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**FEB/MAR 2014
ISSUE #117**

AMD World Champs to alternate between INTERMOT and BIG BIKE Europe

FOllowing the well-received debut of the Big Bike Europe (BBE) Expo at Essen, in May 2013, organiser AMD Magazine has been invited to stage the AMD World Championship of Custom Bike Building at the internationally respected INTERMOT (October 1-5 2014, Cologne, Germany).

The AMD World Championship will rotate between INTERMOT and Big Bike Europe as alternate-annual expos at the Cologne Expo centre – the next BBE therefore being in October 2015, and biennial thereafter.

Industry reaction to Big Bike Europe was almost universally positive in terms of both concept and organisation. However, date issues were a primary factor in a promising but modest first year attendance. Rather than taking advantage of a four week earlier spring date option, the decision to co-join the AMD World Championship with INTERMOT and

make BBE a biennial autumn expo achieves three objectives.

It recognises an autumn timing preference that was voiced by many exhibitors. It capitalises upon the attendance and frequency of the world's premier international motorcycle industry event. It reduces the expo-budget burden on that

announcement in 2011, there had already been dialogue about whether to co-join the AMD World Championship with one of the largest of the established shows," explained organiser Robin Bradley.

"However, the choice of spring or autumn dating was always a 50/50 coin-toss, and both still have valid arguments in their favour. It is only by trying each option out that we can establish the best possible long-term formula for the project.

"The mission has always been to provide the custom motorcycle market with access to the largest possible audience of motivated and relevant customers. This has always been our primary driving force, and has informed all our venue and strategic decisions, ever since 2004.

"INTERMOT has the attendance; it has the facility; it has the large-displacement focus and, above all, it has the international status that is absolutely in the crosshairs of what we

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(large) part of the international vendor community in Europe that already exhibits at INTERMOT.

INTERMOT routinely attracts between 200,000 and 250,000 trade and consumer visitors, from some 117 countries. As such it is by far the best attended international motorcycle exhibition of its kind in the world.

"Prior to the initial Big Bike Europe

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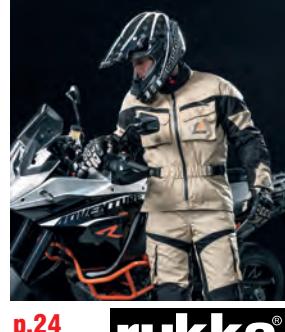
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European PTW sales halved in Seven Years!

AT 1,335,538 (see full story elsewhere in this edition of International Dealer News) total PTW (Powered Two Wheeler) sales in the 32 European countries monitored by ACEM (The European Motorcycle Manufacturers Association) are reduced by more than 50 percent in the seven full years since a peak of 2,757,253 recorded for 2007.

Although the data on which ACEM's latest full-year figures for 2013 are based on is provisional (the final number for 2013 will be a little higher when the analysis is complete), the net outcome will remain that, give or take a few thousand either way, total PTW sales in Europe will have dropped by some 50 percent in the seven years (so far) of the financial crisis.

Although the headline news is of recovery, it is still likely to be some years before any substantive growth in sales numbers is seen and, at this point in time, the best that can be hoped for is the stabilisation of sales of the kind that ACEM had predicted for 2013 when reporting their trend data research at INTERMOT in October 2012.

By the time the industry gathers for INTERMOT this year, it is to be hoped that 2014 sales data will indeed have held broadly stable (for the first time in years) and if, as appears to be likely, that does indeed prove to be the case, then two or three more years of such stability, while the benefits of economic recovery trickle down to "street-level", should provide a foundation on which the industry can start to benefit from the investment being made in promotion of the "two-wheel-good" message.

This year will mark the fifth time that INTERMOT has been staged at Cologne, and the ninth show under that name since the last joint motorcycle and bicycle industry IFMA expo was staged at the Cologne Expo Centre (Koelnmesse). Indeed this year marks the 50th anniversary of the motorcycle industry's first "Cologne Show" (and as it happens the 20th anniversary of ACEM in Brussels).

At the time that the motorcycle industry split from IFMA, leaving Cologne and establishing the first biennial expo under the new INTERMOT brand (1996 was the last IFMA at Cologne, 1998 was the first INTERMOT at Munich), the German trade association landscape itself was undergoing a considerable rebuild, resulting in the establishment of the IVM as the primary and dominant, coordinated and centralised focus for the motorcycle industry in Germany.

One of the IVM's first major decisions, indeed part of its mission when constituted, was to address industry dissatisfaction with its IFMA expo arrangements. Koelnmesse itself also subsequently embarked on a rebuild programme of its own, one which would then see it successfully re-bid to bring the motorcycle industry back to its considerably remodelled facilities after four shows/eight years 'on vacation' at Munich.

In the past decade (in particular) the IVM in Germany, and ACEM in Brussels, and

the other industry trade associations in Europe have done an outstanding job (under the circumstances) of projecting the benefits of motorcycles as a transport option of choice (for reasons of urban mobility and leisure); whilst simultaneously protecting the industry from what at times has appeared to be multiple fronts of sustained regulatory assault, and all that against a background of unprecedented financial turmoil in Europe and elsewhere.

Which brings me to the exciting news that we are unveiling this month. We here at IDN have cooperated with INTERMOT for several years already in connection with our International Night - a manufacturer/brand owner importer/distributor 'meet & greet' networking opportunity, which will be held again this year (18:00 hrs, Wednesday October 1st 2014).

We have also been cooperating with INTERMOT through affiliation of the Cologne Custom Cup custom bike competition (in Hall 10) with our sister magazine AMD's acclaimed World Championship of Custom Bike Building.

Following the concept-proving success of the first BIG BIKE EUROPE Expo in May last year (at Essen) we are proud to announce elsewhere in this edition of International Dealer News that the Hall 10 custom show and custom industry presentation is to be upgraded this year - INTERMOT will now be the host event for the AMD World Championship of Custom Bike Building. This will form the start of an alternate annual cycle with BIG BIKE EUROPE and the World Championship being staged at Koelnmesse in 2015, and thereafter in non-INTERMOT years, with INTERMOT now having the opportunity to "speak to" the custom market in a way that it has not had before, further boosting the show's credentials as an expo with something for everybody, and being able to showcase the finest custom, one-off and prototype design and engineering.

Ever since I had the accidental great good fortune to 'fall into' the motorcycle industry some 25 years ago, I have always believed that it behoves those who can work to the greater betterment and common interests of all whose livelihoods are dependant on securing the future of two wheels as a transport and leisure option should do so if, where and as they can.

I therefore hope that this new dimension to INTERMOT and the boost that it will provide to the custom parts, performance, motorcycle and accessory industry that I am so closely involved with, will play some small part in furthering the mission of promotion of "everything good" that two wheels can and should mean for 21st century businesses and consumers.



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Publisher

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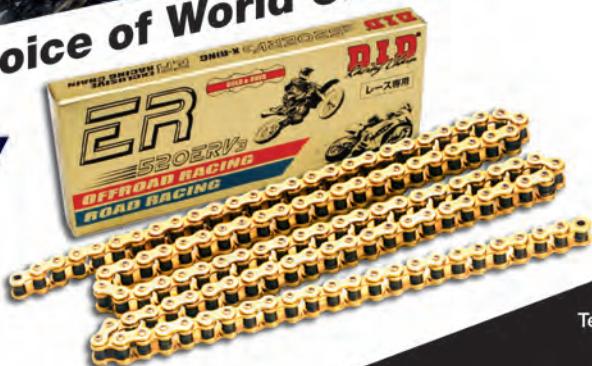
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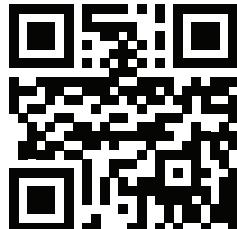
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have always been trying to achieve.

"We felt we needed 'Proof of Concept' for BBE before we were fully in a position to understand the best way forward for the Championship competitor and BBE exhibitor communities. We needed to create a forum that champions motorcycle modification and parts and accessory sales of all kinds. We have achieved a good start, and this formula is a solution that guarantees a truly robust long-term foundation on which to be able to do so."

"Although the radio-silence

concerning 2014 plans has been protracted and frustrating, it has been a necessary step sideways in order to be able to make what by any measure is a giant leap forward. At all stages this project has been about making good decisions rather than quick decisions. An agreement of this magnitude has warranted careful consideration and precise attention to those devilish details."

Speaking on behalf of Koelnmesse, INTERMOT Project Manager Ingo Riedeberger says that "we are delighted to have made a multi-year agreement to host the AMD World Championship."



The AMD World Championship of Custom Bike Building celebrated its 10th anniversary and first ever appearance in Europe at the Big Bike Europe Expo in May last year. It will now appear annually at Koelnmesse, alternating between INTERMOT and Big Bike Europe every October



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"With AMD's help, through its custom show affiliation programme, we have made progress in developing the custom content of INTERMOT in line with our ambition to make sure that Europe's leading international motorcycle industry and enthusiast expo can speak effectively to all sectors of the international powered two-wheel industry."

"This latest stage in our relationship with AMD marks an exciting development. One that will bring considerable benefit to INTERMOT's visitors, its exhibitor profile, and to the custom industry itself."

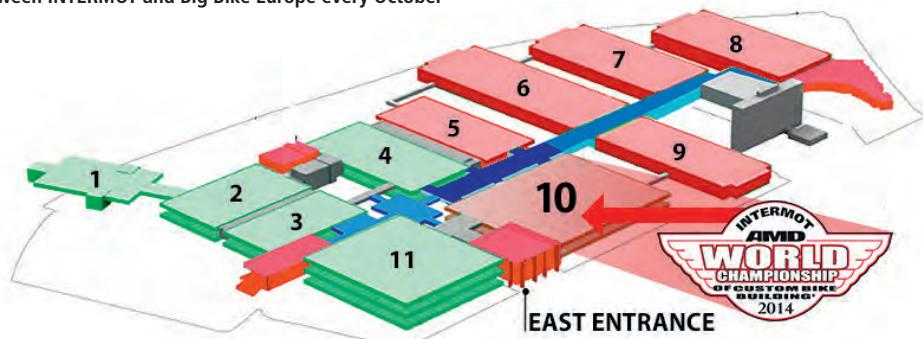
Full details of the Championship classes and schedule, and of exhibitor opportunities at the AMD World Championship at INTERMOT in October will be released soon.

Details about Big Bike Europe and AMD World Championship staging at the Cologne Expo Centre in autumn 2015 and beyond will be released later this year.

Organiser Robin Bradley concluded by saying: "I think we over-achieved in organisational and conceptual terms in 2013, leaving us with a need to build a convincing attendance in a shorter period of time than we had anticipated.

"By being able to help INTERMOT consolidate the efforts it has already made to offer a convincing custom industry experience for their visitors, and by allowing the parts and performance aftermarket to use BBE as a biennial 'fill-in' for the years when INTERMOT is not staged, meets the needs of the custom community and international parts, accessory and performance industry in spades!"

www.amdchampionship.com



German motorcycle sales up 1.31% in 2013

NEW PTW registrations in Germany were up by 12.64 percent in December 2013 (2,005 units) and for the year as a whole, registrations were up 1.31 percent at 129,357 registered,

compared to 127,680 in 2012. Within that figure, motorcycle registrations were up 19.51 percent in December 2013 (1,274 units registered compared to 1,066 for December 2012).

This resulted in total motorcycle registrations for the full year of 2013 being up 2.65 percent (87,423 units, from 85,169 in 2012). This marks the fourth

consecutive year of modest growth for new motorcycle registrations in Germany, and the market has now climbed to about the 86,305 figure seen in 2009.

In total PTW new unit registrations, the German market has also now seen a further consecutive year of (modest) overall growth - the 2014 benchmark for the IVM, the German Motorcycle Industry Association, will be to sustain this growth into a fifth straight year, and see if the trend can be accelerated sufficiently to reach the 137,045 registrations seen in 2009 (2008 saw 166,282 total PTW registered in Germany).

GERMAN NEW REGISTRATIONS

	Dec 2013	Dec 2012	2013	2012
PTWs	2,005	1,780	129,357	127,680
% Change	+12.64%		+1.31%	
250cc+	1,274	1,066	87,423	85,169
% Change	+19.51%		+2.65	

ACEM calls for globally harmonised standards and elimination of "trade-disruptive environments"

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14 Powered Two-Wheeler (PTW) manufacturers who produce more than PTW 30 brands, plus 18 of Europe's national motorcycle trade associations (in 15 countries). ACEM says that the aggregated turnover of the PTW sector in Europe (manufacturing, plus upstream and downstream activities)

amounted to Euro 27 billion in 2011, employing some 125,000 people, with their membership accounting for 90% of the European powered two-wheeler, tricycle and quadricycle production. ACEM's members are eying opportunities in growing markets such as Brazil, China, India, Indonesia, Malaysia, the



Dutch MEP Wim van de Camp, who is the Motorcycle Rapporteur on the European Parliament's Internal Market Committee (IMCO), pointed to the big difference between fair trade and free trade, highlighting the fact that the former is an ideal that is probably never achievable, whilst criticising the EU trade treaty negotiators for not achieving satisfactory free trade agreements quickly enough, and suggesting that if trade bloc agreements are out of reach, then the EU should embrace bilateral trade deals with those countries who want to benefit from increased trade with Europe

ACEM Secretary General Jacques Compagne expanded on the proposal he tabled at the ACEM/ANCMA conference at the Milan show in November last year where he suggested that an additional or alternate approach where agreements on harmonisation of standards and regulations could not be reached in a timely manner would instead be to adopt a policy of "mutual recognition" agreements of existing standards. At this ACEM conference he reported that the process of seeking to establish that concept as a "twin track" agenda item with certain markets, most notably the United States, was under way, and he went on to additionally suggest that such a programme could also include an agreement to harmonise any new regulatory impacts on a moving forward basis.

Philippines, Taiwan, Thailand and Vietnam as among those that offer the best prospects. It is in this context that ACEM called on the EU to "strive to remove existing barriers and other regulatory obstacles, thereby creating the conditions for a level playing field. "The lack of harmonisation where standards and technical specifications are concerned generates trade-disruptive environments. The creation of globally harmonised markets would benefit motorcycle production. A worldwide

regulatory framework would increase the competitiveness of the European motorcycle sector, reducing costs, improving economies of scale, boosting export opportunities in markets across the globe, and help manufacturers roll-out new technologies more quickly. "It would bring considerable efficiencies with more accessible products and go hand in hand with the removal of barriers based on national requirements."

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Brammo launches "world's fastest serial production" electric motorcycle

BRAMMO has launched what it claims to be the world's fastest electric motorcycle in serial production with the introduction of the 2014 Empulse and Empulse R.

The 2014 Empulse is an evolution of the 2013 model and retains a unique water-cooled motor, six-speed gearbox and integrated J1772 rapid charging. With a claimed top speed of 110mph and a 3kW onboard charger means the Brammo Empulse is the world's fastest electric motorcycle in serial production, both riding and charging.

Brian Wismann, Head of Product Development at Brammo, said: "The 2014 Empulse represents a huge effort by the engineering team at Brammo to further refine and reduce the

platform's weight for the bike's second model year. We've ensured that the bike is ready for its European launch with additional testing and certifications required for the EU market. All the hard work will be worth it when the first customer in Europe twists the throttle and gets their first 'EV grin.'

Changes to the Empulse for 2014 include battery brackets that secure the Brammo Power 15/90 battery packs being redesigned and nickel plated. There is a redesigned LCD dash, which displays a wide range of riding metrics including: battery SOC (State-of-Charge), road speed, motor speed, odometer, energy use, gear position, battery status, estimated range, and system status.



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The 2014 Empulse has changed to a tapered aluminium handlebar with oversized clamp diameter, manufactured by Accossato in Italy specifically for the Empulse R, and there is a change of tyres to Continental SportAttack 2.

Two new colours are being introduced, standard for the Empulse R and optional for the Empulse. In addition to True Blood Red and Eclipsed Black, customers can now select Maillot Jaune Yellow and Neodymium Silver Metallic, while the

lower body panel now sports a white Brammo logo to make identification even easier.

During 2014 the Empulse and Empulse R will become available in the United States, Canada, Europe (including the United Kingdom), and in Asia.

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Positive response to 2014 Motorcycle Trade Expo

MOTORCYCLE Trade Expo, the UK's trade-only motorcycle show, took place over 19-21 January at the NEC in Birmingham. Over the three days more than 3,000 visitors representing over 1,500 companies attended, putting visitor numbers up 20 percent on 2013.

Among the 181 exhibitors there was a strong show of European businesses and a marked rise in the number of electric bikes and Chinese bikes on display. The former was reinforced with an indoor test track, giving visitors a chance to try many of the new electric motorcycles coming to the market out for themselves.



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Among the selection of electric bikes was the Kuberg line of trial bikes from the Czech Republic, which has machines available for rides from age five upwards through to an adult trial bikes. Baotian was one of the Chinese manufacturers represented by UK distributor Clements Moto, which is offering a range of nine machines from the 50cc Apollo 10 through to the Citibike125.

The importance of the UK market was demonstrated by the presence of European-based businesses including Parts Europe, Fehling, Paaschburg & Wunderlich and Segura Clothing. This is in addition to European businesses, such as Peugeot and Alpinestars, that were represented by the UK agents and distributors.

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Shorai lithium iron batteries exclusive to MAG Europe



MAG Europe is now the exclusive UK distributor for Shorai Power, a leading lithium iron battery brand in the powersports industry, which is based in the U.S. The Shorai lithium iron batteries are said to be lighter weight, and yet offer higher cranking power and greater battery efficiency than traditional lead acid versions, and are now being made available to the UK market for the first time. "Shorai LFX batteries are a great fit to our existing range of products," said MAG Europe's



Sales & Marketing Manager, Den Lane. "The technological advances and lighter weight will help with our expansion into the sportbike and powersports markets as well. "Typically we see a saving of 2-3lbs for dirt bikes, 6-8lbs for an average street bike and 10-20lbs

for a Harley Touring bike or other heavy weight V-twin cruiser," said Lane. "This alone is reason enough to consider switching to Shorai LFX batteries." The weight savings do not come at the expense of performance. Shorai batteries operate at a higher voltage range during cranking, resulting in quicker starting. From a dealer's perspective, the fact Shorai's LFX batteries do not sulfate while sitting on the shelves or in vehicles should be appealing. "They do not suffer the chemical degradation that plagues conventional lead acid batteries, so they last longer.



"They weigh less, start quicker and last longer than conventional batteries," concluded Lane. "What's not to like?"

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SPARK continues Gresini Moto2 sponsorship

SPARK Exhaust Technology, a brand of Vecchi Srl, will design the exhaust system of both Suter Honda machines being campaigned in the 2014 Moto2 World Championship by Team Federal



Xavier Siméon riding the Spark equipped Team Federal Oil Gresini Moto2 Suter Honda in 2013

Oil Gresini Moto2.

In November 2013, before the winter break, team riders, Xavier Siméon and rookie Lorenzo Baldassarri, were able to make several laps on new bikes equipped with Spark exhausts, collecting important data ahead of the forthcoming season.

"Last year we had the great opportunity to prove our technical expertise in such a competitive environment like the Moto2 World Championship and the renewal of our partnership with Team Federal Oil Gresini Moto2 is a further demonstration of our capability," said Melania Vecchi, Spark's Sales Manager. "I'm very happy to

strengthen the relationship with the team, and its new rider line-up makes me confident ahead of the 2014 season. Xavier Siméon has already demonstrated in 2013 to be able to achieve excellent results, while the arrival of Lorenzo Baldassarri, a rookie with a great potential, adds a further touch of Italian style to this project."

Team principal Fausto Gresini said: "I look forward to working again with a great company like Spark. In just one year we were able to create a good working group and I am convinced that during this year our relationship, that proved to be immediately profitable, will be even stronger. The Moto2 World Championship is an

extremely competitive series, where every single detail can make a difference, affecting the result in a decisive way. I am very happy to count on Spark technology for the exhaust of our Suter machines. I would like to thank the Vecchi family for their confidence in our team and for their endless efforts.

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Motor Trike conversion for Burgman 650

MOTOR Trike, a US trike conversion specialist, has announced the release of the Breeze, an all-new trike conversion designed to fit 2003 to

present Suzuki Burgman 650.

"The Breeze has been on our project wish list for over three years," said Motor Trike Owner Jeff Vey. "You



could say it has been floating around the engineering building waiting for its turn to shine. The Breeze has a clean design with a list of standard features that reflect the knowledge and engineering of over 20 years experience in this industry."

Key features of the new conversion include live rear axle swingarm suspension with 14in alloy wheels and disc brakes on each wheel, upgraded coil springs and bump stop, and fibreglass mudguards and swingarm cover in a smooth gel coat black finish, which gives the customer the option to paint match or not.

The Breeze maintains all of the

stock vehicle systems including ABS and mechanical parking brake.

Motor Trike are celebrating their 20th anniversary in the trike conversion business this year. Motor Trike was formed in 1994, starting in an 1,800 sq ft building with just two employees. Today and 9 expansions later, they have over 100,000 sq ft and over 70 employees. Celebrations include an Anniversary Rally, an open day and a trike show.

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Moto GP sponsorship and BMW parts from Ilmberger

ILMBERGER Carbon Parts has announced that it has signed on as a sponsor of German Moto GP rider Stefan Bradl.

"I cannot currently think of a better environment to represent the quality, innovative and technical standards of our carbon fibre parts as in Moto GP," said Julius Ilmberger, founder of ICP Ilmberger Carbon Parts. "As a German company, and moreover with the best German rider, to be represented there, is simply the best."

While Bradl will be riding a Honda in the 2014 Championship, Ilmberger has continued to develop parts for a wide variety of motorcycles, including the latest liquid-cooled BMW R1200GS.

From the 'beak' to the wind flaps, engine guards and covers, up to replacement covers for the complete tank, almost all of the standard plastic parts on the R 1200 GS can now be replaced with Ilmberger carbon parts. In addition, there are numerous accessories available too, including a rear hugger, hand protectors, and carbon covers are available to protect sensitive GS components.

All of the Ilmberger carbon parts for the R 1200 GS are manufactured from pre-creeps by autoclaving to ensure extreme strength. A clear plastic coat is then applied to offer scratch and UV resistance. All parts come with fitting instructions and type approval documentation.

ILMBERGER CARBON PARTS
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Moto GP rider Stefan Bradl has signed a sponsorship deal with German carbon fibre specialist Julius Ilmberger



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NEWS ROOM

CCM launch new model



BRITISH motorcycle manufacturer CCM used the annual Motorcycle Live Show in Birmingham, England, to debut its new GP450 Adventure. Following five years of development work the GP450 Adventure is now in production and is built around what CCM calls its 'Bond-Lite' frame, built using 6061 T6 forged aluminium pieces which are bonded together. This carries Marzocchi 45mm diameter USD forks with rebound and compression adjustments, and a cast aluminium swingarm with a 'Tractive' shock absorber with preload, damping and compression adjustment. The bike rolls on a 21in front and 18in rear wheel, both shod with Dunlop Trailmax tyres and equipped with Brembo brakes, acting on a 320mm front disc and 240mm rear disc. Power for the GP450 Adventure comes from a 450cc, single-cylinder, four-stroke motor. The liquid-cooled engine features titanium valves and Keihin electronic fuel injection. Unusual features on the GP450

include the battery and major electronic components being located high on the motorcycle behind the headstock, which combined with a high air intake and high exhaust outlet gives increased river wading depth of 850mm. Additionally, two front fuel tanks are combined with an underseat tank to offer a claimed 250-mile range. "This is exactly what the adventure sport sector needs, a lightweight adventure bike that does exactly what the bigger bikes can't do", said CCM Director Austin Clews. He continued saying: "The NEC show has been a major success for CCM and with the quality components on the GP450, we are confident that demand for the product will be high."

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EBR opens in Europe, confirms WSBK team



HAVING unveiled the revolutionary new 1190 RX at the AIMExpo at Orlando last October, Erik Buell Racing (EBR) has now confirmed the opening of its planned European office and distribution centre at Alkmaar in The Netherlands.

With 450 sq m (approx 4,000 sq ft) of combined space, EBR Europe Managing Director Edwin Belonje said "now we can make real progress with setting up our dealer network in Europe".

Formerly Managing Director for Zero Motorcycles in Europe, and the international Sales and Marketing Manager for Triumph Motorcycles in Europe and Asia, Belonje went on to say: "We started this late last year, and we have visited several prospective dealers in the Netherlands, England, Belgium and Germany.

"We met with a warm reception because EBR is poised to capture a distinctive position in the market. We expect to be able to deliver the first regular production motorcycles in March."

The 1190RX deserves its description



EBR's European operations are being headed up by former Zero and Triumph Motorcycles executive Edwin Belonje

as "revolutionary". Based on its ET-V2 1190 cc liquid cooled v-twin engine, the 1190 RX weighs in at just 419 pounds, and delivers 185bhp, and an almost unprecedented 102 ft.lbs of torque – said to be one of the highest levels of peak torque ever seen on a street legal production sportbike.

With 21 traction control settings and broad torque band, the engine is said to



deliver a combined highway/city fuel economy of over 40 mpg and hydrocarbon and nitrous oxide exhaust emissions that are said to be less than 25 percent of those allowed by the US Environmental Protection Agency standards (carbon monoxide emissions are said to be just 6 percent of the level allowed by US federal regulations).

The company is describing the engine design as being a "breakthrough", and race inspired handling features, all-new styling and scientifically-derived aerodynamics are said to give the 1190RX what EBR is claiming to be the best "performance and driveability of any superbike produced by any manufacturer in the world."

Completely assembled at East Troy, Wisconsin, EBR announced a remarkably low domestic US MSRP price tag of \$18,995 when it unveiled the 1190RX last year.

The company has also confirmed its previously announced intention to compete in the Superbike World Championship in 2014, with Team Hero 1190RS riders Geoff May and Aaron Yates in a two-bike WSBK effort that kicks-off at the Phillip Island GP circuit near Melbourne, Australia, on February 23rd.

Last year it was announced that Hero Motorcycle of India, the world's largest motorcycle manufacturer, was stepping up its ambitions to become a player in the north American and European large-displacement markets by taking a major stake in Erik Buell's fledgling post-Harley race and street-bike business.

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The European 'Bke Park' - PTWs in use

DATA released by ACEM at their recent 10th annual conference gives an interesting insight into the 'Bike Park' in Europe - the total number of Powered Two Wheelers on the road.

The most recent available full-year data is to the end of 2012 and it shows that while the number of bikes on the road has dipped, at 35,566,991 (25,738,753 of which are motorcycles) it has not collapsed in the downturn in anything like the way that sales of new units have done.

In 2011 the number was 37,738,799, and had actually grown annually each year to then from the 31,839,152 reported for 2005 (19,433,214 of which are reported as motorcycles).

Not surprisingly **Italy** has the largest PTW population at 8,582,796, of which 6,482,796 are motorcycles - which means that up to some 20 percent of the riding age population has a PTW of some kind.

The total 'Bike Park' figure in Italy has remained consistent at over 8m total PTW units ever since 2005, with the number of those being described in the data as motorcycles climbing steadily from just under 5m ever since then - meaning that the profile of the PTW market in Italy has shifted decisively towards larger displacement machines, by some 30 percent of the total since 2005.

The second largest PTW 'Bike Park' in Europe is in **Germany**, where the most recently available complete data (to end of 2011) puts the total of PTW's in use at 5,814,195, of which some two-thirds are motorcycles (3,908,072 in 2011).

The German market has remained consistently over 5m units, and with approximately the same proportion of motorcycles to mopeds ever since 2005.

Spain boasts Europe's third largest 'Bike Park', at 5,021,965 units in 2012 of which more than half (2,852,297) are

motorcycles.

Although the split between motorcycles and lower cc 'mopeds' is much nearer 50/50 in Spain, the growth in motorcycle ownership as a proportion is clearly seen in ACEM's data, with growth from 1,805,827 (in a 4,066,267 total) resulting in the number of larger displacement machines overtaking 'mopeds' for the first time in 2008 and appearing to continue to grow in proportion and absolute number terms right up to 2012.

Fourth largest is **France** with 3,089,125 total PTWs (1,674,147 of which are motorcycles); down from peak PTW ownership of 3,857,000 in 2008.

Europe's 'Top Five' PTW 'Bike Parks' is completed by **Turkey**, at 2,657,722 units in 2012 (the available data from Turkey does not differentiate between motorcycles and 'mopeds').

Poland is sixth at 2,207,556 total

PTWs (1,107,260 motorcycles); **Greece** is seventh at 1,776,435 total PTWs (a surprisingly high 1,556,435 of which are described as being motorcycles).

The UK and Dutch markets are pretty much of equal size in 'Bike Park' terms, with the **United Kingdom** (1,362,849) only slightly ahead of **The Netherlands** (1,210,729); though the displacement profiles of the two markets are very different - in the UK motorcycles are by far in the majority, whereas Dutch motorcycles are only some 100,000 or so more than 'mopeds'.

The tenth largest PTW 'Bike Park' in Europe is in the **Czech Republic** (976,911 total), where the market is split 50/50 between 'mopeds' and motorcycles.

In order, the next 10 'Bike Parks' in Europe are Switzerland, Austria, Belgium, Finland, Portugal, Sweden, Norway, Denmark, Croatia and Hungary.

CIRCULATING BIKE PARK IN EUROPE, TOP 10 COUNTRIES 2005 - 2012

	2012	2011	2010	2009	2008	2007	2006	2005
Italy	8,582,796	8,610,000	8,710,000	8,768,098	8,719,094	8,660,259	8,588,818	8,498,359
Germany	5,743,155	5,814,195	5,887,573	5,709,548	5,605,653	5,461,608	5,745,424	5,652,469
Spain	5,021,965	5,027,461	4,997,689	4,958,879	4,911,504	4,741,760	4,342,328	4,066,267
France	3,089,125	3,439,417	3,560,951	3,532,000	3,857,000	3,740,000	2,543,561	2,475,306
Turkey	2,657,722	2,657,722	2,527,190	2,389,488	2,181,383	2,003,492	1,822,831	1,441,066
Poland	2,207,556	2,102,175	1,935,140	1,808,723	1,607,316	1,350,789	1,190,093	1,091,159
Greece	1,776,435	1,764,902	1,729,133	1,678,851	1,253,619	1,161,527	1,068,922	906,203
United Kingdom	1,362,849	1,376,821	1,375,669	1,426,398	1,432,092	1,419,063	1,376,057	1,380,033
Netherlands	1,210,729	1,209,288	1,205,234	1,168,500	1,092,544	1,030,344	971,417	1,030,949
Czech Republic	976,911	944,171	924,291	903,346	892,796	860,131	822,703	793,924

OptiMate programme to be exclusively distributed in USA by Parts Unlimited and Drag Specialties **tecMATE**

TECMATE North America, the designer and manufacturer of the internationally acclaimed OptiMate programme of battery maintenance and diagnostics products, have announced an exclusive United States distribution agreement with LeMans Corporation.

Recommended by many leading motorcycle manufacturers, the OptiMate programme includes unique precision tools, OptiMate advanced battery saving chargers and various OptiMate cable and powered accessories.

Noted for many new technology innovations, including the first

desulfating charger that automatically saves and prolongs the life of a lead-acid battery, Tecmate also developed continuous battery testing and offers the market leading charger/tester/maintainer for Lithium (LiFePo4) starter batteries.

CEO Martin Human said of the LeMans deal that "this new distribution agreement means enhanced levels of service and product training for our American dealers, excellent dealer margins, and confirms our commitment to the powersport industry dealer community.

"We believe dealers are essential for the continued existence and future

growth of the motorcycle market and as part of that support no TecMate product will ever be made available through big box stores such as Walmart".

www.tecmate.com

TecMate have just introduced an updated 'OptiMate 3' battery maintenance tool to the range - full report in the next edition of IDN and an upcoming edition of our MotoWeek industry information service



OptiMATE

Hein Gericke bought by Chinese investors

FOLLOWING its insolvency filing in December, Hein Gericke Deutschland GmbH has been acquired by the Barcelona headquartered group of Chinese investors that is headed by Arthur Liao, the owner of Chinese helmet manufacturer LS2. The takeover will result in the largest possible number of Hein Gericke shops and

employees being retained. Some 54 of Hein Gericke's 85 shops in continental Europe are in Germany, with other shops in The Netherlands, Belgium, Poland and Austria. However, the deal does not include the British Hein Gericke company, with some 12 of the 16 UK stores having been bought by British apparel retailer J&S Accessories in a

separate deal. Arthur Liao founded LS2 Helmets in 1990 and created a head office in Barcelona in 2007 (Tech Design Team SL). It is planned that the takeover of the Hein Gericke retail network would help fuel the growth ambitions of LS2. The take over became effective on February 1st, with Rutian Liao, Ralf Creek and Achim Wirth at

the helm of the newly reconstituted "Hein Gericke Europe GmbH".



Promet to continue LeoVince exhaust brand

POLISH manufacturer Promet has announced a strategic partnership that will enable them to continue the international sales of all the motorcycle exhaust products branded LeoVince and Sito.

The announcement follows the closure of Sito Gruppo Industriale, but with Promet having been manufacturing the product line for the Italian company for more than 15 years, the deal will allow the brand and

product line to be continued.

Promet claim that the deal will result in a number of improvements, including the opportunity to boost the international profile of the brand and invest further in research and development as production restarts.



FEMA's third European Motorcyclists' Forum

ORGANISED by FEMA (Federation of European Motorcyclists' Associations), the Brussels based Riders Rights group lobby organisation, the 3rd European Motorcyclists' Forum will focus on Intelligent Transport Systems (ITS) in the context of the EU Horizon 2020 initiative.

"Powered Two Wheeler (PTW) users are market consumers using new technology to improve their riding experience or to increase their safety", says Aline Delhaye, General Secretary of FEMA.

"However, as vulnerable road users, they are also impacted by ITS deployment. The specificities of this transport mode need to be carefully understood and integrated into ITS deployment activities to guarantee



Aline Delhaye,
General Secretary of FEMA

ETRA closes due to lack of funds

FOUNDED in 1995 as an attempt to fill what was seen as a missing link for dealer/retailer representation in the bicycle and motorcycle industries in Europe, the European Two-Wheel Retailer's Association (ETRA) has announced that it is to close with immediate effect due to insufficient funding. The organisation was a European economic interest grouping (trade association) of national two-wheel retail organisations in Belgium, Czech Republic, France, Germany, Ireland, UK and The Netherlands with a claimed representation for nearly 7,000



independent bicycle, moped and motorcycle sellers. Though based in Belgium (Gent), ETRA is not to be confused with FEBIAC (la Fédération Belge de l'Industrie de l'Automobile et du Cycle), the Brussels based domestic Belgian motorcycle industry trade association that is a member of ACEM. At this stage, it is unclear what

implications ETRA's closure has for the 'Sustainable-2-wheels' initiative that ETRA has been organising for the past four years as part of European Mobility Week.



that PTW use is rightly integrated into tomorrow's transport system".

The Forum – which is being organised under the umbrella of the Riderscan project – will discuss the safety challenges faced by powered two wheelers (PTWs) "in an ever more connected transport system" and look at EU transport/mobility challenges, safety strategies and the role of ITS, motorcycling and ITS challenges, addressing research and deployment issues; practical considerations related

to the use of PTWs in Europe and the priorities and challenges faced by the motorcycling sector both at EU and national level.

It is hoped that the Forum, which is being hosted by MEP Bernd Lange in the European Parliament premises on March 5th 2014 (from 3 to 6pm), with discussions continuing all day on March 6th will arrive at a consensus of recommendations for optimal integration of PTWs into ITS-driven policies.

TACOMA

Galfer Disc Wave rotor for Ducati

GALFER'S latest version of its Disc Wave brake rotor has been created for use on the front of a variety of Ducati sport and touring motorcycles.

Made of Galfer's unique high carbon 420 SS/8 composite, the full floating rotors are heat-treated and laser cut to assure warp resistance. The wave design allows air to pass over every point of the brake pad surface keeping it cooler, with the claimed result of improved lever feel and modulation. The Galfer Standard Disc Wave rotor for Ducatis fits '12-'14 Streetfighter 848, '09-'14 Monster 1100, S, and Evo, '11-'14 Monster EVO, '11-'14 Multistrada 1200, and S (Sport/Touring), '13-'14 Multistrada 1200 S Gran Turismo, and '12-'14 Multistrada 1200 S Pikes Peak.

INDUSTRIAS GALFER

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GALFER



Tacoma from Modeka

THE new Tacoma unisex jacket from Modeka takes its name from the used 750 D Tactel material and consists of soft and wear-resistant polyamid materials.

It has a detachable Humax Z-Liner membrane, which is 100% water-and windtight and breathable, and also a detachable thermal lining. SaS-Tec protectors, certified to EN 1621-1 on shoulders and elbows (height-adjustable), and to EN 1621-2 at the back, ensure protection.

Further features include reflective 3M Scotchlite material, Airvent ventilation zips, breast pockets with Air Draft Technology (for further ventilation), two outer and one inner watertight pocket, connecting zippers and safety seams.

Available colours for men and women are light grey and black, and for men also olive green. The matching Tacoma trousers have similar features and material.

MODEKA MOTORCYCLE EQUIPMENT

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Ladies Tacoma jacket



Mens Tacoma jacket



Telelever BMW suspension kit

THE latest Street Box suspension kit from Hyperpro has been created for use on BMW motorcycles with Telelever suspension. The Street Box is described by the company as being an all-in-one box of front and rear shocks to revitalise suspension compliance to improve comfort and handling, as an affordable alternative to a complete suspension overhaul.

The Telelever Street Box kit is engineered, tested and tuned specifically for 26 of BMW's '92 to '14 touring, standard, sports touring and sport bike models. While the kit can be used on bikes with BMW's optional ESA system, riders have to forfeit the function.

Each kit includes Hyperpro's advanced, emulsion-type shocks. The 360-series front and 460 model rear have steel bodies, 16mm chromium shafts and come with purple or black rising-rate springs. The shocks offer 45 positions of rebound damping adjustability and infinite preload settings;



the rear shock has a convenient hydraulic adjuster.

Street Boxes are also built for BMWs with conventional forks. Each includes a single rear shock, fork springs, fork oil, fork seal grease, suspension manual and bike-specific setup data.

HYPERPRO INTERNATIONAL
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VStream windshields for R1200GS

ZTECHNIK is now offering its VStream windshield in two heights for the water cooled BMW R1200GS.

The Touring size VStream windscreens, which gets its name from its unique shape and dimensional contours, is wider and taller than stock. The patented 'V' profile is said to help keep wind off the rider's upper body and helmet. The sport size is reshaped in contour but similar in height to the OEM and available in dark tint or clear.

Both styles are made from FMR hard-coated polycarbonate. Optically the VStream windscreens are clear with virtually no distortion, and Ztechnik claims its screens are 30 times more scratch resistant and have 20 times greater crack and impact resistance than other aftermarket windscreens on the market made from commonly used acrylic.

NATIONAL CYCLE, USA
Maywood, Illinois, USA
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www.ztechnik.com



Motorex Boxer 4T available for water-cooled BMWs

MOTOREX has launched a version of its Boxer 4T engine oil in the viscosity SAE 5W/40, and with official JASO MA2 certificate, which makes it suitable for the latest water/oil-cooled BMW Boxer motors. Motorex's development section has adapted its original Boxer 4T engine oil to the specific requirements of the latest BMW Boxer generation, which is not only uses a combination of water/oil-cooling, but also has a wet clutch with the gearbox integrated into the crank case. For test runs of the new oil, Motorex worked closely with BMW tuning specialists AC Schnitzer to develop a lubricant with the best possible performance and the greatest durability. The new Boxer 4T engine oil in the viscosity SAE 5W/40 is available in a 1L package with an integral filling spout as well as in 4L packages.



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Barracuda indicators and mirrors

BARRACUDA'S latest parts release range includes the Idea turn signals. The E-marked indicators have an ABS body and use LEDs for illumination. Marketed under Barracuda's You Design concept users of the Idea indicators can customize them with inserts in both ABS and aluminium in a range of colours: black, carbon, red, white, silver and gold. The Idea turn signals are sold in pairs, and include an electronic adapter (resistor).

Heading up the wide range of mirror options offered by Barracuda are the D-Version, with European approval. Constructed from a combination of ABS and steel, they are part of the You Design range, and as such have a choice of ABS interchangeable inserts available in six colours: gold, silver, red, white, green and black. The back of the universal mount mirror also houses an approved turn signal.

Also available as part of the You Design system, with coloured inserts, are the R-Version mirrors. These are offered in Race style, or Naked with a universal fitting.

Sintesy-Z Version and E-Version are three new E-marked mirrors, made from billet aluminium with universal brackets for Naked motorbikes, available in two anodised colours of black and silver.



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Keis X2 heated trousers

THE latest addition to the Keis line of heated clothing are the X2 trousers, with a claimed 39 Watts of heat provided through strategically positioned panels. Manufactured from breathable soft-shell material, with lightweight rear panels for a relaxed fit, the X2 trousers are designed to be worn under leather or textile motorcycle clothing. The heated panels in the trousers use micro alloy element technology, which is washable. Current draw is a 3.25 Amps, which will not tax the charging system on most modern motorcycles. Like all Keis garments, the X2 trousers come with a fused supply lead so that they can be powered direct from a bike's 12v battery.

Alternatively, an adaptor is available to power the trousers via a cigarette lighter type socket. It is also possible to 'daisy chain' the power supply via the Keis X10/X20 heated vests or the X25 jacket. The trousers have dedicated zipped pockets to keep the cables tidy while in use. Keis has the X2 trousers available in sizes 28in-42in waist (XXS - 3XL).

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'Frando' brake calliper and disc for R6

THE latest addition to the Frando brake products range carried by Venhill is a replacement four-piston brake calliper and floating front brake disc for Yamaha's YZF-R6 '05-'10.

Frando's calliper body is CNC machined from forged aluminium alloy, with a pitch of 108mm. The four 32mm pistons are made from titanium, and the brake pads are sintered. The calliper body is secured with alloy steel screws with the resulting low weight of 1,050g.

The matching 300mm diameter floating disc is 5mm thick, Japanese 420 stainless steel, with a 7075 aluminium inner. The buttons that connect the inner

and outer are produced from Japanese galvanised iron SU304 and carry a two-year worldwide warranty.



VENHILL ENGINEERING
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www.venhill.co.uk

Forma Ice Pro boot



THE Forma Ice Pro boot is a restyling of the current Ice boot to which aesthetical details and many safety features have now been added.

Ice Pro features the exclusive F.C.S. (Flex Control System), which supports the ankle, permitting excellent flex movement while avoiding unnatural ankle movements, equipped with carbon-effect inserts and anti-scratch bike frame protection.

The boot also features many additional protections and reinforcements that make it extremely safe. In addition to the cushioned rear stop in the back of the boot, a replaceable nylon heel protection has been added to minimise any damage when sliding or impact on asphalt.

Two new internal protections have also been added, which is in the calf area and the heel area (made in rubber for maximum grip and high temperature resistance), plus injected moulded plastic protections and polyurethane gear pad protection.

The upper is in microfiber and features red Air Mesh lining, and comfort and ventilation is guaranteed by AIS (Air Intake System), which allows fresh air to enter the boot through the lateral air intake window and the vented slider, and hot air is then expelled through the vertical vents on the heel cup protection.

The boot has a zip and velcro closure and an elastic panel in the ankle guarantees comfort and an

easy fit. A new soft rubber flexible collar with air vents to keep the boot dust free and insect proof has been added. The sole is a personalised double density rubber sole. Inside it features the Dual Flex midsole in TPU and anti-shock/anti-vibration felt covering. The midsole has a stiff mid/back for heel protection and stable foot contact with the bike pedal and a softer and flexible toe area for elevated gear sensibility and comfort when walking.

This boot is also available in the Ice Pro Flow version, where the vented microfiber upper guarantees elevated ventilation during hot temperatures during summer riding.

Forma Ice Pro boot will be present in all the main World Championships with Karel Abraham & Danilo Petrucci in MotoGp, Simone Corsi in Moto2, Davide Giugliano & Sylvain Barrier in Superbike.

Ice Pro is available in white, black, red and blue and the Ice Pro Flow only in black and white.

All Forma boots are CE approved, designed and developed in Italy and made in the European Community.

SDE MOTORSPORT S.r.l.

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"Garda" range is conceived for off road bike owners and consists of GARDAGR33, GARDAGR46 and the brand new GARDAGR52 top case. The top case ranks on top of the range for its internal capacity and it can contain up to two helmets. "Garda" range adopts Monokey: the most widespread binding system in the world. Manifold options are also available: for instance the backrest, the top rack, the storage net and the "Security Lock" key system to improve security.

Contact: info@kappamoto.com - ph: +39 030 26 80 374



All products for you and your bike on our website: www.kappamoto.com

Bike HUD motorcycle heads-up display

BIKE HUD is a new motorcycle heads-up display, brought to market by UK business Bike Systems, that shows speed, engine revs, gear selection, turn indicators and more using graphics, colour and sound on a display mounted in the rider's helmet. Designed to be fitted to any motorcycle, the in-helmet display fits full-face and most flip-front helmets.

"Bike HUD is intended to work in the rider's peripheral field of view and make riding safer," said Bike System's Managing Director Dave Vout. "In a high pressure environment an average person can only absorb three sets of information at any one time. Bike HUD typically shows three main data sets, for example speed, gear and engine revs.

"Bike HUD's display and alerts provide the rider with important information without causing a distraction from the road and traffic conditions. Of course, if the rider wants to read the numbers on the display he or she can; the optics place the image at infinity so there is no need to re-focus when reading the display."

Bike HUD offers three riding modes: commuting/leisure riding, touring and track day racing. Commuting mode shows gear selection, indicators, speed and engine speed, while touring mode adds GPS coordinates and mileage countdown. In track day mode, Bike HUD tells the rider if the last lap was faster or slower than the preceding one – it also gives faster/slower indication for user-defined sectors of the track.

When a GPS navigator app is installed on a smartphone, it can be configured to work with the Bike HUD heads-up display. Once connected, via Bluetooth, it can work in miles and yards or kilometres and metres depending on location. The overall route and overall progress is displayed, together with the ability to change route, taking in additional points of interest along the way.

If the rider is already a Bike HUD owner, he or she can get this sooner on the Bike HUD Tester Scheme, which is free to join.

An additional feature offered on Bike HUD as a monthly subscription is the 'Bike Systems Safety', which alerts users to the location of roadside safety cameras. More than 38 countries will be supported by the system, which will be updated on a monthly basis to ensure all fixed, temporary, red-light and mobile



cameras are accounted for. It will also provide speed sensitive alerts; the faster the rider is travelling the earlier they will be alerted of a potential safety issue through either audio and/or visual prompts. Either or both types of alert can be turned on or off for each camera type.

Bike Systems is also currently working with a leading US radar/laser expert to modify Bike HUB (Bike HUD's on-board computer) to display laser/radar alerts on Bike HUD. By re-configuring two of Bike HUD's inputs, Bike Systems says it will be able to alert the rider of any detection of radar/laser speed traps and potential safety issues developing on the road ahead.

There are three components to Bike HUD: the in-helmet display, the controller (Bike HUB) and a handlebar mounted control panel. The in-helmet display can be moved between helmets. The Bike HUB controller is the size of a smart phone, it and the control panel can be installed on the motorcycle by any competent mechanic or auto-electrician.

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Adventure sports touring suit

THE new touring suit from Rukka called "Päijänne" is named after the longest Finnish lake in southern Finland, comes fully equipped and can be adjusted to different riding conditions.

The storm collar, made of elastic GORE-TEX three-layer laminate, can be removed, and ventilation zippers on the front, the back and the sides and on the thighs control the entry of fresh air. The inner jacket and inner trousers are equipped with waterproof, windproof and breathable GORE-TEX Performance Shell as well as temperature-regulating Outlast lining, which can be removed.

Numerous pockets, some of them waterproof, offer plenty of storage space, while adjusters on sleeves, waist and hips ensure a perfect fit. In the seat area the trousers feature the climate-regulating Rukka Air Cushion System, as well as Antiglide-Keprotec to prevent slippage on the seat. Long zippers on the legs allow wearing the trousers inside or out, even over off-road boots.

Leather on the inside of the legs protects the trousers from hot parts of the motorcycle. Certified to the latest CE standards, the highly comfortable Rukka D3O Air protectors on the joints and in the back ensure high levels of safety by multiplying their impact protection at the very moment an impact occurs.

The Päijänne jacket is available in sand/black and HiVis yellow/black in numerous sizes.



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XSTREAM Evo soft bags

GIVI'S top of the range soft bags line has been extended by eight new products, and all the materials used are made according to Reach regulations, which is a major EU regulation, which concerns the management of chemicals through an integrated system of registration, evaluation, authorisation and restriction of chemicals. The purpose of this system is to improve and protect the health and the environment while maintaining the competitiveness and enhancing the spirit of innovation in the European chemical industry.

GIVI is among the first manufacturers of motorcycle accessories to comply with the new European legislation.

The fabric is treated for UV protection, and other innovations have been included, adding to the strength and durability of these bags, making them suitable for heavy usage.

The range now includes two new tank bags with magnets, a roomy bag for the passenger seat, a compact pouch that fits the tail of many sports bikes, a pair of medium size side bags and a tunnel bag for scooters.

All products are equipped with universal mounting straps. A large and multi-compartment rucksack has also been added, as well as a multi-pocket tool bag for the BMW R1200GS.

The XS313 seat bag is a new design of saddlebag and tail bag, expandable up to a maximum capacity of 20 litres, made of Guzy 600D Polyester with PVC inserts.

The XS316 seat bag is a spacious universal bag designed for the rear seat of touring bikes that can effortlessly contain a modular helmet. Comes in 35 or 60 l capacity.

The XS317 rucksack is a true 30 litre multi-function cargo backpack in Guzy Polyester 1200D/600D with PVC inserts and thermoformed shell cover.

The XS315 multi-pocket tool bag specifically for

the BMW R1200GS 2013 is a set of bags connected to each other and fixed under the standard BMW rear bike back. The central bag can hold small objects or the puncture repair kit, the two side detachable bags are designed for the transportation of tools.

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XS316 seat bag



XS313 seat bag



XS317 rucksack

GIVI®



XS315 multi-pocket tool bag



Triumph knurled gas cap



JOKER Machine, a US-based billet aluminium parts specialist, has expanded its product range with the introduction of a CNC machined, 6061-T6 billet aluminium, precision diamond knurl pattern gas cap for use on modern Triumph models. For installation on Bonneville, Scrambler, Thruxton, Thunderbird and Legend tanks, the caps use the stock gas cap components and are offered in a choice of hard black anodized, clear anodized, or chrome plated finishes.

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Surflex clutch disc kits

SURFLEX of Tradate, Italy, has a record of producing aftermarket clutch disc kits for the bikes produced from the 50's to the present day.

All clutch kits by Surflex for road and off-road motorbikes are specific for the use to which they are being put. The metal core of the discs is made of either steel or aluminium, while the friction material ranges from organic to semi-metallic and synthesised mixtures.

All the friction materials used in the Surflex clutch discs are produced in-house and the formulations are developed as new materials and manufacturing options become available. The production is constantly updated by design and production of new friction plates and plain plates with the same original unit features or with modified disc kits, special Ergal made parts and complete clutches, both

normal and anti-hopping ones.

Clutch kits by Surflex range from the typical case that road pattern kits are provided with, through to special plastic vacuum-sealed containers combining the kits for off-road patterns.

The range of clutch disc kits by Surflex are the result of more than 60 years of history and technological commitment on race tracks.

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RT shock added to Öhlins TTX Hypersport line



ÖHLINS has expanded its TTX shock absorber range with the introduction of the new RT (Road & Track), a shock specifically developed for the hypersport segment.

Designed for use on road and track day bikes, the TTX RT is based upon the company's existing TTX36 model, and has a traditional C-spanner type preload adjustment, with rebound and compression adjustment being easily accessible on the top of the cylinder head.

"We have had customer feedback and saw great demand for a road and track style product for the hypersport market," said Robert Brinkmark, Öhlins Product Manager Motorcycles, "so we are very pleased to launch the new RT as a competitively priced product, yet still derived from our race winning

TTX technology.

"The RT and GP shocks complement each other to create a complete hypersports line-up satisfying the needs of road riders, track-day enthusiasts right up to the race-winning Superbike teams."

The TTX RT is available for BMW S1000RR ('12-'14), Kawasaki ZX-10R ('11-'14), Honda CBR 1000RR ('08-'13), Yamaha YZF R6 ('06-'14), Suzuki GSX-R 600/750 ('11-'14), and Suzuki GSX-R 1000 ('09-'14)

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Knox Handroid gain CE approval



KNOX describes its Handroid as the world's most advanced motorcycle glove, and the design has now gained full CE approval for 2014. Independently tested and certified to the latest European standard prEN13594 2012, the Handroid is one of a small number of gloves that meet the testing standards. In order to get the certification the Handroid passed 15 different tests, including abrasion resistance, cut resistance, tear strength, seam strength and impact resistance. The gloves were also tested for dexterity, to ensure riders can still operate controls easily while wearing them, as well as restraint, so they won't come off in an accident. Made from Japanese

leather, with Kangaroo palms and the additional benefit of Knox SPS 'sliders', both the Handroid and short-cuff Handroid Pod passed all the tests.

"There are many gloves appearing with CE labels, but hardly any that meet the toughest standard for motorcycle riders. Being approved to EN13594 proves that Handroid not only have the most advanced specification, but also offer real protection too," said Knox founder Geoff Travell. Handroid gloves are available in black, black/white or white/black in sizes S-XXL.

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TCX racing, urban and off-road boots

ITALIAN boot brand TCX has released details of a range of new boots, which includes racing, urban and off-road lines.

Despite only being launched in 2013, the R-S2 has been restyled for 2014 and is now known as the **R-S2 Evo**. As part of the restyling the racing boot now gains the benefit of TCX's new Fasten Fit Control (FFC) system, which is an internal fastening system where long laces are sewn to the lining of the boot. This is said to ensure that the upper part of the boot wraps around the foot providing maximum fit, precision and sensitivity. The R-S2 Evo, which is available in black, red or white, also has a new elastic insert for easy-zip fastening.

The **X-Roadster WP** is a low-cut sport boot with the main technical features and look of a racing boot. As such, it has an easily interchangeable polyurethane front slider and a reinforced polyurethane heel. The upper part of the boot is made from various materials including opaque microfibre with a 'soft touch' effect

and 'carbon look' finish, the inner part is made of chamois leather for increased grip. The inner lining is water resistant, and there are reinforced areas on the malleolus, tip and heel.

A second casual boot is the **X-Rap Waterproof** and **X-Rap Lady Waterproof**. Both offer high levels of protection, with full CE certification, thanks to a reinforced malleolus, toe and heel area. The boots also feature a heat-formed footbed for increased protection, a high-wear sports sole, and a removable anatomical insole. For wet weather riding protection there is a waterproof membrane.

Catering to off-road riders TCX has the **Pro 2.1**, which has had two new colours added; white/orange and black/fluuo. The Pro2.1 features TCX's off-road T.C.S (Torsion Control System) and a breathable anatomical inner bootie. It has a reinforced shin plate, a polyurethane toe and heel protector, as well as a toe steel cap, inner rubber heat guard and ankle/malleolus protection.



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White/orange is one of the two new colour combinations for the Pro 2.1 in 2014



The X-Roadster WP is a low-cut sport boot with the main technical features and look of a racing boot



The R-S2 has been updated for 2014 and is now known as the R-S2 Evo



TCX has a causal styled boot for female riders with its X-Rap Lady Waterproof



Despite the casual looks the X-Rap Waterproof has CE certification



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ABM
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Softseat seat cushion

NEW from Italian company Amphibious is the SOFTSEAT cushion, designed to ensure high levels of comfort when travelling long distances.

Universal and self-inflating, it fits most maxi scooters and motorcycles and is available for riders or pillion passengers.

SOFTSEAT's pressure can be adjusted thanks to the soft material and deflation valve.

These features enable the cushion to be adapted to the height of the rider and also make touring easier. SOFTSEAT is also said to be anti-slip, extremely stable and very quick to fit. The mesh holder, supplied as standard, combined with the deflation valve, allows SOFTSEAT to be stored away neatly when not in use.

The cushion measures 38 x 36 x 4 cm (SOFTSEAT L) and 18-26 x 28 x 3 cm (SOFTSEAT S) and weighs 180/100g.

Colour is black only. The SOFTSEAT S is an alternative version more suitable for pillion passengers or for motorcycles with smaller seats like Naked or Enduro.



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Gilles Tooling accessorises the Fireblade SP

GILLES Tooling has launched a range of parts and accessories for the Honda CBR1000RR Fireblade SP. One highlight among the new range of parts is the gold-red special edition vcr38gt rearsets, designed to match the bike's gold wheels and Öhlins fork.

Other gold anodised parts for the Fireblade SP, from Gilles Tooling, include the factor-x and x-treme lever.gt2 brake and clutch levers (also available with brake remote adjuster), gta axle protectors, and variobars.

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gilles.tooling

Bull-It jeans and jacket

BULL-IT Jeans is a British-based motorcycle clothing manufacturer offering CE EN 13595-1 Level 2 approved jeans. The VoloCE range of jeans are fully lined with the company's proprietary Covec +7 material to meet the CE test requirements.

Bull-It state that through using Satra material technology they are offering Covec +7 lined jeans CE tested to EN 13595-1 Level 2 for 7.97 seconds, compared to a claimed maximum of 2 seconds to those using only aramids (usually known as Kevlar) used by many other makers of lined motorcycle jeans. Covec +7 is also said to offer zero moisture regain, whereas aramids can degrade with wearing through flex fatigue or chemical moisture absorption. Sweat, detergents, bleach and sunlight are all harmful to aramids. Bull-It claim that the life of aramids can be demonstrated to see a 30 percent drop in protectiveness in six months or less.

Additional protection is offered



by Bull-It jeans through the lining's cut resistance, said to out-perform aramids three times over. Bull-It's Covec lining has been tested to 3.4 pounds per cut compared to aramids' best of 1.1 pounds per cut.

In the VoloCE jeans the Covec +7 material is covered with a comfort mesh, which also has knee armour and hip armour as standard. Bull-It supplies its own Covec Impact protectors for the knees and hips. The jeans are available in Indy, Dirty Wash and Carbon styles for both men and women, with new designs being launched for 2014.

Bull-It also produces the Roadster, which is a Denim 'hoodie' style jacket featuring Covec Laser4 protection areas in the arms, shoulders and sides. The Roadster has been designed to offer protection on the bike, while also looking good off the bike. The Covec Laser 4 protection in the jacket is said to offer impact abrasion resistance in excess of six seconds when tested to CE EN 13595-1.

Covec is a unique protective material based on a Thermotropic Liquid Crystal Polymer, which is claimed to offer higher abrasion, cut and impact resistance, making the Roadster jacket up to six times stronger

than a normal textile motorcycle jacket.

Bull-It also includes CE armour in the shoulders and elbows along with a foam back pad. As with all Bull-It Covec lined products, the jacket provides a thermal barrier to keep the wearer warm in the winter, and cool in the summer. The inner mesh layer also ensures moisture, such as sweat, is drawn away from the skin.

The Roadster jacket features belt loops in the lower inside back, allowing it to be securely fastened to any pair of jeans.



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OptiMate 5 Voltmatic



**INTERNATIONAL
DEALER NEWS
HOT★100
PARTS AND ACCESSORIES**

TECMATE is claiming that its new OptiMate 5 Voltmatic is the first ever charger capable of automatically recovering 6V lead-acid batteries from deep discharge. The charger will also charge and maintain medium to large 12V batteries [from 8Ah to 120Ah].

The OptiMate 5 VoltMatic retains the fully automatic, and easy-to-use characteristics of other OptiMates, while being capable of recovering batteries retaining as little as one-volt. The OptiMate

identifies whether a battery is 6V or 12V and then runs a series of tests to see whether it requires desulphation or bulk charge. It then delivers charge in controlled pulses that equalise the voltage in each of the battery cells and checks that charge is being retained, before indicating that the battery has reached full charge.

OptiMate runs a 30-minute charge/30-minute rest cycle, during every hour of long-term maintenance charge, so it can be left connected to the battery while the vehicle is parked without any risk of overcharging or overheating.

Compatible with STD lead-acid batteries (with removable filler caps), sealed AGM 'maintenance free', GEL and spiral cell types, the OptiMate 5 is supplied with both a permanent ringlet connection lead that has a weatherproof cap and battery crocodile clips for bench charging.

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Wunderlich retro roadster conversion

WUNDERLICH has created a package of parts that makes up a retro conversion kit for the BMW R1200R, designed to give the bike the look of a '70s machine.

The company says that once installed the 'R120R' kit offers greater leg room for the rider with

increased knee space, and that the conversion can be undone without any signs of the work having been done.

The standard BMW hard luggage can be used, but Wunderlich also offers Krauser luggage cases to create a more authentic look. Additional period styled accessories from Wunderlich include a cylinder guard, a lamp protector, a discreet windshield and a tank bag made of leather.

The Wunderlich R 120 R conversion kit consists of a tank cover, seat, front fender, rear with taillight and various fairing parts.

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 **Wunderlich**
complete your BMW.



Clover GTS Airbag jacket



CLOVER states that its four-season, technical touring jacket – the GTS Airbag – is the first true homologated motorcycle airbag on the market (CE EN 1621-4 airbag homologation). The company also claims that after activation the airbag inflates in just 0.08 seconds, and offers 6.4 times the performance of a standard CE level 2 back protector.

Further rider protection is provided by removable and position adjustable CE armour at both shoulders and elbows. The jacket itself is constructed from a combination of Duratek 7, Duratek-5, and Ballistic fabrics for the outer shell, which has been given a water repellent treatment. The jacket also features a removable Aquazone Plus waterproof membrane and an inner MicroClima Thermal lining, which is also removable.

An adjustable double collar with a five-position 'no-Velcro' closure is used on the GTS, and there are fit adjusters at chest, waist, and hip as well as at the arms, and forearms.

CLOVER 



**INTERNATIONAL
DEALER NEWS
HOT★100
PARTS AND ACCESSORIES**

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Parka rain jacket & Tiburon Gloves

THIS new rain jacket from Hevik is 100% water- and windproof and made from polyester 190T laminated PVC. It has heat sealed seams, a net internal lining, rear air intakes and elastic adjustment at waist and bottom. Closure at the wrist is with Velcro, and there are two frontal waterproof pockets. The non-removable hood is foldable at the neck and the jacket also features reflective fabric inserts. Sizes S to XXXL in black.

In addition these black Tiburon gloves are long gloves made from a soft shell fabric and have an internal breathable membrane, which is wind- and waterproof. Other features include Clarino leather palm reinforcement and grippy reinforcement at palm finger tips.

Protections on knuckles and finger tips as well as



side protections are made from TPU material.

There is also a frontal waterproof zip and fitting adjustments with Velcro at the back cuff.

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Suspension upgrades for 899 Panigale

K-TECH Suspension has a line of performance front fork products and rear shock absorbers for the 2014 Ducati 899 Panigale.

There are two options available for the standard Showa BPF forks; the 25SSK open cartridge damping system which has 25mm control pistons and a 14mm piston rod, and a 20DDS pressurised closed cartridge system which has 20mm diameter displacing pistons with 31mm control pistons. Both products are made from aircraft grade aluminium which is hard anodised for durability and wear protection.

The 35DDS rear shock is a direct replacement for the standard Sachs unit. It is a five-way adjustable shock with compression and



rebound damping adjustment, length adjustment, spring preload adjustment and a unique 'By Pass Valve' adjuster that controls low speed damping on both the compression and rebound circuits.

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Caberg Tourmax flip-up



CABERG says the Tourmax is the first flip-up adventure helmet on the market designed for all Enduro and Maxi Enduro owners.

The homologated to ECE 22.05 P/J polycarbonate helmet is made in Italy and equipped with a peak that automatically moves close to the visor when opening the chin guard in order to minimise air resistance. Tourmax comes with dual homologation P/J, which allows riding with the chin guard open, guaranteeing safety thanks to the lever P/J on the left-hand side of the helmet. This lever when in the J position blocks the chin guard in the fully open position, stopping the chin guard to accidentally close.

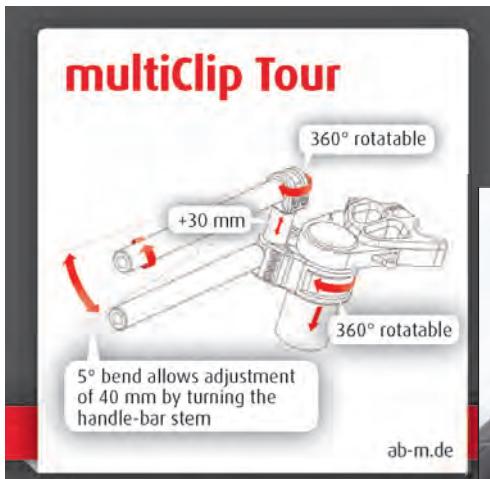
The helmet is also equipped with the exclusive Double Visor Tech system that, thanks to the easy to use sun visor, allows riding always with the right light and in safety. The inner sun visor is anti-scratch, while the outer clear visor is also anti-fog thanks to a Pinlock double lens. Ventilation is guaranteed by two wide vents placed on the chin guard and on the shell, which are easy to use even with gloves. The air is channelled through grooves on the inner liner, which ensures perfect ventilation. The lining is completely removable and washable, made from breathable and hypoallergenic fabric for maximum freshness, with reflective inserts at the back of the neck.

Available colours are matt black, matt gun metal, white metal, and in a sport graphic version called "Sonic" with a white base, and also a matt black base. Fastening is with a micrometric adjustable buckle and the weight is 1,600 g +/- 50 g.

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multiClip adjustable handlebar kits



DUE to the high demand for their innovative multiClip handlebars, the range and extent of the kits has now been enlarged.

After the development of the



three handlebar versions multiClip Tour, multiClip Sport and raceClip, depending on make and model, matching special kits have now been developed to comprise steelflex brake hoses, clutch and gas pulls, fairings and various holders.

ABM FAHRZEUGTECHNIK

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Puig launching new accessories for Triumph Daytona 675/R



NEW from Puig for the 2013/14 Triumph Daytona 675/R is the Z-Racing screen, which is 30 mm higher than stock and provides an improved windblast protection while maintaining aerodynamics.

Its design has been studied by use in a virtual wind tunnel and it features a precise fit, mounts with stock hardware and does not require any modification. It also has a rounded edge and a shadow on the lower part of the screen (only on light smoke, colours and clear) to cover bulks and cables behind the speedometer.

Racing footpegs are available in black and other colours and have a rotational system to adjust as preferred and provide an increased grip to improve touch and confidence when riding, having a precise fit, are sold in pairs and are available for rider and

passenger.

The R12 sliders will protect the bike in case of tip overs. Made of nylon and with rubber on top to protect rider from knee hits. Supplied with specific hardware for a precise fit and instructions, the pucks are available in different colours.

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Spidi Worker Wax H2Out jacket

THIS is a new touring jacket characterised by a short and slim cut, tailored with a precious Egyptian cotton, waterproofed with linseed oil. This procedure, which has more than two hundred years of history, is said to make the jacket resistant to water and miles.

Together with a Scottish company making waxed cotton since 1864, the perfect combination was created, and the result is a classic vintage jacket that combines waxed cotton and Spidi's H2Out waterproof and breathable membrane.

Features include waterproof coating of linseed oil, removable thermal padding, removable waterproof and breathable H2Out membrane, Step-In-Clothing system and EN1621 certified Forcetech protection on shoulders and elbows. The jacket is ready for Back



SPIDI
ON TRACK

Warrior back protector and chest and thorax Warrior protectors.

It has Dynamic vent intakes on the chest, air extractors on the back and five external pockets. Adjustment is by straps on sides and sleeves.

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Fehling accessories for Tiger Explorer XC

TRIUMPH'S Tiger Explorer XC is the latest motorcycle to be outfitted by Fehling with a range of protection and luggage accessories.

The range of parts for the Tiger begins at the front of the bike where Fehling has a set of engine protection bars that cover the engine case. These bars can be combined with a second set of protectors that wrap around the bike's lower



The retrofit quarter turn fasteners from Fehling allow quick removal of its pannier carrier rails

fairing panels. Both options are finished in black.

At the rear of the Triumph Fehling is offering both a top case carrier and pannier carriers, again finished in black. The carriers are compatible with Givi/Kappa (Monokey) cases (with an inclusive fastener kit), Hepco & Becker cases/top cases; Junior, Journey, Gobi and Explorer (a lock plate is included with the case) and SW-Motech cases/top cases; Trax, Trax Evo and Aero (in combination with the original SW-Motech fastener kit).

An option offered by Fehling for its side case carrier for the Triumph is a retrofit quarter turn fastener, which allows quick mounting. Each quarter turn fastener is made up of a quarter turn stud, retainer and clip-on.



The engine and fairing on the Triumph Tiger Explorer XC can be protected with the latest options from Fehling

FEHLING

The pannier and top case racks from Fehling work with a wide range of luggage options



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Esatech Armour Pro

ZANDONA'S Esatech Armour Pro is a chest protection system, which is fully CE approved to EN1621-2/03. The external plate is a hexagonal, nitrile, anti-shock structure (the Esatech system in the armour's name), which is formulated to absorb the energy of high speed impacts and dissipate it over the whole protector's surface.

The internal padding is composed of EVC (Evolved Viscoelastic Cells), a waterproof, anti-shock material, which is said to have a high performance weight to thickness ratio, and is perforated for comfort in warm conditions. The waist closure has a double elastic regulation system, for comfort and protection against back aches.

The incorporated back protector reaches Level 2 performance (residual force 4.6 kN on average).

The chest protector is removable, allowing the back protector to be used individually by adding accessory braces, sold separately.



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ZANDONA
GLOBAL PROTECTION

Furygan Vulcain jacket

INCLUDED in Furygan's 2014 clothing range is the Vulcain touring jacket, which features an outer shell constructed from three materials, a removable aluminium lining, a Polymesh technical insert, D3O protection, Neoprene inserts, and CE homologation.

The Vulcain's outer shell is constructed from a combination of three different grades of polyester (Ballistic, Mat and Plain) for maximum abrasion resistance. Further reinforcement comes from the use of the Furygan Skin Protect lining offering reinforcement in terms of tearing and abrasion resistance. There are thermoformed external shells at the shoulders and Neoprene inserts at the collar. Rider protection is provided by D3O homologated protectors at the elbows, shoulders and back (a 1621-2 level 1 Central Back type homologated back protector fitted as standard). The back protector pocket is compatible with a full back type, level 2 D3O protector, which is available as an option. The removable thermal padded lining has aluminium inserts at the chest, and is equipped with a high collar and mesh panels at the armpits to ease heat



dissipation. In addition there is an internal Polymesh technical lining, which is waterproof and breathable.

In order to offer comfort in warmer conditions Furygan has fitted the Vulcain with its 'AFS' system of vents with water repellent zips on the chest and in the back, which can be opened to create air flow through the jacket. A second unique

Furygan feature used on the Vulcain is the 'Winter flap'. Inside the garment on the front as a part of the thermal lining it is stitched on one side and held by magnets on the other and can be used as additional thermal protection against cold in the chest area.

Finishing touches on the Vulcain include ten pockets (seven outside including a credit card holder and three inside featuring a mobile phone net pocket), adjusters at the collar, wrists, hips, waist and arms, a connecting zip sewn on an elastic belt, and snap claws for linking the jacket to a trouser belt quickly and easily.

FURYGAN
Nimes, FRANCE
Tel: +33 (0)4 66 38 85 85
accueil@furygan.com
www.furygan.com



Bodystyle rear wheel cover

NEW from Fechter Drive in their Bodystyle range is this "Sports Line Black Edition" rear wheel cover, which is painted ready to install in universal black matt.

The part has a high quality finish and is made from ABS plastic. Shown here on a Kawasaki Z 800/e.

FECHTER DRIVE
Weilheim/Teck, GERMANY
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info@fechter.de
www.fechter.de



FECHTER DRIVE
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THE new Fechter Drive catalogue 2014 is now available, and comprises again the whole range of products for sport and naked bikes, as well as choppers on 72 pages and includes the latest bikes of the season



Adjustable rearsets for ZX-6R

FIRST launched at the end of 2010, R&G Racing has now extended its line of adjustable rearsets to include two versions for use on the Kawasaki ZX-6R. The rearsets, which fit non-ABS '07-'13 models, can be ordered in standard 'road' or 'race' (one up, five down) shift patterns.

Adjustable brake and gear lever positions are possible via 24 different mounting holes to fine-tune the footpeg location, offering a choice of 12 separate positions. Machined from 6082 aluminium, the rearsets include footpegs that are specially textured to ensure maximum grip, and finished in black

anodizing.

The kits contain everything needed for installation, a rear brake light switch (for legal road use) and two rear brake master cylinder mounting brackets; one for the '07-'08 model and one for '09-onward.

R&G RACING
Alton, Hants, UK
Tel: +44 (0)1420 89007
info@rg-racing.com
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Jet helmet Compact from Airoh



THE Compact jet helmet has a thermoplastic shell and comes in many graphics. It has a tool-less quick release visor with scratch-resistant treatment, an inner liner with highly transpiring netting inserts, as well as a removable and washable inner lining and neck roll, plus removable and washable cheek pads and Sanitized hygienic treatment for the inner fabrics. The helmet interior is anatomically designed and has a painted and UV-coated outer shell.



It features a quick-release retention system with micrometric regulation, is available in sizes XS to XL and weighs 950 g (=/-50g).

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Weise launches 2014 range

WEISE has begun introducing its new clothing lines for 2014, including an all-season touring jacket, a neon yellow textile jacket, an armoured fashion jacket for women, and waterproof sport gloves.

Bora is the name given by Weise to its new all-season touring jacket, which features an ISOTEX waterproof and breathable drop lining and removable 140g thermal quilted lining.

Zipped ventilation on the chest, lower arms and torso can be opened in hot conditions and warm air can escape through the exhaust vent across the back. CE approved armour is fitted to shoulders, elbows and back, and the Bora has four external waterproof pockets and a large rear pocket.

Available in sizes S-5XL in gun/red.

Neon yellow panels and detailing feature on the updated **Hornet II** jacket to make the wearer highly visible in traffic, and this is enhanced with reflective panels on the chest, back and lower arm.

Made from tough 600 denier fabric, the Hornet II features CE approved armour fitted to shoulders,



Hornet jacket

elbows and back, which uses 600 denier fabric in the construction of its shell. Like the Bora, it features a waterproof and breathable lining, storm-flap closure and a removable thermal lining.

Zipped ventilation to chest and lower arms and an exhaust vent across the back provide ventilation, while two chest pockets double as additional vents. There are two waterproof pockets at the waist plus a large rear pocket with zipper closure. The Hornet II comes in sizes S-5XL.

Quilted outer construction is used to make the **Ascot** looks like a ladies fashion jacket on the outside, while internally it has removable CE approved armour at shoulders, elbow and back as well as a detachable 80g lining with fleece backing. It is available in sizes 8-18 in black.

The new **Shark WP gloves** feature a McTex

waterproof, windproof and breathable lining and the McFit technology fixture system, which is said to secure the lining without stitching so it won't twist uncomfortably or pull free. Made from full grain leather, the Shark WP gloves have the Knox SPS scaphoid protection system on the palms and integrated TPU reinforcement over the knuckles and fingers. A leather 'bridge' connects the ring and little finger to prevent them bending apart in an accident, and the gloves have an adjustable Velcro retained strap on the wrist and cuff. Available in sizes S-3XL.

Shark WP glove

waterproof, windproof and breathable

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sizes S-3XL.



Bora jacket



Ascot jacket



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Cardo launches Shoei-specific system

CARDO Systems, a specialist in wireless Bluetooth communication systems for motorcycle riders, has brought three new products to market for 2014; two new additions to the Scala Rider line, and a market-first communication system custom-made for Shoei helmets.

Recommended by Shoei, and designed exclusively to fit Shoei's Neotec, Multitec, XR-1100, J-Cruise, Qwest, RJ-Platinum and Hornet-DS helmet models, the Cardo SHO-1 consists of two complementing and low-profile units that attach without any mechanical clamps to Shoei helmets. The Cardo SHO-1 incorporates features such as bike-to-bike intercom between up to nine

The Cardo SHO-1 is custom made for use in Shoei helmets



riders for a distance of 1.6km, connectivity modes with mobile phones, wireless receipt of high-fidelity stereo music from smartphones and compatible MP3 players and more.

The Scala Rider G9x is the new top-of-the-range unit in the Scala line-up. It is a long-range bike-to-bike communication system that features dual mobile phone connection or simultaneous mobile phone and GPS connection, music sharing technology, real-time iPhone battery status notification, additional "One+8" connection via mobile phone and on-the-go battery charging. The scala Rider G9x also includes a hybrid

The Scala Rider G9x is the new top-of-the-range unit in the Scala line-up



microphone and replaceable speakers. These features appear alongside 'social' communication capabilities carried over from the Scala Rider G9 model, such as full-duplex intercom conferencing between four riders up to 1.6 km range, intercom toggling between nine riders and click-to-link for spontaneous connections and a variety of entertainment and music options.

A new addition to the Scala Rider Q-Series is the Scala Rider Qz, which has been designed for motorcyclists who usually travel alone. The Qz includes hands-free mobile phone and GPS connectivity options, music via A2DP or MP3 players and access to the exclusive Cardo Community platform.

CARDO SYSTEMS

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The Scala rider Qz, designed for solo riders, is a new addition to the Scala Rider Q-Series

EXHAUST PRO GUIDE

MIVV exhausts for Ninja 300



Suono exhaust



Tondo GP exhaust

KAWASAKI'S Ninja 300 is the latest bike to be able to benefit from the increased performance offered by MIVV exhaust systems.

Two designs are being made available; the Tondo GP and Suono. The Tondo GP is a full system, which includes a silencer in a choice of carbon fibre, black steel or titanium. The Suono is also available in black

steel, as well as the option of stainless steel.

MIVV

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Arrow exhausts for CRF 450 R

ARROW has redesigned its exhaust options for the Honda CRF 450 R to allow them to work with the 2014 model of the motorbike. The changes to the exhausts include the collectors now having a resonating chamber, said to give better results in terms of torque release and in keeping noise under control with no side-effects on performance.

Exhausts options in the range include the Thunder silencers (left and right) in titanium with carbon end cap, fitting both original and Arrow collectors; Thunder silencers (left and right) in aluminium with stainless steel end caps, to fit both original and Arrow collectors; Thunder silencers (left and right) in aluminium with carbon end cap to fit both original



and Arrow collectors; a titanium collector to fit both Arrow and original silencers; and a stainless steel collector to fit both Arrow and original silencers.

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Giannelli KTM exhaust



GIANNELLI now has a replacement performance exhaust available for KTM's 1190 Adventure and Adventure R models. The new silencers are offered in a choice of aluminium or titanium, with both versions featuring a carbon end cap. Giannelli also has a stainless steel collector available, which will work with both the OE exhaust and its own performance options.

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GPR exhausts for CB500 F

GPR has launched a range of pipes for Honda's 2013 CB 500 F. The range includes several slip-on options and a full exhaust system.

Slip-on options include the GPE Evo and Sportcan, while full systems are the Deeptome, Fastcan and Powercross and the Thunderslash line with a dual exit. All lines except Thunderslash are provided with European Homologation for road use and all silencers have a dual removable db killer system for racing use.

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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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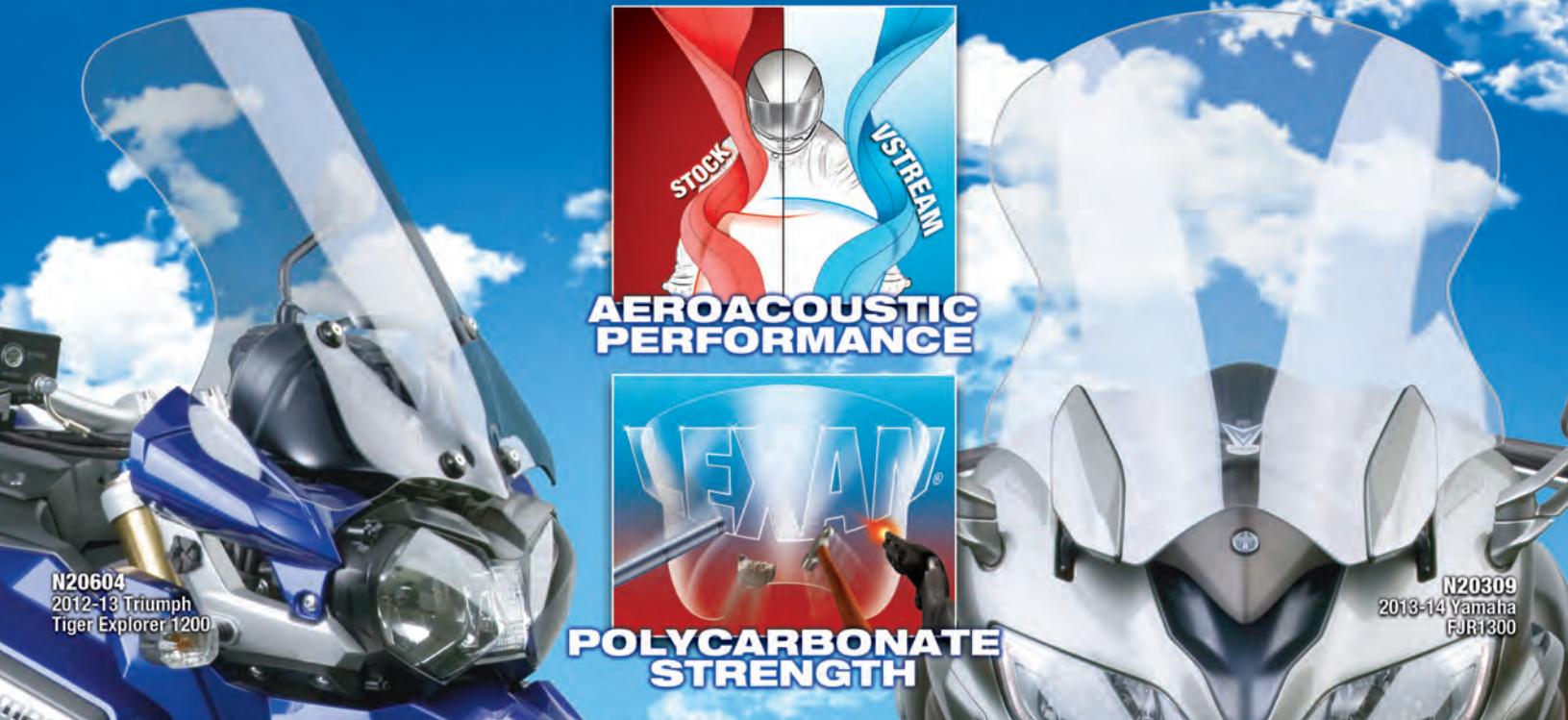
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ACEM calls for globally harmonised standards and elimination of "trade-disruptive environments"



THE 10th ACEM annual conference in Brussels (January 29th) was titled "A Global Vision for the Powered Two-Wheeler market" - the focus was on the opportunities and barriers for European motorcycle and component manufacturers seeking to compensate for lost domestic European sales through access to international markets. ACEM (the Motorcycle Industry European Association) attracted more than 130 attendees representing businesses, EU policy makers and national administrations. The discussions addressed the challenges faced by the motorcycle sector in the

EU, the opportunities created by emerging economies and how EU trade and industrial policy can effectively support the sector.

ACEM presented provisional 2013 statistics for the powered Two-Wheeler (PTW) sector. The figures clearly showed that the motorcycle industry still faces a critical situation with sales and registrations of PTWs going down for six consecutive years (between 2008 and 2013), with historically large Southern European PTW markets such as Italy, France, Spain and Greece having been severely hit by the financial and economic crisis. ACEM's thesis is that while new

business opportunities for European motorcycle and component producers are arising in emerging markets (such as China, India and Vietnam), with some successfully establishing operations in emerging international markets, they and many others remain concerned about critical regulatory obstacles such as excessive import duties and other strategic non-tariff barriers. As the President of ACEM Stephan Schaller (CEO BMW Motorrad) pointed out "emerging economies offer enormous opportunities for growth, unfortunately market

conditions are not always fair for European businesses". ACEM say that "the harmonisation of technical regulations across regions is essential. The adoption of global standards, particularly within the framework of UNECE [United Nations Economic Commission for Europe, Geneva], would significantly improve the overall competitiveness of the motorcycle industry." ACEM say that the EU needs to focus on reinforcing "Europe's manufacturing base fully in line with the Commission's recent communication on a European Industrial Renaissance." However, ACEM fears that to be successful, this process must "take into account the specific conditions of extra-EU developing economies, which represent today around 90% of the world's market." ACEM says it supports a global vision for the PTW market, one in which "adequate regulatory and trade conditions benefit both industry and consumers." As ACEM President Stephan Schaller went on to say "industrial policy must comprise smart and harmonised regulations, access to the markets, and fair competition. ACEM will continue to closely work with EU Institutions to promote and achieve this important objective". ACEM membership consists of

Continued on page 9 >>>



The 10th annual ACEM Conference was moderated by Fabian Zuleeg, Chief Executive of the European Policy Centre, and included contributions from (left to right) Bernd Lange, MEP; Wim van de Camp, MEP; Jacques Compagne, ACEM secretary General; Stephan Schaller, ACEM President (BMW Motorrad President); Peter Balas, Deputy Director General at the European Commission's Directorate General for Trade; Carlo Pettinelli, European Commission's Director for Industrial Policy and Economic Analysis

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