different sound to the engine. The slip-on silencers have a built-in removable dB-killer and are street legal. The slip-on is available in aluminium, Black-line aluminium, or titanium with a carbon end cap. The company also offers a racing collector to go with the slip-on.

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## Mefo Mousse TCS

MEFO Sport has extended its Mefo-Mousse product line with the introduction of an 18in version of its TCS Mousse with an inbuilt channel for a 2.6mm thick integrated tube. It is said to be suitable for all FIM

Enduro 140/80-18 and 120 to 140/80-18 motocross tyres, and can be used with variable air pressure from 0.4 bar (9psi) to 2 bar (29psi) depending on the terrain use, tire brand, rim width and vehicle weight.

Each kit contains an 18in mousse with inbuilt channel, special tube, and 75g Mousse Lube.

Mefo Sport is currently looking to increase its distribution network for Mefo Mousse and can be contacted by interested parties at [export@mefo.de](mailto:export@mefo.de)



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# AGV Pista GP Soleluna 2013 limited edition

AGV has launched the AGV Pista GP Soleluna (sun and moon) limited edition, which reproduces the graphics on Valentino Rossi's 2013 race helmet (except for other sponsor's logos, visor components and accessories).

The Pista GP's graphics, designed as usual by the designer Aldo Drudi, have the long rays of the Sun at the front in yellow. This is Valentino's favourite colour as it symbolises energy. The rays at the back mingle with an electric blue moon. Between the colour areas, the carbon fibre shell, which makes the helmet so very light, shows through.

Designed with AGV 'Extreme Standards' the outer shell is made entirely of layered carbon fibre available in four sizes, and this is combined with a complex multi-density inner EPS lining and a unique seamless

comfort lining design to enable the helmet to be perfectly fitted to the rider, by means of adjusting the head lining both in shape and pitch on the rider's head. The design is intended to cut to the minimum any interference with the racing suit and protective hump and to optimise safety even at high speed. The spoiler has been designed to detach from the helmet in the event of an accident to increase the passive safety of the helmet.

The visor component area has been drastically reduced and this allows the space saved to be used to increase the thickness of the impact absorption material. The 3.3mm flat racing visor can easily be removed, as can the washable inner components. The visor is Pinlock ready and the helmet comes with



a Pinlock, a pack of tear offs and a set of earplugs in the box.

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## Touring outfit Adventure

JACKET and pants Adventure from GERMAS have many similar features, the jacket being wind-and watertight and breathable due to a Reissa membrane, which is detachable.

The jacket also has a detachable ThermoTwill liner and 3D-SupraMesh inner lining, the AirVentSystem, numerous pockets, can be adjusted at arms, waist and bottom, a comfortable collar, stretch inserts for ease of movement and a short connecting zipper.

The top material is Invista-Cordura 500D and DuPont Cordura, and crash-sensitive places are reinforced with Polyamid Dobby 1200D.

PU-protectors at elbows and shoulders (CE-approved and detachable), detachable Temperfoam back protector, Scotchlite reflex stripes for passive

safety as well as many additional reflective inserts complete the jacket.

The Adventure pants are also made from Invista-Cordura 500D, have CE-approved detachable PU knee protectors, detachable foam protectors at the hips and reflective stripes.

They are water-and windtight and breathable due to a Reissa membrane and also feature a detachable Thermo liner and SupraMesh inner lining, have the AirVent System, various pockets, an anti-slip insert, stretch inserts above the knees, the waist and at the back, as well as a short and long connecting zipper.



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## Touratech Extreme suspension for R 1200 GS



TOURATECH is claiming to be the first manufacturer to offer custom aftermarket shock absorbers for the latest generation of BMW R 1200 GS bikes with its range of Extreme suspension systems. Specially developed for frequent dramatic changes in riding and loading conditions while motorcycle touring, the Touratech Suspension Extreme shock absorbers feature a hand wheel with definite clicks, making it easy to balance the R 1200 GS each time for riding with or without luggage. Fine damping adjustment is located in a separate external reservoir to provide better cooling and give the shock absorbers greater resilience with a longer service life. The

suspension damping has separate high speed and low speed settings, allowing optimum adjustment for extreme conditions. The Extreme shock absorbers are both fitted with PDS system, which provides hydraulic protection against bottoming out. A second damper piston absorbs the most severe impacts. Even with heavy luggage riding off-road, Touratech claims the bike will not bottom out and mechanical overload of the shock absorber is prevented. The vehicle geometry of the BMW R 1200 GS is always fully maintained through all settings while riders benefit from an appreciable improvement in stability and steering precision. Another Extreme feature is the ability to adjust the length of the rear shock absorber by a total of 8mm (-4mm, +4mm). This allows individual handling requirements to be integrated into the bike's balance from the outset.

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# Spada Vision jacket and Explorer jacket and trousers

AMONG Spada's latest clothing range is the waterproof Vision jacket. Not only is the jacket waterproof also breathable and features a removable lining and integral air vents, to keep the rider cool when temperatures rise.

Constructed from high abrasion resistant 600D

polyester, the jacket includes five-piece removable armour, adjustable waist, sleeves and cuffs, and four cargo and two zip pockets.

The Vision is available in black/red or black/grey, both with reflective front and back prints, and sizes M – XXL.

Like the Vision, Spada's Explorer jacket is a waterproof made from 600D polyester and supplied with five-piece armour and a removable thermal lining. The jacket, available in a choice of Grey or Sand with reflective trims and in sizes S – XXL, has adjustable sleeves, waist and collar and also has six pockets and short and long trouser attach zips turn the jacket into a full touring suit when used with the matching Explorer trousers.

The Explorer trousers use waterproof and breathable polyester in their construction and have a removable thermal lining and zip fly. They feature two side, one leg and a wallet pocket. The long leg gusset, and adjustable hem and leg vents, help to keep things cool and comfortable, while integral knee armour provides safety.



Vision jacket

Explorer trousers are available in a choice of Grey or Sand to complement the jacket and in sizes S – XXL.



Explorer jacket and trousers

**Feridax.com**

**FERIDAX**  
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# Scorpion Exo-210 Air

SCORPION Sports states that the design of its new open face jet helmet – the Exo-210 Air – was inspired by the helmets used by the air force.

To ensure optimum aerodynamics, the Exo 210 Air was designed in a wind tunnel, and is said to offer good aerodynamics even when the visor is up. The helmet also features a retractable sun visor.

Internally the helmet has triple density foam covered with KwickWick-2, a breathable and moisture wicking covering, and the company's inflation system Airfit, for improved fit and comfort. The Exo 210 Air is available in sizes ranging from XS to XL and in white, black, matt

black and silver and graphic options of white, blue and grey; white, silver, and grey; brown, black and grey; and black, white and silver.



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# Pinasco SI 22mm carburettor

PINASCO has developed the new SI 22mm carburettor as a touring tuning part, designed to offer increased performance while maintaining reasonable fuel consumption.



Installation of the new carburettor requires slight machining of the aluminium air box, but does not require any machining of the air intake valve. The surface increases by a claimed 20 percent and goes from 314.2mm of the 20/20 to 380.2mmq of the 22/22.



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# MIVV exhausts for Hypermotard

MIVV has two new exhausts available for the new version of the 2013 Ducati Hypermotard; the Suono Steel Black and Ghibli.

The Suono steel silencer with its black finish features a carbon end cap, and is said to offer a 2.2hp increase at 8,200rpm and a

higher torque (2.2 Nm) at low revs. MIVV is offering its hand-formed Ghibli in a choice of Inox stainless steel or titanium, with the latter being a claimed 3kg lighter than the stock pipe it replaces. All of the MIVV exhaust options for the Hypermotard are homologated.

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Ducati Hypermotard Suono steel black



Ducati Hypermotard Ghibli



# Wave disc for Ninja 300

OWNERS of Kawasaki's Ninja 300 now have the option to change out the stock front brake discs following the launch by Braking of a Wave disc to fit the bike. The replacement disc is a fixed 5mm thick, 290mm diameter design with the outer and inner diameter of the disc having a non-round design, said to enable better radial expansion of the rotor under extreme heat conditions.

Traditional holes are replaced by edges specifically designed to increase brake pad regeneration process. It is made from Aisi420.

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# TTX22 cartridge kit

ÖHLINS has created a universal fork cartridge kit that brings TTX technology to MX bikes.

The new MX fork cartridge kit is based on TTX technology, which the company says means a positive pressure balance in the system, thanks to the twin tube technology. The gas pressurised dividing piston inside pushes the hydraulic fluid back into the low pressure side with the end result of better performance and no cavitation.

The 8mm steel hollow piston rod makes the kit lighter, and the main piston diameter is 22mm. All other parts are in aluminium and the only inconsistency will be the length of the kit depending on the model of the bike.

The cartridge has external adjustment for both compression and rebound and the springs are ordered separately to suit rider's choice of spring.

Installation is simply a case of removing the standard fork insert and replacing it with the Öhlins cartridge.

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**women**



**URBAN**



**TOURING**



# Shark EvoLine Series 3 helmet

THE EvoLine Series 3 helmet now gives wearers a choice between street and road riding, open or full face or touring.

Thanks to the auto-up system the unique visor function of the EvoLine remains unchanged. The interior, however, has been totally re-designed and is now even more comfortable. The overall weight is lower and the opening/closing system simpler.



The chinbar and main shield are now united in a single movement, and the brand new design includes new air vents and new lateral plates, but it still comes with the EASY FIT system for wearing glasses, is SHARKTOOTH ready for Telecom, intercom, MP3 player and GPS, which fits both the standard full-face and open face. Comes with UV380 sunshield.



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# Keis X10 'Dual Power' body warmer



KEIS is a range of electrically heated clothing available from Motohaus Powersports. Included in the range is the company's X10 'Dual Power' body warmer, which is a hybrid garment that can be powered by either the motorcycle or a nickel cadmium battery pack.

First launched in 2007 and constantly developed, the latest version of the body warmer uses 'Micro Alloy Element Technology' for comfort and reliability. It features a breathable, lightweight soft shell fabric with elasticated side panels to provide a comfortable fit. There are dedicated zipped pockets for the cables and controller, and strategically positioned heat panels on chest and kidney areas for maximum effect.

With a current draw of 1.5A, and

typical power of 18W, the body warmer can run off a connection to the motorcycle's battery or use a dedicated 12VNiMH battery pack. A second option within the body warmer is the ability to use the Keis 'Power Distribution' system to supply additional garments, while keeping cabling to a minimum.

The X10 is available in black only and supplied with a wiring harness, but a controller is not included.

Distributors for the Keis electrically heated clothing line are now wanted.

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# Rizoma 4D mirror

ITALIAN accessory manufacturer Rizoma has introduced its new 4D mirror as part of its extensive 2013 range.

Designed to fit almost all modern naked roadsters and adventure tourers, the 4D mirror is said to increase the rider's peripheral. It features slightly convex glass with a marked area on the outer edge of the mirror, similar to that found in many modern cars, with increased curvature to give the rider a wider angle of rearward vision than with a traditional flat glass design. The mirror also features a wide

range of adjustment at both the top and bottom of the stem.

The 4D mirror is crafted from CNC machined billet aluminum and comes with the choice of a satin black or polished silver finish.

Adaptors are available to enable fitment to a wide range of motorcycles and the product has been developed in line with European homologation standards.

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# Fechter Drive for Z800

**FECHTER DRIVE**  
MOTORCYCLE EXPERIENCE

FECHTER Drive has a range of parts and products available for the Kawasaki Z800.

Among the range of parts being offered are two different exhaust options; Hurric Pro2 and Shark DSX-5. The Hurric is a slip-on that splits into twin pipes as it exits. More conventional looking is the DSX-5 slip-on silencer that features a regular looking silencer.

In addition to performance parts that are being offered by Fechter Drive for the Z800, the company also offers styling parts and products. The range of body parts includes a rear hugger, belly pan, seat cover licence plate holder and an Ermax screen.

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Ermax screen



Shark DSX-5 polished black



Seat cover



Protech Edition license plate holder



Rear hugger



Belly pan



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# Reevu develops new high-tech helmet



BRITISH helmet manufacturer Reevu, known for making helmets with an integrated rear view mirror system, has developed prototypes of helmets with Head-up display - using their own existing patents and the optical system of the present Reevu helmets to project relevant information onto the visor.

In the already available Reevu MSX1-Integral and FSX1-System helmets, a picture is projected through the helmet shell through an opening at the rear of the helmet, which arrives on a small mirror above the actual field of sight - which can also be used for other data to be projected. These won't have to be seen in

the small mirror any longer in the future, but could be visible straight away in the upper part of the visor.

Possible uses are especially navigation, but also telemetric data of the motorcycle. Also in racing new perspectives are opened up as lap times and distances could be accessed permanently by the rider without looking away from the track.

The development is still ongoing, but the company is positive that after developing the rear view mirror, which was doubted by many, it will also be possible to soon also bring the first Head-up display in a helmet onto the market.



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## Fehling parts for Crosstourer

FEHLING has expanded its luggage and bike protection range to include options for the Honda VFR 1200 X Crosstourer.

To help prevent damage to the bike in the event of a fall, Fehling is making a set of engine bars. The black finish tubular bars offer protection to both the bike's bodywork and radiator.

To increase the Honda's luggage carrying capacity Fehling is producing a top case carrier. Made from 16mm tubing it can be used with Givi and Kappa Monokey cases, Hepco & Becker Junior, Journey, Gobi and Explorer top boxes, and SW-Motech Trax, Trax Evo and Aero cases.



The pannier carriers made by Fehling for the VFR 1200 X Crosstourer are also made from 16mm tubing and can carry a maximum load of 10kg per side.



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## Gilles racing yokes

GILLES Tooling now has fully adjustable yokes available. Machined from billet aluminium and suitable for both on and off-road racing applications, the yokes are described as being extremely rigid and at the same time ultralight.

The design of the yokes is such that the eccentric offsets allow for adjustment of the offset, and the adjustment can be made without removal of the top yoke. The fork legs are held in the yokes via a patented all-over-clamping system that is tightened by a single central nut. Gilles hard coats the surfaces of the yokes to increase surface clamping pressure. TÜV certification is supplied with the yokes.



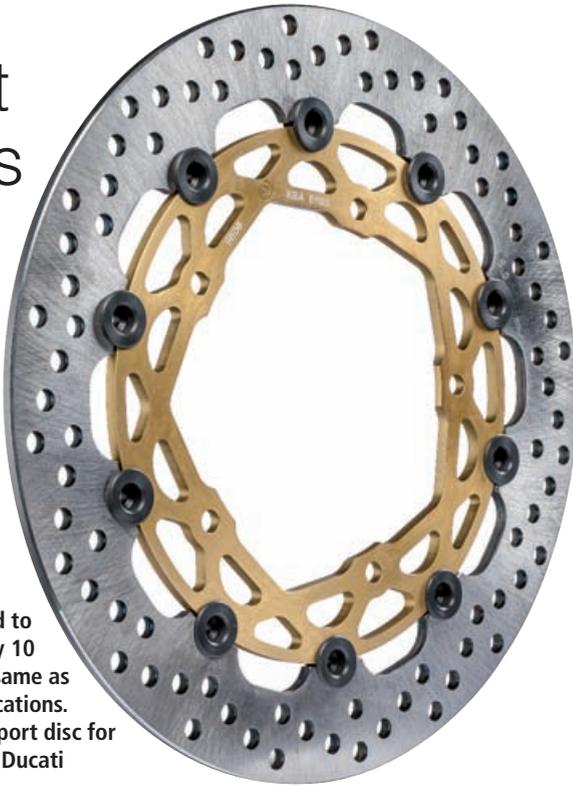
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# Panigale Supersport brake discs

BREMBO has extended its range of full floating SuperSport discs to now include an option for the latest Supersport bike by Ducati - the 1199 Panigale. The new discs have a 330mm diameter, and are thicker than the stock discs.

A feature of the new Brembo discs is surface drilling, which is a design claimed to maximise performance and control during braking and to reduce rotating weight.

The braking surface is connected to a carrier machined from billet by 10 floating aluminium bushes, the same as those used in competition applications. The Brembo full floating SuperSport disc for the Panigale is useable with the Ducati traction control system.



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# Universal GPS mounting kit



THREE different mounting options are included in the Universal GPS mounting kit by SW-Motech. The options are mounted via ball for M6/M8 thread, mounted to the mirror through mirror thread GPS mount, and mounted to the handlebars via universal clamp for 22mm, 28mm or 1in handlebars.

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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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# BMW announce record results and WSBK exit

IT is hard to know who has been the busier so far this year - BMW's Berlin factory or its Munich based management!

First of all the factory, following record sales last year (up by some 15 percent on 2011), the company appears to be on-track for another record year with the announcement that it is up by 9.7 percent in the first six months of 2013 at 64,941 vehicles, (against 59,189 for the first six months of 2012); with June this year being up by 22.1 percent (at 12,541 vehicles for the month, against 10,271 in June 2012).

Meanwhile BMW's management has also had a manic first six months. Following January's announcement of a "long-term strategic realignment of the brand" that started with the sale of Husqvarna (which it only bought in 2007), in order to exit the dirt bike market in favour of new priorities in the urban and e-mobility sectors, the company capped the first half of the year with its

announcement that this will be its final season in World Superbikes (which it only entered in 2009) in favour of customer racing support.

Husqvarna was sold to KTM CEO Stefan Pierer in a deal that kept the brand away from KTM's links with Bajaj Auto in India. The structure cleared the way for the announcement some three months later of a new strategic alliance with TVS Motor Company in India, an alliance aimed at getting the BMW brand into the sub 500cc market.

Meanwhile modest "face-lifts" have been unveiled to BMW's existing large displacement and scooter line-up for 2014 (though don't be surprised if they have a surprise up their sleeve for the EICMA 'Milan' Show later this year), and the company has seen a record attendance at its 13th annual BMW Motorrad Days at Garmisch-Partenkirchen as the company marked the 90th anniversary of its entry into the motorcycle industry. •



BMW saw a record attendance of 40,000 people from some 40 countries help celebrate the 90th anniversary of their entry into the motorcycle industry at their 13th annual BMW Motorrad Days in southern Germany in July this year

## Timeline

The new BMW funded Husqvarna premises in Italy have been closed as production under KTM ownership moves to Austria

- 1689 - Husqvarna starts out as a musket maker for the Swedish Crown
- 1903 - First 'Husky' motorcycle appears, powered by a Belgian made engine
- 1919 - First Husqvarna engined bike launched with a 500cc v-twin
- 1923 - BMW enters motorcycle market
- 1929 - Folke Mannerstedt creates first Husqvarna race team with road racing success coming from the mid 1930s onwards, competing successfully against brands such as BMW, DKW, NSU, Norton, Rudge and Velocette
- 1946 - Husqvarna recommences production after WWII with a 98cc model, followed by the 118cc 'Svartqvarna' model, which went on to sell over 100,000 units
- 1953 - Husqvarna enters the dirt-bike market
- 1959 - Tibblin wins first World Championship for Husqvarna (250cc)
- 1961 - Nilsson wins first 500cc World Championship for Husqvarna
- 1977 - Bought by Swedish industrial group Electrolux
- 1987 - Husqvarna motorcycle division to Cagiva Group in Italy
- 1988 - Led by Thomas Gustavsson, a team of former Husqvarna engineers who declined to 'go with the furniture', start Husaberg in Sweden
- 1995 - Husaberg bought by Austrian manufacturer KTM
- 2007 - BMW buys Husqvarna and subsequently funds new Italian HQ and new models, in the same year that KTM sells an initial 14.5 percent stake to Bajaj Auto in India
- 2009 - BMW enters World Superbike Racing
- 2013 - BMW sells Husqvarna to KTM CEO Stefan Pierer, announces strategic partnership with TVS Motors of India, and exits World Superbikes; meanwhile KTM closes the new Husqvarna factory in Italy, and signals the end of the 25 year Husaberg brand story



## End of the road for Husaberg?

**B** MWs sale of Husqvarna to KTM CEO Stefan Pierer has resulted in two specialist brands that have common roots coming together in a three-brand group where synergies could be said to be fighting in a crowded space. With KTM, Husaberg and now Husqvarna all under the same ownership (well, nearly the same ownership - at this stage Husqvarna is owned by a Stefan Pierer corporate vehicle, which for the time being keeps it from entanglement with Bajaj Auto's just-under 50 percent stake in the KTM group) it looks like the end for the technologically admired Husaberg brand. Husqvarna has announced that it

will be trading as Husqvarna Sportmotorcycle GmbH from October this year, just weeks before it unveils a new 2014 line-up at the EICMA 'Milan' Show that will see it combining "its own rich heritage with Husaberg's state-of-the-art technology".

**M**eanwhile Husaberg has conceded that its 2014 model range (announced in May) will be its last as an independent brand, marking "the final chapter in the company's celebrated history." Earlier this year Stefan Pierer had confirmed that he was to withdraw the Husqvarna brand from road bikes, and that the first models will be launched in India in two years time as a result of the Bajaj Auto tie-up.

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