

# INTERNATIONAL DEALER NEWS

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**AUG/SEP 2014**  
**ISSUE #120**

## INTERMOT celebrates 50 years as part of the motorcycle industry at Cologne

**T**his year sees the ninth biennial staging of INTERMOT following the German motorcycle industry trade associations' decision to establish it as a new alternate expo to IFMA at Munich in 1998.

This will be the fifth time that the Cologne international exhibition centre (Koelnmesse) will have staged INTERMOT since the 2006 decision to bring the new show back to the German motorcycle industry's spiritual home (in exhibition terms) at Cologne – the city where IFMA was first staged in 1964. With the German motorcycle market now showing strong signs of growth (+10.45 percent for the first six months of this year – see reports elsewhere in this edition) following the market stabilisation predicted by ACEM at their INTERMOT 2012 presentation, reports suggest that exhibitor booth sales and advance visitor ticket sales are running ahead of comparative figures for this stage two years ago. With further enhancements to the package of business-friendly initiatives for dealers and international trade

visitors of all kinds (for the first time Wednesday, October 1st will be a dealer, international trade visitor and premium invited guest 'preview' day), expectations are of the strongest trade attendance since the recession started to seriously hit the market in 2009. Koelnmesse's INTERMOT Project Manager Ingo Riedeberger told IDN



that "the trade visitor day offers exhibitors and visitors the unique opportunity to completely focus on trade and business for one full day. "It enables exhibitors and trade visitors to precisely plan activities and to deploy staff effectively during the fair. It also provides a platform for more in-depth exchange with other visiting experts as well as the opportunity to fully concentrate on business".

There will be no outside event programme on the trade visitor day – the event programme will get underway on Thursday October 2nd, the first of the four days when INTERMOT is open to all consumers.

The initiatives for dealers again include the popular 'Dealer Card' and the business centre and dealer lounge located between halls 4 and 5 – where exhibit space for vendors looking exclusively to make B2B contacts is also available in the adjacent Business District.

Advance contact making and trade visitor schedule planning can be enhanced by using INTERMOT's 'Matchmaking365' service – a free of charge online tool that allows trade visitors to request appointments with the vendors they wish to meet.

Dealer Cards offer significant savings on the standard box office and ticket shop visitor prices and are available on a one day, two day or full show ticket basis.

The Dealer Lounge will again be the venue for IDN's popular International Night trade visitor Meet & Greet

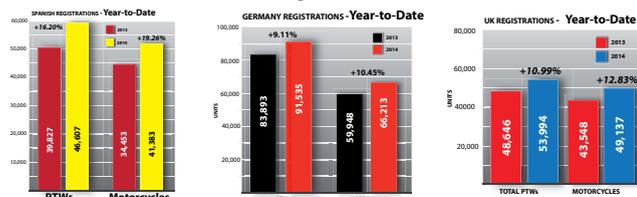
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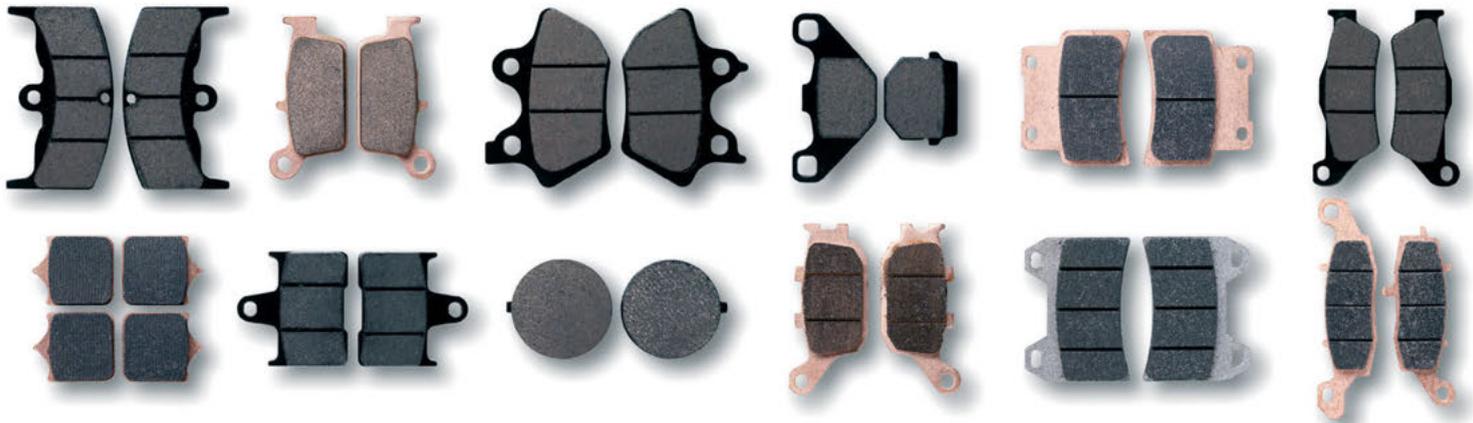


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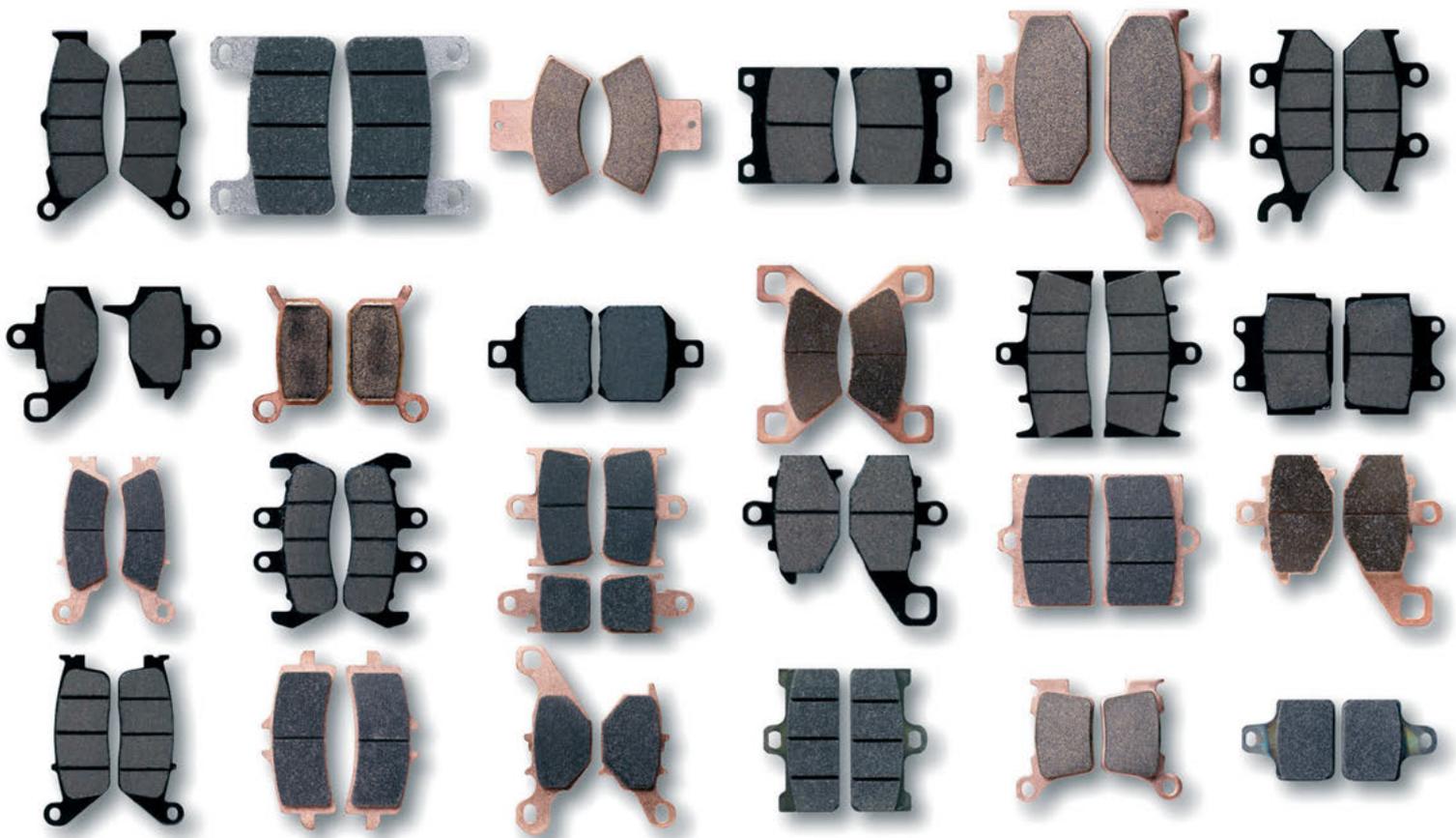
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SW-MOTEC BAGS-CONNECTION engineering for motorbikes



Wunderlich complete your BMW



**EXHAUST PROGUIDE**

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# Motorcycle sales growth running ahead of wider economic growth forecasts

**I**T may sound like a paradox to say so, but the recovery we are seeing in the motorcycle market in Europe this year is simultaneously strong and weak.

It is weak because in most European markets the wider economic growth forecasts on which wealth expectations are based are still marginal (with the exception of the UK).

However, the recovery we are seeing in our market can only be described as "strong", as in most key European markets motorcycle sales growth is running well ahead of wider economic expectations in percentage terms.

This is a "good thing" of course, but it does suggest two possible concerns.

First, that we don't yet know the underlying state-of-health of the public's post-recession view of life on two wheels, as at this stage we are clearly benefitting from built up existing demand, rather than genuine industry expansion in demographic terms.

Second, it has to be accepted that while the wider economic recovery remains in the zero growth to 1.5 or 2.0 percent region, then some fragility remains, with the risk of those wider economic issues yet coming back to spoil the party.

In Germany market deterioration levelled off over the past two years, and there has been some small growth since - for the first six months of this year new motorcycle registrations are up by 10 percent, total PTW registrations up by 9 percent.

That is a good number, for sure, but it somewhat disguises what clearly is still a large degree of market volatility. Germany enjoyed a spectacularly good month in March, being up nearly 15 percent on what are usually its highest monthly volumes of the year.

In percentage terms January and February also saw spectacular growth in Germany, but on very low volumes, and June was up over 9 percent. So far this year it would appear that Germany has registered some 66,000 new motorcycles, compared to around 60,000 in 2013 and around 59,000 for the first six months of 2011 and 2012.

So, given that the last year before the full force of recessionary pressures hit the industry (2008) saw some 80,000 motorcycles sold in Germany, while there is still a giant hole in dealer new unit revenues there (everywhere!), we can at least now say that the market is following the classic stability followed by growth pattern - as anticipated by ACEM at their presentation at INTERMOT in October 2012.

Elsewhere the picture is less defined - as reported in this edition of International Dealer News the UK is doing well, and Spain continues to see rebound. Other major markets are either stable, modestly up (France and Italy for example), or have seen the rate of market decline slow down.

Clearly, if the wider economic performance in Europe is robust, then it is not yet filtering through into discretionary leisure spending on products such as motorcycles in all markets. However, define "robust" - "fragile" or "unproven", still appear to be the operative words where macro-economics are concerned.

Although the UK economy appears to be "pulling up trees" as it powers past three percent annual growth forecasts (according to the IMF), it lags behind the

overall global growth rate prediction. Worse, most Euro Zone markets (and the United States) are still forecast to see annual growth of only around the one to two percent mark, at best, and at those levels it doesn't take much in macro-economic, geopolitical or regional/local terms to reverse trends.

**T**he most recent data released by Brussels based motorcycle industry association ACEM shows cumulative PTW sales in the EU up by 3.5 percent (at 675,630 units) for the first six months of the year, with each month of the year so far having posted at least some kind of growth.

Moped/small cc unit sales for the first six months are off, at -8.5 percent for the first six months, but motorcycle sales, which deliver two thirds or more of market turnover in cash terms, are said to be up 8.8 percent for the first six months, at 493,378 units.

ACEM's data shows year-on-year motorcycles sales in key markets performing well. They have Spain at +20.8 percent; the UK at +13.1 percent; Germany at +9.9 percent; France at +6.9 percent; +4.4 percent in Italy.

So we have growth. Hurrah! Do we have increasing popularity in the overall concept of life on two wheels? Well, that is something that we won't know for years, or until some of the manufacturers are able to release demographic data telling us whether they are selling to returnees or new adopters.

My guess is that it is a mixed picture. Clearly there is low hanging residual, delayed spend demand to be picked up in the dealerships as wallet book strings loosen. However, common sense also dictates that some sales must be going to people, or whatever age group, who, for whatever reason, are drawn to a PTW message that has had considerable creativity and effort invested into it by the trade associations.

The recent and coming crop of new manufacturer products are also adding to the momentum by addressing the "un-biked" and young, especially young, urban social media generation consumers for whom the traditional values associated with motorcycling are outdated.

With the emphasis increasingly on ride character, the ownership experience and the individual, the market is becoming better at facing a future in which consumers will value style, convenience, economy and reliability.

With INTERMOT set to celebrate Cologne's 50th anniversary as the international motorcycle industry's primary business forum with a range of initiatives that look forward as much as they celebrate our past, expect some unexpected and imaginative new launches, pre-production prototypes and design concepts when it opens its doors to the trade on the dealer and industry preview day on Wednesday October 1st.

Oh, and don't forget - all IDN readers are invited to join us at the Business Centre between Halls 4 and 5 from 18:30 hrs on Wednesday 1st October for our now traditional and popular International Night industry reception.

## “International Night, October 1st, 18:30 hrs”



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# Michelin launches Pilot Road 4

MICHELIN is following up on its record sales in 2013 with more than seven percent growth and all-time high market share in Europe, North America and Asia, with the launch of its new Pilot Road 4 tyre.

This follows on from seven new products that have been very favourably received in its various markets in 2013, such as the Pilot Power 3 and the City Winter Grip - with five times as many City Winter Grips sold more than initially forecast.

The new Pilot Road 4 is said to outperform its nearest rivals when braking on wet, slippery roads by 17 percent, while at the same time offering a 20 percent increase in longevity compared to the Pilot Road 3, which it is replacing.

Key features include the use of Michelin 2 CT, XST, XST+ and 2 AT for the Pilot Road 4 GT.

Both front and rear feature Michelin 2 CT (Two Compound Technology), which employs a softer compound for the shoulders and a more resistant compound for the centre of the tread in order to prolong tyre life and optimise grip.

With Michelin XST (X-Sipe Technology), the part of the tread band in contact with the road features sipes and water reservoirs said to slice through surface water and increase the tyre's water clearance capacity to obtain a level of grip on a par with that associated with near-dry roads.



With XST+, the technology features transverse sipes which improve braking performance, while the edges of the sipes are chamfered to help to prevent abnormal wear in extreme conditions. The new architecture of Michelin's patented 2AT (Dual Angle Technology) is the result of a five-year research and development programme, and is said to heighten riding enjoyment on heavier bikes by providing the Pilot Road 4 GT with the necessary rigidity to optimise stability when cornering and on straights. To enhance stability, 2AT provides a claimed 15 percent gain in terms of rigidity compared with a conventional tyre.



**MICHELIN**

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

## Special edition Bonneville launched

TRIUMPH has launched a one-off run of 50 special edition Bonneville T100s. The bespoke machines mark the 50th anniversary of the 1964 International Six Day Trials (ISDT), which saw the Triumph Factory Team compete and ride to gold medal victory.

The commemorative motorbikes have been developed to incorporate a number of features and styles to replicate the original 1964 T100s. Alongside customised bodywork depicting an image of the ISDT gold medal, the motorcycles feature an original image of the '64 Triumph Factory Team winners. In keeping with the nostalgic theme, the bikes use the original Triumph logo - which hasn't been replicated in production for over 30 years, as well as original

signatures from each of the four riders.

The 865cc modern T100s have also been fitted with classic adaptations, including the addition of cross-brace handlebars, engine sump guard, a stylistic number plate, centre stand and a bespoke seat with integrated tool bag. Official certification, signed by Triumph's owner John Bloor, will be presented to the purchasers to guarantee authenticity and collectability.

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# New MD for Kawasaki Europe



KAWASAKI Motors Europe (KME) has a new Managing Director – Masanori Inoue (51) succeeds Mr Yasushi Kawakami after his five years in the post.

Inoue already has experience of the European market, having been Liaison Manager at Kawasaki Motors UK during the 1990s. Kawasaki say that he has “considerable experience in finance and business planning and vacates his position as Senior Manager of the Business Control Department of Kawasaki’s consumer products division in Akashi, Japan, to assume his new role”.

Speaking on the subject of his new appointment, Mr. Inoue praised the work of his predecessor during a time of harsh economic pressure across Europe and outlined his ambitions for the coming years, saying: “Mr Kawakami has made great advances while at KME and he has skilfully guided the company through a challenging economic period. He makes my task of developing our business in Europe and growing our brand more achievable thanks to the solid foundations he has created.

“Of course my initial desire is to achieve our agreed business targets and to continue developing the Kawasaki brand in a clear and strategic fashion. There is much we can do and I am looking forward to working with my team at Kawasaki Motors Europe and across our many territory branches to deliver an exceptional Kawasaki experience.

“We have a strong dealer network and very enthusiastic customers, now is the time to welcome yet more people to the Kawasaki family and reward their enthusiasm and loyalty with exceptional standards of business practice”.

A motorcyclist since his early years,

Masanori owned a Kawasaki Z400 when he was recruited as a young graduate by KHI and his passion for the brand has grown ever since, as he explains.

“I eventually bought my dream bike, a 750cc Z2, the brother of the famous larger capacity Z1 that has become a motorcycling and performance icon. Nowadays I see our performance credentials expressed by machines such as the ZZR1400. Motorcycles such as these define our brand exuding performance, precision engineering and a spirit that is best defined as being unique and passionate”.

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

# BMW 'ABS Pro' for HP4

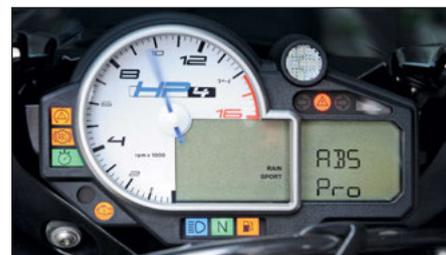
BMW is to release what it is describing as the “first ever cornering ABS for Supersports” bikes with a retro-fittable ‘ABS Pro’ for the HP4.

When BMW presented the S 1000 RR in 2009 (its first Supersports model) it was the first motorcycle of its type to be fitted with ABS; that year also saw the first track victory by an ABS-equipped Supersports motorcycle at the 24-hour race in Barcelona.

Continuing its investment in R&D, BMW say that “ABS Pro represents a consistent refinement of the Race ABS in that it now enables ABS-supported braking when cornering”.

Specifically conceived for use on public roads, ABS Pro is said to prevent the wheels from “blocking – even when the brakes are applied quickly, reducing abrupt changes in steering force on shock-braking manoeuvres and stopping the motorcycle from rearing up unintentionally”.

The system adapts ABS control to the motorcycle’s banking angle depending on the current situation on the road. Using the signals for roll rate, yaw rate and transverse acceleration as provided by the sensor cluster (as used for BMW’s



DTC/Dynamic Traction Control and electronic suspension DDC/Dynamic Damping Control), as the banking angle increases the brake pressure “gradient” is limited more and more at the start of the brake manoeuvre. Pressure modulation within the ABS control range is said to be more even with a sensitive response, high level of brake and ride stability and the best possible deceleration on bends. The ABS Pro will be available as a retrofit solution for the HP4 from the end of October with an expected price in Germany of around €80.



# Knox gains US patent for Scaphoid Protection System

PLANET Knox, the UK-based rider protection specialist, has received a US patent for its Scaphoid Protection System (SPS). The US patent [US8671463] recognises the unique properties of this innovation and thus protects it from copies in America. Invented by Knox in 2003, SPS received a European patent [EP1594378] in 2011, and the addition of a US patent effectively gives this British innovation worldwide coverage.

What makes SPS unique is its potential to eliminate scaphoid and general metacarpal injury when the user falls onto an outstretched palm, a normal human reaction that often results in one of the most common injuries to the hand. The scaphoid is a carpal bone, which helps to control strength and use of the thumb.

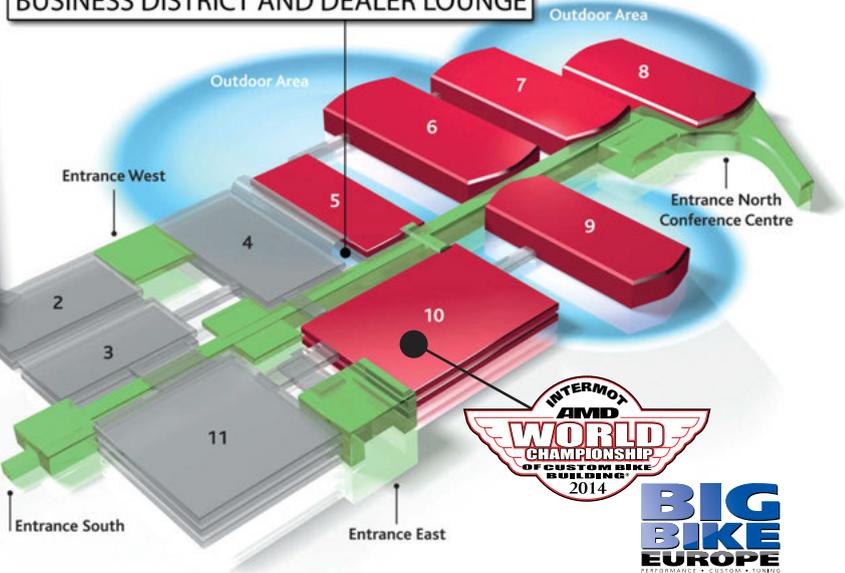
Knox SPS works by adding two sliders to the palm of the glove, one of which covers the general area over the scaphoid. The second acts as a bridge and stops the grab and twist effect. The system is said to protect the hand from compression fractures and hyper-extension, caused by the grab effect when a leather palm grips the road surface and forward momentum carries the rider’s body over the hand. SPS allows the outstretched hand to slide along at the same speed and remain in front of the rider’s body.

**KNOX**

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<<< Continued from Cover



business reception at 18:30 on Wednesday, October 1st.

Following an "Intellectual Property Memorandum" signed between Koelnmesse and Chinese business partners in 2007, INTERMOT has been at the forefront of exhibition initiatives to fight against product piracy and the preservation of intellectual property rights.

The memorandum obliges the signatories to take concrete measures to promote the protection of intellectual property at the international trade fairs at which their Chinese exhibitor customers buy booths.

This will be the fourth time that INTERMOT has offered its exhibitors access to a range of advisory and enforcement services during the show, and exhibitors can download a "No Copy! – Originals Only!" brochure from the INTERMOT website in advance of the show and will have access to the programme's Action Centre at Koelnmesse during the show.

INTERMOT was among the first international motorcycle industry exhibitions to pioneer showcasing of alternative fuels, and in particular of environmentally friendly and sustainable transport solutions. This year sees INTERMOT continue to champion the cause of electric-driven bikes with its increasing prestigious and popular 'e-



motion: Sustainable in Motion – Electromobility live' presentation. 'E-motion' will showcase "the latest trends and innovations of the industry in pedelecs and e-bikes, e-scooters and e-motorcycles" in a series of indoor exhibits and outdoor live action demonstrations and test ride opportunities.

Project Manager Ingo Riedeberger commented that "we started E-motion in 2010, and the high visitor numbers engaging with the exhibits and the outdoor e-scooter and e-bike action shows that the subject is fashionable and an increasingly important contributor to industry growth and urban mobility".

A new feature at INTERMOT this year is the debut there of the acclaimed AMD World Championship of Custom Bike

Building. Established in the United States in 2004 and hosted for many years at the annual Sturgis Motorcycle Rally, the AMD World Championship came to Europe for the first time last year when it was the centre piece of the first BIG BIKE EUROPE expo at Essen, Germany.

This 11th annual AMD World Championship will be the centre-piece of INTERMOT's Hall 10 custom motorcycle industry action. The acclaimed and unique competition class structure includes the agenda-setting FreeStyle class, from which the competitor-chosen World Champion will emerge, a Street Performance class for bikes where the customisation and modification emphasis is on street-able performance, a 'Retro-Mod' class for older bikes of any platform, the Modified

Harley-Davidson class and, for the first time, an all new Cafe Racer class.

The AMD World Championship is a unique kind of custom bike show. It is open to professional and 'privateer' customisers, and the peer-group-review competitor judging system delivers a genuine design and engineering showcase in which innovation and craftsmanship are honoured by the winner's fellow customisers.

The AMD World Championship opens for Press Preview on Tuesday September 30th, Trade and Premium visitors on Wednesday October 1st, and public attendance from Thursday October 2nd with the awards ceremony closing the event at 5:00 pm on Sunday October 5th.

[www.intermot-cologne.com](http://www.intermot-cologne.com)  
[www.amdchampionship.com](http://www.amdchampionship.com)

IDN readers can email event coordinator Sara Viney ([sara@dealer-world.com](mailto:sara@dealer-world.com)) for their invitation to the IDN 'International Night'



# German motorcycle registrations up 10.5 percent for first six months of year

DATA released by German motorcycle industry association IVM show that motorcycle registrations in June were up by 9.3 percent (10,284 units) compared to June 2013. This increase follows a strong start to the year, then a small decrease in registrations in April and a small increase in May. This is the fifth month of the year so far to see growth, and the 20th month of growth out of the last 30.

For the year to date, motorcycle registrations are up by 10.5 percent, and at 66,213 units this is the highest first half year performance for the German market since 2008.

In total PTW terms, German registrations were up by 7.7 percent in June, and at 15,375 units for the month that was the best June performance since 2008.

Total PTW registrations for the year to date were up by 9.1 percent at 91,535 units, which again is the best first six month performance since 2008, with total PTW registrations

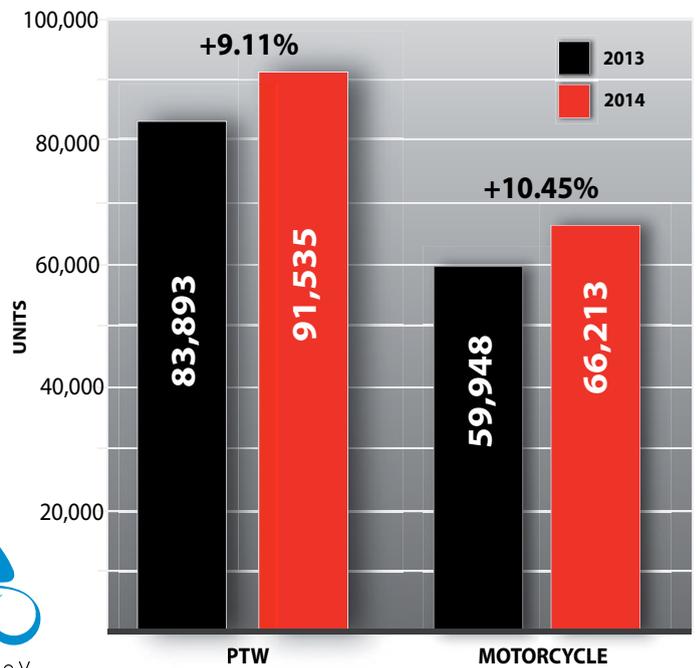
there now having shown growth for 19 out of the last 30 months.

The growth in motorcycle sales in Germany continues a recovery trend first seen in 2012, and which accelerated from late 2013. Although sales of new small cc models in Germany continue to be sluggish, the turnover value of the growth being seen will come as a welcome trend for German dealers and is already being reflected in increased optimism among Germany's aftermarket parts and accessory manufacturing and distribution community.

If this trend continues, then expect to see a level of optimism among exhibitors at this year's INTERMOT expo in Germany of a kind not seen since 2006.



**GERMANY REGISTRATIONS - Year-to-Date**



# Growth in motorcycle registrations continues in the UK

THE latest new PTW and motorcycle registration data released by British motorcycle industry trade association MCIA shows that growth in the UK motorcycle market continues, with June up by 8.1 percent (10,097 units) over June 2013, with the first six months of the year up by 12.8 percent over the same period of last year at 49,137 units – the UK's highest first half motorcycle registration performance since 2009 (54,400 units).

In total PTW terms, the UK was up by 6.3 percent over June 2013 and is running at up 10.1 percent for the year to date at 53,994 units – also the highest seen there since the first six months of 2009 (62,412 units).

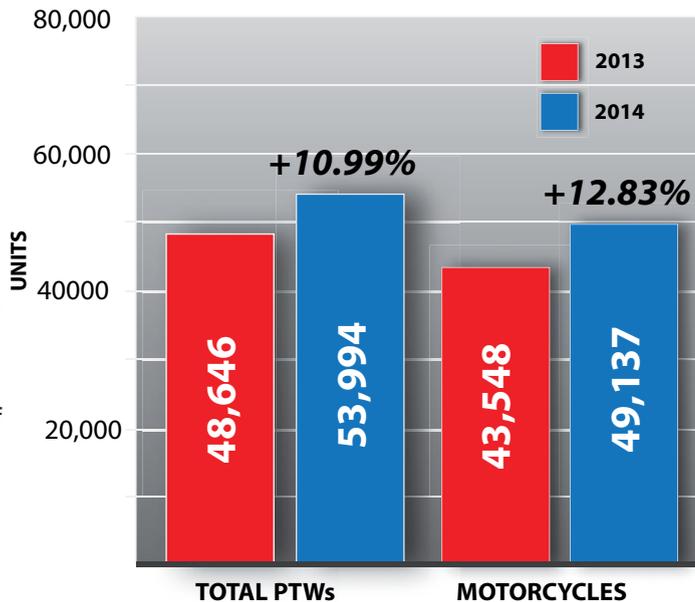
In motorcycle and total PTW registration terms, the market in the UK had appeared to stabilise in 2012, with growth seen throughout that year over 2011. However, several factors, not least the weather, saw the market lose most of that growth in the first nine months of 2013, but this latest data represents 9 consecutive months of motorcycle registration growth.

Although the rate of growth has slowed from the 18.04 percent growth in April (and 20.25

percent in March) it is still possible that the UK could see new motorcycle sales edging

towards the 100,000 unit mark by the end of this year. Last year the UK motorcycle market grew by 1.16 percent compared to 2012 (with 81,180 units registered in 2013), having grown by 1.07 percent to 80,251 units in 2012 – which means that the UK motorcycle market had been stable for four years following the 95,000 units sold in 2009.

**UK REGISTRATIONS - Year-to-Date**



## PTW sales up slightly for June in Italy

THE Italian motorcycle industry trade association (ANCMA) says that total PTW registrations for Italy in June were up by 2.8 percent at 19,437 units – putting the market at +4.4 percent for the first six months of the year (95,614 units).

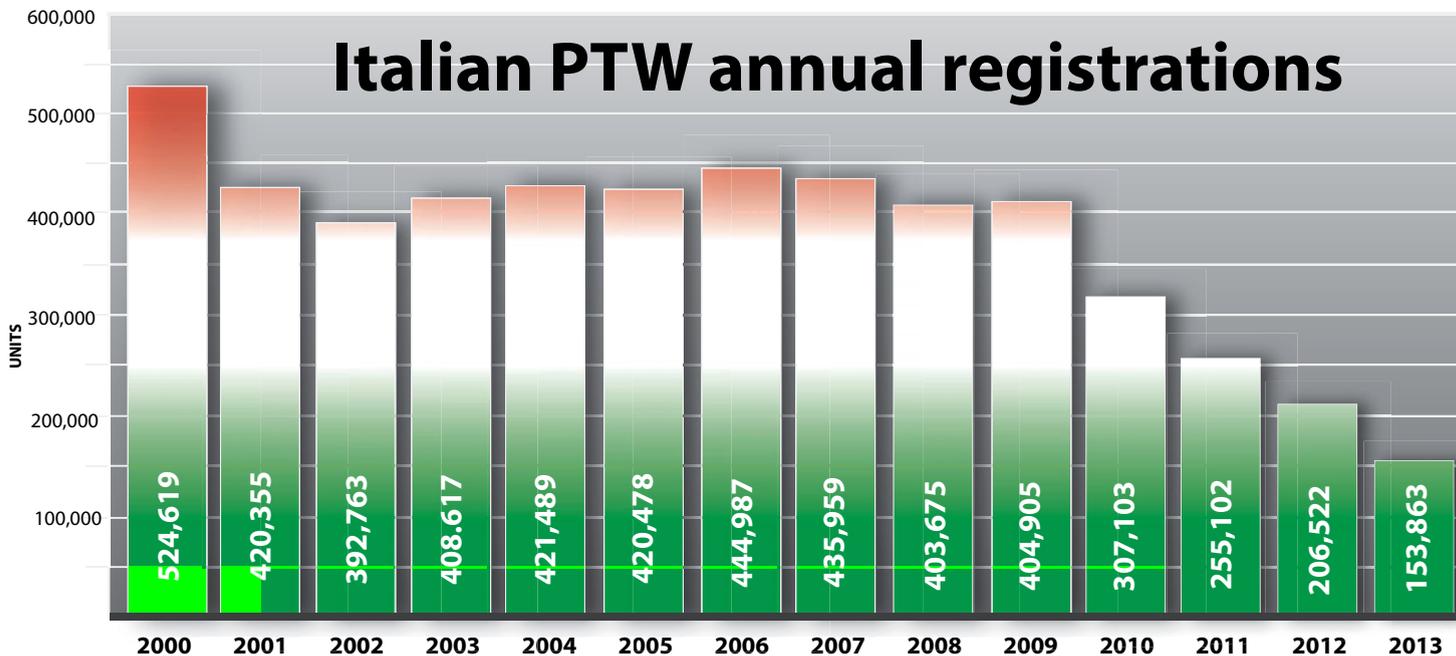
The top three selling PTWs so far in Italy this year have been Honda's SH 150/300/125 scooters, taking

the top 3 selling spots with 11,416 units between them. The top selling motorcycle so far this year has been BMW's R 1200 GS, which has clocked up 2,352 unit sales. The Enduro sector in general is the second strongest

performing market sector in Italy, being up by 9.3 percent so far this year at 12,102 units. Naked bikes is the largest sector (12,188 units) and strongest performing sector in growth terms (+21.2 percent). By way of background, last year's

total PTW registrations in Italy were 153,863 units for the full year, which was down from 206,522 in 2012. The second quarter of 2014 (at 59,219 units) is just some 251 units less than the second quarter of 2013, but to put

it in context, the second quarter in year 2000 was worth 219,867 units on its own, on the way to recording 524,619 units for the full year. Quarterly and annual new PTW registrations have tumbled ever since.



## Spanish market continues upward trend

SPANISH motorcycle trade association ANESDOR has released motorcycle and moped registration data for June this year that shows continuing motorcycle and PTW growth. Motorcycle registrations in Spain for June were 11,288 units, which was up by 16.1 percent over June 2013, and with 52,681 units registered for the first six months of this year, the market is up by 19.3 percent compared to the same period in 2013.

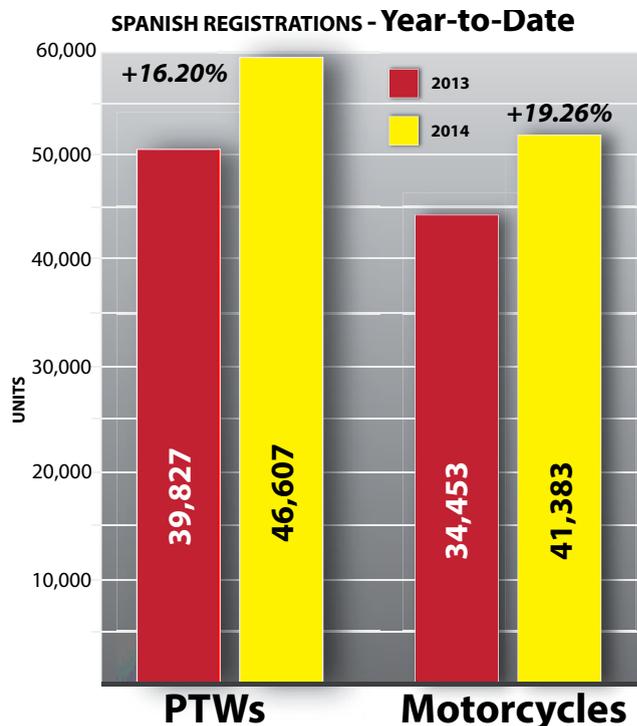
This means that Spain has now seen 10 consecutive months of growth in motorcycle registrations since September 2013, and is now also ahead of 2012 in first six month terms. Interestingly, the larger the displacement of motorcycle, the stronger the growth is in Spain. Light motorcycles (up to 125cc) grew by 13.5 percent for the year to date, but average displacement motorcycles (126cc – 750cc) grew by 24.9 percent, with the over 750cc market up by 38.2 percent. The light motorcycle cycle sector remains the most popular, accounting for more than half (59.3 percent) of the total motorcycle market in the

first six months. In style of bike terms, Spain remains a market dominated by scooters, of all displacements, which accounted for 66.2 percent of the market (+15.1 percent) with off-road motorcycles up 6.9 percent and road-going motorcycles showing the strongest growth at 32.6 percent.

Total PTW registrations in Spain were 13.3 percent up in June, and at 59,332 units are 16.2 percent up for the first six months of 2014.

Jose Maria Riano, Secretary General of ANESDOR, said that "the motorcycle market continued to improve in April, and that growth has been sustained through May as the most important sales months of the year in Spain approach. The main reason is the improved economic situation, but better weather so far this year has also played a part.

"ANESDOR also believes that the time, cost and emissions savings offered by PTWs as a favourable urban transport solution are positive messages that are gaining increasing recognition with consumers in Spain, and as a trade



association we plan to market these advantages heavily in the coming months." ANESDOR is marketing the advantages of motorcycles as a "5 star solution" – pointing to their five primary advantages ... up to 70 percent reduction in travel time, ease of parking,

cost savings compared to automotive solutions, lower fuel consumption with greater energy efficiency and reduced emissions.



# Peugeot evolves scooter range

PEUGEOT is now offering its big wheeled Tweet Scooter in an updated form as the Tweet Evo. The scooter is offered with a choice of either a 50cc or 125cc four-stroke motor, both of which are combined with a short wheelbase of 1,330mm, low weight and 16in wheels.

As part of the refresh carried out by Peugeot, the Tweet Evo has a restyled headlight, flush-fit indicators and badge, as well as a combined alloy luggage rack/pillion grab handle assembly. The comfortable dual seat gets sport stitching and is colour contrasted to the scooter; the Antarctica White has a black seat, light brown for the Blueberry bodywork and maroon for the Onyx Grey models. In addition the Antarctica white colour Tweet 50 and 125 get polished all-black



alloy wheels.

A second new option from Peugeot is a special edition of its successful Speedfight 125. The Darkside edition is finished in a distinctive matt black and orange colour scheme.

The 125cc engine used in the Darkside Speedfight has been tuned for mid-range torque, and to provide matching stopping power, the 215mm Shurricane front brake disc is gripped by a four-piston radial calliper, while at the rear there is a 196mm disc with twin-piston calliper. Responsive handling is delivered by 32mm upside down front forks and 13in alloy wheels fitted with sports profile 130/60 section tyres.

[www.peugeot scooters.fr](http://www.peugeot scooters.fr)



# EBR introduces new 1190SX 'Superfighter' sportbike



**FOLLOWING** the successful launch of the acclaimed 1190RX superbike, Erik Buell Racing (EBR) has introduced the EBR 1190SX, described by the company as "a true naked streetfighter-style sportbike with uncompromised Superbike race-bred performance and handling".

Sharing the 1190RX's V-twin engine (rated at 185 crankshaft horsepower and more than 136 Nm of torque) the 1190SX is said to deliver "the highest performance available in the streetfighter category". EBR founder and Chief Technical Officer Erik Buell is described as being no stranger to streetfighter-style sportbikes, having defined the category in production manufacturer terms with the introduction of the S1 Lightning in 1995.

In what may be a sideswipe at the recent unveiling of a 'Roadster' design concept by BMW, Buell says that "the streetfighter classification, which was so revolutionary when we first came to market, is now being used by marketing people for all sorts of motorcycles, including some thinly-disguised standard bikes that have de-tuned or obsolete powertrains. So, perhaps the appropriate new name for a bike like the 1190SX is

'Superfighter'."

The company goes on to say that "with so many components carried over from the EBR 1190RX Superbike, the 1190SX is a genuine high-performance motorcycle with a racing heritage. True to its 'streetfighter' designation, however, the 1190SX is designed to be a dominating street machine.

"Featuring an athletic upright riding position and wider handlebars for nimble handling, and minimalist bodywork for lower weight, the 1190SX is equally at home carving canyons on the open road or taking on the concrete canyons of the city. As with all EBR sportbikes, the 1190SX features many Erik Buell signature innovations to optimize handling and performance, such as fuel in the frame for lower weight and centralized mass, hubless wheels and perimeter brake rotors for lower unsprung weight, and EBR's proprietary Controlled Swirl Induction (CSI), which improves power and fuel economy, while lowering exhaust emissions".

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



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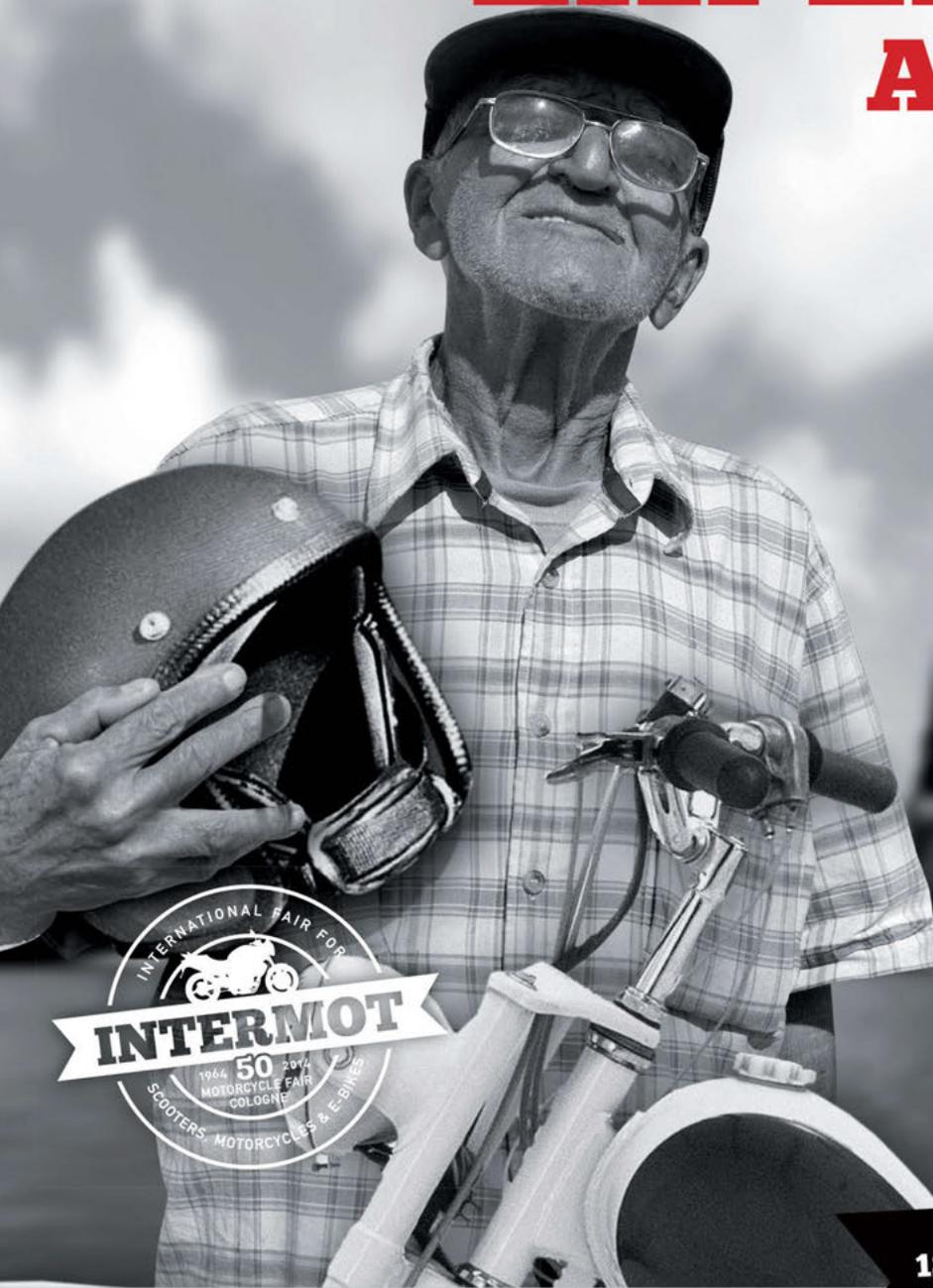


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# Ariel launches Ace motorcycle

ARIEL Motor Company has launched a new motorcycle for sale alongside its current car production. The Ariel Ace is the first new motorcycle to carry the classic British Ariel name in 50 years. The first Ariel was a bicycle in 1870 featuring patented spoked wheels, and more recently Ariel was known for its four-cylinder Ariel Square 4 and the two-stroke, pressed steel framed Ariel Arrow motorcycles.

Orders are being taken for the Ace, which will begin production at the start of 2015 in low volume by Ariel at its factory near Crewkerne, Somerset, in quantities of between 100 – 150 motorcycles per annum alongside the Atom sports car.

The way that Ariel builds vehicles allows each motorcycle to be tailored and fitted to individual customer choice to give them exactly the bike they want and to personalise it to their own use and taste. From low riding cruiser through street and naked machines, to super sport bikes, the Ace will be built to owners' specific requirements and desires. Adjustable footrests, brake and gear lever, plus different seat heights and handlebar configurations allow the Ace to be personally fitted for each rider.

It is not only the fit of the bike that is tailored to each rider, as there is also the choice of variants of front and rear suspension, low and high seats with pillion options, different sizes of tanks, handlebars, wheels, exhausts, bodywork and more, as well as colours, finishes and materials.

Simon Saunders, Director of Ariel, says of the design and styling options: "Motorcyclists have a real passion for their machines. They like them to be individual and they want them to be their bike, not just another bike identical to hundreds or thousands of others. The usual route is to buy a standard bike and then add various aftermarket components to change the bike into what they want. However, with the Ace the uniqueness is built in as the bike is produced, and each one will be as individual as its owner."

Talking about the performance capabilities of the Honda V4

powered Ace, Saunders says: "We looked at an out and out, super lightweight race bike, but they are already out there, and are so far beyond the abilities of most riders, so we took the decision to produce a really fast bike that was easy to ride and within the capabilities of most riders. Our motto is 'Serious Fun', and those two words absolutely encapsulate what the Ace is all about."

The load bearing aluminium frame, made from six individual billet aluminium sections, carries the engine, various seat packages, front and rear suspension as well as providing a safety cell for the fuel tank. Different head angles, via interchangeable eccentric bearing holders, are achievable to tune the rake angle from 21.8 degrees to 28.4 degrees, with a standard mid-point of 25.1 degrees for neutral handling.

The Ace uses the Honda V4 VFR1200 Unicam engine, which is mounted transversely, and was chosen for its power, flexibility, compact size and advanced technology with a claimed output of 173bhp and 129Nm of torque. Throttle by wire technology has been combined with Ariel's fuel mapping, intake system, and Ariel's various exhaust systems.

The Honda VFR engine also gives Ariel the ability to offer the Ace in manual and Dual Clutch Transmission (DCT) form. The six-speed sequential manual offers standard motorcycle transmission, while the DCT version can be used in fully 'Auto', 'Sport' or

push button 'Manual' mode.

The Ace features front suspension options of telescopic forks, or the Ariel Girder front end. Made from machined aluminium, the Girder fork's multi-bearing top and bottom suspension arms offer improved compliance and reduced stiction over conventional telescopic forks, providing better response over different road surfaces and undulations as well as under braking to corner.

Rear suspension is by a Pro Link single-sided, cast aluminium swingarm, containing the shaft drive, with options of different gas damper.

Front brakes are Nissin 320mm floating hydraulic discs with six-piston calipers, while the rear are Nissin 276mm with a two-piston caliper. All versions of the Ace have electronic ABS brakes together with switchable traction control.

Wheels are five and seven spoke alloy, with the option of BST full carbon fibre and aluminium lightweight wheels made specifically for the Ace. Dependent on the use of each bike Ariel will choose from a wide range of Dunlop tyres to suit the use and purpose of each bike.

Further components, bodywork, tuning parts and accessories will be developed as part of a continuing Ace design and engineering programme to further expand customer choice. As with the Ariel Atom, new parts will be retro-fit compliant, allowing Ace motorcycles to be upgraded over a period of time or as further developments are made.

**ARIEL MOTOR COMPANY**  
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**sales@arielmotor.co.uk**  
**www.arielmotor.co.uk**





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## Riviera V2+

CABERG'S Riviera V2+ is a retro-styled, open-faced helmet designed with urban riders in mind. Unlike many open-face helmets, the Riviera V2+ has the additional benefit of integrated double anti-scratch visors (clear main and a smoked sun inner).

The new helmet from Caberg features internal air circulation, a removable liner, rain protection rims, a micrometric buckle and a quick release visor system. Additionally, the Riviera V2+ is 'Just Speak' wireless communication enabled, with a Bluetooth kit available as an option.

Caberg is making the Riviera V2+ available in a choice of black and white Wave, Italia, America finishes and in sizes XXS-XXL.

**CABERG SRL**  
**Azzano S Paolo (BG), ITALY**  
**Tel: +39 035 4203611**  
**info@caberg.it**  
**www.caberg-helm.com**



## Gale Speed Type-N wheels



GILLES Tooling now has retro-styled Gale Speed Type-N forged aluminium wheels available. Designed specifically for classic sports bikes, they match traditional style with modern performance. The wheels are available in 17in and 18in sizes.

**GILLES TOOLING**  
**Wecker, LUXEMBOURG**  
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**info@gillestooling.com**  
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## Scottoilier introduces Kawasaki kit

SCOTTOILER, the Scottish manufacturer of automatic chain oiling systems, has added a Kawasaki version of its vSystem to its product line-up. This latest manufacturer-specific vSystem joins a range which also includes options for Ducati, KTM and Suzuki motorcycles.

The Kawasaki kit not only includes special parts required for installation but is also finished in the classic Kawasaki green colour scheme, and is suitable for all Kawasaki models.

Scottoilier Sales and Export Manager, Kevin Rooney, said: "We are frequently asked for more custom chain oiler kits that

match specific bikes and make installation even easier. The Kawasaki kit responds to our customer feedback and we are delighted to add another manufacturer to our list of specific chain oilers."

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**www.scottoiler.com**



# Hi-Speed variators and scooter exhausts

POLINI'S latest version of its Hi-Speed variator has been created in order to achieve the best performance from the Kymco 400i engine.

The design of the new 12-roller Hi-Speed variator is said to make the most efficient use of the engine's horsepower even at low speed. Polini states that bench tests have shown that from 0 to 100km/h



there is a marked increase in acceleration without sacrificing top speed, which also increases.

The patented lubricating system provides efficiency and performance without affecting reliability. The bush is made of special casehardened chromed-nickel steel, which is tempered and ground, and it has a big internal pocket to contain the grease, inside of which there is a special spring that allows a constant grease distribution on the pin even during the hardest conditions of use. The 12 rollers have a coating made of a new mixture of nylon and aramidic fibres.

A second version of the Hi Speed variator from Polini is being produced for use in both Kawasaki's J300 and Kymco's 300 4V scooters. For these applications the variator is available with a compression spring which is 30 percent harder than



the original one, increasing the engine revolution rate when starting.

Also new from Polini is a new range of exhaust mufflers for 50cc scooters – the Original range that



follows the lines of the stock designs and is EU homologated.

The exhausts feature a black painted steel body, while the internals offer a performance increase while maintaining a low noise level. A thermal-resistant bulkhead has been fitted outside to protect the rider and the scooter's bodywork from excessive heat.



**POLINI MOTORI**  
**Alzano Lombardo (BG), ITALY**  
**Tel: +39 035 2275 111**  
**news@polini.com**  
**www.polini.com**

# Chronos GTX jacket

CHRONOS GTX is the latest jacket to be launched by Rev'it!, which has been designed as a two-in-one jacket for the all-weather commuter.



The PWR shell 500D stretch material jacket features Dyna mesh panels on the front for optimal ventilation, while for cooler weather use there is a standalone Gore-Tex waterproof 3L soft shell jacket that zips into the mesh outer. The Chronos GTX is also compatible with the Rev'it! Challenger cooling vest, and adjustment is via flexisnap adjustment straps at the waist and upper arms.

Rider protection is provided by ProLife armour at the shoulders and elbows, and there is a pocket for a Seesoft Type RV CE-level 2 back protector.

The Chronos GTX jacket pairs with the Neptune GTX and Poseidon GTX trousers via connection zippers.

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# 'Manis' back protector



DAINESE was the first company to introduce a back protector in 1981, and the latest version from the Italian manufacturer is the Manis. This new back protector is said to offer freedom of movement, while also moulding to the back by elongating, contracting and flexing to adapt to the position of the body.

In order to protect the spine, Dainese's D-TEC engineers have developed a revolutionary solution for the Manis that fastens the protective components of the back protector so that they are not static, but free to move. The protector can elongate and flex laterally so as to protect along its full length and can twist so as to perfectly follow all chest movements while still performing its main role as a back protector.

The scales that make up the outer of the protector are fastened to a separate layer of padding and joined to each other by a central pivot that lets them slide as and when needed. Lateral flexible silicone joints provide control and stability of movement as well as flexibility and resistance under all types of conditions.

The padding consists of a sandwich made of three different materials as well as 'Crash Absorb' material joined to a comfort layer made of expanded polyethylene. The Manis also has numerous perforations to allow body heat to dissipate.

**DAINESE**  
**Molvena (VI), ITALY**  
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# Rack and guard options for NC750



Fehling's luggage system allows Givi and Kappa top boxes and panniers to be used on the Honda NC 700 X



The universal rack for the NC 700 X allows small items to be easily carried



HONDA'S NC 750 models are the latest motorcycles to have been through the Fehling workshop allowing the German luggage specialist to create a range of luggage carriers and crash protection options. The new pieces have been designed to fit the NC 750 X and NC 750 S, including the DCT models. Fehling's crash protection bars, which are finished in black, fit the NC 700 X and are also suitable for use on the NC 750 S and X models. Listed as an 'Off-road Protection Guard', the second set of crash protectors have been designed exclusively for the NC 700 X and offer impact protection for the lower parts of the bike's fairing. To allow luggage to be carried on the NC 700 X Fehling makes a small universal rack that uses the pillion grab mounting points, a top box carrier that is compatible with Givi and Kappa (Monokey) cases, and pannier racks that also work with Givi and Kappa (Monokey) luggage.

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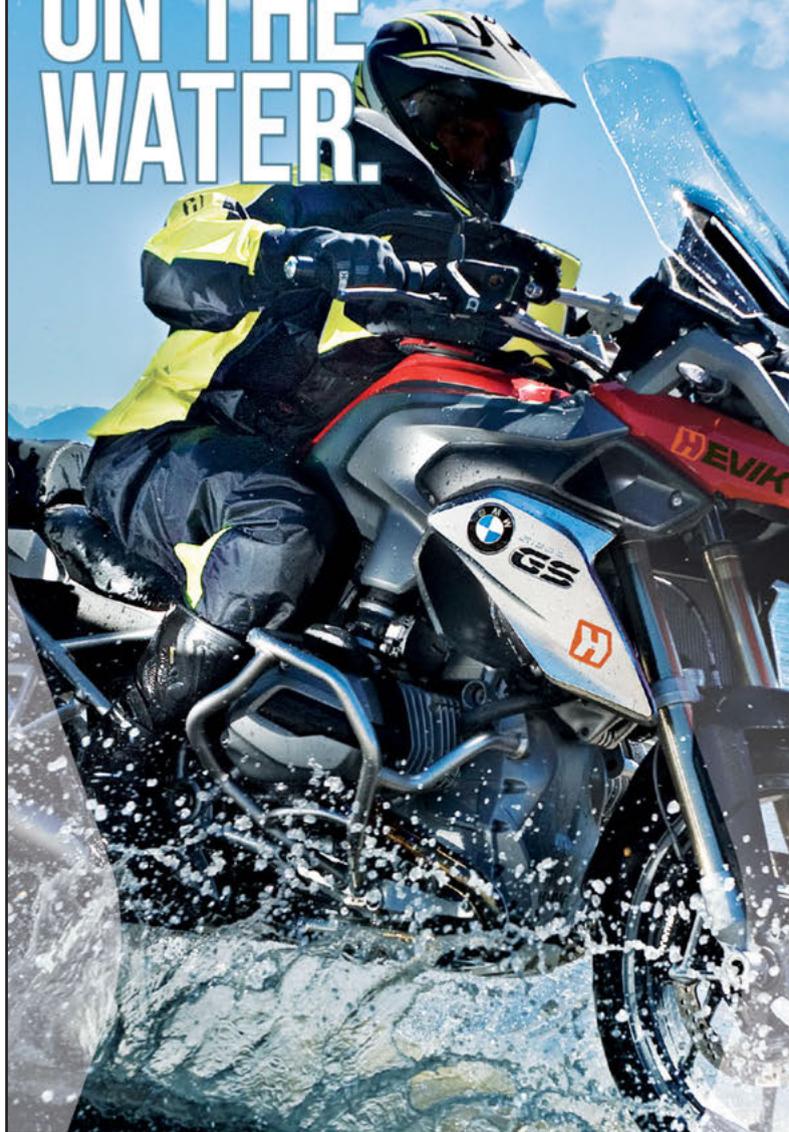


The engine in the NC 700 X and NC 750 S and X models can be protected by the crash bars from Fehling



The off-road protection guard helps to protect the bodywork on the NC 700 X

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The picture represents the article HRS103, a 100% waterproof rain suit consisting of separate jacket and trousers with inserts in fluorescent and reflective materials.

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# Powerbronze for Yamaha MT-09

POWERBRONZE has created a range of products in carbon fibre that have been designed specifically for the Yamaha MT-09. All of the carbon parts are made from 2/2 twill weave pre-preg carbon fibre, autoclave cured and finished with a gloss lacquer (unless otherwise stated).

Powerbronze's carbon rear hugger is supplied pre-drilled with all mountings and uses steel-sleeved rubber mounting points to dampen vibration and avoid cracking. It comes with six meshed vents in a choice of gold, silver or blue mesh.

The chain guard is a lightweight direct replacement for the original plastic part on the MT-09.

The carbon fibre side panel set consists of four pieces and is a direct replacement for the original part, but is said to be more rigid and lightweight. The bodywork options continue with the lower side panels with meshed vents that fit in the uncovered space below the seat and are available with gold, silver or blue vents.

As an alternative to the lower side panels Powerbronze also has carbon fibre frame protectors to replace the original OEM parts.

The direct replacement programme of parts also extends to the dash panel, for which Powerbronze has a carbon piece, and the company also has a carbon clock surround. Manufactured using 2mm high gloss plain weave carbon fibre composite with epoxy resin for maximum strength and UV stability to prevent fading and CNC cut for a perfect fit, it is equipped with double sided adhesive for easy fitting and packaged in a clear presentation box.

Completing the carbon fibre parts collection for the MT-09 from Powerbronze is the radiator spoiler, which is available with either gold, silver or blue meshed vents, and finishes off the sides of the MT-09 radiator grill.

**POWERBRONZE**  
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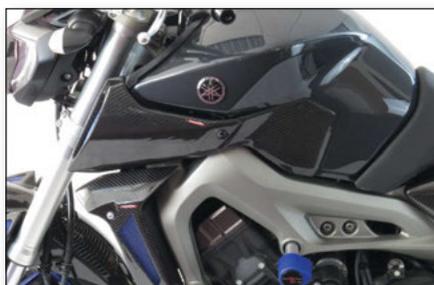
Clock surround



Dash panel



Side panel lower



Side panels



# Knox Defender safety shirt



KNOX'S new Defender shirt features the company's Extreme Armour at the shoulders and elbows that has given it CE level 2 certification.

Certified to the highest CE standard (EN1621-1 Level 2), Knox Extreme Armour are products certified to perform to the same standards at extreme temperatures, tested at +40°C to -20°C to replicate use in extreme climates. A full back protector that is CE certified to EN 1621-2 Level 2 and an adjustable chest protector are also included for complete upper body protection.

The low profile armour used in the Defender has a smooth finish with thin edges and is designed to be as flexible as possible. Combined with the four-way stretch mesh on the sleeves, it allows the wearer to move freely and ensures protection is maintained in all positions.

The Knox Defender is available in unisex sizes S-XXL.

**PLANET KNOX**  
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# Rukka AirMan jacket and Rytmi gloves

RUKKA has new clothing options available that are suitable for warmer weather riding with the release of its AirMan jacket and Rytmi gloves.

For the AirMan Rukka has made use of its AirPower concept of making jackets that can be layered up. Worn without the detachable inner jacket, the AirMan allows a cooling stream of air through the soft Cordura AFT knitwear material of the outer jacket to the wearer's body. Passive safety is still assured not only through Cordura AFT's high abrasion resistance, but also because of reinforcement where it is needed and through the use of CE certified Rukka D30 Air joint protectors. When worn with the inner jacket, the AirMan protects the wearer from cold and wet weather. The inner jacket not only features a wind and waterproof and breathable Gore-Tex climate membrane, it also

uses the temperature-regulating Outlast material. The AirMan's collar is made from soft Neoprene and features a magnet closure. Sleeve and waist adjusters ensure a perfect fit, and several pockets, some of them waterproof, offer space for the wallet, mobile phone and other necessities.

The AirMan jacket is available in titan/black and black with hi-vis yellow in sizes 46 through 66.

The AirMan can be paired with the Rukka AirVision trousers, available in an even greater range of sizes: with regular leg length in sizes 46 through 62, with shorter legs in sizes 48 through 66, and with longer legs in sizes 48 through 58.

The summer weight Rytmi leather gloves feature integrated protection for the knuckles along with PVC studs for increased grip on the palms. Velcro strips on the elastic cuffs help keep the gloves in place and, in addition, touchscreen fingertips allow the wearer to operate a GPS system or a smart phone with the gloves on.

Available in all black or with highlights in red and white or in high-vis yellow and white, the Rytmi gloves are available in many sizes.



**L-FASHION GROUP OY**  
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## Vintage handlebars

TOMMASELLI has expanded its 'Vintage' aftermarket handlebar range with two new options designed specifically for off-road use, and with a style similar to those used on '70s and '80s motorcycles.

The aluminium Enduro vintage handlebars are available in silver with an orange cross bar, while the Regolarità handlebar is black painted.

**DOMINO SpA**  
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## Vantime urban helmet

THIS urban look helmet from Shark is said to be comfortable and well thought out in terms of aerodynamics and ventilation.

It comes with visor VZ140 "Long trip" with air inlet diffusers, allowing greater surface demisting, and a very comfortable interior made of natural bamboo fibre, also featuring ergonomic control of the sun visor and a connecting pocket for a quick Sharktooth recharge.

Vantime is made from injected thermoplastic resin and has an anti-scratch visor with an integrated UV380 label and anti-scratch sun visor. It is also said to provide

optimal comfort for people wearing glasses and comes in two shell sizes, featuring a micro lock system.

**SHARK S.A.**  
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# Lighter off-road Tsunami discs from Galfer

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

GALFER has released a new version of its off-road floating disc, which is said to feature a technological development, a bold and innovative design and a significantly lighter weight.

In 2012 the company released its family of lighter off-road Wave discs with an aluminium core. Now the range has evolved to be manufactured with steel cores, which are said to give the same braking power and efficiency but with a significantly lighter weight, a claimed 15 percent lighter than other floating discs.



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## 'Wave' glove



WEISE'S latest glove is the Wave, which uses a full-grain leather palm and stretch textile on the back of the hand, while integrated TPU reinforcement covers the knuckles. The McTex waterproof, windproof and breathable lining means the Wave gloves are suitable for differing weather conditions, and the inner lining is held in place with the McFit technology system, which attaches it without stitching. Special fabric on the index finger and thumb



enables touch screen devices such as smart phones and sat navs to be used while wearing the gloves, and silicon grips to palm and fingers offer improved control in the wet.

A Neoprene cuff with an adjustable Velcro retaining strap holds the gloves in place. Weise Wave gloves come in sizes S - 3XL

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## Lowering kits for KTM models

TEAM Metisse has expanded its range of lowering kits to include an option for KTM motorcycles.

The kits, which fit the KTM Duke 125, 200, 390, 690, 690R and 1190 Adventure, will lower the bike between 20mm and 50mm, depending on the model. The CNC machined linkages in the kits are equipped with new bearings, and the kits have TÜV approval.

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## 'Predator' belt

ZANDONÀ's Predator belt has been designed to offer protection to motocross and off-road riders by providing them with lumbar support to prevent, or

decrease, the backache typical among those types of riders.

The belt is composed of a very transpiring material where a nitrile support is fixed, and closure is by a double elastic regulation system.

Zandonà's Italian made Predator belt is available in black in sizes XS - XL.



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# Ducati Multistrada 1200 Easy footpeg kit

CNC Racing's Easy footpeg kit for the Ducati Multistrada 1200 is a replacement adjustable fitment. They feature three peg positions, and there is an additional spacer to move the toe peg outwards as well. The toe peg itself is CNC machined for a sporty look, and at the same time a touring grip. The fastening bushing around which the footpegs turn are made of bronze for long life.

CNC Racing's footpegs are available to fit the Multistrada 1200, 1200 S Sport, 1200 S Touring, 1200 S Touring D'air, 1200 S Pikes Peak and 1200 S Granturismo

**CNC RACING**  
**Arezzo, ITALY**  
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**www.cncracing.it**



# VStream screen and rack for Ninja 300



NATIONAL Cycle's latest addition to its range of Vstream windscreens is a series of options for the Kawasaki Ninja 300, which allows owners to use the bike as a lightweight sport tourer.

Four new windshields have developed for the Kawasaki, allowing for different sizes of riders and types of riding, with all of the sizes utilising the patented VStream shape, which is designed to help push the turbulent wind to the sides, reducing the pressure coming over the leading edge of the shield. This change is said to reduce helmet buffeting to a minimum, and to lessen wind blast to the torso when riding.

The new windshields are made from tough hard-coated polycarbonate and feature a three-year warranty against breakage. Even if a bike falls over while parked, National Cycle will replace the screen if it breaks.

Screen options are the Sport 25.4cm tall (vertical from fuel cap, 43.5cm bottom to top length) which is offered Dark Tint or Light Tint and a top width of 35.5cm, the Mid 33.0cm high (vertical from fuel cap, 52.1cm bottom to top length) Light Tint that is 40.6cm wide, or the Tall Clear, which is 45.7cm wide and 40.6cm high (vertical from fuel cap, 61.6cm bottom to top length).



It is not just a selection of screens that National Cycle has developed for the Ninja 300, as there is also the option of a luggage rack with multiple tie-down locations. The lightweight aluminium rack mounts via a steel mount bracket that is concealed under the tail of the motorcycle. The rack is finished in a textured black powder coat to provide extra grip for carrying loads.



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# LSL Inflight lever guard

NOW that motorcycle racing's organising bodies have made brake lever protection systems mandatory to prevent crashes caused by the contact of other riders and equipment, LSL has introduced its Inflight lever guard

Manufactured in Germany from billet aluminium, the Inflight lever guard is available for multiple bar diameters, and has already become the standard for the German Street Triple Cup and the Duke Battle at German race tracks.

The Inflight has been designed so that it cannot trap the rider's hand against the handlebars in the event of a crash. It is available for use on either left or right sides and can be mounted without changing the handlebar controls by using LSL's bar extensions.

**LSL MOTORRADTECHNIK**  
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**www.isl-motorradtechnik.de**



# LUGGAGE PROGUIDE

## SW-Motech waterproof bag line



SW-MOTECH now has the new 2014 'Drybag' line of waterproof luggage available.

The waterproof Drybags are made from either TPU or tarpaulin. The product line-up among others contains tail bags compatible with other Drybag products that feature retroreflective details, a four-point attachment system and a carrying handle.

The range of bags is made up of the 8-litre capacity Drybag 80, 25L Drybag 250, 35L Drybag 350, 45L Drybag 450, 60L Drybag 600, 62L Drybag 620. In addition the portfolio contains the 2L Drybag 20 Mavi as well as the Triton and Barracuda backpacks with capacities of 20, 25 and 30L respectively.

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www.sw-bc.com

Drybag 600



Drybag 350



Drybag 250  
Drybag 450



Drybag 80

## X25 Tailpack/ Deluxe helmet carrier



OXFORD Products latest luggage introduction is the X25 Tailpack/Deluxe helmet carrier, which is part of the company's Lifetime Luggage range. The X25 is an easy-access tail bag which doubles as a helmet carrier. The 25L capacity bag is made from 420D ripstop material, and features two external pockets, water-resistant zips with easy-grab pullers, a shoulder strap and a lifetime guarantee. The fittings supplied for a safe attachment to the rear seat can be stowed away in a neat compartment on the bag.

**OXFORD PRODUCTS**  
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## Elephant tankbag

WUNDERLICH now has new colour options available for its Elephant tankbag. Up to now, the tankbag was available in black and as safe edition in bright yellow. Now the BMW motorcycle accessory specialists has produced its bag in two more interesting colours: a camouflage version and a sport edition in a

combination of BMW's original motorsport colours.

The Elephant tankbag is waterproof and features a multifunctional fastening concept. A replaceable base plate is fastened to the motorcycle to provide a reliable quick-acting fastening for the tankbag kit. The bag itself has a 25-litre capacity and includes a spare visor compartment and other practical pockets and compartments. There is also a large, reversible, removable map pocket.

The Elephant fits on all current BMW motorcycle models and on various vintage BMW bikes.



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# 'Desert' bags range

AMPHIBIOUS has launched a line of 21 products as its Desert range of soft, waterproof motorcycle bags, all of which are characterised by a sandy coloured pattern finish. Product highlights among the range are the Legbag, the Koala waist bag and the Raptor, Atom and Yucatan backpacks for the rider and pillion, and for use on the bike there are the Tankbag, the handlebar or engine guard mounted Sidebag and the all-purpose Upbag, which can be mounted to the rear seat, to the luggage rack or above a hard side case.

The Desert Legbag has a 2l capacity and features the Amphibious Quick Proof closure system.

Two sizes of Koala waistbag are available; 5l or the 3l Micro. The lumbar area of the Koala is padded and breathable for extra comfort. Amphibious' Raptor is a compact backpack with an oval cross-section and 15l capacity. Along with a padded back the Raptor has an air release valve to make it easier to compress the back down when carrying a minimal load.

For those looking for a lighter backpack there is the Yucatan, which is available in three sizes (20, 30 or 40-litre volume) with circular cross-section. The pack also features adjustable and removable shoulder straps, and an air release valve. Offering an even smaller capacity of 15L there is the ultra-

compact Atom Light Evo, which features a padded and breathable back panel, removable shoulder and lumbar support straps, a reinforced base and air release valve.

The Amphibious Desert Tankbag is equipped with removable anti-shock internal panels and a reinforced and padded base. There is adjustable internal volume ranging from 15 to 26 litres thanks to modular closure system that adjusts to create a compact shape and there is an air release valve to allow the bag to be easily compressed.

Described as being ideal for storage of rain gear or other items needing quick access, the adjust volume (4 to 5.5l) Sidebag attaches to handlebars or engine guards. The Upbag is an all-purpose bag that can be mounted on the rear seat, on the luggage rack or above a side case, with the full mounting kit supplied. Volume ranges from 9 to 19 litres, and along with the air release valve it features removable internal panels, and a reinforced and padded base.

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The picture represents:  
 Enduro "Trail" helmet (code KV10), a pair of Monokey® "Garda" cases (code KGR33 + code KGR46), "Dry Pack" waterproof roll bag (code WA4015), tank bag with Tanklock® fitting system, (code RA311), Extensible rear bag holder (code EX15RAK), universal extra spoiler (code KS180T) specific windshield (code 5108DT), low engine guards (code KNS1080X), high engine guards (code KNHS1080X), sideframe (code KLR5108), sump guard (code RPS112), all of them by Kappa.

All products for you and your bike on the web: [www.kappamoto.com](http://www.kappamoto.com)  
 Contacts: [info@kappamoto.com](mailto:info@kappamoto.com) | ph. +39 030 2680374

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# GP Plus R jacket and Faster boots

ALPINESTARS' latest jacket for sportsbike riders is the GP Plus R.

The new leather jacket features a multi-panel chassis with 1.3mm leather and extensive stretch panelling, which is combined with a multi-panel lining.

Rider protection is catered for with CE-approved Bio-Armor at the shoulders and elbows, dual density polymer shoulder sliders, which are ergonomically incorporated into the jacket's design for added abrasion resistance, and the chest and back pad compartments have PE padding (Alpinestars Bionic chestpads and BackArmor are available as accessory upgrade).

To ensure a close fit the GP Plus R has microfiber accordion stretch inserts on the rear, accordion leather stretch panels on the elbows and poly-fabric stretch panels under the arms to help keep jacket

sleeves positioned close to the rider's body. The sleeves themselves are pre-curved to help reduce riding fatigue and prevent material bunching.

Alpinestars' exclusive Dynamic Flow Control (DFC) ventilation inlets on the shoulders are zippered to allow cooling air flow when needed, and there is a mesh liner for improved breathability, comfort and ventilation, while for further breathability and comfort there is a soft 3D mesh collar construction and 3D mesh cuff edging.

External, large-opening front hand pockets are zippered and the multiple internal compartment pockets have Velcro closures.

The jacket is finished with a waist connection zipper to allow attachment to Alpinestars riding pants.

The Faster is a short road riding boot from Alpinestars. It features an aggressively profiled upper constructed from a lightweight, durable and abrasion-resistant microfiber with padding on the tongue and collar to provide comfort and fit around the ankle and instep.

Inside the boot has a microfiber suede insert on the heel to prevent the foot from slipping. The removable and replaceable EVA and Lycra footbed is anatomically profiled for added comfort and support. The internal toe box and heel counter are layered under the upper for structure and ergonomic design.

Closure of the boot is via laces and a Velcro strap across the lower shin. Double density TPU ankle



protector discs are layered under the upper and backed by foam padding

External TPR toe slider and external ankle guard help protect against abrasion and knocks, and there is a microfiber shift pad backed by foam padding. An ultra-lightweight and flexible rubber compound sole feature laser-ablated, textured patterning for grip.



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## New Ermax screens for PCX

ERMAX is making three new screen options available for the Honda PCX, both the 125 and 150 2014 versions.

The Ermax Sport screen for the PCX is 48cm high and available in a choice of clear, smoke, grey, light black, dark black, satin black or satin grey colours and 16 screen printed designs.

At 55cm high, the Touring screen is 10cm higher than stock and is offered in clear, smoke, grey or light black and 16 screen printed designs. Those same colour and design options are available on the 25cm higher than stock High Protection screen from Ermax.

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## S5 hybrid helmet from Airoh



THE S5 helmet from Airoh represents the latest evolution of on/off (on-road/off-road) polycarbonate helmets.

Characterised by an attractive design and innovative technical solutions, the S5 is a hybrid helmet, and its versatility makes it possible to be used in three different configurations: with peak and visor for all terrain use, with peak and no visor as an MX helmet, or without peak and visor for road use. Particular attention has been paid to the design of the peak, which has the ability to rotate up to contact with the visor, thus allowing considerable reduction of the overall dimension of the helmet and allow easy storage in the saddle or trunk.

The panoramic visor with locking system, the internal retractable sun visor and adjustable chin ventilation are further features of this helmet. Available in sizes XS to XL and in two colours, matt black and white gloss. Weight is 1,500 g.

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# 'Core' Manual clutch with TorqDrive

REKLUSE has released a new performance manual clutch product which it has developed for some off-road bike and ATV applications. The Rekluse Core Manual with TorqDrive clutch uses components that are said to be lighter than stock and innovative technology allowing the clutch pack to be configured with up to 12 steel friction discs and 12 steel drive plates.

"I really feel the power of the bike more with this clutch and without sacrificing any lever stiffness," says Rekluse team rider Max Anstie. "In the MX2 class power delivery is crucial and with the Rekluse clutch, it just feels like it hooks up and really pulls out of the corners."

"The clutch hooks up great off the start and has

a smooth yet very powerful feel," says Scott Champion, Pro AMA Supercross rider. "Coming out of corners it really hooks up and makes the bike feel faster. I also noticed I charge through the whoops faster with better tracking and more confidence."

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## MXTS 40 charger and battery support unit

CTEK has launched its MXTS 40, which it describes as a powerful smart charger and battery support unit that can provide up to 40A, to meet the demand for fast charging and battery support from workshops and showrooms.

The MXTS 40 offers rapid charging with a powerful eight-stage charger providing optimum charging in the shortest possible time. It has selectable modes for all battery types including calcium, gel and AGM (including start/stop types) to ensure that a safe, fast charge is delivered meeting the needs of the individual battery type. The MXTS 40 also provides a range of highly accurate constant voltage settings to avoid ECU damage due to voltage fluctuation during programming. It can supply up to 40A of clean and constant current, protecting against disruption to the diagnostic process with a voltage range of 13.6 – 14.8V.

The user interface provides information through the unique CTEK eight-step charge progress indicator LEDs which are complemented by an additional OLED display that gives read-outs of important



charge parameters including current, voltage and amps charged. A CTEK spokesman said: "There is ever increasing demand for chargers capable of providing powerful battery support when flash programming work is being undertaken. There is also a great need for a safe and versatile charger with the ability to deliver a rapid charge for both workshop and showroom applications. With powerful and quick charging capability and great functionality the MXTS 40 meets these requirements perfectly, making it an essential piece of equipment for the workshop or showroom."

**CTEK**  
Vikmanshyttan, SWEDEN  
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info@ctek.se  
www.ctek.com



## Ladies touring jacket and pants

THIS perfectly equipped Ladies touring jacket in combination with matching trousers is suitable for all weather conditions thanks to a climate membrane.

During summer temperatures the AIR-VENT-SYSTEM ensures cooling, supported by the highly porous PU-membrane, and original DuPont Cordura ensures safety. Available in three different designs.

**GERMAS**  
Schwabach,  
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Tel. +49 (0)911 635008  
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## Keis expands heated clothing range

KEIS has introduced its heated clothing range for the 2014/15 season, the highlight being a remote control option which has three heat settings and a handlebar or panel mounted transmitter. It works with all current and previous garments from Keis.

A second new introduction are the X2i 'Heated Under-Trousers', which are an update of the existing X2 model - now including an integral controller, enabling independent heat control from other Keis garments.

New additions to the Dual Power range, which can be powered either from the motorcycle's battery or a portable Li-ion power pack, includes the X900 Dual Power outer glove that replaces the X700 design,



while the X30 Ladies body warmer benefits from a collar for increased coverage.

Made with fine yet rugged micro alloy fibre elements, Keis say that the range of heated jackets, vests, trousers and gloves are "reliable and washable".

Keis is actively seeking international distributors to take the products to a wider market.

**MOTOHAUS POWERSPORTS LTD**  
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www.keisapparel.co.uk



# R&G radiator protection range increased

R&G has increased its range of radiator guards to include the majority of the latest motorcycles on the market. The simple-to-fit and inexpensive product adds a layer of defence for the expensive to repair or replace cooling systems on a bike, without reducing airflow.

R&G radiator guards are available in either a lightweight aluminium construction or the recently introduced, heavy-duty stainless steel option, aimed at the adventure and naked bike sectors.

R&G also offers similar products with its oil cooler guard and downpipe grill and claims to be the first to market with the downpipe grill concept, and in many cases they can only be fitted when used with a radiator guard.

The R&G radiator guard range stands at over 200 separate part numbers, covering an extensive variety of bikes.



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# Rearsets for MT-09

BONAMICI Racing is now producing adjustable rearsets for the Yamaha MT-09. Machined from 7075 T6 billet aluminium, the rearsets are adjustable in six different positions. Bearings are used throughout to eliminate friction, and there is a spring to assist return of the rear brake lever. The Bonamici rearsets can be used with a regular or reverse shift pattern, and are available in a black anodised finish with the option to personalise them with extra colours and many other options.

**BONAMICI RACING**  
 Magliano Sabina (RI), ITALY  
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[www.bonamiciracing.it](http://www.bonamiciracing.it)



**Bonamici Racing**  
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# Vertex Bluetooth multimedia helmet interface

MOTOHAUS Powersports now has the Vertex Raptor-i Bluetooth multimedia helmet interface available, which connects wirelessly to GPS, MP3 player, phone or other riders/passengers to deliver communication.

With the Raptor-i fitted, riders can make and receive calls, communicate with two other riders in line of sight up to a range of 800m, listen to FM radio stations or connect to an MP3 player via Bluetooth. Cut-the-Noise technology, which then constantly evaluates surrounding noise to provide optimum output power to the earphones, means that riders can hear and be heard clearly at speeds up to



130mph and, because Raptor audio is designed specifically for users wearing ear protection, clear sounds come through. Buttons on the waterproof helmet-mounted control unit are slightly bigger than a normal handheld device to compensate for reduced sensitivity when wearing gloves. The Raptor-i control unit weighs 48g, measuring 77 x 51 x 24mm, and is supplied with a choice of open or full face headsets.

[www.motohaus.com](http://www.motohaus.com)  
[www.vertex.com.sg](http://www.vertex.com.sg)



# 'Bonneville' waxed jacket

NEW in Richa's 2014 collection is the Bonneville waxed jacket, which is made using the highest quality of waxed cotton from The British Millerain Company Ltd.

The jacket is said to offer top-of-the-range features without a hefty price tag, including a slim-fit cut and a double-fronted zip with popper fastening, removable quilted lining and internal pockets that sit behind the waterproof membrane to keep valuables dry. It also has a waterproof and breathable Reissa membrane, as well as a removable padded liner and four-piece CE approved armour.

Attention to detail has been paid to the finishing of the jacket with brushed authentic look buttons, buckle-neck tartan lining and a removable, adjustable waist belt.



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# Magnetic oil drain plug

JOKER Machine is continuing to expand its product range for Japanese and European bikes with the introduction of a magnetic oil drain plug for selected Honda models.

The new drain plug, which is a replacement for the OEM part number 90013-312-000, is machined from 6061 aluminium billet and has a high power, rare earth neodymium-iron boron magnet pressed into the body that holds steel debris from the tank

and motor. The plug has a 45mm outside diameter and 19mm off the case and includes a wire tie down hole in hex area for race bike installation.

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# Accessories for 2014 Z1000

FECHTER Drive has a collection of parts dedicated to the latest Z1000 from Kawasaki.

The Bodystyle rear hugger incorporates a chain guard and can be ordered unpainted or in a choice of colours to match the



Kawasaki paintwork. A second rear hugger option is the Race Line version, which is finished with a carbon fibre look. Both huggers have ABE type approval.

The Bodystyle belly pan for the 2014 Z1000 is also supplied with ABE type approval and in a choice of unpainted or colour matched finishes.

The range of parts from Bodystyle includes



the company's pillion seat cover, which can also be ordered colour matched or unpainted and has ABE type approval too. As part of the Protech range of parts, Fechter Drive has a radiator guard for the Z1000 and also a license plate holder, both of which are finished in black.

Completing the range of parts available from Fechter Drive for the Z1000 is a fly screen from Ermax. The black tinted screen is 10cm higher than stock and has ABE approval.

**FECHTER DRIVE**  
 MOTORCYCLE EXPERIENCE

**FECHTER DRIVE MOTORSPORT GMBH**  
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# Mustang seat for Yamaha Bolt



LAST year Mustang introduced its Wide Studded Solo, Tripper Fastback and Vintage Solo seats for the Yamaha Bolt, and the company has now followed those designs up with its new Spring Solo seat. "Rather than rush to market with it, we opted to save it for this summer," says Mustang's Marketing Director Marilyn Simmons. "However, we think Bolt

owners will find it was worth the wait."

The Mustang Spring Solo for the Yamaha Bolt is supported by a pair of seat springs installed on a solid steel frame cover, and they serve a functional purpose rather than simply being cosmetic.

The Solo has a high-quality vinyl cover, marine-grade fiberglass baseplate, and Mustang's controlled density moulded foam for maximum support and comfort. A matching under-seat stash pouch is available as an optional too.

**MUSTANG MOTORCYCLE PRODUCTS**  
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# Hevik undershirt and long johns

HEVIK'S range of motorcycle clothing includes technical underwear including its undershirt (HUW01) and long johns (HUW02), which feature Dryarn and carbon fibre threads.

Both the undershirt and long johns are stretch fit garments that are seamless for comfort and fit under regular riding gear. The elevated surface tension of the Dryarn fabric is said to extract moisture and sweat, providing quick evaporation. In addition, the fibre is also claimed to offer high insulation, higher than wool, so it maintains body temperature and protects from both cold and heat. Carbon fibre adds strength to the thread and also helps dissipate residual static charges.



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# EXHAUST PROGUIDE

## 'Racing Line' for Vespa Primavera

AKRAPOVIČ has released its latest 'Racing Line' exhaust system, which has been designed for the Vespa Primavera.

Introduced for the Vespa Primavera 125/150 ie 3V, the LX 125/150 ie 3V, and the Sprint 125/150 ie 3V, the Racing Line system is claimed to offer an increase in power of almost five percent, and an increase of more than five percent over standard torque figures. This is in addition to a weight saving of 1.7kg over the stock exhaust.

The Racing Line exhaust is made from stainless steel and features a black coated outer-sleeve and a carbon fibre end cap.

No remapping of the fuel system is necessary and no other parts are needed once the Racing Line is installed. However, a catalytic converter is an



optional extra to make the exhaust system EC Type-approved when fitted.

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## Full exhausts for Xciting 400i

GIANNELLI now has two full exhaust systems available for the Kymco Xciting 400i maxi scooter. Both systems are built around the Maxi Oval silencer, with carbon

end cap, street legal with removable baffle. One system uses an aluminium silencer body, the other choice is titanium. A collector kit with approved catalytic converter is available as an option.



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## Exhausts options for Z1000

MIVV has developed four different exhaust options for use on the 2014 year model Kawasaki Z1000, which follow the original twin silencer configuration, but are all lighter with weight savings ranging from 3.5kg to 6.2kg.

The Corto GP is a short sporty exhaust, designed with input gained from MIVV's experience in MotoGP as the sponsor of the HRC team, and is available in carbon, titanium and steel black versions.

MIVV'S Suono is available in the Inox stainless steel version with carbon caps and also in a steel black version.

Stainless steel is used in the construction of the Ghibli, which is homologated for street use, and is said to offer a 4.7hp power increase.

The minimalist Double Gun, manufactured entirely in titanium, is the only exhaust not homologated, but offers a weight saving of 6.2kg compared to the stock system.

The Double Gun titanium exhaust system for the Kawasaki Z1000 saves over 6kg compared to the stock system



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# Arrow offerings for S1000R



The GP2 titanium slip-on silencer is supplied with a stainless steel mid-pipe

BMW'S S1000R, the naked version of the German company's S1000RR, can now benefit from the performance improvements of an Arrow exhaust.

Arrow's slip-on collection includes five street legal options and a race fitting, with all of them fitting the OE pipes. The range is made up of the Works titanium silencer with a carbon end cap, The Race-Tech in a choice of aluminium, black anodized aluminium, or titanium, with all three versions having carbon end caps, and the X-Kone NiChrom silencer with a stainless steel mid-pipe. The final option is the GP2 titanium silencer with a stainless steel mid-pipe.

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# HP Corse Hydroform exhaust of MT-09

HP CORSE is now producing a complete replacement exhaust for Yamaha's MT-09 with its new Hydroform system. The Hydroform is made up of stainless steel manifolds and fittings and a silencer made from hydroformed stainless steel. Thanks to the use of hydro forming the body of the silencer can be reduced in thickness to create a low weight of just over 1kg.

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# Pipe Werx Honda NC700 exhausts

PIPE Werx, a British performance exhaust specialist, has launched a range of exhaust silencers for Honda's NC700X and NC700S, with 30 combinations of shape, finish and silencer type available.

The replacement exhausts from Pipe Werx are said to offer substantial weight savings – losing 2.1kg for a titanium silencer and 1.5kg for stainless steel.

All Pipe Werx exhausts are constructed with 304 grade stainless steel internals and sleeve options available are stainless steel, powder coated black, carbon fibre, titanium or coloured titanium. The 'SL' version features traditional style end caps finished in stainless steel, while 'CarbonEdge SL' has



a carbon fibre end cap. Both variations are available

in round, oval or the new tri-oval shape, and feature a removable baffle that increases noise and improves gas flow and throttle response.

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# Exhausts for 750 Hondas



The GPE EVO is among the slip-on options offered by GPR for the Honda NC750 and Integra 750

GPR Exhaust Systems has introduced a range of homologated slip-on exhaust silencers for the 2014 Honda NC750 and Integra 750.

The range of slip-ons is available with a specific link pipe and removable db killer, the exhausts require no changes made to the engine's mapping unless a racing header pipe is also instead. Options in the exhaust line-up include Deepstone, Furore, GPE EVO, Sportcan, Fastcan and Powercross, with a weight saving of between 2.5 and 3.5kg and a power increase of 1.5hp possible depending on the slip-on chosen.

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# Hypercone slip-ons for Diavel

REMUS has now launched a selection of exhaust options for use on Ducati's Diavel Power cruiser. The range includes Hypercone slip-on muffler choices and a selection of connecting tubes to work with the slip-ons.

Remus' Hypercone silencer selection for the Diavel is made up of three options; stainless steel, black stainless steel, and titanium. All three options can be purchased with or without a heat shield included.

The connecting pipes are available in either a polished or matt finish and with or without a catalytic convertor included.



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# First new parts from LeoVince's new Evotech R&D Centre

**LeoVince**



LeoVince claim a 3kg weight saving

LEOVINCE has launched a new R&D department called Evotech, and the first part to be produced by it is the Underbody full exhaust system for the Yamaha MT-07.

This new department includes a number of highly trained technicians that will lead the R&D professionals in both the aesthetic design and the engineering solutions for maximum performance. Three specialists lead the LeoVince Evotech Dept: an industrial designer, a mechanical engineer and a motorcycle technician.

The new Underbody exhaust system features an end cap that has been conceived to direct the gases towards the outside and is protected with carbon fibre, which offers a barrier effect against the heating radiation of the tyre. The exhaust system replaces

the original exhaust, and reduces the overall weight of the bike by 3kg. The Underbody is homologated and equipped with a removable dB-killer. It is made entirely in AISI 304 stainless steel, including the fixing brackets, and the outer stainless steel sleeve is sandblasted to provide a titanium look.

**LEOVINCE**  
[info@leovince.com](mailto:info@leovince.com)  
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The new underbody style exhaust for the MT-07 from LeoVince



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# INTERNATIONAL DEALER NEWS

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# Record half year sales for BMW

BMW Motorrad has reported an all-time six-month high for sales in the first half of 2014, with worldwide sales of 70,978 motorcycles and scooters. The total sales are an increase of 9.3

percent compared to the equivalent period of the previous year. Heiner Faust, BMW Motorrad

Head of Sales and Marketing: "We have achieved an all-time six-month high in the first half of this year. Never before have we sold this many vehicles in the first six months of a year. With an increase of 9.3 percent in the first half of 2014, we remain on course to achieve an all-time sales high for the year as a whole.

"The best-selling model remains the R 1200 GS. Almost 15,000 units were supplied to customers worldwide during the first six months of the year. This is followed in second and third place by the two new Boxer models R 1200 GS Adventure and R 1200 RT with 9,708 and 7,420 units respectively. The R nineT launched in March



Heiner Faust, BMW Motorrad Head of Sales and Marketing says "we have achieved an all-time six-month high in the first half of this year"

surpassed the expectations with sales of 4,114 vehicles." [www.bmw-motorrad.com](http://www.bmw-motorrad.com)



## Andreani Suspension Center School

ANDREANI Group International, the Italian street and off-road bike suspension specialist, is to hold another of its acclaimed series of technical seminars.

It is being held in the impressive surroundings and facilities of their Italian headquarters on September 17th and 18th, 2014 - just a few kilometers from the Misano Adriatico road race track, at Pesaro, near Rimini on Italy's Adriatic coast.

The courses, in English, are aimed at professional mechanics and motorcyclists who want to improve and update their suspension tuning knowledge with "tips and secrets regarding street and off-road suspension set-up brands such Öhlins, Sachs, Showa, Kayaba, Marzocchi, Paioli and WP".

The one or two days courses have both theoretical and practical



sessions, allowing participants to personally try techniques and tools, including Andreani designed special machines like their acclaimed suspension test bench, a unique in-house designed electrical motor powered simulator with vacuum pump and spring tester.

Andreani say that their instructors are the same professional technicians

who give track-side assistance to World Superbike Championship, MotoGP, Motocross and Supermoto world championship riders. The company says that they "will share their knowledge based on twenty years working side by side with factory teams and riders from all over the world". Travel and accommodation assistance is available.

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