



INTERNATIONAL DEALER NEWS

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EU motorcycle registrations + 4.9 percent for first four months

THE latest data released by ACEM, the Brussels based international motorcycle industry trade association, says that motorcycle registrations grew by +4.9% during the first four months of 2015 on a year-on-year basis. A total of 295,760 motorcycles were registered between January and April 2015, against 281,950 during the same period of 2014.

Year-on-year motorcycle registrations increased in key European markets including Spain (36,025 units, +17.4%), the UK (33,690 units, +13.8%), Germany (62,210 units, +3.8%) and Italy (57,425 units, +1.3%). Registrations were down in France (52,265 units, -2.7%).

Total Powered Two-Wheeler (PTW) registrations were up by +0.2 percent for the first four months of the year (January - April 2015).

A total of 388,000 powered-two and three-wheelers were registered during the first four months of 2015 in the EU.

Registrations were up in Spain (40,380 units, +16.8%) and the UK (36,425 units, +11.7%), but down in Germany (73,220, -0.6%), Italy (64,660 units, -1.2%) and France

(75,490 units, -5.6%).

A total of 92,250 mopeds were registered during the first four months of 2015 in the EU, whilst 105,130 mopeds had been registered during the same period of 2014, representing a decrease of -12.2%.

Registrations increased in Spain (4,360, + 12%), although they decreased in the UK (2,735 units, - 9.6%), France (23,225 units, -11.5 %),

an end to market decline in France this year?

Italy (7,230 units, -17.8%) and Germany (11,010 units, -19.8%).

However, the latest trade association data for May shows most of the 'major' markets doing better. As reported in the StatZone round-up elsewhere in this edition of International Dealer News, new motorcycle registrations were up by +18 percent in May, +13 percent in the United Kingdom, up by over 10 percent in Italy. As this edition of IDN went to press, the May figures for

Germany weren't available yet, but after two 'soft' months at the start of the year, the German trade association's own data showed recovery in March and April with the German market +4.74 percent for the first four months of the year.

Even in Switzerland, Europe's sixth largest market, and not included in ACEM's EU data, new registrations are +14 percent for the first five months.

Despite continuing success for Yamaha's MT-07s and 09s, the news for the Japanese 'Big Four' is not so healthy in terms of exports to Europe though, with the latest Japanese motorcycle industry trade association data showing them to be down by -8 percent for the year to April.

While France, of all of Europe's primary markets, continues to be faced with multiple local market difficulties as well as a lack of economic confidence, latest trade association data from the CSIAM (for January to April) shows that while total PTW are down by -2.7 percent, the motorcycle market as such may have started to stabilise. After a very bad start to the year, the 24,947 new road-going motorcycle registrations recorded there are only now down by -0.8 percent over the first four months of last year.



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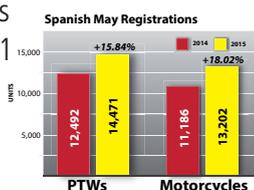
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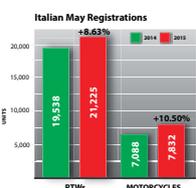
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STATZONE

New motorcycle registrations +10.5 percent in May

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Honda 2014/15 powersports unit sales stable at +0.7 percent



Yamaha European unit sales up by +32 percent in first quarter

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Now we only have 95% of a recession

THE new motorcycle registrations data for Europe so far this year confirms the fragility of the recovery that last year's market statistics started to show.

While some 65 percent of Europe's motorcycle registrations remain based on just seven markets (Italy, France, Germany, Spain, UK, Switzerland and Austria) the variables within those individual national markets have international significance - for motorcycle manufacturers and for parts, accessory, performance, and apparel product manufacturers and brand owners.

It can be no coincidence that macro-economic factors and motorcycle regulatory issues are at their most challenging in the one of the 'Big Seven' where there is still very little sign of growth yet - France.

While there are signs that the rate of decline is now slowing down in France, leading the motorcycle industry trade association there (CSIAM) to forecast a possibly slightly improved market by the end of 2015, at -2.8 percent for the first five months of the year, the peak selling season for larger displacements, the French market remains conspicuously and comparatively weak.

The year started equally uncertain in Germany, where trade association data shows sales down in January and February, before recovering to +4.75 percent up for the year-to-date by the end of May.

With Italy up by a very encouraging +10 percent for the first five months of the year, the UK a very healthy +13.57 percent, +14.36 percent in Switzerland and Spain up massively by nearly 18 percent, the trend data for the major markets is robust.

However, while upward trends are to be welcomed, they have to be seen in context - trends don't pay bills, results do, and context is king.

The ACEM data puts new motorcycle registrations for the 28 EU member states plus the two members of the European Free Trade Zone for which data is recorded (EFTA - Switzerland and Norway) at just over 840,000 units in 2014. That compares to a pre-recession peak of nearly 1.6m in 2007 - a near 100 percent decline - so while welcome, growth rates of between 5 percent and 18 percent in markets that have declined by nearly 100 percent clearly still have years and years of recovery ahead before we get anywhere near the market we had a decade ago.

The ACEM data for France shows motorcycle registrations there peaking at nearly 240,000 units in 2007, down to a low of 148,000 in 2013 and, according to their methodology, slight growth in 2014 to just over 153,000 units.

While the UK and Germany are going to get closer to their 2007 figures sooner, if current trends are sustained, the decline was brutal in Spain, where 270,000 sales had collapsed to around 92,000 by 2103, but of the "Big Seven" the Italian market has seen the 434,000 motorcycle registrations recorded in 2007 go into complete freefall - bottoming out at 154,000 in 2013.

With manufacturers such as BMW, KTM and Ducati regularly reporting all-time production and sales records currently, other manufacturers such as Triumph, MV Agusta and Harley-Davidson, Kymco and some other Asian brands doing well and looking at European expansion, and while there are still casualties (EBR and Gas Gas/Ossa being two recent ones), even some of the traditionally "poor men of Europe" such as Moto Guzzi and other Piaggio brands doing better than has

been the case at times in their storied histories, it is the originators of the superbike boom, the authors of what until recently was the "modern market" story, the Japanese "Big Four", who have suffered most.

Here too though, check this out for context. In April this year Japanese motorcycle exports to Europe were down by nearly 8 percent year-on-year at 12,742 units; in May of 2007 that figure, by no means the largest month of that year, was over 52,000 machines.

For the whole of 2003 Honda, Yamaha, Suzuki and Kawasaki exports to Europe totalled over 420,000 units compared to under 158,000 last year.

I realise that most of you reading this will know all this, it is not "new news" after all - but sometimes you have to just take a moment and a deep intake of breath to contemplate the sheer size and vertiginous slopes of the mountain the motorcycle industry in Europe has just started to climb.

As I have been saying regularly the past 24 months, "better is good", and like any first gear, the first steps are the toughest and require the greatest of effort.

I am not negative about the coming months and years, just suitably cautious. It is worth remembering just how far we still have to go before anyone thinks that the recession is over; it isn't - all that has happened is that this year we "just" have 95 percent of it left to endure.

I don't want to rain on anyone's parade, but don't put the umbrella down quite yet!

“market growth remains fragile”

**Robin Bradley
Publisher**

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NEWS BRIEFS

RICK'S Motorsports Electrics has announced a minimum advertised price (MAP) policy. Designed to support Rick's as a premium brand in the international replacement electrical component industry, it will apply to all distributors, dealers and retail sales outlets that sell the Rick's line.

The Metzeler RoadTec Z8 Interact has been named the best sport touring tyre by the German magazine Motorrad.

The man widely credited (blamed?) with bringing Ducati into Volkswagen Audi Group (VAG) ownership, Ferdinand Piech, has been forced to resign as Chairman following boardroom disagreements. Piech is a self-proclaimed 'Ducatista', and many observers thought his acquisition of the Bologna manufacturer was a 'vanity' exercise. Piech, 78, had been effective leader at VAG for some 20 years; he is the grandson of Ferdinand Porsche, the designer of the original Nazi era Volkswagen Beetle.

Hammerhead, the Chinese ATV/UTV manufacturer bought recently by Polaris, has been hit by a \$560,000 fine by the EPA in the United States for imports of some 4,000 uncertified vehicles into Texas between 2007 and 2011.

Arctic Cat has reported a net loss of \$21.5m (from \$2.6m loss in Q1 2013/2014) on net sales of \$98.9m (-32 percent) for its 4th quarter (ending March 31st 2015); net earnings were \$4.9m on full year (2014/2015) sales of \$698.8m vs. net earnings of \$39.4m on net sales of \$730.5m for the prior year.

Polaris continues on the acquisition trail - Timberland Products, a dirt/snow bike conversion kit manufacturer at Sandpoint, Idaho, is the latest morsel to be gobbled up!

Indonesian motorcycle sales in 2015 are expected to reach 6.8 million units at most, the Indonesia Motorcycle Association has said - down 13 percent from around 7.8 million units sold in 2014 and below an earlier target of 7.7 million.

Suzuki annual PTW/ATV production -11.2 percent

For their financial year from April 2014 to March 31st 2015, net sales in Suzuki's motorcycle business decreased by ¥16.1 billion (6.0%) to ¥250.5 billion - mainly due to reduced sales in Asia, according to the company.

Motorcycle operating income of ¥0.1 billion in the previous fiscal year became an operating loss of ¥0.7 billion.

Suzuki's total worldwide production of motorcycles and ATVs was down by -11.2 percent at 1,799,000 units (from 2,033,000 in 2013/2014). Domestic Japanese production was 154,000 units (-14.7 percent) with exports of those machines -17.6 percent at 105,000 units from 127,000 in 2013/2014.

Total unit sales (including 22,000 ATVs) are reported -12.8 percent for 2014/2015 at 1,763,000 from 2,022,000 in 2013/2014.

Sales in Europe were 45,000 units, -5.3 percent; but up by +0.9 percent for the first quarter of 2015. In North America sales were - 3.9 percent for the year at 43,000 units; but up by +19 percent for the first three months of 2015. Domestic sales in Suzuki's home market were down -9.5 percent

at 67,000 units for the year, with sales there for the first quarter of 2015 year down a massive -23.6 percent.

Addressing its clear need for what Suzuki itself is calling a "reconstruction" of its motorcycle business, the company says that it intends to "review its omni-directional business strategy and take aggressive steps such as selecting and concentrating the region, product and technology, strengthening its marketing capability, shortening its

development period, introducing its products in a timely manner and challenging to implement state-of-the-art technology and design, among others, thereby offering value that exceeds customers' expectations".

The company went on to say that by doing so they will be "aiming at recovering its presence in the motorcycle market".



BMW - fifth consecutive month of growth

MAY saw BMW post its fifth consecutive month of growth, supplying 15,004 motorcycles and maxi scooters, up by +6.5 percent over the 14,088 units sold in May 2014.

In the first five months of the year BMW has supplied 62,928 units, up +6.4 percent over May 2014.

Heiner Faust, Head of Sales and Marketing for BMW Motorrad, said: "The strongest growth is coming from Europe and Asia. In Germany alone sales increased by more than 1,000 vehicles as compared to the previous year, and we are seeing especially strong growth in China - nearly 100% up (over 1,100 units) compared to the previous year. We believe the future prospects for us in the Chinese market are very promising".

The new BMW sports tourer, the R 1200 RS, became available in the middle of May

and the company points to this and the new adventure sports model, the S 1000 XR, becoming available in mid June, as good indicators for continued growth in the second half of the year.

"We continue to see strong demand for our new models.

The launch of the R 1200 RS went very well, our world travel enduro bike, the R 1200 GS Adventure, now in its second year, is selling well above 2014 and we sold almost 1,000 units of our new Supersports bike, the S 1000 RR, in May alone".



BMW anticipate record crowds at their 15th 'BMW Motorrad Days' rally at Garmisch-Partenkirchen in Southern Germany July 3rd - 5th



Kawasaki unit sales up over 7 percent in Europe for 2014/15



THE Motorcycle & Engine division of Kawasaki Heavy Industries has released financial data for its full financial year (the 12 months from April 1st 2014 to March 31st 2014) revealing worldwide sales of 581,000 motorcycles, ATVs, UTVs, and PWCs.

This is down from the 590,000 units

sold in its 2013/2014 financial year, but net sales revenue is up (at 282.4 Bn Yen, from 278.2 Bn) due to the value of increased sales of higher value products (especially UTVs in North America) relative to the decrease in motorcycle unit sales seen in Latin America and Thailand.

However motorcycle and related product sales were up in Europe by 7.55 percent at 57,000 units (worth 50.1 Bn Yen). The company is forecasting growth to around 60,000 units in 2015/2016.

While UTV sales (in particular) were up for Kawasaki in North America,

motorcycle units were down to 49,000 from 51,000 in the prior year. Motorcycle and related product sales were also down in their domestic Japanese market at 15,000 units from 19,000.

International Motorcycle Show Series



FORCED into cancellation of the ill-conceived attempt to revive its Dealer Expo with a pre-Christmas move to Chicago after just one year, the now British owned UBM Advanstar Powersports Group has announced an 11 stop tour for its Progressive International Motorcycle Show series later this year.

In an attempt to salvage something from the near 50-year history of its Dealer Expo, the shows will now incorporate a "business-to-business platform" that will facilitate

meetings between manufacturers and dealers in each market."

The new B2B platform is being designed to "serve the educational, information and training needs of dealers in each market." Advanstar say they are acting "in response to industry demand", and that the 2015-16 IMS nationwide tour "business-to-business platform" will provide "vehicle and aftermarket manufacturers and allied services the opportunity to meet with dealers in each of the 11 markets", said Tracy

Harris, senior Vice President of the UBM Advanstar Powersports Group.

www.motorcycleshows.com

The 2015-16 schedule is as follows:	
Oct. 30 - Nov. 1, 2015	Portland, Oregon
Nov. 6-8, 2015	Sacramento, California
Nov. 20-22, 2015	Long Beach, California
Dec. 11-13, 2015	New York, N.Y.
Jan. 8-10, 2016	Miami, Florida
Jan. 15-17, 2016	Fort Washington, Pennsylvania
Jan. 22-24, 2016	Dallas, Texas
Jan. 29-31, 2016	Cleveland, Ohio
Feb. 5-7, 2016	Minneapolis, Minnesota
Feb. 12-14, 2016	Chicago, Illinois
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Piaggio reports +9% first quarter sales revenue

IN the first quarter of its 2015 financial year (January to March 2015) the Piaggio Group says that its two-wheel sector businesses shipped 74,200 vehicles (76,500 in the first quarter of 2014), for net sales of €204.1 million (+4.3% from €195.7 million in the year earlier period). This includes spare parts and accessories revenue of €29 million, +13.5% from the first quarter of 2014.

All the main geographical areas where the Piaggio Group operates in the two-wheeler sector reported net sales growth, assisted by a no longer adverse exchange rate effect, a feature of the entire first half of 2014. Revenue amounted to €139.8 million in the EMEA area (+2.2% from the year-earlier period), €43.7 million in Asia Pacific (+17.1%) and €5.7 million in

India (+43.2%).

In the scooter segment, the Vespa brand performed well, with revenue growth of +14.1% compared with the first quarter of 2014. Growth was also reported for the Piaggio Mp3: revenue for the Group three-wheel scooter range rose by +12.7% in the first quarter of 2015 from the year-earlier period.

In motorcycle terms, growth was reported for the Aprilia brand (approximately 3,450 shipments in the first quarter of 2015, an increase of +3.4% from the year-earlier period) and for the Moto Guzzi brand with approximately 2,200 shipments and an increase of +6.1%. Beginning in the second quarter of 2015, both brands will benefit from the launch of important new products: the Aprilia

RSV4 and the Tuono 1100 and, for the Moto Guzzi brand, the Audace and the Eldorado 1400cc.

The company reported "positive performance" in the first quarter of the year, and a "general improvement on the main profitability indicators".

Group consolidated net sales in the first quarter of 2015 totalled €302 million, an improvement of more than +9% from 276.8 million euro in the year-earlier period.

The industrial gross margin for the first quarter was €88.1 million, with an increase in absolute terms of approximately €5 million (€83.2 million in the year-earlier period). Net sales margin was 29.2% (30.1% in the first quarter of 2014).

Operating expense in the first quarter of 2015 amounted to €77.3



Piaggio say that the 6.1 percent growth to 2,200 units seen at Moto Guzzi in the first quarter should be boosted for the rest of the year with the second quarter introduction of the Audace and the Eldorado 1400cc seen here

million (€71.5 million in the year-earlier period). Consolidated Ebitda was up at €36.3 million, from €32.5 million euro in the first quarter of 2014. The Ebitda margin was 12% (up from 11.7% in the year-earlier period), a result assisted by "significant cost efficiencies" during the first quarter.

The Piaggio Group closed the first quarter of 2015 with profit before tax of €2 million, up from €1.8 million in the year-earlier period. The first quarter of 2015 closed with a net profit of €1.2 million, a small increase from €1.1 million in the first quarter to 31 March 2014.

Net financial debt at 31 March 2015 was €568.4 million, compared with €492.8 million at 31 December 2014. Shareholders' equity at 31 March 2015 was €423.4 million, up by €10.3 million from €413.1 million at 31 December 2014.

Piaggio Group capital expenditure in the first quarter of 2015 was €21.3 million (€16.3 million in the year-earlier period), of which €14.3 million was for R&D spending (€10.1 million in the year-earlier period). The Piaggio Group workforce consisted of 7,782 employees, an increase of 148 from 7,634 at 31 March 2014; the Group had about 3,750 employees in Italy, unchanged from last year.



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Ducati see record sales in April 2015

ITALIAN manufacturer Ducati has said it delivered 7,309 bikes to customers in April 2015, which is up by +29 percent on April 2014 and makes it a record sales month for the Bologna based Audi subsidiary - beating the previous monthly record of 6,500 bikes in May 2012. Indeed the company says it has grown by 10 percent in total for the first four months

of the year (17,881 units). April saw record growth for Ducati in Italy (+ 69%), with the Ducati Scrambler not only its top-seller there. The company says that the launch of new products "that enhance the 2015 Ducati model range, including the Scrambler, 1299 Panigale and new Multistrada 1200, contributed to achieve such positive results. With their

DUCATI



innovative styles, technologies and performance they have truly won over the Ducatisti, together with new customers all over the world." In April 2015 Ducati sales registered steady growth in Europe as a whole compared

to April 2014, with Germany +52 percent, +54 percent in Spain, +50 percent in the UK and +13 percent in France, which, compared to April 2014, shows an increase by 52% in Germany, by 54% in Spain, by 50% in the UK, and by 13% in France.



European Commission to set up expert group on sustainable transport

ACEM, the Brussels based motorcycle industry trade association, has announced that following the adoption of Directive 2014/94/EU on the deployment of alternative fuels infrastructure, the European Commission has announced the creation of the Sustainable Transport

Forum (STF).

The STF will "bring together Member States and alternative fuels industry stakeholders".

The aim is to "enable a structured dialogue and exchange of best practices". The group will "provide advice and technical expertise to the

Commission on the development and implementation of legislation, policies, projects and programmes in the field of alternative transport fuels".

It will also "deliver opinions and submit reports to the Commission on any matter of relevance to the

promotion of alternative transport fuels in Europe".

Links to the application site and to more information on the STF can be found in ACEM's news release at www.acem.eu

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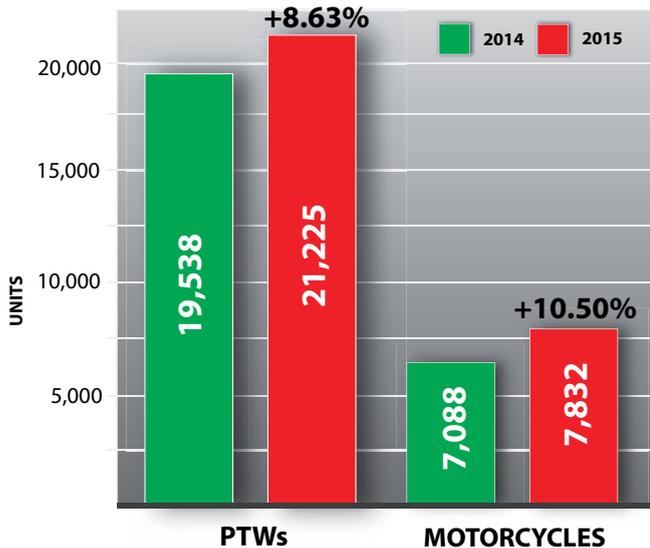


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Italian May Registrations



New motorcycle registrations +10.5 percent in May

THE latest data released by the motorcycle trade association in Italy (ANCMA) shows that new motorcycle registrations in Italy in May were +10.5 percent at 7,832 units, and that the Italian market is +10.01 percent at 32,863 units for the year-to-date.

In total PTW terms the Italian market was up by +8.63 percent in May (21,225 units) and is +3.04 percent for the year-to-date (78,549 units) - the best May market

performance there since 2013 and the best year-to-date for the first five months since 2012.

The top-selling motorcycle in Italy in May was the Ducati Scrambler (390 units); Yamaha's MT-09 Tracer was second, with BMW's R 1200 GS third; the top-selling scooter was the Honda SH150 (978 units).

New motorcycle registrations in Italy have now been up for four out the first five months of the year.

Japanese 250cc+ motorcycle exports -8 percent in April

THE latest data released by the motorcycle industry trade association in Japan (JAMA) shows Japanese motorcycle manufacturer 250cc+ exports to Europe down by nearly -8 percent for April (at 12,742 units) and broadly "flat" for the year-to-date at 67,131 units. To put that in context, this is the lowest April figure since 2011, with April 2007 seeing

the "Big Four" Japanese manufacturers export some 52,000 units to Europe. In 2007 the first four months of the year were worth more than double the present level at 199,000 units. Exports to the United States (250cc+ machines) were down by a massive -43.22 percent in April at just 5,466 units and are now running at -28.45 percent

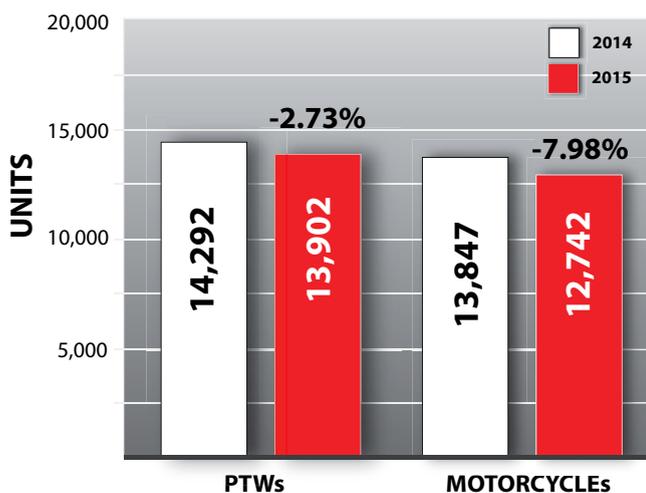
for the year-to-date at just 34,220 machines.

In global terms Japanese motorcycle manufacturer exports of 250cc+ machines were down by -20.55 percent at 23,880 units in April, and -9.2 percent for the year-to-date (134,885 units).

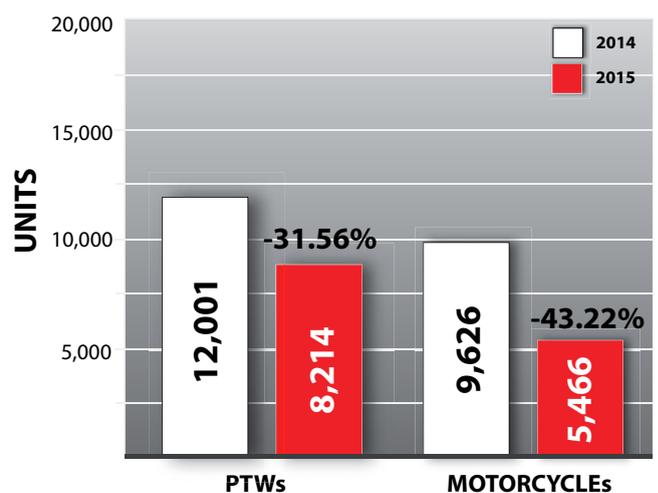
A lot more Japanese brand motorcycles and small cc machines are now coming into

Europe from subsidiary and affiliate factories elsewhere in the world, but the data still makes alarming reading as the historically market-defining "Big Four" look increasingly like a "Big Two plus a few other models" as European and American manufacturers take ever increasing shares of a much smaller market in Europe and North America.

Japanese Exports to Europe - April



Japanese Exports to the US - April



Swiss motorcycle registrations +14 percent year-to-date

ACCORDING to the latest data released by the motorcycle industry trade association in Switzerland the motorcycle market there was up at 3,730 units compared to 3,422 in May 2014, and is up by +14.36 percent for the year-to-date at 15,339 units.

In total PTW terms the market was down slightly in May (-70 units), but is



running at +4.39 percent for the year-to-date at 24,599 units.

Yamaha are on top spot in total PTW market share terms, followed by Honda BMW, Harley-Davidson and BMW; Yamaha are also taking the largest market share of motorcycle sales, followed by BMW, Harley-Davidson, Kawasaki and Honda.

The top-selling motorcycles are Yamaha's MT-07, their MT-09 second, BMWs R 1200 GS third, the MT-09 Tracer fourth, with the Ducati Scrambler fifth. Some 51.3 percent of all motorcycle sales in Switzerland are over 500cc.

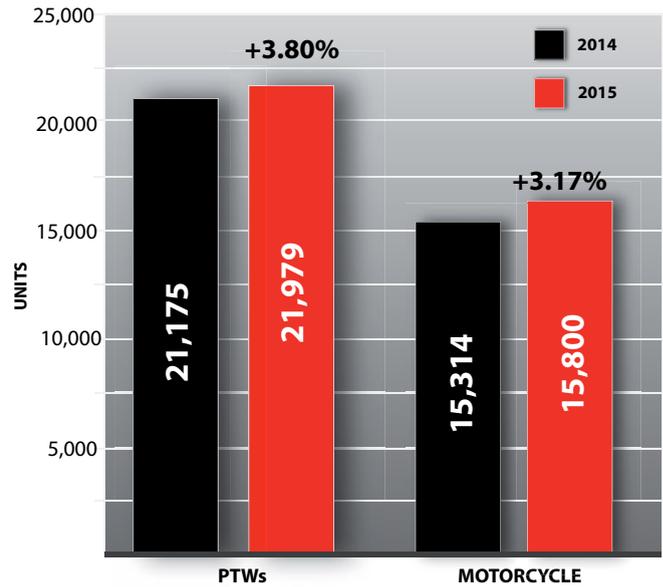
www.motosuisse.ch

German motorcycle registrations up by +3 percent in April

THE latest data released by the German motorcycle industry trade association (Industrie-Verband Motorrad Deutschland e.V./IVM) shows new motorcycle registrations at +3.17 percent in April at 15,800 units, and +4.75 percent at 46,019 units for the first four months of the year. With the exception of a modestly better 2013, this is the best April performance in the German market since before 2009. For the year-to-date the market is running at +4.75 units with 46,019 new motorcycles registered so far - the best first

four months market performance seen there since before 2009. In total PTW terms April was +3.8 percent at 21,979 units, and is +3.78 percent for the year-to-date at 61,799 units - also the best seen since before 2009. The IVM, their members and dealers in Germany will be relieved at how sales have performed in March and April after a soft start to the year saw sales down year-on-year in Germany in January and February.

German April Registrations



UK new motorcycle registrations +13 percent in May

THE latest data released by the motorcycle industry association in the UK (MCIA) shows new motorcycle registrations for May up by +13.14 percent at 10,856 units, with the market +13.57 percent for the year-to-date at 44,337 units.

In total PTW terms the UK was +10.74 percent for May (11,638 units) and is +11.3 percent for the year-to-date (47,837 units).

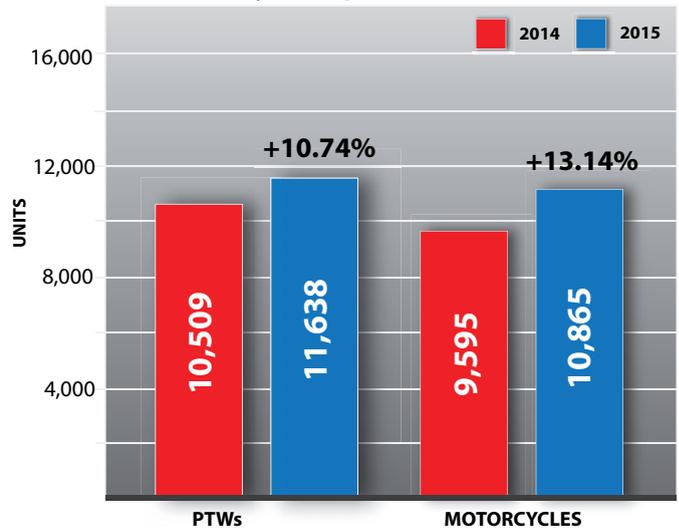
This is the best May and year-to-date sales performance for motorcycles since before 2009.

The 'Naked' style (+32.2 percent/9,728 units) and Adventure Sport (+22.1 percent/6,051 units) sectors continue to lead the growth in

the UK. Supersport models were up in May at +11.4 percent and are now level for the year-to-date; the small touring bike and sport/tourer sectors were both down in May (-18.6 and -13.8 percent respectively) and for the year-to-date (-24.9 and -16.8 percent respectively).

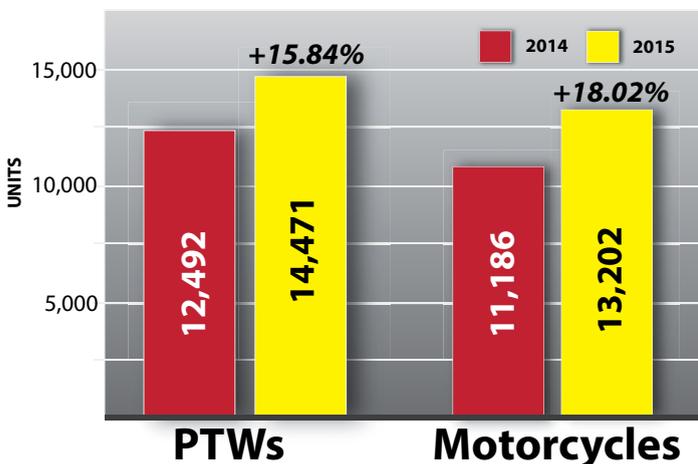
The top selling motorcycle in the UK in May was the Yamaha MT-07 ABS, with their MT-09 Tracer second. The top selling scooter was the Honda PCX 125. Honda take top spot in the UK in market share terms (1,963 units in total in May), with Yamaha second (1,779 units), Triumph third (915 units), BMW fourth (840 units) and Kawasaki fifth (703 units).

UK, May Registrations



Spanish motorcycle market +18 percent in May

Spanish May Registrations



THE latest data released by the motorcycle industry trade association in Spain (ANESDOR) shows new motorcycle registration in Spain for May up by over 18 percent at 13,202 units with the year-to-date in Spain up by nearly +18 percent at 49,067 units.

This represents a dramatic continuing recovery for a market that saw sales collapse when the recession hit. This is the 21st straight month of growth in Spain, best May market there since 2010 and best first four-month market performance since 2011.

The strongest growth was in the large displacement 750cc+ sector where new registrations were up by +27.4 percent in May; sub-125cc "light

motorcycle" sales were +19.4 percent, representing 61.7 percent of the market; 126-750cc were +10.5 percent.

Scooter sales were +18.1 percent, taking 68 percent of the market, with on-road motorcycles +20.3 percent and off-road models +8.6 percent.

Jose Maria Riano, the General Secretary of ANESDOR, said that "the whole motorcycle sector continued to grow in May, despite PTWs still being excluded from government initiatives and incentives such as preferential PIVE (VAT) benefits, as citizens increasingly value the advantages of the bike in terms of mobility, parking, reduced costs and environmental impacts".

Gas Gas in bankruptcy filing

SPANISH trials bike manufacturer Gas Gas has filed for insolvency in the Spanish courts.

As reported by MotoWEEK and International Dealer News in February, the company had hit financial trouble and suspended production, but expected that it would be able to raise the necessary investment to enable it to continue trading.



However, although there are still said to be parties in negotiations to acquire the business as a "going concern", to date no investor has agreed a deal, and with a deal with the shareholders falling through at the last minute, a May 18th bankruptcy filing could result in a court appointed trustee taking control of the company in the coming weeks.

If no deal can be agreed, then the company will be sold. Gas Gas is thought to have debts of some €30 million. In January Gas Gas Motos Chairman Yariv Gilat said the company had been working on a restructuring plan that included new shareholder investment to support the company's growth, but that the banks had "delayed their answer" and forced the company to "start some legal actions in

order to protect the company and push the process forward".

In 2014 the Catalan government agreed to provide Gas Gas with €2 million to fund the plan, including acquisition of new technology to improve their two and four stroke engine production. That decision followed a €4 million investment by an international consortium in 2013.

Last year it was announced that Gas Gas would merge with Ossa and re-launch that brand, having previously agreed to share production facilities and personnel. Ossa was re-launched in 2009, three decades after its closure, and were believed to be producing around 800 trials motorbikes.

Gas Gas itself was founded in 1985,



so was hoping to celebrate its 30th anniversary this year. It is estimated that the company was producing some 9,000 bikes per year as recently as 2012/13, of which 95% were exported, 37 percent outside Europe. It is said that the company was providing jobs for 500 direct and indirect workers.

Early last year Gas Gas reached an agreement with Moto Italia s.r.l., the former Husqvarna Motorcycles s.r.l., to acquire their two and four stroke engine technology, a deal that had the approval of the Austrian KTM group, who acquired the Husqvarna Motorcycles brand in early 2013.

SBS Brakes opens US office

SBS Friction, the Denmark based manufacturer of brake pads, is responding to continued increased sales in North America by upgrading its presence in the US powersports market with the appointment of Chris Jensen as SBS Brand Manager for the USA. Jensen, who will be based in the Chicago area, joins SBS from Eric Buell Racing (EBR) where he was working on supporting EBR dealers worldwide. Before



Chris Jensen is taking on the role of SBS Brand Manager for the USA

joining EBR, Chris used to run his own performance parts shop and has previously worked for performance specialists such as Pirelli, Öhlins and SBS.

In addition to the recruitment of Jensen, SBS has announced that SBS Business Development Manager Johan Rauff Kristensen, who had been managing the company's V-Twin market affairs in the United States and internationally, is leaving the company in order to



Johan Rauff Kristensen will be leaving SBS to set-up his own business

start his own powersports industry consultancy, with SBS among his clients. www.sbs-friction.dk

Honda 2014/15 powersports unit sales stable at +0.7 percent

HONDA has announced that Group unit sales for the financial year ended March 31st 2015 saw the company sell 17.765m motorcycles and other powersports industry vehicles (ATVs etc).

That is +0.7 percent over 2013/2014, and within 50,000 units of forecast for the year. For the final quarter of their financial year, the first quarter of 2015, they sold 4.615m units (+0.115 percent over the first three months of 2014).

In overall corporate terms Honda's fortunes continue to respond to treatment, but there is still quite some way to improve before the impacts of the downturn are fully behind them.

Consolidated operating income for the fiscal fourth quarter (January 1, 2015 through March 31, 2015) amounted to 111.9 billion yen, a decrease of -32.3% compared to the same period last year.

Honda say their performance in the past year has been impacted by increases in selling, general and administrative (SG&A) costs, including quality-related costs, and a decline in automobile unit sales in Japan.

These impacts have been greater than the benefits received from profit-increasing factors such as strong sales in Asia and favourable currency effects associated with depreciation of the Japanese yen.

For the fiscal year (April 1, 2014 through March 31, 2015) consolidated operating income amounted to 651.6 billion yen, a decrease of -13.1% compared to the previous fiscal year; with consolidated net income for the year -8.9 percent at 522.7 billion yen.

Honda is leaving its quarterly dividend for the fiscal fourth quarter unchanged at 22 yen per share - the same amount

as for the same period last year. Total cash dividends to be paid for the fiscal year ended March 31, 2015 are planned

to be 88 yen per share, an increase of 6 yen per share from the previous fiscal year.



Tenneco closes Marzocchi

THE \$8.4Bn turnover, 28,000 employee Tenneco group, owner of Marzocchi, has closed the legendary Bologna, Italy based suspension manufacturer, resulting in 120 job losses and leaving a number of motorcycle manufacturers looking for replacement product.

Marzocchi has been in trouble for many years, having well documented quality control and financial issues. Indeed, Tenneco reduced the workforce in 2011 but, at that stage,

kept the factory open as a result of union pressure. However, the changes taking place in the suspension industry with the spread of electronically controlled and adjusted systems and semi-active electronic suspensions rapidly becoming a de facto standard requirement for OE product, it is believed that Tenneco wasn't prepared to front-up the huge investment that would have been required to turn their loss-making Italian subsidiary around.

Of all people, Tenneco know only

too well the kind of capital investment and R&D lead time required for getting into the electronic suspension market - they are the owners of the giant American automotive shock absorber manufacturer Monroe.

There had been speculation that Marzocchi would be a "softclose" with stocks being run-down and the factory finally closing later this year, but it has now emerged that Tenneco has acted decisively to close the company down completely and



sooner.

Tenneco acquired Marzocchi in 2008, just as the motorcycle suspension market bottomed out. Marzocchi was founded in 1948 and was one of the last few component manufacturers left in Bologna's famed "Motor Valley".

BMW and Alpinestars in apparel airbag technology deal

BMW Motorrad and Alpinestars have announced that they are starting "an exclusive cooperation in innovative motorcycle safety clothing systems". The first product to be launched under this cooperation will be a BMW jacket jointly developed by BMW and Alpinestars, combined with an airbag waistcoat developed using Alpinestars' apparel airbag technology. Being co-branded by

both manufacturers, it will be available in both male and female versions with a public debut planned for later this year. Based on the Tech-Air airbag system, which is described by Alpinestars as the "world's first self-contained street airbag system that independently functions without the need for sensors to be installed on the bike", eliminating the need for the rider to link a specific motorcycle to the airbag system.

This means that the airbag waistcoat offers the freedom to ride any bike on any surface at any time - there is no requirement for setting up electronic pairing between rider and/or passenger and motorcycle. This BMW/Alpinestars jacket and airbag waistcoat is said to "offer comprehensive upper body protection including shoulders, back and frontal torso. By incorporating its

sensors close to the rider's body the airbag system activates without the need for a triggering wireless signal to be sent from the bike".

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Yamaha European unit sales up by +32 percent in first quarter

FOR the first quarter of its new financial year (January - December 2015) Yamaha's global net sales income from motorcycles was up by +8 percent (243.5 billion yen, up 18.0 billion yen) compared with the same period of the previous fiscal year; operating income was 10 billion yen, an increase of 6.2 billion yen (+164.2%). Yamaha's total global unit sales for the first quarter of 2015 were actually down by nearly -14 percent (193,000 units) at 1,196,000 from 1,389,000 in the first quarter of 2014. However, in Europe unit sales were up by +32 percent/14,000 units at 57,000 units from 43,000 in the year-ago quarter, and up by +26 percent/5,000 in North America at 24,000 units from 19,000 last year. Unit sales were down in Asia at -16 percent/187,000 (966,000 units, from 1,153,000 in the first quarter of 2014); in Japan their

unit sales were down - 29 percent/11,000 (27,000 units from 38,000 last year). The company says that unit sales increased in "developed" markets such as the U.S., where demand continues to recover, and Europe where the MT-09 TRACER continues to do well. The unit sales decreases seen in Asia and Central and South America resulted in overall unit sales being down in global terms. Net sales income is said to have "surged significantly" thanks to increased sales of products in the higher price range in developed markets such as Europe and North America. Emerging markets also generated increased income with the introduction of new products, even though unit numbers were down. Operating income also increased in both developed and emerging markets. Yamaha say that the



Yamaha say the MT-09 continues to drive sales growth in Europe

factors generating increased income include sales increases driven by introduction of new products, cost reductions, and yen depreciation absorbing

negative factors such as increases in administrative expenses, development costs and currency depreciation in emerging markets.



Yamaha 'MT-25' will come to Europe



YAMAHA has confirmed the launch of the 250cc liquid-cooled MT-25 series sports model, initially in Indonesia, with first year production of 10,000 units targeted.

Yamaha say that the 'MT-25' brings the "sporty feeling that is enjoyed in the everyday speed ranges of the 'MT-09' and 'MT-07' and the character of the 'MT' series to the 250cc class."

The riding position is described as

"suited to agile yet comfortable city riding", with a design that "expresses the 'mass forward silhouette' and feeling of mass centralisation shared across the 'MT' series with a two-cylinder engine that brings a sense of elation to mid- and high-speed range".

The 'MT-25' weighs-in at 165kg, and Yamaha say it will be rolled-out into "developed markets", including Europe, in the future.

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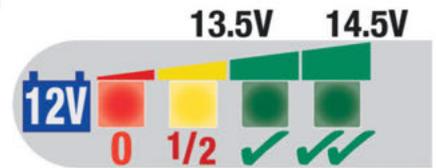
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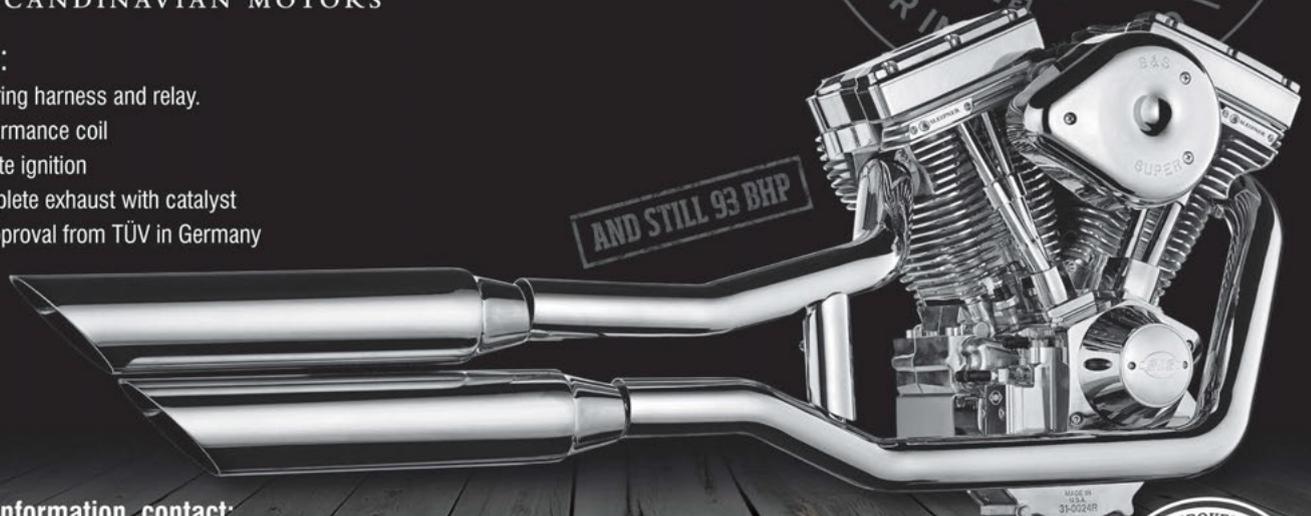


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Off-road billet clutch baskets

BARNETT'S clutch baskets are CNC machined from aluminium and feature replaceable stainless steel inserts that are said to prevent grooving of the basket where the clutch plate tabs make contact. Oil passage windows are machined into the basket to increase oil flow to the clutch plates to provide cooler operating temperatures and a longer clutch life.

Included with each basket are grade 8 quality fasteners and where applicable a backing plate is included too. Select applications come with the center kicker gear already installed.

Barnett's billet clutch baskets are available for popular 80cc and up off-road motorcycles and sport ATVs.

BARNETT CLUTCHES & CABLES
Ventura, California, USA
Tel: +1 805 642 9435
info@barnettclutches.com
www.barnettclutches.com



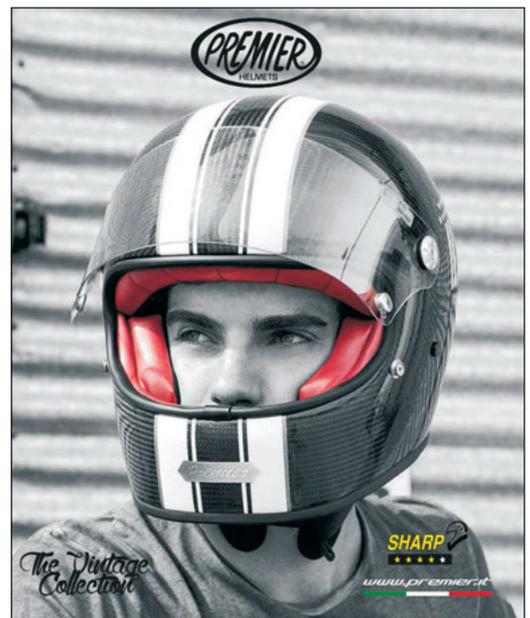
Trophy retro helmet - two shell options

70s retro style helmet Trophy is a moulded DCA fibre shell (carbon, Dyneema and aramid fibre) mixed with epoxy resin.

The internal shell is moulded in different EPS densities to offer the best energy absorption in case of an impact.

The homologated visor has an anti-scratch treatment and is attached to the shell with glove-friendly buttons. The inner lining is made from anti-allergenic sanitised fabric with synthetic leather finishes. The cheek pads are made with synthetic leather, and the retention system has a Double D ring fastener. Premier say that, as with all their helmets, the Trophy is homologated to ECE 22-05; it is available in four graphics and a selection of mono colour versions.

PREMIER HELMETS
Lucca, ITALY
Tel. +39 0583 730310
info@premier.it
www.premier.it



Bar-end weights - choice of colours

NOTED German bike and parts designer LSL is now making two-colour anodised handlebar end weights that ship with inserts for use on 14mm or 18mm internal diameter bars. Owner and chief designer Jochen Schmitz-Linkweiler says that the company uses a specially formulated and designed anodising process to achieve different colours for the machined parts, and that they are available in four different colour combinations - black/red, black/gold, black/silver and black/matt black.

LSL MOTORRADTECHNIK GMBH
Krefeld, GERMANY
Tel: +49 (0)2151 555 915
info@lsl.eu
www.lsl.eu



A choice of inserts mean LSL's dual-colour bar end weights can be used with 14mm and 18mm internal diameter bars



Dominator GTX jacket; 20th anniversary touring new bike build

REV'it! has marked the launch of its new touring jacket, the Dominator GTX, and 20 years of product development by building a two-wheel drive project bike named REV'IT!#95.

Rev'it! say they used customer feedback to develop the Dominator GTX jacket as a modular concept. Designed to offer protection from wind and rain, it uses a Gore-Tex membrane bonded to a 3L outer shell. Ventilation panels and zippers make it usable in hot conditions.

For rider protection the Dominator GTX is equipped with new Seeflex CE-level 2 shoulder and elbow protectors, a Seesoft back protector and Gore-Tex Pro Talisman shoulder and elbow panels. The jacket also comes prepped for an Adventure neck brace, and additional safety features include laminated reflection taping, safety seams and a detachable kidney belt. Internal zips mean a challenger cooling vest can be worn, and the outer shell is hi-vis vest friendly. The REV'IT!#95 project was named for the year 1995, when Rev'it! began designing motorcycle clothing. Rev'it's creative director Gerbrandt Aarts brought together Gregor Halenda, Chris Cosentino and Scott Kolb, a team of artists, designers and engineers to

convert a KTM 950 Super Enduro into an all-wheel drive machine, with the adaption of a Christini kit.

"Over the years, our products' complexities have increased alongside their features", said Aarts. "All Rev'it! products are highly functional with an a brand signature approach to advanced but straightforward design. This design vision has been transmitted to the motorbike, which features advanced technology in a simple and honest presentation - putting the parts that improve the rider's experience on display".



The REV'IT#95 project bike is a KTM 950 Super Enduro converted to all-wheel-drive with an adapted Christini kit built to mark the 20 years since the company started designing motorcycle apparel in 1995



The Dominator GTX jacket with Gore-Tex membrane and Seeflex CE-level 2 protectors

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Hevik rain protection



THE Italian brand presents its new "pocket" gear, "providing effective protection from unexpected showers

The garments are the discreet Ultralight 2-piece rain suit and the high visibility Rain Fluo jacket. Both items are extremely compact and can be carried in a storage bag. The waterproof clothing is made in 70-denier Nylon 190T, waterproof for a water of column of up to 3,000 mm. The fabric is extremely light, yet 100% impermeable. To reinforce their watertightness even further, Hevik has equipped its new jackets with practical sealed seams that avoid water leaking in. Both the Rain Fluo jacket and the Ultralight rain suit rely on windproof material that acts as a shield against cold air whilst commuting by motorcycle or scooter.

Closure of the jackets is by means of a front zipper protected by a Velcro flap. To achieve maximum impenetrability and prevent air leaking through the cuffs, they also feature an elastic closure with Velcro at the wrists. In an effort to make the motorcyclist safer, Hevik has added reflective inserts on the rear of the jackets.

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Brescia, ITALY
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info@hevik.com
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New S100 products

DR OK Wack has added three new products to its S100 motorcycle cleaning and detailing programme. S100 Dry Lube chain spray is said to combine the advantages of grease and dry lubricants through an "innovative hybrid formula", which contains PTFE "optimum wear and corrosion protection by providing a dry and flexible protective layer". S100 Dry Lube chain spray is transparent, water and dirt-repellent and can be used for all O-, X-, and Z-ring chains. In France, Spain and the UK the Dry Lube Chain Spray is available as SDoc 100 brand. Designed to prevent soiling of tyres, rim,



DR OK WACK CHEMIE GMBH
Ingolstadt, GERMANY
Tel: +49 (0) 841 635 57
wack.info@wackchem.com
www.wackchem.com



swingarm, and other parts of the bike when spraying lube onto the chain, the S100 Chain Spray Splash Guard is an accessory for use with spray aerosol cans with a diameter of 57mm. Once in place it prevents overspray from landing on the bike. S100 Leather Balm for riding apparel is said to be made up from high-quality nutrients, such as jojoba oil and bee's wax, to "deeply penetrate the leather and help keep it soft, supple and resistant". Quickly absorbed without residue, it is said to provide excellent colour restoration.



Auto clutches for KTMs

REKLUSE now has Core EXP auto clutch kits available to fit KTM 1190 and 2015 KTM 450 SX-F models.

Rekluse say that its auto clutch will not only prevent stalling, but also improve traction and low-speed maneuverability. It features easy external adjustment with an adjustable slave cylinder and retains stock lever feel for normal clutch modulation. The conversion is said to protect the clutch basket and eliminate notching, while also allowing the bike to be bump-started by making a quick adjustment

Stalling prevention and improved traction are also said to be benefits offered by the Core EXP auto clutch kit for the KTM 450 SX-F Factory Edition. Like the option for the 1190, it also has easy external adjustment with an adjustable slave cylinder and retains stock lever feel for normal clutch modulation. Rekluse use proprietary steel TEC drive plates that are said to be more durable than the OEM part, have better oil flow for cooler operating temperatures and reduce drag.

Available from Rekluse distributors in Europe, including ExtraCross in Germany, Inntek in Italy, HocoParts for Benelux and EMX Ravind for Scandinavia; details on the Rekluse website.

REKLUSE MOTOR SPORTS
Boise, Idaho, USA
Tel: +1 208 426 0659
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www.rekluse.com



2015 KTM 450 SX-F Factory Edition Core EXP



2013-2015
 KTM 1190
 Adventure
 EXP

Touring Screen

WUNDERLICH, the German BMW aftermarket parts specialist, is now offering a touring screen to fit the '14-onward S 1000 R. Higher than the standard screen, it is said to have a "flowing profile for enhanced wind protection" and a "flip" at the top to help reduce turbulence and wind noise.

The company states that the new screen is made

from an optically pure UV-resistant material and that the edge is laser-rounded and polished for a safe and attractive finish. Supplied with TÜV certification.

WUNDERLICH GMBH
Sinzig, GERMANY
Tel: +49 (0)2642 97980
wunderlich@wunderlich.de
www.wunderlich.de



OptiMate makes solar charging more efficient

TECMATE have been researching 'off-grid' charging for years. The challenge they have been trying to meet is to overcome the inefficiency of traditional solar charging devices, while meeting riders' needs for a reliable source of 'off-grid' energy to maintain their vehicle batteries while still being able to know the condition of battery at all times during the charging cycle, or during long-term charge maintenance. Solar chargers for 12V batteries have been available for some time now, yet many who have tried them have been disappointed by low power delivery and the lack of information during charging - this makes for a frustrating charging experience. The primary problem is that efficient solar charging starts with unobstructed and direct sunlight onto the panel surface. However, even with 6-8 hours of perfect daily sunshine, power delivery is affected by the fixed position of the panel and in reality, very few days are perfect for solar unless you live in the Sahara desert! On an even modestly cloudy day power delivery can drop to 20% or less, effectively reducing charge current below the level that will charge the battery and fail even to combat the current drain from the vehicle circuitry. Some 12V panels come with built in charge controllers, but they may use 2-3W of power just to operate, resulting in very little power reaching the battery. Tecmate has now developed an OptiMate SOLAR charge controller that converts low

constant solar energy into efficient pulses of energy that are more effective for battery charging. The principle is simple and, critically, very accurately controlled. A high efficiency capacitor is 'filled' (charged) by the solar panel; once full it is then discharged into the battery by the OptiMate SOLAR controller's micro processor-operated circuitry. This occurs repeatedly, with the frequency of pulses being directly managed by the solar energy being delivered, with each pulse only being delivered once the current level is effective for battery charging and maintenance. This process is highly efficient, the circuit needs around 4-8mA to control the power and indicate progress, resulting in almost all the delivered solar power being passed to the battery. A 4-step programme includes low volt desulphation pulse charge and safe long-term maintenance that is ideal for all lead-acid batteries, including motorcycle, automotive and marine. A battery as low as 1V can be recovered and charged, after which the safe long-term 'pulse' maintenance mode kicks-in to keep the battery 100 percent ready and, crucially, prevent sulphation from reoccurring. The programme is also smart enough to check if the battery can continue with the lower voltage maintenance mode when it starts to receive light again in the morning, rather than restarting the entire charging process again.

The company says that the OptiMate Solar controller is light and small enough to be located at the battery, even hanging directly off the fitted battery lead, instantly allowing full information access at a glance; information such as whether there is sufficient sunlight/solar power to charge a battery, whether it is charging or maintaining the battery, and how fast is it charging.



The TM-524 OptiMate SOLAR charge kit includes a 6W high quality solar panel that comes with a 2m/6 1/2 ft output lead ending in an SAE connector. By adding the OptiMate Charge controller, reach is expanded to 3m/10ft between solar panel and battery. If the panel is needed to be mounted further away, the reach can be extended with the O-3 or O-13 charge cable extenders. For those who already own a 12V solar panel, adding the OptiMate Solar charger kit will instantly improve the solar charge experience. The TM520 Solar charger kit works on 12V batteries and the TM521 Solar charger kit will convert a 12V solar panel into a 6V battery charger. Both kits are delivered with high grade durable cable accessories, including OptiMate's O-1 weatherproof battery lead and O-4 OptiMate battery clips - which connect directly to the OptiMate charge controller, as well as the O-27 polarity converter, just in case the solar panel's SAE connector is the wrong polarity. Tecmate are continuing to develop the range, and say that further solar products will be added soon, including new high-power solar solutions.

www.tecmate-int.com



OptiMATE

SOLAR POWER OK
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'Trax' aluminium cases

SW-MOTECH's Trax 'Adventure' aluminium side cases are available in 37 and 45-litre capacities and a choice of silver anodising or black powdercoat finish.

Robot-welded and manufactured from 1.5mm wall thickness aluminium, they have completely removable lids with quick-release fasteners and four large, strong tie-down points integrated into the geometry of the lid.

The large chamfer on the outer edges are for optimal

lean angle and ground clearance, and the protectors are made of glass-reinforced plastics.

They are designed to work with SW-MOTECH's own Quick-Lock Evo side carriers, but can also be used with the mounting plates of other well known carrier systems.

A full range of accessories is available for the Trax programme, including inner bags and case lid storage nets.

The company also offers dealers access to feature-rich, bike-touring friendly 'Racer' and 'Trooper' backpack product lines.



Trax Adventure

SW-MOTECH GmbH & Co KG
Rauschenberg, GERMANY
Tel: +49 (0)6425 820280
info@sw-motech.com
www.sw-motech.com



GT-Shield lever guards



gilles.tooling

GILLES Tooling's new GT Shield design meets the requirement for mandatory lever guards on closed circuit tracks.

CNC-machined from billet aluminium with fibre glass reinforced plastic, the use of off-set spacers means the guards can be adapted to various lever lengths.

The downward sloped design leaves enough space to place the hand at the outside of the handlebar.

Compatible with most Supersport bikes' original handlebars and Gilles own GP Light and Variobar handlebars, a special version is offered for stock BMW handlebars. Matching GT Shield clutch lever guards are also available.

Xman Racing Blouson

BELSTAFF has released its Xman Racing Blouson in distress-look off Green, with a coated polyurethane film added to the cotton fleece material to make it water repellent. The white cotton fleece is dyed and coated then hand finished.

This application technique is a new development within Belstaff's Pure Motorcycle range, resulting in a rubberized fabric that



offers comfort, protection and ease of wear. Features include quilted reinforcements on shoulders, elbows and back hem, CE removable soft protectors on the shoulders and elbows, metal breathers under arm, adjustable neck strap and upper pockets closed by flap and snap buttons ensure functionality is maintained.

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Infill side panels



Rear hugger



www.puig.tv



Sport screen



Engine guards

Honda CTX 700 N and Triumph T'bird accessory and safety options



Engine/radiator protection bars for the Thunderbird in 38mm oversized tubing; also available in black powdercoat for the CTX 700 N



Thunderbird sissybar with pad and integrated rack in rider and pillion versions; also available in black for the CTX 700 N

CTX 700 N rear luggage carrier seen here with optional baggage holder

GERMAN manufacturer Fehling is offering luggage options and crash bars for Honda's 2004 and later CTX 700 N and Triumph Thunderbird Storm Commander LT models.

Black powder-coated products for CTX 700 N include engine protection bars, side rails to support soft bags, a minimal tubular rear rack, a sissybar with integrated pillion pad, rear rack and 'Flex' top case carrier and side case holders, which can be used to mount the base plates from a number of hard luggage manufacturers, including Givi and Kappa.

For the Triumph Thunderbird Storm Commander LT Fehling has 38mm oversized engine and radiator protection bars in chrome, a chrome rear luggage rack and driver and pillion sissybars with back pad and carrier.

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Fehling Flex system top and side case carriers for hard luggage from the likes of Givi, Kappa and others



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Sports touring sidecar for BMW R 1150/1200 GS

WATSONIAN has developed a sports-touring sidecar specifically for use with BMW R 1150 GS and R 1200 GS models.

BMW uses its boxer twin engine as a stressed member on both the GS models, so Watsonian designed a sub-frame to attach the sidecar and modified its sidecar frame for the BMW GS, adding a roll bar, front and rear nudge bars and front-facing spotlights.

The sidecar rolls on a 15in split-rim style wheel covered by a minimalist hugger featuring a combined



LED tail light/indicator unit.

The bodyshell is based on the Watsonian GT4 and the wrap-around screen section folds up for ease of access. A passenger step is integrated into the chassis, incorporating a front LED indicator; the lockable trunk measures 63 x 76 x 53cm.

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CE Homologated boots with D3O

Gene Evo Sympatex boot



FURYGAN's Gene Evo is a CE homologated casual style technical boot offered with or without a waterproof and breathable Sympatex membrane. Gene Evo has a suede leather and Polyamide exterior with reinforcement over the toes for the gear selector, a large lace cover and protection for the ankle, heel and toes.

Also fitted with a Sympatex membrane, the CE certified Jet uses D3O for rider protection, has a cowhide leather upper with D3O protector on the malleolus alongside reinforcement on the heel and toes and anti-slip anti-torsion soles. D3O protection and a Sympatex membrane are also found in the cowhide leather Ted boot, which has D3O protectors on the malleolus, reinforcements on the heel and toes and also an anti-slip anti-torsion sole.

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www.furygan.com



Jet D3O Sympatex boot



Ted D3O Sympatex boot

Milow/Milena 'Urban Wear' lambs leather jackets

MODEKA has launched two new leather jackets in their Urban Wear line. Made from soft lambs leather, they are available in charcoal grey with a blue tint. The inner lining has a skull design and SAS-TEC protectors can be retro-fitted at the shoulders/elbows and the back.

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AMB multiClip kit

ABM is now offering its multiClip adjustable handlebars as a complete kit, with options available for most sportsbikes, including the latest Yamaha R1 and BMW S1000RR.

The complete package includes handlebars, steelflex brake hoses, clutch and throttle cable, fairings and various holders.

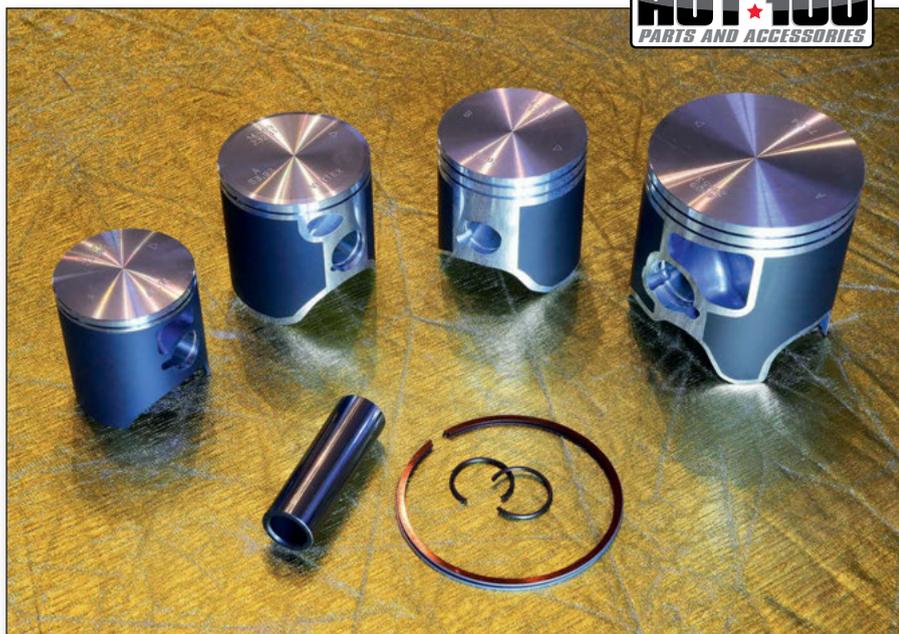
"Everything from a single source is the motto of our brand. We want to offer our dealers access to our adjustable clip-on handlebars with the advantage of all the necessary components and accessories coming from the one source - so the rider knows he can complete the job because nothing is missing and all the parts are compatible", says ABM CEO Christian Mehlhorn.



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ABM
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Piston kit options for 2015 50-300cc off-riders



VERTEX Pistons has updated its range of Replica, Race and Pro Race piston options for two-stroke off-riders (50 to 300cc capacity). The company states that their replacement pistons are durable designs offering significant performance increases. Their Race pistons are manufactured from silicon charged aluminium alloys using a gravity cast process. They feature a single ring to reduce their friction, a racing profile and an anti-seize film coating.

Forged aluminium with a high silicon content is used in the production of their forged Pro Race pistons, made from high silicon content aluminium that is said to deliver guaranteed performance endurance. Vertex's Replica pistons are similar to OEM,

but are claimed to have increased performance due to a molybdenum disulphide anti-seize film coating and are available for oversized bores in engines that have been fitted with big bore kits.

VERTEX PISTONS - VP ITALY SRL
 Reggio Emilia, ITALY
 Tel: +39 0522 918811
info@vertexpistons.com
www.vertexpistons.com



Draggin Jeans are Back in Black



THE latest option from Draggin Jeans is the BLKGEN, made from stretch denim, with a straight leg, mid-rise waistband and a sports liner that is said to draw away moisture in summer and keep the wearer warm in winter.

Made with Draggin's own abrasion-resistant Roomoto fabric, which is claimed to offer unrivalled safety and climate control, heat and sweat are drawn away from the skin while an anti-bacterial treatment keeps them fresh.

Draggin is the world's first Preferred Licensee for motorcycle garments built with DuPont Kevlar fibre, and it was this partnership that created Roomoto for abrasion resistance and day-long comfort.

CE approved armour is also available and can be fitted to the knees and hips for additional impact protection, if required.

Also, as a Preferred Licensee, Draggin Jeans has been invited to attend this year's C-Games at Austin, Texas, where Managing Director and former skate champion Grant Mackintosh will be showcasing the use of Kevlar in his designs on the DuPont booth.

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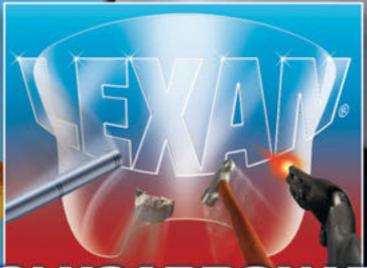
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Triumph conversion parts

ITALIAN Triumph parts specialist Free Spirits is now offering a black coated belt guard for its own belt drive conversion for Thruxton, Scrambler and Bonneville models. Also seen here is a dual disc front hub for twin front brake conversions. CNC machined, it can be used with the bike's original spokes and hub and uses 25mm Speed Triple axle

compatible bearings. Free Spirits owner and chief engineer Marcello Fontana suggests the use of '05 or later Speed Triple USD forks, or Speed Master forks, to provide suitable brake caliper mounts to complete the conversion. Marcellon says the hub is ideal for use on Bonneville, Thruxton and Scrambler models with spoke wheels.



This black coated belt guard is compatible with Free Spirits' Thruxton, Scrambler and Bonneville belt drive conversions



Front wheel hub for dual disc conversions on Bonneville, Thruxton and Scrambler models with spoke wheels



FREE SPIRITS S.R.L.
Carrè (VI), ITALY
Tel: +39 0445 390437
info@freespirits.it
www.freespirits.it

Kayaba shock mount upgrade for 2015 CFR450

ITALIAN suspension specialist Andreani is offering a new end-eye bracket specifically for the Kayaba shocks mounted as original equipment on the 2015 Honda CRF 450.

Made of CNC machined high strength, low weight red Ergal alloy. In addition to adding strength at a place where off-road bikes can stress the stock fitments to breaking point, it provides an extension setting to optimise suspension tuning. It comes complete with a rebound pin.

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Upgrades for MT-09 Tracer

Touring screen and visor; acrylic racing style screen also available



PUIG has a range of bolt-on parts for Yamaha's popular and versatile MT-09 Tracer.

Available in a light smoke finish their new touring screen complete with multi-adjustable bolt-on visor is said to be a modification-free install that offers improved windblast protection.

For a sportier screen option, Puig's Racing screen is made from high impact acrylic, and supplied with mounting supports. Available clear or in dark or light smoke and colour options including red, blue, or black.

Puig's ABS plastic engine spoiler has been styled in carbon-look or matt black to follow the lines of the MT-09 and protect the lower section of the motorcycle>

Billet aluminium footpegs by Puig feature a rotational system to adjust their position; sold in pairs for rider and passenger they are available in black, silver, red, blue, or gold.

Puig also offer PRO frame sliders in high-impact nylon with a wide surface compared to conventional designs for improved protection.

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Footpegs



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RST official TT licensed apparel programme

AS part of RST's commitment to the Isle of Man TT races (RST brand clothing is the Official Safety Partner), brand owner Moto Direct will unveil a full program of TT co-branded apparel for their dealers to stock next year.

This year though, to mark the start of their collaboration with the legendary races, the company staged a flash retail outlet on the Isle of Man for enthusiasts to buy a first tranche of licensed product.

Feature-rich and safety-loaded leather and textile jackets, Aramid jeans, one and two piece suits and gloves are available.

www.rst-moto.com

Stunt 2 TT short style glove with palm and little finger reinforced with leather, fingers have soft polyurethane vents and ventilated leather



Waterproof and breathable sports style textile jacket featuring "a high tenacity outer of Ballistic and Maxtex fabrics matched to a Sinaqua membrane and removable thermal lining"



Styled denim jeans with "genuine DuPont woven Kevlar across the knees and seat fitted as standard and Contour Plus knee armour in an adjustable pocket"



A one-piece suit in soft and supple full grain 1.1-1.3mm cowhide with "excellent abrasion and tear resistance properties"



Café Racer style textile jacket constructed from RST's new VX fabric

Leather jacket in full grain cowhide that is cut full-length so it can be worn as a jacket only or zipped to any RST leather jeans to make a 2 piece suit, with Contour Plus CE armour



TT collection 3/4 touring jacket "utilising high tenacity Maxtex for the outer combined with our Sinaqua waterproof and breathable membrane, with Contour Plus CE armour on the shoulders and elbows"



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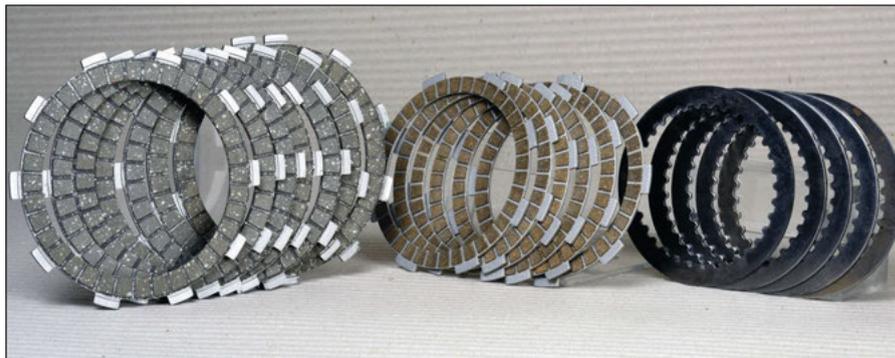
Reduced-wear clutch disc kits

SURFLEX is celebrating 65 years since it became the first Italian company to produce only motorcycle clutches and now remains the only one doing so. Surfex manufactures a wide range of clutch assemblies and components for OEM and after-market, often offering improved durability and better performance.

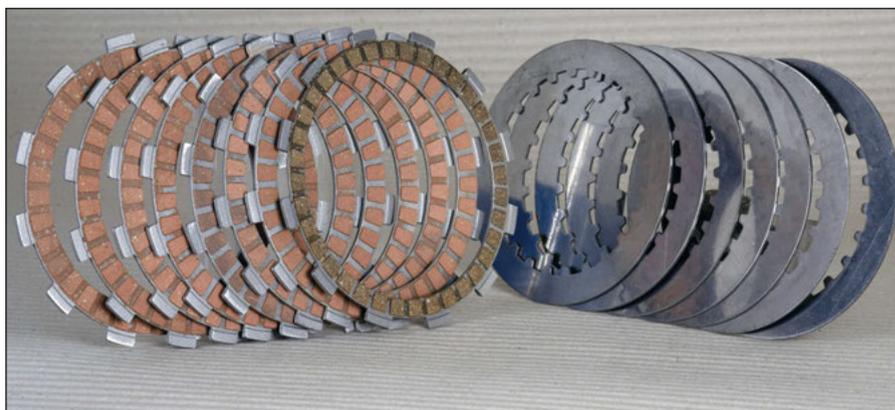
Their vast range includes spare parts for all popular current makes and models, English and German bikes of the '30s, all Japanese bikes of the last forty years, and the historical Italian brands of the post-war period.

Among the additions to its line of clutch option components for Japanese bikes are six aluminium core friction plate and five steel disc kits for Honda's CRF 150 RB and a seven friction plate kit for the TRX 500 ATV quad. A kit of four upgraded springs is also available for the CRF, and the friction material used by Surfex is said to dramatically reduce the wear of the cast aluminium pressure plate.

Surfex has also extended its clutch range for Honda's CRF family of bikes to include a new disc kit for the 250R. Interchangeable with the original, it has seven-plus-one friction plates with lightweight aluminium cores along with seven steel discs.



Surfex clutch disc kits for the Honda CRF 150 RB and TRX 500 ATV quad



Surfex has further expanded its clutch disc packages with the introduction of a kit for the Honda CRF 250R

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Women's armoured shirt

PLANET Knox has released its first armoured shirt designed specifically for women. It can be worn under regular motorcycle jackets, including those from the recently launched Knox Studio Collection.

The new Knox shirt is constructed from lightweight Elastane and is both breathable and moisture-wicking. The seams are flat-locked for comfort and there is a full-length front zip and two zippered front pockets. Rider protection is provided by the removable Knox Lite + CE-approved armour on the shoulders and elbows and Knox Level 1 CE-approved back protector.

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Givi accessories for the MT-07

GIVI has launched a line of accessories for Yamaha's MT-07, which includes a range of top cases, saddlebags, tank bags and windscreens.

Once fitted with Monokey/Monolock specific rear racks there are a range of top box options for use on the mid-weight naked Yamaha, ranging from the 52-litre Trekker, made in reinforced techno-polymer, to the V47 (47 litres) or smaller 27-litre B27. Further rear luggage options include model specific pannier holders for Givi V35 Monokey side cases and a holder for Easylock side bags or soft side bags, like the 3D600 or WP405.

Tank bag options for the MT-07 are available in a variety of capacities and install using the Tanklock fixing system. Bag choices include the XS306 tank bag, expandable to 25 litres, or the four-litre 3D603 thermoformed tank bag. Givi also offers weather protection with the A2118 black windscreen and a set of handguards made from ABS.

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Rainers gloves

RAINERS Sports' extensive line-up of gloves now includes these race-inspired leather SPV-5 and Omega options.

The SPV-5 includes leather flexors on the thumb and fingers for improved flexibility. There are TPU protectors for the knuckles and palm, and the glove is lined with polyester.

The short Omega glove also uses TPU plus carbon fibre across the knuckles, with non-slip, leather reinforcements on the palms. The Omega also has a polyester lining and

Short Omega glove



Race-inspired SPV-5 glove



flexion points on the fingers for comfort and movement.

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Versys accessories

Versys seat cowl



POWERBRONZE has extended its product range with the launch of new parts for the '10-'14 and '15 Kawasaki Versys models.

The ABS belly pan is available in gloss or matt black, white or carbon look, with the option of gold or silver coloured mesh. The two-seat cowl versions fit without modification and can be ordered in the choice of gloss or matt black, white or carbon look finishes.

For the '15 Versys, Powerbronze crash posts are CNC machined from high impact plastic and aluminium.

Swingarm and fork protector kits for the '15 Versys are made of injection moulded high impact plastic and supplied with the necessary high tensile studs (de-embrittled), washers, nuts and compression sleeves.

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Forcefield Moto Collection



FORCEFIELD has released details of its 2015 Moto Collection, which includes new upper body protection and armoured shirts. Their complete CE Level 2 upper body protection system, the EX-K Harness, features multiple adjustment points for optimum flexibility and comfort, made with energy-absorbing Nitrex Evo material and reinforced with Kevlar thread for added strength and durability. It has a central front zip, neck brace location point and back, chest, shoulder and elbow armour.



Forcefield EX-K Harness Adventure

It is available in three modular options - Adventure (torso, shoulders and elbows), Flite+ (torso and shoulders), or Flite (torso only). The new Pro Shirt X-V has a highly breathable 'BeCool' technical base layer shell featuring fully removable CE approved armour located at the elbows, shoulders, back and chest. The large NEVO 7010 chest protector is a one-piece design for

improved rib and sternum protection; the same material is used for the back protector, while Nitex Evo armour is used for the elbows and shoulders. To ease access into the shirt, it has a side entry zip and 'Evo Vent Zones' for cooling air flow through the shirt.



Forcefield ProShirt X-V

The Pro Shirt X-V-S is a short sleeved version of the Pro-Shirt X-V, sharing the same safety and comfort features.

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Versatile modular helmet features removable chin guard

THE new 'Executive' modular helmet from Airoh is made from modular H.R.T (high resistant thermoplastic) and features what manufacturer Locatelli describes as "unique and creative characteristics". The patented Chin Guard Holder System (C.H.S.) allows the chin guard to be removed by pressing the two side buttons, stored on the back of the shell, and has an extra wide visor allowing the rider to enjoy an improved wide field of view. Additional features include double P/J certification (Protective and Jet version), a retractable sun visor and a removable neck roll "revolutionary casing" to stop wind from entering the helmet.

LOCATELLI S.p.A.
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The 'Executive' is a dual certified thermoplastic shell modular design with removable neck roll and advanced air-flow management



PATENTED SYSTEM



Locatelli's patented Chin Guard Holder System allows the chin guard to be removed and stored at the back of the shell for conversion to open face/Jet use

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EXHAUST PROGUIDE

Save 5.5kg on R1 with SC race exhaust

ITALIAN exhaust manufacturer SC-Project's research and development department has used its technologies developed for the Yamaha Forward Racing MotoGP Team to create a high performance exhaust system for the new 2015 YZF-R1 and M models. The new system, which utilises titanium and carbon fibre in its construction, is built around a CR-T silencer that is TIG welded to full titanium conical joints. The central collector pipes are longer than stock and were developed in MotoGP. There are housings for the two original lambda sensors, but the catalytic converter is eliminated. The use of CNC machined titanium means SC-Project are able to claim a 5.5kg weight reduction over stock. The semi-full system is designed for race use, so is not road legal and needs an aftermarket fuel controller to gain the full performance benefits, which the company describe as "impressive increase in power, also in the mid-range and torque".

SC-PROJECT
Cassinetta di Lugagnano (MI), ITALY
Tel: +39 02 94 22 313
info@sc-project.com
www.sc-project.com



Polished stainless Triumph headers

TRIUMPH aftermarket specialist Norman Hyde now has polished stainless steel header pipes available for all modern T100 Triumph Bonneville models. The new



pipes allow riders to replace the headers that contain a catalytic converter, found on later models, and those with the unsightly lambda sensor boss that was fitted to EFI bikes.

The 42mm header pipes are made in England from 304 grade stainless steel and designed to fit all T100 machines, including earlier pre-injection Bonneville fitted with 38mm headers. Fitting the new headers to EFI models allows owners to dispense with the protruding lambda sensors, without leaving the welded bosses that spoil the Bonneville's classic styling. The bike's ECU can be programmed to switch off the sensors, so that performance will not be affected.

Norman Hyde stainless header pipes are designed to fit the company's HBS105 classic and HBS165 peashooter silencers, as well as the factory-fitted Triumph originals.

NORMAN HYDE
Warwick, Warwickshire, UK
Tel: +44 (0)1926 832345
hinckley@normanhyde.co.uk
www.normanhyde.co.uk



LV ONE full system for MT-09

LEOVINCE has created a model specific LV ONE full system for the 2015 Yamaha MT-09 Tracer. The E-approved, stainless steel system features a carbon fibre mounting bracket and lightweight Technopolymer end cap. The silencer body on the system is available in a choice of sand blasted stainless steel or carbon fibre.

LEOVINCE
Monticello d'Alba (CN), ITALY
info@leovince.com
www.leovince.com



LeoVince

'Speed Edge' for R 12000 GS

MIVV has extended its range of exhausts for BMW's R 1200 GS, which already includes the Suono and Oval silencers, with the introduction of a stainless steel model-specific version of its Speed Edge. All three are available to fit GS models from '04-onward.

It can be fitted to the bike even when the factory hard panniers are used, and is being offered in the choice of black or brushed finishes. Both options feature a carbon fibre end cap and are EU directives compliant when used with the removable dB-killer. Also included with the muffler is a carbon fibre

mounting strap and a CNC-machined AISI 304 stainless steel bushing to match the header pipes.

For all versions of the R 1200 GS, MIVV has recently introduced the GS Titanium edition. The company describe this as "exclusive, available only to the owners of the maxi enduro".

MIVV SPA
Sant' Omero (TE), ITALY
Tel: +39 0861 8120 237
info@mivv.it
www.mivv.it



Z3000 weight savers

KAWASAKI'S Z 300 is the latest bike to be able to benefit from the improved performance and lighter weight of a GPR's exhaust options. The Italian specialist is now manufacturing model specific versions of its Deeptone Black ceramic line and Albus white ceramic silencers for the Z 300.



GPR BY LINEA OG JOLLY
 Cerro al Lambro (MI), ITALY
 Tel: +39 02 98112058
info@gpr.it
www.gpr.it



Slip-ons for RC 125/390



GIANNELLI's range of slip-on exhausts now covers the KTM RC 125 and 390. The range includes their latest GX-One and X-Pro silencers. Among the options available are titanium silencers and a choice of carbon or stainless steel end caps. All of the exhausts are street legal, with removable baffles.

GIANNELLI SILENCERS SPA
 Selci (PG), ITALY
 Tel: +39 0758 61081
info@giannelli.com
www.giannelli.com



R1 replacement choices

EXAN has responded to the launch of the 2015 Yamaha R1 with the introduction of a complete replacement exhaust system for the bike.

The silencer used in the system, which has been designed for track use, is available in four different materials - steel satin clear, satin black steel, titanium or carbon. Equipped with a removable dB Killer, it is also available in full titanium for further weight saving.

EXAN
 Lissone (Mi), ITALY
 Tel: +39 27 82 799
infoexan@exan.it
www.exan.it



Street legal options for MT-09

YAMAHA'S MT-09 Tracer is the latest motorcycle to have the option of being upgraded with an exhaust from Arrow. The company's range of silencers for the MT-09 is street legal to European Standard 97/24/EC ch. 9. Silencer options include the X-Kone and the Thunder with a choice of material used in the construction of the bodies and end caps. A collector kit to work with the silencers is also available for the '13-'15 models and is street legal with the use of Arrow catalytic convertor.

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NEWS BRIEFS

US distributor SpeedMob, the business owned and operated by well-known parts and accessory importer Tim Calhoun, has picked-up the Italian made STM clutches and Arrow exhausts programmes. The Richmond, California headquartered business is also selling Airoh helmets and BMC air filters.

BMW has become the latest motorcycle manufacturer to sign up to exhibit at AIMExpo, Orlando, Florida, October 15-18, 2015. This year will be the third outing for the four-day long combined trade/public expo concept. More than 270 exhibitors have already committed to the event, and registrations are now open - www.AIMExpoUSA.com

Portuguese helmet manufacturer NexxPro has opened its own US subsidiary, Nexx North America Corp., at Indianapolis - it is being headed-up by Ricardo Silva as Director of Operations.

Loncin, one of BMWs Chinese collaborators, has signed a long-term agreement with 'Munich' to manufacture up to 15,000 complete 350cc scooters a year, including making the Euro-4 compliant engines.

Italian electric 'superbike' manufacturer Energica has had its 'Ego' officially accredited by the NHTSA and certified by the EPA in the United States as fully homologated and road legal.

Royal Enfield buys Harris

FAST growing Indian motorcycle manufacturer Royal Enfield has bought UK based chassis, parts and race bike specialist Harris Performance.

Involving an undisclosed sum, the deal will see Royal Enfield take over all of the assets, employees, trade names, technical know-how and intellectual property of the Hertfordshire, England based specialist.

Founded over 40 years ago by Steve and Lester Harris and Stephen Bayford, alongside its well established race bike credentials, Harris has an international reputation as a leading designer and manufacturer of parts and components. Harris has had a long-standing relationship with Royal Enfield, which includes having been responsible for the chassis development of the recently introduced and acclaimed 535cc Continental GT cafe racer.

Under the leadership of Siddhartha Lal, Royal Enfield has made no secret that it is ambitious, letting it be known that it plans to develop a new generation of products and platforms, including two new engines.

In August last year it signalled its ambitions in the North American market with the hiring of former

Harley-Davidson Head of Global Sales and Customer Service Rod Copes.

This news was followed late last year by the hiring of former Ducati designer Pierre Terblanche after he'd had spells at Piaggio/Moto Guzzi, Norton and Confederate Motorcycles.

In February the Chennai based manufacturer announced that it intended to establish a research centre in the UK.

The company has experienced 50 percent growth in unit production in each of the last three years. For its 2014 fiscal year production topped 300,000 units for the first time, having been around 178,000 in 2013 - indeed nearly 84,000 of last year's production was achieved in the final/fourth quarter. CEO Siddhartha Lal is on record as targeting production of 450,000 units in 2016.

Speaking at the contract signing in the UK, he said that "to have the Harris Performance team dedicatedly working with us will clearly enhance our engineering and product design capabilities.

"Their proven expertise, deep insight and understanding of motorcycling and Royal Enfield will be invaluable for us in our journey towards achieving



leadership in the global mid-sized motorcycling segment".

Steve Harris said: "It has all come about very quickly, so there are still details to be established". Asked about future collaborations with other manufacturers (such as Yamaha and Suzuki), Harris (for whom Harris Performance has worked on the development of MotoGP and WSBK bikes) said that the deal with Royal Enfield doesn't prohibit it.

The same would appear to apply to continuity of their parts and accessory manufacturing and sales activities. "We don't want to let anyone down. At present the plan is to continue all our existing activities alongside the work we'll be doing for Royal Enfield." Asked about the prospects of being able to collaborate with Terblanche, Harris said that "he is very talented and yes, I think it will be very exciting for our team to work with him. I'm sure there are going to be some exciting opportunities and some great bikes".



Steve Harris, left, with Royal Enfield/Eicher Motors CEO Siddhartha Lal



The well received 535cc Continental GT cafe racer is the most recent result of the long-term collaboration between Harris Performance and Royal Enfield.

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