

INTERNATIONAL DEALER NEWS

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Motorcycle registrations up by 10.3% in 2015

According to the most recent data released by ACEM, the Brussels based international motorcycle industry trade association (Association des Constructeurs Européens de Motocycles), total motorcycle and moped registrations combined increased by 5.6% in EU markets in 2015, to 1,210,534 units, with motorcycle registrations driving growth at +10.3 percent, 885,018 units.

The largest PTW market was France with 242,885 units registered, although that is one of the few European markets where sales are still in decline at -3.4% compared to 2014.

That said, the decline in motorcycle sales in France has stopped with the market there 'flat' for the year (actually -0.1 percent) at 153,239 units.

That makes France Europe's second largest motorcycle market, with Italy the largest at 171,952 units, which is a healthy +9.9 percent over 2014. Total new PTW registrations in Italy were +6.3 percent (196,571 units).

Germany is Europe's third largest market with 151,661 motorcycles registered (+7.1 percent) out of a total of 181,510 units (+3.2 percent). Spain is Europe's fourth largest motorcycle market, and fastest growing of the major markets in percentage terms, at +18.9 for the year (total PTWs sales there were

Italy is largest m/c market, up by +9.9 %

+17.6 percent at 148,488 units), with the UK Europe's fifth largest market at 105,358 units, which is +15.5 percent growth over 2014 (total PTW registrations in the UK were +12.7 percent, 114,752 units).

The trend towards more expensive larger displacement machines is good news for the manufacturers and their dealers, but the continuing weakness

in the moped market remains a concern with EU-wide registrations (-5.5 percent for the year at 325,516 units).

The largest market for mopeds was France (89,646 mopeds, -8.7%), followed by The Netherlands (65,932 mopeds, +4.9%), Poland (30,430 mopeds, -25.3%), Germany (29,849 mopeds, -12.7%), and Italy (24,619 mopeds, -13.2%).

Spain was the only large European market in which moped registrations actually increased in 2015 with +7.8 percent growth (15,956 units).

Commenting on the trends in the European motorcycle and moped market, ACEM Secretary General Antonio Perlot said: "We will still need to wait until July 2016 to assess whether this is a real recovery, but the sector seems to have regained momentum in 2015.

"This was a very positive year for the industry, with registrations increasing in most European countries, particularly in the largest markets such as Italy, Germany, Spain and the United Kingdom.

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**PUBLISHER/CO-OWNER
EDITOR-IN-CHIEF**

ROBIN BRADLEY
robin@dealer-world.com

**PUBLISHER/CO-OWNER
INTERNATIONAL EDITOR**

SONJA WALLACE
sonja@dealer-world.com

**MANAGING EDITOR
INFORMATION EDITOR**

SARA VINEY
sara@dealer-world.com

**DESIGN & PRODUCTION
MANAGER**

BEN OAG
ben@dealer-world.com

5 Rendlesham Mews,
Rendlesham,
Woodbridge,
Suffolk,
IP12 2SZ
Great Britain

TEL: 0044 (0)1892 511516
FAX: 0044 (0)1892 511517

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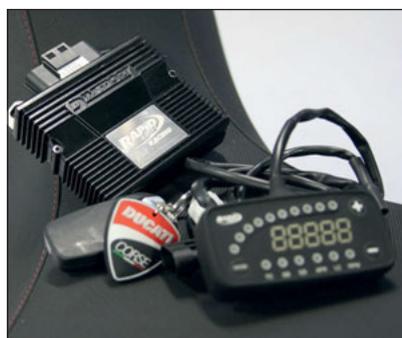
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Airoh HELMET

A robust foundation for the future

The mountain of market data that has been released since the last edition of IDN - data for the full year 2015 - makes good reading, at last! The good news is that with ACEM confirming EU motorcycle registrations growth of over 10 percent, and this being the second year of growth, we can now confidently say that the demand for PTWs is finally headed in the right direction.

That said, since the market's nadir in 2013 was a "tale of two halves" (the first six months of market decline was followed by the first indications that the bottom of the curve had been reached), Antonio Perlot of ACEM is right to suggest that the market still needs to wait until mid-year 2016 before getting too excited.

The significance of that will be that if the early results being seen already for this year continue, then by July this year we will have seen, or should have seen, some 36 months of stability and steadily accelerating growth, since registrations reached their low-point in the summer of 2013.

Although the pattern so far has been far from universally positive everywhere, with some markets still seeing monthly or quarterly fluctuations in 2015, and some (France and Austria for example) appearing to be lagging behind the rest of the EU, overall we are in a better place now than at any stage since the start of the downturn in 2008. Although markets such as France and Austria appear to be locked into their own cycle and trail, with the recovery being seen elsewhere by two or three years, at least the trends there are also now positive - by the end of 2015 both markets appeared to have reached or were close to reaching their own low-points.

Of course while good news of this kind is much needed, the context in which it needs to be analysed is of the utmost importance. The wider economic indicators, globally, aren't universally positive at this time - there is much talk of softening consumer demand worldwide and signals that more economic instability could be only a matter of months away.

Indeed, though we have seen aggregate growth in new motorcycle registrations in the EU of nearly 20 percent in the past two years, that means we have still lost more than 40 percent of a market that in 2007 was at peak-cycle only in the context of another decline that had set in at the end of the last century.

As BMW Motorrad supremo Stephan Schaller was careful to point out in his keynote speech at the ACEM conference in September last year, ours remains an industry that, in total PTW terms, has lost half of its sales in less than a decade, and that if anyone thinks it will only take four or five years to get that back, or that it will look, smell and taste the same as it used to when and if it does come back, then they are likely to be very disappointed.

Demographic changes, social upheaval and continuing economic uncertainty mean that the motorcycle industry, dealers, manufacturers and parts, accessory and apparel vendors are all going to have to continue to work very hard indeed to sustain the present return to growth if the industry is to substantially eat into that market loss any time soon.

The motorcycle industry has some wonderful assets - ones that would be the envy of many consumer markets - the long-term passion and commitment of its

hard-core customer base, the marketability of its product offerings (their "sexiness"), and the resulting lifestyle options they give, the increasing recognition that two wheels are good for urban mobility and potentially better for the environment than most other motorised alternatives - all these are "good things", but almost above all the market's ability to innovate its way into a viable future and respond quickly to public taste and opinion makes our industry unique among specialty leisure and transport spending choice options.

Innovation was the theme of last year's ACEM conference, and that has always been a hallmark of the motorcycle industry throughout its history. It has never stood still - it has always responded to consumer needs and to technology.

In the course of the thirty years up to the recent downturn the industry changed completely - it saw what we now refer to as the "Japanese superbike revolution", it saw the advent of ever more stringent regulations, the development of technology such as fuel injection and the use of ever lighter materials - all of which resulted in the market of the 'naughties' being unrecognisable from the market of the fifties, sixties and seventies.

So too the "lost decade" of the downturn has seen radical changes in consumer attitudes towards transport in general and to the expectations they have of the motorcycle ownership and riding experience.

In just the same way that the protests of 'Detroit' over laminated windshields, seat belts and roll cages were eventually consigned to the dustbin of naivety, so too the riders entering the market now are concerned about safety,

are concerned about environmental footprints and are concerned for their creature comforts and the ergonomics of the products they are being invited to buy - in a way that was unheard of thirty years ago.

There is no doubt that our industry can and will embrace these changes as opportunities, it is already doing so, but let nobody think that continuing to do so will be an easy ride, and let nobody think that we have any kind of divine right to success.

All success is hard earned. The turn-around we have seen so far has involved most businesses in considerable pain and much re-building of their product offerings, whether it be motorcycles or parts and accessories. It has seen dealerships - franchised and independent - having to endure a decline that was out of tune with the years of experience they had and hard work that had been put in, and there is more of that ahead for all concerned.

However, an aggregate growth of nearly 20 percent in two years is a robust foundation for the future.

EU MOTORCYCLE REGISTRATIONS		
Year	Units	% change
2015	885,018	+10.86
2014	798,328	+7.90
2013	739,886	-11.13
2012	833,512	-11.01
2011	935,562	-9.09
2010	1,029,160	-13.20
2009	1,185,659	-16.10
2008	1,413,209	-7.31
2007	1,524,602	+4.24

completely - it saw what we now refer to as the "Japanese superbike revolution", it saw the advent of ever more stringent regulations, the development of technology such as fuel injection and the use of ever lighter materials - all of which resulted in the market of the 'naughties' being unrecognisable from the market of the fifties, sixties and seventies.

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However, an aggregate growth of nearly 20 percent in two years is a robust foundation for the future.



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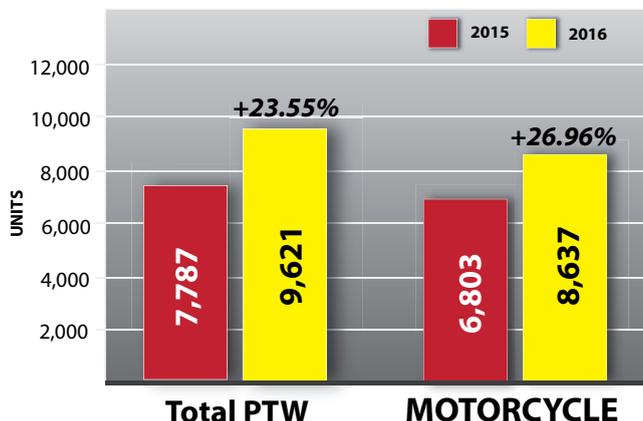
Spanish motorcycle registrations up by nearly +27 percent for January 2016

According to the latest data released by the motorcycle trade association in Spain (ANESDOR), the motorcycle market there was up by +26.96 percent in January at 8,637 units (from 6,803 in January 2015).

In moped terms the Spanish market was +2.82 percent in January (984 units), and for total PTWs the market was +23.55 percent at 9,621 units. ANESDOR announced last month that it expected the strong growth seen in 2015 to continue with total PTW registrations for 2016 reaching some 162,000 units, which would be further growth of around 9 percent from the 148,000 units sold in 2015 - 131,595 of which were motorcycles (+19.55 percent over 2014).

At the time, Jose Maria Riano, the General Secretary of ANESDOR, had said that "2015 was a very positive year for the sector in Spain", and that in looking beyond the statistics "the

Spanish registrations - January 2016



motorcycle is clearly the choice of transport for millions of citizens in Spain, especially for their daily commute - PTWs are a major solution for mobility in Spain, reducing travel times between 50 and 70 percent, and reducing congestion and pollution".

Pointing to the greater age of the PTW fleet in Spain than is the case in neighbouring and nearby countries, he had again repeated his call for greater government support for the sector, "the average age of PTWs in Spain is 14.7 years. Despite the growth in new

registrations the fleet actually aged further in 2015 - pointing to a strong growth in the total motorcycle park here. We believe that a review of the financial framework in which the PTW industry operates is needed in Spain, and that simplifying driving licenses would also favour fleet renewal".

Honda led the way in Spain in market share terms in 2015 (21,845 units), followed by Yamaha, Kymco, Piaggio and Suzuki. The top selling model in Spain in 2015 was Kymco's Agility City 125 (5,825 units), followed by Honda's SH 125 and Kymco's Super Dink 125. The top selling large displacement machine in Spain in 2015 was Kawasaki's Z 800 (2,228 units).

Catalonia in North Eastern Spain is the strongest regional market, accounting for 27.5 percent of registrations in 2015, followed by Andalusia (19.5 percent).

Swedish motorcycle sales +14.4 percent for 2015

Per Johansson, CEO of McRF, the Swedish motorcycle trade association, says he is looking forward to "continued growth, building on the positive results seen in 2015 as we head towards a market in which we estimate that around 12,000 motorcycles is a natural level". For the full year 2015 motorcycle sales were up by +14.4 percent at 9,424 units, with Mopeds +22.8 percent at 10,635 units and all categories of MotoCross models worth an additional 2,707 - putting the Swedish market at 22,766 total PTWs.

In related powersports vehicle terms the Swedish market was worth 7,198 ATVs in 2015 (+9.9 percent), 5,840 snowmobiles (+16.7 percent) and 2,911 'Quadricycles' (+13.4 percent) for a combined total motorcycle, PTW and powersports vehicle market of 38,715 units.

Low volume statistics released for January already shows the motorcycle sector at +92.2 percent for the first month of 2016, with mopeds +72.4 percent and ATVs +12.9

percent. Johansson went on to say that pent-up demand is fuelling growth, with Sweden's low interest rates and high levels of employment adding to the positive outlook. He also reports that this year's MCMassan motorcycle fair at Gothenburg at the end of January saw an increased attendance of 45,634 visitors - up by some 2,500 over 2014 - demonstrating that demand in Sweden is strong and increasing.

"Our focus on creating interest among young people had a great impact in Gothenburg, with 1,255 young people under 19 years taking advantage of

the opportunity to come into the fair for free during the first two days. They were treated to test drives, excitement in the Action Hall, and they were able to get expert advice on how to get a license and training in Sweden.

"Over 900 people took test rides on new models, many of them more than once - and we think there were some 1,800 test rides taken in total during the four days of the expo, with those without a license able to try to run for the first time under the guidance of highly qualified instructors". Next year's show will be in Stockholm from 26th to 29th January 2017.



Dutch motorcycle sales +9.5 percent in 2015

According to ACEM data, the Dutch motorcycle market was up by +9.5 percent in 2015 with trade association data (RAI Vereniging) putting total new motorcycle registrations at 11,345 units for the year.

New moped registrations were up by +9 percent at 17,914. Due to the high number of 'Pedelecs' and increasing numbers of e-bikes of various kinds being sold in The Netherlands, together with a strong three-wheeler and quadricycle market, ACEM puts the total PTW and related powersports vehicle market there at 77,619 units in 2015, which is up by +5.5 percent over 2014.

The largest motorcycle sector in The Netherlands is the Street/Naked sector, which accounts for around 29 percent of the Dutch market, with Off-Road/Enduro models taking another 28 percent of sales.

BMW is market share leader in The Netherlands (1,808 units sold there in 2015 - 614 of them were the R1200 GS), followed by Yamaha (1,690 units - the MT-09 was their top seller), followed by Kawasaki, Suzuki, Honda, Harley-Davidson, KTM, Ducati and Triumph.

www.raivereniging.nl

Austrian motorcycle registrations recovering



The latest data released by the motorcycle trade association in Austria (arge2Rad) shows the decline in the motorcycle market there to be slowing. A strong final quarter of 2015 (in percentage terms) completed an improving quarterly trend that has left the number of new motorcycle registrations for the year

marginally up at +0.24 percent (12,551 units). In total PTW terms the market saw a -4.19 percent decline in 2015 (38,766 units), but the overall trend is headed in the right direction after a very bad start to 2015. The ACEM data for 2015 puts the Austrian market in 9th place in overall EU terms, but

confirms the continuing difficulties seen in most European markets when it comes to moped sales, with the Austrian market - 7.9 percent over 2014 (13,499 mopeds registered in 2015). Motorcycle market share leader in Austria is BMW, followed by KTM in their home market, Yamaha, Harley-

Davidson, Honda, Ducati, Suzuki, Kawasaki and Triumph. In total PTW terms Vespa is top-brand, followed by KTM, Honda and Yamaha. www.arge2rad.at

Swiss motorcycle market +17.10 percent in 2015

The Europe-wide recovery in motorcycle registrations was reflected in Switzerland last year with MotoSuisse, the motorcycle industry trade association in Switzerland, reporting that the market there saw sales grow by +17.10 percent for the 12 months to December 2015 with a 20-year record of 27,306 new units registered. Some 75% of those were large displacement motorcycles of 500cc+ (21,747 machines, an increase of +14.2% over the previous year). In total PTW terms Yamaha was market leader, selling 10,310 units (+9.15 percent), with Honda second, followed by BMW, Vespa, Harley-Davidson,

Kawasaki and KTM; Suzuki dropped to 11th and were down by nearly 27 percent year-on-year. In motorcycle terms Yamaha were leader, up by +44.79 percent over 2014 at 4,975 units, with BMW second



(+14.46 percent), followed by Harley-Davidson (-2.31 percent), Honda (-8.68 percent), Kawasaki (+31.09 percent), KTM (+13.07 percent), Ducati (+34.60 percent), Triumph and Suzuki, whose motorcycle sales were +15.14 percent in Switzerland in 2015. The top selling motorcycle in Switzerland in 2015 was Yamaha's MT-07, followed by their MT-09, the BMW R 1200 GS, the Ducati Scrambler and Yamaha's MT-09 Tracer variant. Kawasaki's Z 800 was sixth best seller, followed by BMW's R nine T, and the H-D Breakout. In total PTW terms the Swiss market was

+9.15 percent at 48,813 units - a third consecutive year of growth. Scooter sales increased slightly at +0.5 percent compared to 2014, 21,507 units with 61 percent of them 125cc. Yamaha was top brand, followed by Honda, Vespa and Sym. The Vespa Primavera 125 was the best selling scooter. The 'Quad' market in Switzerland is one of Europe's largest, worth 1,600 units in 2015 (+22.06 percent), with Kymco the top selling brand, followed by Can-Am, Yamaha and Polaris fourth in the market where their European headquarters is based. www.motosuisse.ch

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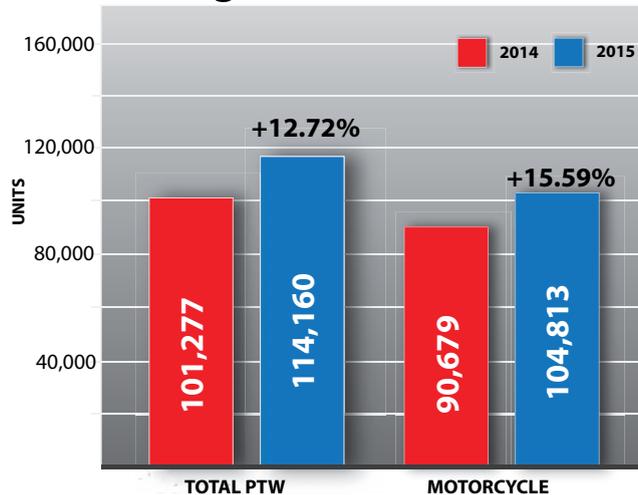
UK motorcycle registrations +15.59 percent for 2015

The latest data released by the motorcycle industry trade association in the UK (MCIA) shows that new motorcycle registrations there for December were up by +14.33 percent (4,556 units - the best December figure in the UK for nearly a decade) and +15.59 percent for the year (104,813 units).

In total PTW terms, December was +16.68 percent (5,177 units), and the total PTW market in the UK was +12.72 percent for the year (114,160 units). Total moped sales in the UK were down by -11.8 percent in 2015 (10,598 units).

The 'Naked' style (+26.9 percent/30,108 units) and Adventure Sport sectors (+26.8 percent/16,653 units) were the strongest growth markets in the UK in 2015, with traditional Touring models the primary loser in the UK in 2015 (15.7 percent). Custom style bikes were up by +14.1 percent (9,270 units) for the year in the UK, with Supersport models +11.6 percent for the year (13,320 units) and

UK registrations - 2015



trails/enduro style models +13.3 percent (5,581 units).

In displacement terms, as elsewhere in Europe, the fastest growing sector of the market in the UK is the 'middleweight' 651 - 1000cc market,

which was +24.9 percent in 2015. Scooter sales in the UK (31,570 units) were basically 'flat' in 2015 at +0.9 percent.

Honda were market share leaders in the UK in December, selling 918 units;

followed by Yamaha, Lexmoto, BMW, KTM, Kawasaki, Triumph, Piaggio, Suzuki and Ducati.

The UK 'bike park' is now said to stand at 1.2 million units - a figure that has remained largely static since 2011; 34,600 people passed the motorcycle rider test in the UK in 2014/15 - which is some 4,000 more than in the previous 12 months, and the MCIA says that some 4.6 billion km (2.8 billion miles) were ridden on two wheels on the roads in the UK in 2014 - a figure that has remained largely static since 2011.

January 2016 update - Data released for UK registrations for January 2016 show motorcycles +17.01 percent compared to January 2014 (5,227 units) with total PTW registrations +14.23 percent (5,789 units). Honda was market share leader in the UK in January (1,096 units) with their new CRF 1000 Africa Twin the top selling motorcycle of any kind (115 units).

Japanese made motorcycle exports to Europe -3.65 percent for 2015

The latest data release by JAMA, the automotive trade association that includes representation of Japanese motorcycle manufacturers among its membership, shows exports of Japanese made motorcycles of 250cc+ to Europe in December at +31.17 percent (22,397 units) but at -3.65 percent (151,715 units) for the whole of 2015.

Although down on 2014 (157,462 units), it remains an improvement on 2012 (147,377) and 2013 (130,455), but comparison with 2007 (420,601 units) and 2008 (326,176) shows just how badly the recession hit and changed the Japanese motorcycle manufacturer dynamic in Europe.

The increasing number of units being made by the Japanese brands elsewhere in Asia, the US and South/Central America goes some way to explaining the data, though the majority of higher value larger displacement machines are still made in Japan with their overseas factories primarily engaged in making and selling

scooters and smaller capacity units in 'emerging' markets (where import tariffs are high) and in making ATV/UTV units - especially in the United States, where demand for such machines is strongest.

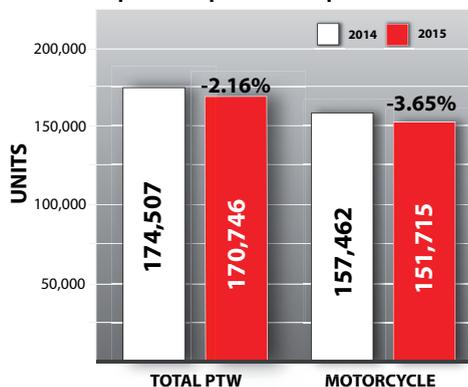
In total PTW export terms (all capacities of powered two wheelers), Europe received 23,981 units in December, up by +28.85 percent over December 2014 and 170,746 units for the whole of 2015, which is down by -2.16 percent over 2014. The US market continues to be even more problematic for the

Japanese manufacturers than Europe has been, with 250cc+ exports of Japanese made units -38.23 percent in December (7,740 units) and -33.77 percent for 2015 (79,942 units). That represents a dramatic decline in the past 10 years; in 2006 America received 436,874 250cc+ units from the Japanese factories, 331,978 in 2007 and 265,198 in 2008 - with a massive drop to 126,602 in 2009.

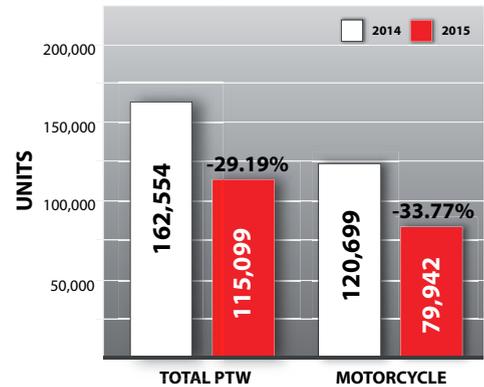
Total PTW exports worldwide were 417,709 units in 2015, which is down by -10.28 percent

compared to 2014. Total worldwide Japanese manufacturer motorcycle production (domestic Japanese and 'international' production combined) is on the increase though, with this year's annual total expected to be higher than the 597,058 units produced by them in 2014 (563,309 units in 2013). However, in 2007 for example, prior to the global economic downturn, the Japanese manufacturers were producing more than double that figure at 1,676,097 units worldwide.

Japanese Exports to Europe - 2015



Japanese Exports to the US - 2015



German motorcycle registrations +5.59 percent for 2015

According to the latest data released by the motorcycle industry trade association in Germany (IVM, Essen), new motorcycle registrations in December were up by +12.83 percent on low volumes (2,647 units), leaving the German market with a healthy +5.59 percent growth for the full year (102,235 units) - the best German market performance since 2009.

In total PTW terms December was up by +48.30 percent (4,750 units) in Germany and is +7.07 percent (at 150,550 units) for the year-to-date - the best annual market performance in Germany since 2008.

The top-selling motorcycle in Germany in 2015 was BMW's R 1200 GS (7,225 units), followed by Yamaha's MT-07 (3,184 units) and BMW's R nineT (2,650 units), with the Kawasaki ER-6n fourth and Yamaha MT-09 fifth.

Seven out of the top 20 best selling motorcycles in Germany last year were BMW models.

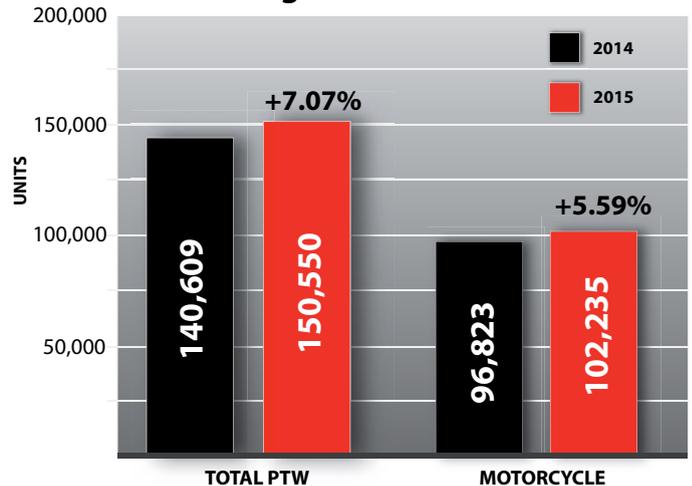
The top-selling motorcycle manufacturer in Germany in 2015 was therefore BMW with 16.14 percent

market share (24,293 units, +5.65 percent compared to 2014), with Yamaha second with 13.25 percent of the German motorcycle market (19,953 units, +25.97 percent) and Honda third with 11.66 percent market share (17,550 units, -3.19 percent) on their 2014 market share.

KTM are fourth with a +8.62 percent market share (12,978 units), which is up by 6.89 percent on their 2014 share, with Kawasaki fifth (7.13 percent share, 10,730 units, up by +6.89 percent on 2014) and Harley-Davidson sixth with a 6.55 percent share (9,857 units, down -6.82 percent). Piaggio are sixth (down by -2.56 percent); Suzuki eighth (+14.26 percent); Ducati ninth (up by a massive +23.54 percent, selling 5,751 units, 1,662 of which were Scramblers); and Triumph tenth (-10.71 percent, 5,009 units).

January 2016 Update - German market data released for January 2016 shows motorcycle registrations up by +25.23 percent on low volumes (2,477 units), with the BMW R1200 GS

German registrations - 2015



the top-seller (201 units), with Honda's new CRF 1000 Africa Twin straight in at second best seller (182 units in January); BMW was market share leader taking 15.81 percent of the German market in January, though that was actually down from the near 20 percent they took in January 2015, with Honda second (13.23 percent),

KTM third (10.68 percent), Yamaha fourth (10.46 percent) and Harley-Davidson fifth (8.19 percent). Total new PTW registrations were +2.11 percent in January at 3,491 units. Enduro bikes were the biggest gainers in Germany in January - the sector was worth 35 percent of the German market at +24 percent over January 2015.

Italian motorcycle registrations +14 percent for 2015

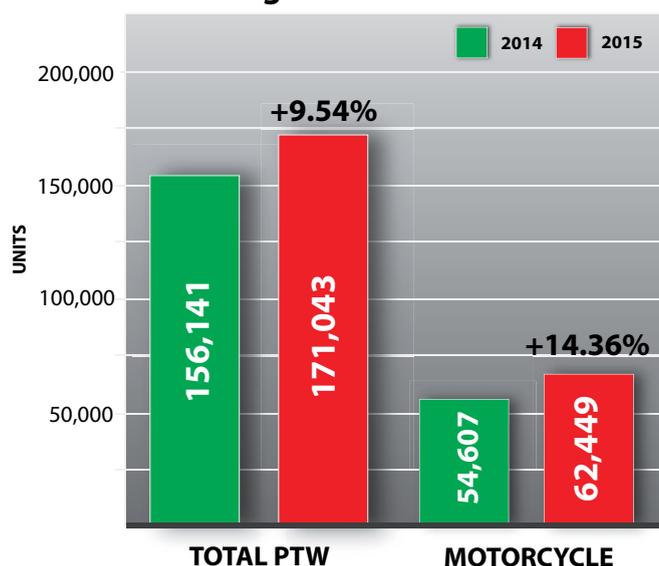
The latest data released by the motorcycle industry trade association in Italy (ANCMA, Milan) shows new motorcycle registrations there for December up marginally on low volumes - 1,612 units put the market up by +1.45 for the final month of the year.

For the full year 2015 new motorcycle registrations were up by +14.36 percent on 62,449 units - compared to 54,607 units in 2014.

In total PTW terms December was +13.95 percent (4,893 units), and the total PTW market in Italy in 2015 +9.54 percent for the 12 months (171,043 units).

The top selling motorcycle in Italy in 2015 was the BMW R 1200 GS (3,222 units), followed by Yamaha's MT-09 Tracer (2,618 units), the Ducati Scrambler 800 (2,476), Honda's NC 700/750 X (2,292 units) and BMW's R 1200 GS Adventure (2,006 units). Honda own all three of the top spots in the Italian Scooter

Italian registrations - 2015



market with over 22,101 of their SH 150/125/300 variants sold in 2015. Piaggio's Beverley 300 was the fourth best selling scooter (6,168 units), followed by the Kymco Agility 125 R16 (4,598 units).

Naked style bikes (+33.46 percent), Sport bike models (+17.46 percent) and Touring models (+21.24 percent) were the main growth sectors in Italy in 2015, with, as elsewhere in Europe, the strongest growth in motorcycle displacement terms

coming in the 751-1000cc market (+8.16 percent) and 501-600cc power band (+5.37 percent).

July was the strongest sales month in Italy, followed by June, April and May; over 72 percent of total PTW sales were made by the end of July in Italy in 2015 with motorcycles (62,449 units out of 171,043 total PTWs) constituting 36.5 percent of unit volume in Italy in 2015.

Update January 2016 - new motorcycle registrations in Italy in January were +29.01 percent over January 2015 with 4,910 units sold; total PTW registrations were +19.27 percent at 11,028 units. Honda's new CRF 1000 Africa Twin was the top-selling motorcycle (505 units), followed by BMW's R 1200 GS and Yamaha's MT-09 Tracer and their T-Max 500. The 751-1000 cc and Enduro sectors continue to see the strongest growth in Italy, up by +54.35 and +52.58 percent respectively.

Yamaha +9.42 percent units in Europe



Yamaha Motor Co., Ltd. has announced the results for its 2015 consolidated accounting year.

The company reports total powersports vehicle (motorcycle, scooter and ATV) unit sales of 209,000 units in Europe, which is +9.42 percent on the 191,000 units reported for 2014 - making 2015 sales in Europe worth 136.185 bn. yen (+13.4 percent).

In North America Yamaha reports 89,000 units, which is 12.66 percent up, with Asia worth 4,286,000 units, which is some -11 percent in unit terms there, putting their worldwide total at 5,218,000 units for the year (-0.1

percent).

Global net sales of motorcycle products were 1,016 billion yen (an increase of +38.4 billion yen/+3.9% compared with the previous full fiscal year), and operating income was 31.9 billion yen (an increase of 9.0 billion yen/39.1% compared with the same period in the previous fiscal year).

Unit sales increased in developed markets such as North America, Europe and in Japan, sales of large motorcycle products increased, while scooter sales decreased.

Unit sales in emerging markets such as Vietnam, the Philippines and Taiwan

increased, but decreased in Indonesia, Brazil and China.

Net sales increased thanks to the effects of new products such as the MT series and increased sales of products in the higher price range. Operating income also increased, with factors generating increased income, such as the effects of scale, product mix and cost reductions compensating for negative factors such as increases in development costs and currency depreciation in emerging markets.

Total corporate net sales were 1,615.4 billion yen, an increase of +94.1 billion yen (+6.2%) compared with the same

period the previous fiscal year. Operating income was 120.4 billion yen, an increase of +33.2 billion yen (+38.0%) compared with the previous fiscal year.

Motorcycle unit sales increased in Vietnam, the Philippines and Taiwan, but were down in Indonesia, Brazil and China.

Yamaha says that its forecasts for demand in the next fiscal year (to December 31st 2016) for its major businesses are for a solid business climate to continue in developed markets, and for the unstable situation to continue in emerging markets

World Ducati Week 2016



This year's "World Ducati Week" (WDW) is confirmed for 1st to 3rd July at the Marco Simoncelli Misano World Circuit at Misano, near Rimini on Italy's Adriatic Coast.

This ninth edition of the WDW is slated as a celebration of Ducati's 90th anniversary - 90 years since the Ducati story began on 4 July 1926 when the three brothers Adriano, Bruno and Marcello Cavalieri Ducati, assisted by their father Antonio, founded the Società Scientifica Radio Brevetti Ducati company.

In 2014 there was a record-breaking turn-out at the global Ducati gathering with over 65,000 attendees coming from five continents and as many as 56 countries from all over the world.

"Ducatisti" joined the event from the USA, Europe, Australia, Russia and India as well as Brazil, China, Malaysia and even Gabon, Iceland and Nepal - "all united by their passion for Ducati bikes. Only an event like this brings out the best of Desmodromic passion".

www.ducati.com

Marzocchi saved



Italian suspension specialist Marzocchi has been saved from liquidation.

American owner Tenneco (the \$8.4 bn turnover owner of Monroe shocks and other automotive interests) had been intending to close the business, but Italian automotive engineer VRM S.p.A., also based near Bologna, has acquired the business for an undisclosed sum in a deal brokered by local government and trade union officials.

VRM is a precision engineering company with chassis component contracts with the likes of BMW, Ducati and MV Agusta among others. The deal does not include

Marzocchi's bicycle/MTB suspension programmes - those assets were sold to Fox in October 2015. The deal will save some 70 remaining jobs, and reports suggest that production of some of the product lines that Marzocchi produced for major motorcycle OEs will recommence quickly. There is no word yet as to whether VRM will sell to the aftermarket.

Tenneco acquired Marzocchi in 2008, just as the bottom started to fall out of Marzocchi's market. It is believed that Tenneco was facing a bill of close to \$30m for closure of Marzocchi.

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Husqvarna unit sales +32 percent in 2015

Following KTM's reporting of its Group sales numbers, details have been released showing another good year for their Husqvarna brand - 2015 saw record breaking unit sales and turnover for a second year running.

Continuing to pursue its strategy of growth, Husqvarna Motorcycles ended 2015 with +32% more bikes sold (21,513 units) compared to the previous 12-month period (16,337 in 2014), which resulted in a +41% increase in annual turnover.

Among the milestones achieved was the introduction of what the company describes as a "revolutionary 2016 Husqvarna motocross line-up", which has already been available since last September. Husqvarna say that the North American market (USA and Canada) had a significant growth and played a main role in their overall success.

During the last twelve months Husqvarna Motorcycles returned to the street and dual-purpose motorcycle sectors with the launch of the 701 SUPERMOTO and 701 ENDURO.



"With both models already warmly received, we remain committed to further expanding our street model range while additionally

strengthening our position as a key player in the off-road segment".

www.husqvarna-motorcycles.com

KTM Group unit sales +14 percent

KTM saw sales and revenue increase again in 2015, setting a record for the company for the fifth year in succession. Including its Husqvarna brand, the company sold 180,801 units (+14 percent) for revenue of

1,012 billion Euro (+18 percent). KTM is therefore laying claim to being the fastest growing motorcycle brand in the world for years. The company saw a significant increase in EBIT (Earnings

Before Income Tax) to 95 million Euro (+26 percent). In 2015, KTM invested around 110 million Euro at its Mattighofen and Munderfing facilities in Austria, 30 percent more than in 2014, and now



employs some 2,515 people in the KTM Group worldwide.

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BMW +10.9 % unit sales in 2015

BMW sold 136,963 vehicles in 2015, up by +10.9 percent over the 123,495 units sold in 2014. Sales were +6.6 percent in December at 7,497 units. BMW says it experienced growth in all markets worldwide, and that it was the market leader in 26 countries in the premium segment of motorcycles over 500 cc - North America and Europe made the biggest contribution to the increase in sales. Their biggest single market was once again Germany, with 23,823 units sold; 7.4% of total sales for a domestic German market share of more than 25%.

The USA was their second largest market with 16,501 vehicles sold; followed by France (12,550 units), Italy (11,150 units), UK (8,200 units) and Spain (7,976 units).

Stephan Schaller, President BMW Motorrad, said: "We are able to look back on an exceptionally successful year. For the first time in the history of our company we supplied more than 135,000 BMW motorcycles and maxi scooters. I would like to thank our customers most sincerely for the enormous trust they have placed in BMW Motorrad".

With this success, BMW Motorrad has

moved closer to achieving its 2020 sales target of 200,000 vehicles. Schaller went on to say: "The 2015 sales figure shows that our motorcycle strategy is taking effect, and based on this strategy we have a lot planned for the years to come. We will continue to consistently pursue our current model offensive in the premium segment over 500 cc, and we will be entering the sub-500 cc market with a genuine BMW machine this year - the G 310 R.

"In the medium-term we will be offering further innovative products in the area of urban mobility and electro mobility. While continuing to extend our sales activities in existing markets, we shall also be penetrating new markets. Asia and South America are very much at the top of our list. Our worldwide dealer network will grow significantly from the current figure of some 1,100 dealerships to a total of 1,500.

The water-cooled R 1200 GS is the most successful BMW motorcycle (23,681 units sold in 2015); the R series, with the hallmark boxer engine, made the biggest single contribution to total sales accounting for 53.6 percent of total sales, i.e. 73,357 vehicles.

The next most popular BMW models



The new BMW R nineT Scrambler

were the R 1200 Adventure (18,011 units) and the R 1200 RT (10,955 units). The BMW R nineT sold 9,545 units in its second year of production, followed by the R 1200 R (6,951 units) and the new R 1200 RS touring sports bike, selling 4,208 units.

S-Series sales totalled 21,110 units, with the S 1000 RR the top seller and fourth most popular BMW overall with 9,576 units sold; the S 1000 R sold 6,473 units; the S 1000 XR sold 5,061 units.

The 2-cylinder mid-range models F 800

GS/GS Adventure sold 6,603 units and 4,129 units respectively, with the F 700 GS selling 6,282 units, and 5,971 F 800 R sold and 2,631 of the F 800 GT sold. 25,616 F-Series models were sold overall.

The K 1600 GT, GTL and GTL Exclusive fitted with the BMW in-line 6-cylinder engine sold 4,866 units; the maxi scooters C 650 GT and C 600 Sport sold 4,530 units in the last year before their model change. Sales of the electrically powered scooter, the BMW C evolution, remained "on track" with 957 units.

Brembo Vs. the counterfeiters

Italian brake specialist Brembo has acted to protect its brand and customers from counterfeiting by dispatching high performance and racing brake parts with an anti-counterfeiting scratch card and quality control sheet.

The card is contained in a sealed wallet inside the box - the customer is able to reveal a 6-digit code which can be

entered online, along with the card number, part type and country of purchase - allowing the customer to see immediately if the part is genuine.

By entering additional information the customer can download a certificate of authenticity. If the website determines that the part is counterfeit, the customer has to

provide the information that Brembo will need to launch an investigation.

Products included in the scheme at this stage are brake calipers, brake discs and clutch master cylinders and brake levers.

www.brembo.com



Ducati sales +22% in 2015

Ducati closed 2015 with its best-ever results, confirming the positive trend of the last five years that has seen a consistent increase in sales and production. With 54,800 bikes sold during 2015, Ducati set a new record by delivering 9,683 more bikes to customers than in 2014, an increase of +22%.

"The record sales of 2015 are the result of our company's courage and skill", stated Claudio Domenicali, CEO of Ducati Motor Holding. "Ducati closed 2015 with record volumes and also a substantial growth of 22% over 2014. During

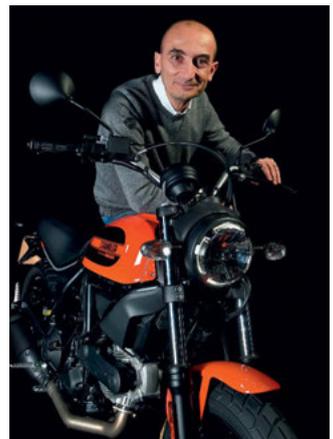
the year Ducati not only launched successful new motorcycles, but also a new brand, Ducati Scrambler, which immediately won global acclaim with over 16,000 sales worldwide".

For the first time in Ducati's history, one of their bikes, the Scrambler, made it into the 'Top 10' list of the world's best-sellers.

2015 also saw a marked increase in Ducati sales in Europe where the biggest gains were made in the Italian market with +53%, in the UK with +37%, in Germany with +24% and in France with +22%.

Ducati North America achieved a 14% increase in sales over 2014, the firm's largest market, with Italy in second place, accounting for 12% of the total. Ducati's third biggest market remains Germany, followed by France and the UK. Asian Pacific markets also experienced growth, with sales up by 14% on the 2014 figure.

The best-selling Ducati in 2015 was the Scrambler, with 16,000 sold, followed by the new Multistrada 1200, with over 8,000 sold, and the new Monster 821, with some 6,500 sold worldwide.



Ducati CEO Claudio Domenicali: "Ducati closed 2015 with record volumes plus a significant 22% growth over 2014"

EU registrations +10.3%

<<< Continued from cover

"However, the sector still faces a delicate situation in Europe. In 2015 about 1.21 million vehicles were registered. That is still less than half the registration levels we saw before the economic crisis (2.43 million units were registered in 2007).

"This industry needs supportive policies that promote job creation in the manufacturing sector as well as vehicle exports to markets outside Europe".

Europe's "Big Five" markets (Italy, France, Germany, Spain and the UK) accounted for 80.76 percent of new

motorcycle registrations in EU markets in 2015 (714,742 units), compared to 81.96 percent in 2014 (654,330 units).

At the time of going to press data for some of Europe's other markets (those in the EFTA zone such as Switzerland and Norway) had not yet been compiled, but in 2014 those markets added a further 43,975 to the total European picture.

See the StatZone section of this edition of International Dealer News for the latest trade association data from several of Europe's individual National markets, including some January 2016 details.

Energica listing a success

Energica Motor Company S.p.A., the Italian electric sportsbike manufacturer, followed-up its successful part listing on the Milan Stock Exchange with news that the company is to move to new headquarters premises.

Part of the 45 year-old CRP Group of companies (whose origins were in high-tech manufacturing for F1), last year the Modena, Italy based manufacturer appointed UBS to help source funding solutions for volume production of its 'Ego' and 'Evo' models.

Energica also received final official

accreditation from the NHTSA and EPA in the United States, meaning that the Energica Ego is a fully homologated electric sportsbike ready to be sold legally in the U.S.

Before EICMA last year the company announced that it was working for a listing to raise capital on Italy's Alternative Investment Market, and that listing took place at the end of January this year.

Intended to fund an initial production run of 244 motorcycles in 2016 and double that the year after by selling around 35 percent of its equity for between 5 and 7 million Euro, the listing made Energica not just the only e-vehicle business to list on its chosen market, but only the second such business to launch a public offering on any market in the world after Tesla in the United States.

Having been pronounced as a "best performer" on AIM Italia in the first three days of its offer, the company confirmed plans to move to a new 32,000 sq ft factory in Modena, in Italy's famed "Motor Valley".



Energica's planned new Modena manufacturing, distribution, R&D and corporate headquarters



Energica Chairman Franco Cevolini - "The initial trading of Energica on AIM Italia represents an important step for the electric vehicle market"



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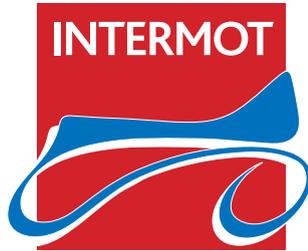
www.premier.it



INTERMOT in cooperation deal with Brazilian trade association

At October's Salão Duas Rodas, the largest motorcycle industry expo in South America, INTERMOT organiser Koelnmesse signed a cooperation with ANFAMOTO – Associação Nacional dos Fabricantes e Atacadistas de Motopeças, the Brazilian motorcycle parts manufacturers and wholesalers trade association.

"Brazil is an important growth market for our exhibitors. It is therefore our goal to raise the visibility and awareness of INTERMOT in Brazil and in doing so, bring more South American manufacturers, importers, distributors and industry contacts to Cologne", said Christoph Werner,



Senior Vice President in charge of Trade Fair Management at Koelnmesse.

"We are pleased to have a strong partner working with us in ANFAMOTO, which has its own stake in supporting this venture". Through this cooperation, the international motorcycle, scooter and e-bike fair,

which takes place in Cologne, Germany, from 5 to 9 October 2016, expands its engagement in South America as part of Koelnmesse's internationalisation strategy".

ANFAMOTO plans to send a visiting delegation to INTERMOT 2016, consisting of trade and industry members who are interested in developing new contacts for import and export. A joint stand is planned for exhibiting companies from Brazil.

Furthermore, both INTERMOT Cologne and ANFAMOTO will be represented as cooperating partners with a stand at the respective partner event, and will mutually support each other's

advertising efforts in advance of the fairs.

In order to heighten media attention throughout the country, the organisers of INTERMOT additionally forged media cooperation with important publications of the Brazilian motorcycle-related trade media.

With 1.1 million vehicles per year, Brazil constitutes the largest South American market for motorised two-wheelers. According to an independent survey, the INTERMOT exhibitors see Brazil as one of the most important growth markets.

www.intermot.com

Kawasaki unit sales +20 percent in Europe

Kawasaki is reporting that its motorcycle, ATV (All Terrain Vehicle), Utility Vehicle and PWC (Personal Watercraft/"jet ski") unit sales to dealers in Europe for the third quarter of its 2015/2016 financial year (the period to 31st December 2015) were up by nearly 20 percent at 37,000 units compared to 31,000 units for the year-ago quarter. Sales in North America were +10 percent at 66,000 units, of which 32,000 were motorcycles, compared to 60,000/28,000 for the year-ago quarter. In "emerging markets" the company reports 230,000 unit

sales, compared to 294,000 for the corresponding period in 2014; with domestic sales "flat" at 12,000 units for a total of 345,000 units worldwide (compared to 397,000 for the corresponding period of their 2014/2015 financial year).

Total net sales revenue from worldwide motorcycle, ATV, Utility Vehicle and PWC unit sales was yen 184.9 billion, up from yen 181.6 billion in the corresponding period of their 2014/2015 financial year despite the global drop in units sold because of improved sales in "developed" markets (EMEA

and North America) compared to the decrease in lower value units sold in emerging markets, mostly Indonesia.

Kawasaki is now forecasting full financial year motorcycle and related vehicle sales of 60,000 units in Europe, 101,000 units in North America (of which 49,000 are anticipated to be motorcycle unit sales), and 525,000 units worldwide. Kawasaki says its before-tax ROIC (EBIT/Capital Investment) from its motorcycle and related products division was 13.3 percent in the three months to December 31st 2015, compared to 13.6 percent in the three

Kawasaki

months to September 30th 2015, and 7.3 percent in their full 2014/2015 financial year. Total sales from motorcycle and related product segments were 219,469 million yen for the nine months to December 31st 2015 - with operating expenses of 215,000 million yen resulting in operating income of 4,379 million yen.

Corporate operations in Europe generated net sales of 95,990 million yen in the nine months to December 31st 2015 (+28 percent).

Apparel will need CE marking

Until now only protective (motorcycle) gloves, boots and impact protectors were categorised by the EU as being "protective gear" and as such needed to meet certain standards.

However, the European Parliament has now decided to include all motorcycle gear in new **protective personal equipment (PPE)** regulations.

This means that in a few years time, all motorcycle gear sold in Europe will have to meet the same safety standards as other items categorised as personal protective gear. They will have to provide a minimum amount of protection against abrasion and impact.

Just like with boots and gloves now, there must be a label inside the gear that confirms that it meets the

European standards and what level of protection is provided. Also, information about maintenance, storage and use must be given to the buyer. The exact standards and date by when all motorcycle gear in shops in Europe must meet the standards are not known yet - and it might take some years yet.

However, this new regulation does not mean that riders are obliged to wear only approved clothing. **This regulation is about selling approved protective clothing, but not about wearing it.** As far as FEMA knows, the Commission has no plans to make the wear of approved motorcycle gear mandatory.

FEMA's General Secretary Dolf Willigers commented: "When all motorcycle



Dolf Willigers, General Secretary of FEMA, said "as long as the European authorities will not use these standards to force riders to wear only approved motorcycle gear, standardisation of motorcycle gear is a good thing for riders"

gear meets the standard you know what amount of protection you can expect. This is consumer protection we don't have now. Of course the new standards will have to meet the needs of riders, but with the information available to us at this time, I have all confidence that this will be the case.

"As long as the European authorities will not use these standards to force riders to wear only approved motorcycle gear (and we intend to campaign that this will not happen), standardisation of motorcycle gear is a good thing for riders".

Helmets and visors are outside the scope of this regulation: they are covered by UN ECE Regulation no. 22.

www.fema-online.eu

Ducati Scrambler "Custom Rumble" - the five finalists

Ducati's "Custom Rumble" dealer competition for customised Scrambler specials has now reached the stage where five final contestants have been chosen by the public. One for each continent, the five will now go forward to compete at this year's 'World Ducati Week' in Italy in July, where a special jury of experts, composed of designers, motorcyclists and customisers, will decide on the winner. The Ducati dealers who decided

to take up the challenge started work on their bikes as long ago as September last year, with online social media voting getting underway in late October and continuing until January. The five finalists are 'Iron lungs', produced by Warsaw Liberty Moto (Poland) in collaboration with two "customisers"; 'Ice Track Pro', coming from Canadian creative workshop Bow Cycle North; 'Scrambobber' Made in Thailand by Ducati

Vibhavadi; 'ScramblArabia' built by Wheels of Arabia from Bahrain, and 'Scramblegale' created by the Canberra Motorcycle Centre, the Ducati dealer in the Australian capital.



Scrambobber, built by Ducati Vibhavadi (Thailand)



ScramblArabia, built by Wheels of Arabia (Bahrain)



Scramblegale, built by Canberra Motorcycle Center (Australia)



Iron lungs, co-built by Warsaw Liberty Motors, 86 Gear Motorcycles & Pawel Swanski (Poland)



Ice Track Pro, built by Bow Cycle North (Canada)

The 2015 MXGP World Champion Pistons



Romain Febvre @ Team Yamaha YME



Suzuki unit sales +14.1 percent in Europe **Airbag Wars continues**

For the third quarter of its 2015/2016 financial year and first nine months to date (ended December 31st 2015) Suzuki is reporting that worldwide sales of motorcycles and ATVs were down by -16.6 percent (348,000 units) for their third quarter and down by -15.0 percent (1,145,000 units) for the nine month period (-69,000

and - 202,000 units) respectively compared to the same periods of 2014/2015.

However, in European terms, sales were broadly level at 6,000 units in the third quarter and are running at +14.1 percent (38,000 units) for the first nine months.

Sales in Japan are -10.3 percent (47,000 units) for the year-to-date (-7.5 percent/15,000 units for the third quarter); sales in North America are +3.7 percent (33,000 units) for the year-to-date, with the third quarter +30.4 percent (8,000 units); and in Asia are -19.6 percent for the YTD (864,000 units) with China at -17.2 percent and Indonesia -59.1 percent. ATV sales worldwide were broadly flat at -0.1 percent for the year-to-date (17,000 units and down -9.1

percent in the third quarter.

In production terms Suzuki report total worldwide production of motorcycles and ATVs at -18.1 percent (1,140,000 units) for the nine month period and -16.6 percent (348,000 units) for the third quarter, with domestic Japanese production -18.9 percent for the first nine months as the company continues to rationalise use of its domestic production capacity in favour of higher value automotive units.

The company says sales income from motorcycle and ATV operations was down by -7.0 percent at 172.9 bn. yen for the first nine months, but that overall sales (motorcycle and automotive) were +102.9 percent (406.3 bn. yen in Europe and +9.9 percent globally at 2,355.6 bn. yen.



Following the news about the apparent legal dispute between Alpinestars and Dainese (concerning aspects of their competitive motorcycle airbag product offerings), Dainese has moved to counter claims made by Alpinestars in a press release that denied that Dainese had taken any legal action against them in Germany (or elsewhere).

According to Alpinestars the dispute centres on an alleged patent infringement concerning the material it uses in the construction of its airbag. Dainese has countered Alpinestars' claim that Dainese had not instigated legal proceedings against it by saying that "legal action has in fact been taken in the German market with a Munich court granting an injunction on the sale of Tech-Air products in Germany and that similar action is underway in Italy".

Dainese's statement says that the Munich court "released two autonomous preliminary injunctions against a German Alpinestars dealer, confirming that the Alpinestars Tech-Air system infringes two Dainese patents in Europe" and that "Dainese has also recently filed, before a German Court, an additional lawsuit against Alpinestars, seeking compensatory damages for infringement of Dainese's patents and the halting of commercialisation of the Tech-Air system in Germany".

Dainese go on to say that they have "never received a cease-and-desist letter from Alpinestars and that they, Dainese, have [also] filed a lawsuit against Alpinestars before an Italian court, seeking compensatory damages for infringement of Dainese's patents, as well as an urgent preliminary injunction for halting the commercialisation of the Tech-Air system in Italy".

Dainese say their patents have been "released by the European Patent Office following a long verification procedure, and are therefore registered and fully valid". This one will run and run!

www.alpinestars.com
www.dainese.com



Will MOTOBOT dream of electric beer?

Yamaha has announced that its humanoid riding robot - MOTOBOT - has "moved into its second phase of development, and that the current partnership in joint development with SRI International is set to continue".

Presentations on the MOTOBOT took place at the Consumer Electronics Show (CES) in Las Vegas in January. Basically it is an automated humanoid robot that is able to ride a non-modified motorcycle - it was first seen at the Tokyo Motor Show in 2015.

The objective is for a riding performance of over 200km/hr

on a riding circuit by 2017. In succession from phase one, phase two further develops the platform technology towards actual circuit riding. The sophisticated technologies developed in the project are ultimately intended to be applied to advanced technologies and rider support systems in the future. The development of the MOTOBOT is progressing as an open innovation model project with SRI, one of the world's leading research and technology development facilities.

www.yamaha-motor.co.jp



Honda worldwide unit sales -0.4 %

Honda has announced its financial results for the third quarter of its 2015/2016 financial year (the period to December 31st 2015).

Third quarter Honda Group motorcycle unit sales were 4,407,000 units, down by -0.178 percent on the 4,585,000

units sold in the final quarter of 2014, but 12,882,000 units for the nine months to date, up +4.03 percent.

After reducing its 2015/2016 full-year motorcycle sales forecast from 18.225 million units to 17.515 Honda Group unit sales worldwide following its second quarter results, the company has moved to further lower expectations - forecasting that it will have sold 17.190 million units by March 31st 2016, the end of its current financial year (this would mark a 0.402 percent decline on reported sales of 17.592 million units for its 2014/2015 full-year).

Overall corporate consolidated operating profit for their third quarter

was 163.0 billion yen, a decrease of -22.3% compared to the same period last year, due to profit-reducing factors such as an increase in selling, general and administrative (SG&A) expenses that include quality-related expenses and unfavourable currency effects. Overall corporate consolidated operating profit for the fiscal nine months (April 1, 2015 through December 31, 2015) amounted to 567.2 billion yen, a decrease of -3.0% compared to the same period last year. The quarterly dividend for the fiscal third quarter will be 22 yen per share, and total cash dividends to be paid for the fiscal year ending March 31, 2016 are expected to be 88 yen per share.



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THE AMERICAN REPORT

By IDN founder Robin Bradley

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More female riders in USA than ever says MIC

Female motorcycle ownership is at an all-time high according to the latest data from the Motorcycle Industry Council - having doubled in the past decade. The MIC's latest Motorcycle Owner Survey found that women account for 14 percent of all U.S. motorcycle owners, well up from the 8 percent reported in 1998.

Sarah Schilke, National Marketing Manager of BMW Motorrad USA and Chair of PowerLily, a mentor group consisting of female motorcycle industry professional said: "Of the 9.2 million motorcycle owners in the United States the number of female owners more than doubled from 2003 to 2014. Among the more than 30 million Americans who rode at least one time in 2014, a quarter of these riders were women".

Among younger generations of owners, the percentage of women is even higher. Slightly more than 17 percent of Gen X owners, and 17.6 percent of Gen Y owners, are women. Among Boomer owners, women make up 9 percent. The Owner Survey also revealed what type of bikes women prefer. Cruisers are the choice of 34 percent of female riders. Scooters rank a close second at 33 percent, followed by sport bikes at 10 percent. In the survey, of some 48,000 American households, women were also asked to share their top three reasons for riding motorcycles. They answered "fun and recreation", followed by "sense of freedom" and "enjoy outdoors/nature". When it comes to purchasing a motorcycle, women rate "Fuel Economy" and "Test



Rides" as the most important decision-making factors.

The study revealed that female riders are safety-conscious. While 60 percent of women took a motorcycle safety course, only 42 percent of men had any formal training. In some state motorcycle safety training programmes, women make up 30 percent of the student population. The median age for female motorcyclists is 39 versus 48 for males; more than 49 percent of women motorcyclists perform their own maintenance or have

a friend or relative do it, instead of taking their bike to a shop; new bikes are preferred over used by 57 percent of female riders; 49 percent of female motorcyclists are married; 47 percent of female motorcyclists have a college or post-graduate degree

www.mic.org

Triumph ignition relocation bracket



American parts and accessory manufacturer Joker Machine is offering a solution for the hard to reach headlight-mounted ignition switch on all Standard/T100 Bonneville, Thruxton and Triumph Scrambler models with a bracket that allows it to be relocated below the left or right side of the tank. A must when using custom fork tube mounted headlight brackets, it is designed to mount as close to the frame as possible with no exposed hardware other than the 2 alloy frame bolts. It is fully CNC machined from a solid block of 6061-T6 aluminium and available in hard black or clear anodised and chrome plated finishes.

JOKER MACHINE
La Verne, California, USA
Tel: +1 909 596 9690
sales@jokermachine.com
www.jokermachine.com

'Dirt Digger' off-road clutch kits

Founded in 1948, Californian manufacturer Barnett Tool & Engineering is one of the world's leading clutch parts specialists. Available for most popular makes and models of off-road bikes and ATVs, their 'Dirt Digger' high-performance clutch kits feature clutch plates made with their exclusive carbon fibre or Kevlar friction material, tempered steel drive plates, and a set of heavy duty springs that are said to be 10-15% stiffer than



OEM. The "CF" and Kevlar materials are said to "provide a stronger, more positive engagement with the 'segmented' friction material design, increasing oil flow to the clutch for a smoother, more consistent performance and increased clutch life". The heavy duty springs are shot-peened and heat-treated for extreme

durability - all Barnett clutch kits are pre-measured for proper stack height prior to packaging to ensure reliable fit and performance.

BARNETT CLUTCHES & CABLES
Ventura, California, USA
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info@barnettclutches.com
www.barnettclutches.com

Titanium exhaust valves

These titanium exhaust valves from Californian off-road performance specialist Pro Circuit are said to "help extend the life of the engine while making a difference in the performance of a race bike". Now available for the 2016 KX450F, the company says they have been designed "using our racing experience and are manufactured to our exact specifications by Del West, the industry leader in F-1 valve technology". Each exhaust and intake valve is CNC-machined and precision ground. A thermal-nitride coating is then applied to increase performance and durability and to help reduce normal wear. PRO CIRCUIT, US, www.procircuit.com





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'Everest' glove

Spanish apparel specialist Rainers' new 'Everest' glove in waterproof goat leather includes woven polyester and nylon Softshell fabric and a breathable high-resistance and durable Superfabric laminate that incorporates armour platelets to increase protection in a fall.

The design reinforces the glove at the most vulnerable places and features added Kevlar on the hand palm for even greater protection.

A waterproof and breathable three-layer microporous silicon coating structure Hipora membrane adds to the weather proofing and year-round performance with an inner lining, with thermal insulation that surrounds the hand boosting cold weather comfort and protection.

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2016 Vertex Street Pistons

Italian piston specialist Vertex (VP Italy) introduced several new and updated product lines at the Milan show last year, including a new four-stroke street piston range for 2016.

Available as replacement or high performance versions, they have been developed in MotoGP with the Gresini team and several Superbike and Supersport teams.

The line-up has 15 models of replacement and high compression configurations for most popular models from Yamaha, Honda, Suzuki, Kawasaki, BMW and Ducati 600 and 1000cc (for track use only).

Forged from the highest quality aeronautic 2618 or 4032 alloys, they are coated with a special Molybdenum Bisulphate black coating to aid during piston break-in and reduce friction. New for 2016 Vertex forged pistons for high performance 4-strokes are made with a 'T-Bridge' structure inspired by F1.

The company says that their "unique piston profiles and compression ratios maximise power while reducing blow-by and oil consumption". They sell in kits with segments, pins and mounting rings and feature a minimum limit weight for their category.



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Trophy MX

This new Trophy MX is said to be a faithful replica of the Premier helmet from the '60s and '70s, widely used at the time for off-road riding.

The updated version of the original shell design is made in a tri-composite fibre and embraces many contemporary helmet technology features, such as the washable, hygiene treated removable inner lining. The DD buckle reflects the design used on the original and it is available in yellow, black and white.

PMR S.r.l.
 Galliciano/Lucca, ITALY
 Tel. +39 0583 730310-11
info@premier.it
www.premier.it



Exchange indicator relay gives versatile function control

German accessory specialist Kellermann has unveiled its all new CR4 key indicator relay - "a real magic box for the motorcycle" - that is suitable for all 12V motorcycles.

Described as the ultimate all-in-one solution for motorcycles with an indicator switch when LED indicators are being installed, the load-independent indicator relay elevates the functionality of older motorcycles to an up-to-date level and even optimises the electronics of current bikes. It replaces the original 2-3 pole flasher relay.

The CR4 offers many new control options - indicating, warning, braking, start, alarm and much more. But the clever part of the design is that the rider only needs to use what they really want - the rider remains in control and can custom-tune the operation to his/her preferences.

The CR4 has an alarm unit, indicator unit with convenience functions, hazard warning unit, adaptive break light and starter assistant. The core competence of the CR4 is the "comfort flasher" for new LED lights, with what Kellermann's research suggests is the perfect pulse of 75 flashes per minute. The adaptive brake light makes the ride more safe - emergency or very strong braking will create a flashing break light for improved manoeuvre visibility.

The alarm unit signals thieves its protected status with a control light and reacts on movements or



shocks, with warning signals from horn and indicators. The starter assistant lets the engine start after the hand brake is pulled three times, and the hazard flasher can run without the ignition key, until shut-off manually or by the battery protection. Kellermann say the CR4 clearly is a smart all-in-one solution for the electronics of the motorcycle and that it installs easily - connecting directly to the motorcycle's wiring as an exchange indicator relay (only additional horn and constant live connections are required).

Made in Germany, it is ECE tested, load independent, suitable for turn indicator switches, intuitive in

operation, prevents the accompanying flashing of non-activated indicators, has turn indicator reset memory and comes as a slim-line 80mm long x 21mm wide x 12mm unit with a high quality metal casing for installation almost anywhere on the motorcycle.

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MT-09 Tracer gets the LighTech treatment



Leading Italian parts manufacturer LighTech has recently announced a full line-up of aftermarket accessories for the top-selling Yamaha MT-09 Tracer.

Designed to complement the styling, improve performance through reduced weight and develop the ownership and riding experience through ergonomic precision that personalises the stock offer, aesthetics and engineering combine to produce a quality of fit and finish that will be durable, robust and functionally perfect. Available in a choice of Black, Cobalt Blue, Red and Gold colours, the range includes adjustable rearsets, passenger footpegs, chain adjusters, swingarm spools, street legal custom-design replacement aluminium mirrors, a license plate holder, gas caps, reservoir covers, high-strength, lightweight magnesium brake and clutch levers, carbon parts, frame sliders, Ergal alloy screws kits and more.



LighTech offers dealers one of the widest ranges of top-end accessories manufactured in Europe and are constantly adding to the options available for established models and creating make-over kits for new models.

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MIZU crash cages

German parts and accessory specialist MIZU manufactures a wide range of parts and accessories for many popular motorcycle makes and models - from adjustable clutch and brake levers, lowering kits and swingarm extensions to triple trees and risers, carbon fibre body parts and covers and a wide range of RST brand parts for Harley-Davidson and custom bikes of all kinds.

Seen here for KTM models, their crash protection cages deliver important protection both off and on-road. Manufactured in high quality stainless steel, they protect the engine and the most important components and accessories.



Shown here in KTM orange, they are also available polished and as model-specific configurations for the rigorous demands of R1200 GS riders.

MIZU VERTRIEBS GmbH
Hilzingen, GERMANY
Tel: +49 (0)7731 9067 0
info@mizu.de
www.mizu.de

'Drift' tri-composite full-face

The 'Drift' double-D ring full-face, first seen in IDN last year as a full carbon shell, is also offered in a tri-composite fibre shell construction (carbon, Kevlar and fibreglass), which is said to have been "developed for the most demanding touring riders". It is equipped with an integrated DVT sunshade visor (Double Visor Tech) that permits riding in all light conditions with maximum safety.

The quick release visor mechanism with double spring movement allows visor self-adjustment to guarantee a close contact of the transparent anti-scratch visor with the window beading - meaning it is not necessary to manually adjust it in order to avoid water or air coming in. The left-side lever stops the position of the visor 5mm from the window beading to avoid or eliminate fogging; when lifted, the lever locks the visor to avoid sudden opening during a ride or fall.

An adjustable Max Vision Pinlock lens further helps avoid fogging, and the integrated anti-scratch sunshade visor is easily manoeuvrable with a lateral lever. Ventilation is guaranteed by three wide, glove-friendly air vents. The lower vent on the chin guard drives air directly to the inner side of the visor to avoid misting, while the vent on top channels fresh air inside the helmet through numerous air grooves towards the rear vent.

The removable and washable lining is made with hypoallergenic and transpiring fabrics; the design is communication system ready, the weight of the tri-composite shell is 1,350 (+/-50g), with the full carbon version at 1,250 (+/-50g).

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info@caberg.it
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New brake system for Trials models



Based near Barcelona, Spanish brake and cable specialist J. Juan celebrated its 50th anniversary last year. Fast forward to the 21st century, and in 2011 it established Braktec, a specialist off-road brake and clutch products brand following its acquisition of Spanish manufacturer AJP Industrial's brake systems division. Thanks to the J. Juan design and manufacturing pedigree, Braktec celebrated its first Trials World Championship within two years, and EICMA last year saw the company introduce a number of important new product initiatives. Closely associated with trials and off-road brands such as Ossa, Montessa, Ducati

(Mototrans), Sanglas (Yamaha) and others, the AJP deal was the foundation for the launch of Braktec as a brand platform for growth driven by new manufacturing technology and new product designs. The new mono block 4-piston caliper seen here is said to deliver significantly improved braking power and response in a service-friendly, durable design specified to meet the rigours of trials riding. The company is a regular fixture at Trials, Enduro and Motocross World Championships (and at the Dakar Rally), and the company is also well known for its durable, fatigue-reducing precision hydraulic clutch system components. Their new height-adjustable, lighter weight, super-strong clutch and brake lever assemblies and master cylinders are said to produce increased power and improved

response, requiring reduced braking and gear change effort in all temperatures. The company says that their testing has shown "100 percent reliability" for a system that is said to be entirely maintenance-free. It is delivered fully assembled, ready for installation and is available with a choice of anodised lever, master cylinder and reservoir cap colours.



BRAKTEC/J. JUAN
Barcelona, SPAIN
+34 93 633 59 59
press@jjuan.es
www.braktec.com



Versatile SMART 10000

Italian manufacturer Forlettronica has added to its BC Battery Controller programme with the BC SMART 10000 - said to be "the perfect battery charger for riders and workshop professionals".

Described as versatile, intuitive and powerful (with a 10-Amp peak current), it is equipped with two specific programmes for motorcycle and automotive use and a programme for AGM Start-Stop batteries, which is said to make it ideal for all 12V lead-acid batteries with 200 Ah maximum capacity. A fully automatic 8-step integrated charging algorithm and clear LCD display make the SMART 10000 "one of the easiest to use battery chargers ever designed", according to the company, having "been conceived to be always connected to the battery, with no need to disconnect it during longer periods when it is not used". Offered with a three-year warranty, its intelligent functionality includes two features new to the 'BC' range. It is equipped with a power supply function

that allows battery replacement without data memory loss and a sensor for automatic temperature compensation - allowing the BC 10000 to always supply the battery with the best level of current for the ambient temperature.



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Living with Euro-4

With Euro-4 homologated bikes already hitting showroom floors, potentially there could be bike tuning problems ahead for the industry. Rapid Bike add-on tuning models allow you to "open-the-loop" and take control of the impact the O2 sensor signal has on the injection map, making conventionally pre-calibrated mapping obsolete.

Italian performance and tuning technology specialist Dimsport's Rapid Bike branded range of motorcycle tuning modules are ahead of the game when it comes to the implications of the new generation of Euro-4 homologated motorcycles.

At the heart of its technology is the ability to work with, rather than fight against, the data captured by the stock Lambda sensor (O2 sensor) and use the signal to dynamically modulate the fuel injection map to keep the air fuel mix at the optimum setting.

All three of the Rapid Bike modules - EASY, EVO and RACING - are based on this technology, and all three automatically and instantaneously return an air/fuel ratio that is either too lean (too much air for the fuel) or too rich (too little air for the fuel) back to the optimum setting.

Rapid Bike modules turn the Lambda sensor signal into the tuner's friend - and turns every rider into a tuner. The dynamic modulation of a signal designed to work with a pre-installed map, with its pre-set, all conditions and all circumstances fixed calibrations, opens up the 'Closed Loop' and renders the concept of a set injection map obsolete.

Adopting electronic technology for engine management has always required a number of sensors to control the amount of fuel being injected and to maintain a balanced carburetion.

The amount and quality of intake air coming through the engine and being mixed with fuel is affected by different factors such as temperature, pressure and humidity rate - this is the reason why bike performance changes considerably in operation even after it has been in the hands of the best tuners, to say nothing of the remapping required by changes to the stock set-up such as aftermarket exhausts, air filters etc.

The stock Lambda sensor measures the quantity of oxygen in the exhaust gases, while the OEM Engine Control Unit (ECU) determines the air fuel ratio (air quantity in proportion to one unit of gasoline) in the context of the value pre-set in its memory, and then modifies the injection timing to achieve its pre-settings based on the signal it receives from the Lambda (and other) sensors.

The technology at the heart of Rapid Bike's modules achieves a very simple result, yet

At the heart of its technology is the ability to work with, rather than fight against, the data captured by the stock O2 Lambda sensor



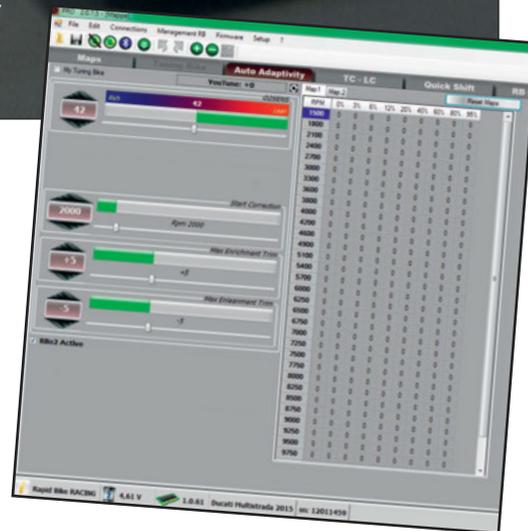
The company says that its "technology re-maps the most critical section of the power delivery curve - the low and medium rpm range where the Lambda sensor is in full control of the fueling parameters"

is highly innovative since it actually takes advantage of the stock Lambda sensor signal to improve engine efficiency while optimising fuel consumption.

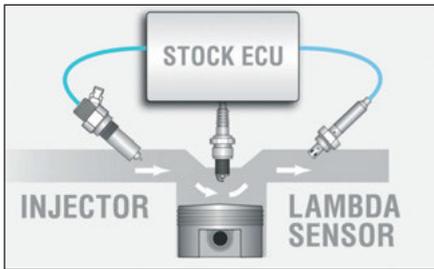
The goal is not to eliminate the stock Lambda sensor, but rather to perform a dynamic modulation of its signal in such a way that the results of doing so are fully compatible with the new injection values set by the add-on module.

This solution helps the whole system (OEM ECU + Rapid Bike Module) to be more reliable, and to prevent the benefits of improved fueling from being perceived by the ECU as a mistake requiring correction.

Rapid Bike's add-on modules change the amount of injected fuel (and they can directly control up to 8 injectors) while modulating the stock Lambda sensor signal in such a way that the OEM ECU will not detect any difference in the air fuel ratio. Its new "auto-adaptive" feature allows Rapid Bike modules to compare the air/fuel



The AUTO-ADAPTIVE feature built into Rapid Bike's EVO and RACING modules will fine-tune the map of injection values while the bike is being ridden. Seen here for a twin cylinder engine (2015 Ducati Multistrada 1200), in which the module is reading and modulating the signals from both the stock Lambda sensors in order to generate a correction map specific for each cylinder. In this way the module is self-learning and responds to the constant change of external factors such as temperature, pressure, riding style, etc., and also to the installation of additional aftermarket components affecting directly the injection values



ratio target value (set within the module's map) with the signal reported by the stock Lambda sensor. The result of this continuous comparison determines whether the fuel being injected needs to be increased or decreased - making sure the engine always delivers the best performance.

This is even more useful when performing modifications to the bike (such as the installation of a free-flow air filter or a racing exhaust system) that require the injection map to be modified. Rapid Bike modules are able to develop and implement these changes automatically, while the rider is using the bike. Rapid Bike says its module will complete the injection auto-remapping process within a 200 km ride, even when starting with a 'zero' value map.

The company says that its "technology re-maps the most critical section of the power delivery curve - the low and medium rpm range where the Lambda sensor is in full control of the fueling parameters". The so-called 'closed loop area' that typically remains 'off-limits' for conventional add-on module technology becomes tunable, putting the tuner and the rider in full control without any sort of limitations.

RAPID BIKE/DIMSPORT
 Serralunga di Crea (AL) ITALY
 Tel. +39 (0)142 9552
info.rapidbike@dimSPORT.it
www.rapidbike.it

Test case study - Ducati Multistrada

The Ducati Multistrada was one of the first Euro-4 compliant street bikes to reach showroom floors. This dyno chart shows the behaviour of the air/fuel ratio (at 25% Throttle Position Sensor) with the 2015 Multistrada 1200 in stock configuration (no aftermarket exhaust or air filter, etc.).

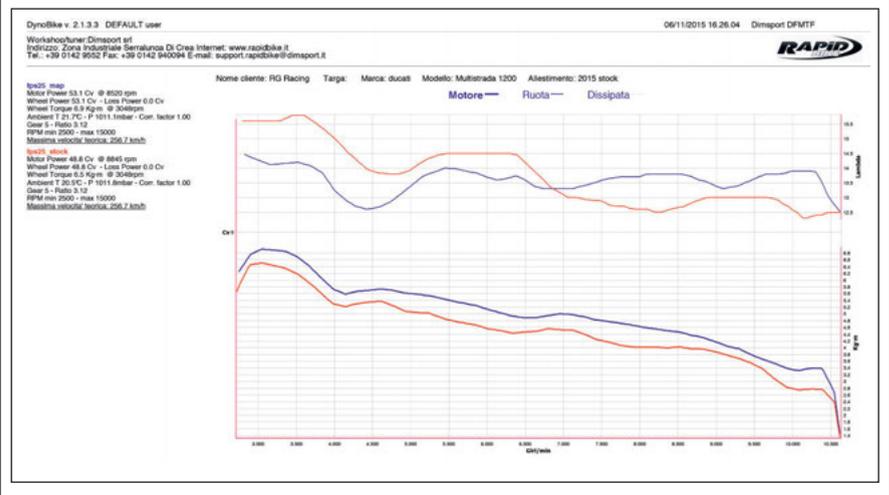
It shows the Multistrada starting with a very lean mixture (almost 16 points, that means 16 parts of air for 1 part of gasoline); with the Rapid Bike EVO module this value comes down to 14 points and maintained at a value between 14 and 13.5, meaning the fuel mixture is richer, the throttle response is more reactive, the engine no longer suffers from the sudden power drops caused by interruptions in the supply of gasoline, and the torque is more consistent.

When the stock ECU reacts by trying to 'correct' this (and re-set the AFR value to around 12 points - meaning that the mixture is becoming too rich), the EVO

module and its technology of Lambda signal modulation continues to work effectively and keeps a steady AFR target value around optimum at 13.5 points. This means the corrections to the injection values performed by the EVO module (and RACING version) directly connected to the injectors create a stable AFR value as close as possible to the ideal target of 13/13.5 points (depending also on other factors such as gasoline octane percentage content etc).

The end result in this example is that at 25% TPS there is a gain of almost 5 hp and the torque is also improved (from 6,5 kg.m at 8845 rpm to 6,9 kg.m at 8520 rpm).

The real-world riding impact of the numbers is that the bike's handling and engine response are greatly improved at lower and mid rpm - the most important and most used part of the power band.



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Wunderlich goes hybrid

German BMW parts and accessory specialist Wunderlich made a big impact at EICMA in November last year with their latest customised BMW special.

Having already shown a 156 horsepower GS LC based Scrambler prototype last year, at EICMA they unveiled what they say is the first BMW R 1200 GS LC ever seen with additional front wheel drive.

Wunderlich CEO Frank Hoffmann said that "our concept vehicles have become a traditional feature that symbolise our expertise, creativity and manufacturing capabilities. They are all about showing what is possible and establishing design standards that speak to the quality and ergonomics of our products".

The Wunderlich GS hybrid has a ten-kilowatt electrical front wheel gearbox, which offers several new "sturdy" advantages. The big enduro does not just have much more propulsion on the ground, but the powered front wheel also draws the GS through curves quickly. "The increased performance can be clearly felt in the driving operation", said Hoffmann. The emphasis is on efficiency - for example the energy produced while braking the GS is used to recharge the battery. The front wheel operation, which can be adjusted while riding, can be used entirely on its own. It can operate at up to 20 kilometres per hour on electric with the combustion

motor turned off, and used as manoeuvring assistance, the electric motor even allows for reverse function at three kilometres per hour - extremely practical for parking the heavy GS on a slope.

Nearly all the changes to the GS series, including the chassis set-up to balance out the additional weight, were developed in-house by the Wunderlich development and engineering team, with assistance for implementation of the electric concept from Italian electric mobility specialist Evolt, who co-developed some of the electrical components.

Of course, when not "stretching the boundaries", Wunderlich's day job is designing and manufacturing parts and accessories that are made to improve the riding experience, and here we also see one of their recent product line additions - a cockpit fairing for the R1200R LC.

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



Wunderlich have a wide range of accessories available to enhance the R 1200 GSD riding and ownership experience, including lights, covers, screens and strengtheners, risers, cruise controls, hand-guards, footrests/pegs and levers, mirrors, protectors and luggage - a massive range of hard and soft luggage options, from their X-2 series hard cases as seen on the Hybrid to this tankbag kit "Safe", a multi-functional travel companion with a 3M-SCOTCH reflection fabric and 25-litre capacity with big, detachable map compartment



Always "stretching boundaries", Wunderlich's follow-up to their 156 hp GS LC Scrambler concept and "White Star", a 30th anniversary R nine T Cafe Racer conversion, was this Hybrid GS conversion. Featuring dual-wheel drive courtesy of a regenerative braking system, a 7.6 kw electric front wheel gearbox delivers power-assisted traction to help power the GS through the dirt, up slopes and through curves, and with an electric only option the bike will make up to 20 kph with the engine turned off and 3 kph power-assisted reverse

'Omega' all-season gloves

These new 'Omega' gloves from Orina are "suitable for all weather conditions", with an outer shell composed of robust, high-quality Soratex material, combined with reinforcements, padding, a light and flexible knuckle guard and highly abrasion resistant Superfabric at the edge of the hand to protect the impact areas.

Equipped with warm Thermax lining as well as temperature-regulating Outlast, body heat will be absorbed and released only when needed, providing for the ideal skin temperature. Together with the 100% waterproof and breathable AquaDry membrane, these gloves "will keep the wearer warm and dry". Stretch panels are located on the fingers and at the back of

the hand for freedom of movement. The high-quality Technalin Gold cowhide leather with its silicone printing on the palm offers a secure grip; wiper on left index finger.

ORINA BW GmbH
Eschweiler, GERMANY
Tel. +49 (0)2403 99960
export@orina.de
www.orina.de



Touratech Plug & Play - ESA suspension

"Safer and more enjoyable riding at the touch of a button", that's the claim Touratech makes for its "Plug & Travel" ESA suspension for 2007 - 2013 BMW R 1200 GS/Adventure models.

The company says that the standard BMW shock absorbers are a "compromise solution, designed for a relatively lightweight rider without luggage", and that they are not serviceable. "Consequently the conditions under which the GS is used, and the different loading conditions it has to cope with, cause trouble with the suspension over time, as components wear out prematurely".

Touratech say their "Plug & Travel ESA" is the only complete BMW ESA replacement suspension system available, and that it simply replaces the BMW ESA shock absorbers and plugs into the vehicle's control system.

"It is completely and fully integrated into the motorcycle via the original BMW control unit", according to Lars Wuerdemann, Head of Suspension at Touratech.

"The existing connectors and switches on the handlebar remain fully functional. All riding modes and configurations can be used normally, and are indicated on the BMW's cockpit display. As a result, the BMW buttons work as before, but the ride characteristics are better".

The centrepiece of the Touratech "Plug & Travel" ESA suspension system is a stepper motor that is integrated into the

shock absorber - one developed specifically for Touratech. It regulates the damping adjustment, while the famously robust Touratech suspension EPA spring preload (Electric Preload Adjuster) enables specially tested Touratech balance and damping set-ups. The shock absorbers ("manufactured using precision components that have been tried and tested over thousands of miles of touring") adapt to "all kinds of road conditions", according to Wuerdemann.

Available with alternative spring rates to compensate for a significantly heavier or lighter rider and luggage weight, it is fully serviceable ensuring "maximum ride dynamics and the longest possible service life for riding with a heavy load and varying road conditions while touring".

For seriously ambitious long-distance travel with a lot of off-road work, Touratech offers a severe-duty "Plug & Travel" ESA "Expedition" version. Featuring a shock absorber with an external reservoir and tuning for more extreme requirements, the hydraulic position-dependent damping system (PDS) ensures that it will not bottom out "even with heavy luggage in the most extreme off-road conditions".

TOURATECH AG
Niedereschach, GERMANY
Tel. +49 (0)7728 92790
info@touratech.de
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DENIM JACKET

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This stone wash denim vintage-style jacket offers you elastic clothing inserts for a perfect fit. The Korean neck and breathable mesh liners give you special sensations on your bike. Hevik provides you with total safety, thanks to reflecting clothing, shoulder and elbow protections and CE approved set up for back protectors. Available for men and women.



In the picture:
 "Giulia" art.HJS304FB for women
 "Londra" art.HJS304MB for men

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'Interceptor' helmet, 'Revolution' clothing, 'Recon' boot and patented 'Enigma' protector

Fuelled by their continued race success, Italian Off-Road apparel and accessory specialist UFO Plast has new and updated product lines for 2016. Their E11 certified, 100 percent Italian made 'Interceptor' helmet, as 'championed' by



'Interceptor' helmet, as 'championed' by Women's MX World Champion Kiara Fontesi

Women's MX World Champion Kiara Fontesi, features new graphics for 2016. The inner shell is available in two sizes with fully removable, fully washable liners made from anti-allergenic and anti-bacterial Tricot.

An advanced Multi Vent System guarantees comfort, and a new quick unlock system for the cheek pads ensures easy release. The helmet is neck brace compatible.

Also seen here, their CE approved, patented and exclusive 'Enigma' body protector is for all off-road riders, using SAS TEC/KOROYD technology on



The patented 'Enigma' body protector

the shoulders, elbows and back. Based on an elastic polyurethane foam partly composed of reusable materials, the main property is an instantaneous response to impact shock, maximum comfort and unique absorbing performance due to the foam microstructure - UFO-Plast say the stronger the impact, the higher the resistance of the foam.

The Italian made **Recon boot** is said to be the result of a long in-depth development process that has resulted in development of an innovative Exoskeleton Ankle Hyperextension Limit system (E-AHL), with stainless steel arms creating a protective cell for the ankle and tibia.

Derived from an accurate biomechanical analysis and



Italian made Recon boot

patented by Alberto Barozzi Concept, the system allows for free movement and gives exclusive protection and mobility of the tibia and tarsus area with a personalised dorsal flexion.

Additional features include an ergonomic inner sole, the wear resistant Davos sole, an upper made of thermoformed Bioclimatic Action Low (BAL) material with polyurethane anti-shock and hypoallergenic structure, internal leg protection for a higher grip on the machine and air vents.

Finally, the Italian designed and made **UFO Revolution collection** features high quality materials and race-bred features.

The light and comfortable shirt is made of polyester with Airnet transpiring fabric inserts; the ergonomically cut pants feature superior protection and scratch resistance thanks to specific inserts with Airmesh aerated material for breathability and Spandex inserts at the stress points.



The Italian designed and made UFO Revolution collection features high quality materials and race-bred features



UFO Plast Srl
Bientina (PI), ITALY
Tel: +39 0587 488012
info@ufoplast.it
www.ufoplast.it



'Carbon Zero' helmets featuring X-Zero technology



Carbon Zero is a new Tech-Series line of carbon fibre helmets by Portuguese manufacturer NEXX featuring new X-Zero technology. NEXX R&D engineers have been working on their new X-Zero technology for three years and describe it as combining the best of existing helmet manufacturing and construction techniques with new technologies and materials research used in aeronautical engineering and top level sport. The innovative process is said to have several advantages over traditional methods. NEXX say it gives a shell with "higher technical characteristics benefit gains in terms of reduced weight and improved impact resistance". The balance between carbon and the major technical characteristics introduced by the use of epoxy resin "provides a smoother and rounder surface so, obtaining a better surface finish, there is no need for so many coats of varnish. The result is a light and strong helmet with more efficient use of materials and greater environmental sustainability".

The X.R2 Carbon Zero and the X.T1 Carbon Zero are super light helmets with a weight of 1,300 and 1,350 grams. They are ECE/22-05, DOT and NBR-7471:2001 approved and feature X.MART Dry fabrics. The X.R2's shell is available in two different sizes, has two inlet and four outlet air vents (Air Dynamic System), a soft anti-sweat and anti-allergic fabric inner lining, as well as 3D removable and washable lining. Further features



X.R2

include removable neck padding, anti-noise cheek pads, a chin windstopper, a double D-ring fastening strap and a UV-resistant shell. The PC Lexan shield is anti-scratch, with a new and easy locking system, the visor comes with a recessed cavity for a Pinlock visor, and the flat visor is prepared for tear-off. There is a visor ventilation system, a removable breath guard, aerodynamic trim and aerodynamic rear spoiler, reflectors on the front, sides and back. The Ergo padding system allows a perfect fit for different head shapes, the Pinlock lens is included and the cheek pads have an emergency strap. The X.T1 is also Pinlock-ready and has a micro-metric buckle, a panoramic eye port, 3D lining and cheek pads with an emergency strap system. The helmet is prepared for the X-COM - NEXX intercom system, has a removable breath guard and an 80% tint inner sun visor. The PC Lexan shield is clear with a new Block'N'Seal system (with dual resistance visor seal) and features the X-SWIFT quick release system. Other features are a chin windstopper, night vision reflectors, chin ventilation, six air vents and an aerodynamic shell and trim. The shell is available in three different sizes, has an Ergo padding system and a visor with a recessed cavity for Pinlock.

NEXX HELMETS
Anadia, PORTUGAL
 Tel. +351 231 590010
nexx@nexxpro.com
www.nexx-helmets.com



X.T1

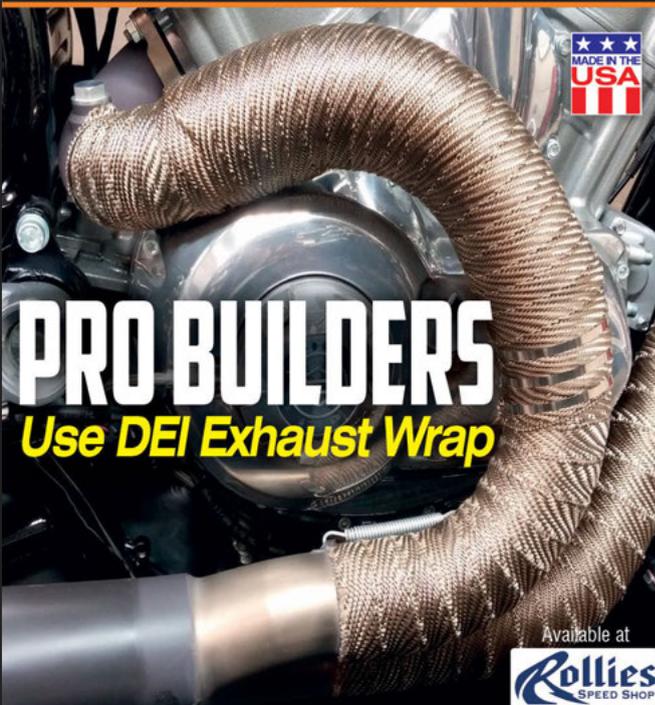


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Scrambler Clubman



With so many OEMs rushing for retro and scrambling for Scramblers, one of the leading European specialists who has been "keeping the flame alight" since "motorcycles of character" were last in vogue with the volume manufacturers is LSL Motorradtechnik of Krefeld in Germany. Headed-up by former Harley dealer Jochen Schmitz-Linkweiler, he founded LSL in 1984 - at a time when the current styles that are now becoming mainstream were being replaced by superbikes. However, the '60s and '70s styling that spent so many years on the fringes of motorcycle design is now back in the spotlight. What was once considered righteous but radical is now driving new unit sales as naked and retro streetbikes form the vanguard of the search for new riders with beards and the return to growth.

In addition to his extensive parts and accessory programme, Jochen's business has become well known for its special projects, especially its 'Clubman' series, and with a handful of "fellow travellers" in the European motorcycle industry can lay claim to being among the pioneers of bringing custom in from the cold, of making it respectable and making it desirable.

Always quick to embrace OE platforms with potential with frame styles and powertrain packages of their own devising, LSL's latest 'Clubman Series' project is a reinterpretation of the current production Ducati Scrambler.

With its characteristic v-twin and classic space-frame, the Scrambler provides an excellent basis for self-expression - as the results of Ducati's 'Custom Rumble' dealer competition have proved.

LSL's priority is to liberate the Bologna 800 from its street chains and set free its true off-road spirit.

Ride performance is dramatically improved by the replacement of the less than convincing stock front end with Ohlins upside down forks and an off-road facing 19" front wheel. An LSL X-01 X-Bar handlebar and CNC milled 'Extreme' rider footpegs create a new riding dynamic that is enhanced by proven elements from motorcycle design history such as the round lamp, classic-based seat and short fenders.

Further details from the LSL offer include the adjustable short-style levers, 40mm offset triple tree set, sprocket cover, license plate bracket, Clubman mirrors and adjustable passenger pegs, which complete the look.

LSL developed the Scrambler Clubman as a joint

venture with specialist luggage brand Hepco & Becker of Pirmasens in Germany, who used it to showcase the launch of their new soft luggage line - the crash bars are theirs too.

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

SR2 Supersport helmet

German specialist Schubert Helmets says that the five years of racing and road experience with its SR1 Supersport helmet and three decades of extensive wind tunnel research has given them the knowledge and insight for the updates that have now been incorporated into the development of the SR2, available in the spring of 2016.

"In countless tests in our Air & Acoustics Lab, the new SR2 has been optimised for maximum race track performance. The helmet's ideal shape with a relatively wide front and narrower rear not only serves to minimise aerodynamic drag and strain on the neck muscles, but has also been aerodynamically stabilised with the help of two side spoilers and the further developed D-Force 2 spoiler on the rear side of the helmet.

"This means the SR2 is directionally stable in the wind, without lift or any tendency to

weave. An included wind deflector further prevents undesired draft and reduces wind noise".



Offered in six sizes and three different outer shells, it is made from a special glassfibre-reinforced, thermoset-moulded polymer matrix resulting in a weight of only 1,295g (size M), which is said to make it one of the lightest helmets in its class. The inner shell is made from EPS with differing degrees of resistance to ensure the best possible comfort and optimum impact absorption. The helmet has a double D-ring closure for simple and precise chin strap adjustment and is lined with cool, skin-friendly Coolmax that wicks moisture away. Reflective rear neck pads set into the rear neck cushions add to visibility.



SCHUBERTH GmbH
Magdeburg, GERMANY
Tel. +49 (0)391 81060
info@schubertth.de
www.schubertth.com

GSX and "Legend Gear" luggage options

Seen here, SW-MOTECH's Rearbag and Blaze Panniers can be combined to provide up to 78-litres of touring storage space on Suzuki's popular GSX-S1000 and GSX-S1000F. Blaze Panniers use a clever 'Quick-Lock' rail mounting system, which clamps to the footrest hangers and keeps the load

large enough to hold a full-face helmet. For additional carrying capacity, SW-MOTECH's Quick-Lock Evo tank ring system is also available for Suzukis - once fitted, it serves as a secure mounting base for 2.5 to 22-litre tank bags (12V charging accessory options available). A full range of touring add-ons and accessories is also available.

Available internationally from SW-MOTECH distributors, including Motohaus Powersports (www.motohaus.com), who represent the company in the UK.

Also seen here, SW-MOTECH say "state-of-the-art materials and classic styling" come together in their new 'Legend Gear' programme - "an ageless 'retro' design with choice materials and a versatile fastening system".

The new line consists of a broad portfolio of robust soft luggage, ranging from tankbags and saddlebags to tailbags that can double as backpacks, with compact 3 and 5.5 litre capacity tankbags and 20 to 27 litre saddlebags. Accessories and tailbags can add up to a further 48 litres of load capacity.

The water resistant retro bags are produced from high quality synthetic Napalon leather and waxed canvas. The bags' inside is coated with PU and waterproof inner bags provide additional protection.

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



SW-MOTECH Rearbag and Blaze Panniers provide up to 78 litres of touring space

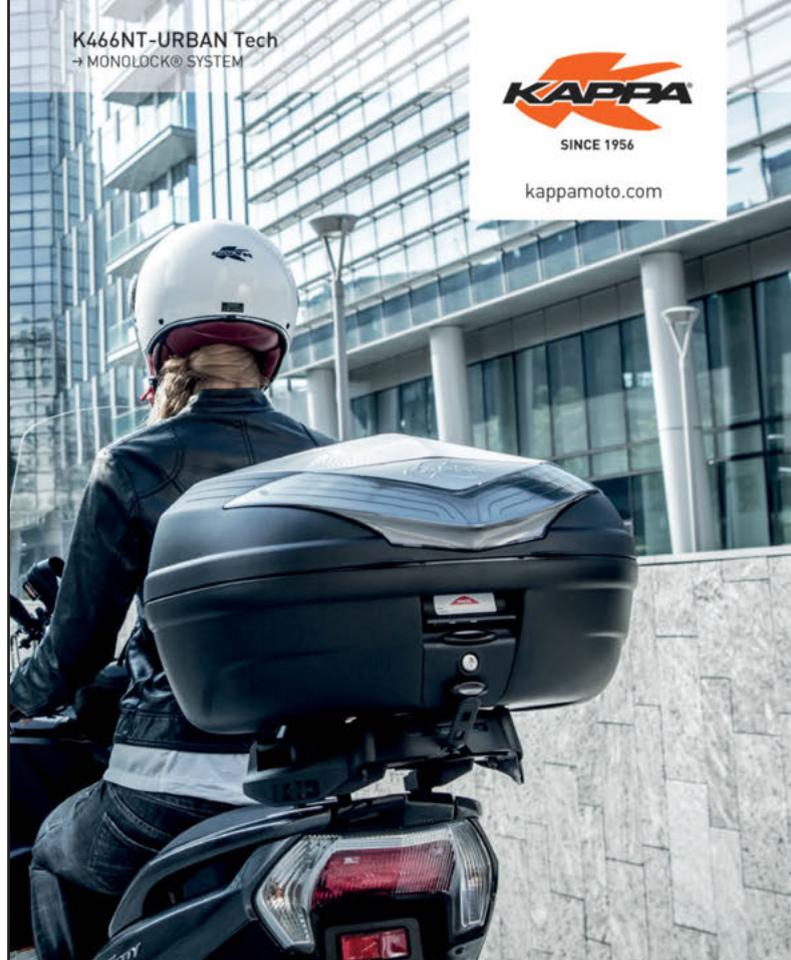
stable, secure and away from the wheel without extra straps or bungee chords.

The rails can be removed in seconds, leaving only the discrete clamps behind. The panniers are made from high quality 1680 Ballistic-Nylon, and feature a stiffened construction to maintain their shape - they expand from 28 to 42-litre capacity (per pair), and come complete with waterproof inner bags, reflective detailing and an optional cable lock.

The Rearbag offers 24-litre standard capacity, expandable to 36-litres -



'Legend Gear' range



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Magura expands "Hard Core Technology" master cylinder family

In the 12 months since its launch, Magura's race-derived HC3 radial master cylinders have become established as top-selling upgrades with "ambitious road riders and customisation aficionados who have the highest possible level of demands", according to the Bad Urach, Germany based specialist.

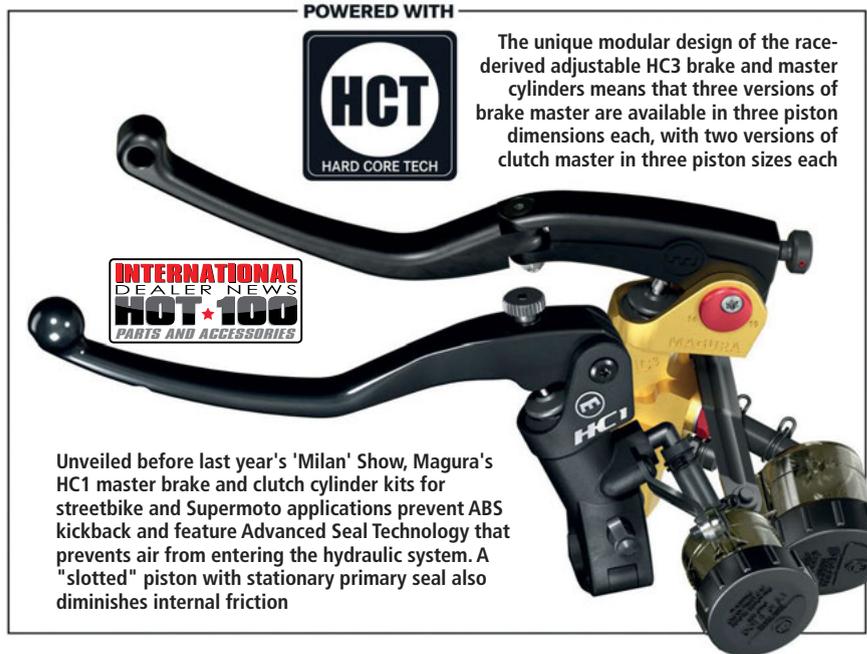
Described as the "cream of hydraulic fitment upgrades" for Supersports bikes, Supermotos, streetfighters and "classy" custom bikes, the clever space-saving modular design of the range with a versatile top-mounted screw, which doubles as the lever transmission ratio adjustment feature, allows Magura to offer three models of brake master cylinders each in three-piston bore dimensions and two models of clutch master cylinder in three dimensions.

The brake masters are available in 11, 12 and 13 mm with short lever without ABE certification, and 14, 15 and 16 mm or 17, 18 and 19mm with ABE.

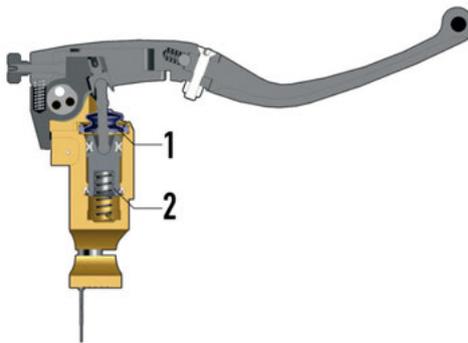
The clutch master is available for 11, 12 and 13 mm for mineral oil applications, and 14, 15 and 16 mm DOT applications.

Based on Magura's patented "Hard Core Technology", precision and feel are the hallmarks of the high grade aluminium construction, with optimised lever transmission and a direct pressure point. The kits include the folding lever, titanium clamp fixing screws, a smoked glass reservoir with retaining bracket, a banjo bolt with seals and a brake or clutch switch.

On sale from February this year, and seen in IDN Magazine when it was announced just before last year's 'Milan' Show, the compact size non-ABS or ABS-compatible HC1 master brake and clutch cylinder version brings the same advanced ergonomics and patented technology but adds an "entry-level" model to the HCT family for less demanding street bikes and Supermoto models. That said, the phrase "entry-level" doesn't mean that the patented technology and precision are compromised.



Unveiled before last year's 'Milan' Show, Magura's HC1 master brake and clutch cylinder kits for streetbike and Supermoto applications prevent ABS kickback and feature Advanced Seal Technology that prevents air from entering the hydraulic system. A "slotted" piston with stationary primary seal also diminishes internal friction



This sectional view shows the structure of the master cylinder, using the example of the HC3.
1 – Advanced Seal Technology prevents air from penetrating into the hydraulic system.
2 – The special piston technology of the HCT system.

The same Advanced Seal Technology prevents air from entering the hydraulic system and diminishes internal friction, significantly improving brake and clutch performance.

The HCT system uses a "slotted" piston with a stationary primary seal. Fully compatible with all brake systems, with or without ABS, the system prevents "ABS kickback" damage.

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"Soft Active" protector technology

Italian specialist Zandona's "Soft Active Jacket" is a 100% Made in Italy multisport safety jacket composed of CE approved back protector and arms, chest and ribs guards. The design features Zandona's neck padding (HCD - Helmet Contact Dampers) and the jacket is made with elastic honeycomb-net-textile and Lycra inserts.



The internal surface of the back protector is made in S.R.T. (Sweat Removing Textile – a transpiring 3D textile which transfers sweat to the outside) and the limited thickness of the padding, its lightweight and the jacket's "outstanding fit" are said to provide "excellent stability and comfort".

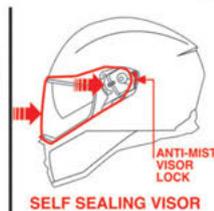
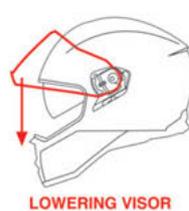
Also seen here, Zandona's "Soft Active Kneeguards" are made from ventilation-friendly perforated neoprene with elastic inserts and velcro back closures. The internal padding is made from E.V.C. (Evolved Viscoelastic Cells), described as an "innovative waterproof anti-shock material with a high performance/weight/thickness ratio, completely perforated to increase perspiration from the contact area to the outside. The sock is made with high-grade transpiring textiles, Lycra in the front and elastic honeycomb-net textile on the back. The limited thickness of the padding, outstanding fit and the application of silicone-grip on

the inside of the elastics provide excellent stability. The shape and dimension have been designed to mimic the limb structure while avoiding stress".

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Ducati Scrambler suspension options and T-Max R&T front fork kit

This is a big year for the Andreani Group, the Italian suspension specialist with an international reputation.

A new logo, new website and new slogan - "Race, Experience, Performance" - underlines the winning philosophy that allowed former racer Giuseppe Andreani to build his company into one of Europe's 'majors'.

New products this year include the addition of a Yamaha T-Max application to the range of Öhlins R&T front fork kits offered. Also available for Triumph and most popular naked and cafe racer bikes, the range of Öhlins 43 R&T conventional front forks is said to offer superior flowing and progression, sensibly improving city and highway handling.

Equipped with Titanium Nitride (TiN) hard ceramic treated inner tubes with a 43mm diameter, they feature adjustable compression, rebound and spring preload. Offered in gold colour at an attractive price-point (compared to the original fork), it is said to be easy to mount on the original clamps. Also available as a kit that includes the fork, brake caliper mount

and front fender.

Also seen here, Andreani Group haven't been slow to spot the opportunity to offer improved suspension for Ducati's Scrambler with this special line of exclusive parts. The Öhlins FG 434 conventional front fork equipped with a 43mm diameter gold anodised inner tube is fully adjustable (compression, rebound and spring preload) and comes with high-strength, light-weight Ergal alloy CNC machined triple clamps.

Also offered for the Scrambler, Öhlins 46mm piston DR shock absorbers with 16mm diameter rods offer adjustable rebound and spring preload.

Andreani's own R&D department designed Misano cartridge is also available for the Scrambler - featuring 20mm enlarged oil chamber and adjustable compression, rebound and spring preload.

ANDREANI GROUP INTERNATIONAL S.R.L.
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Are you hooked?



Sometimes it's the simple things that make all the difference!

All OptiMate battery charging, diagnostic and maintenance products delivered since 2008 come standard with integrated wall mounts neatly positioned around the cables' entry/exit points, allowing the charger to be securely mounted, even to 'stud' walls. However, many such products seem to spend most of their time living on the floor, next to the vehicles whose batteries are receiving "the best care in the world". OptiMate battery chargers are fully sealed so it doesn't hurt them - they would continue working even if covered in dust or dirt, or at worst if liquid is spilt all over them.

However, it leaves the cables getting mixed up and the units getting kicked around and causing trip hazards. Indeed brand owner TecMate say that they have seen so many technicians who have tried to improvise a way of hanging their OptiMates up in the workshop that they have decided to re-invent that particular wheel once and for all.

Step forward the OptiMate HOOK! It easily attaches to the charger, and then the unit can be hung pretty much anywhere - including from the handlebar - so it is in full view, at a convenient height, with all the functions and features easy to see and access, including being able to monitor the charge progression and battery condition as displayed on the OptiMate LED panel.

OptiMate HOOK fits any OptiMate charger with integrated wall-mounts and attaches to one of the charger's integrated wall-mounts (typically at the AC cable entry end), with a second optional attachment to the cable itself.

Even better - slots are provided to bundle and store excess cable on the HOOK. Now why can't everything in life be so simple!

TECMATE
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R-Max R&T front fork kit



Ducati Scrambler suspension options



SL touring bag range

The new SL touring bag range by Barcelona, Spain based luggage specialist SHAD (NAD S.A.) is said to be suitable for any kind of trip and comprises extendable side bags, a small tank bag, two sizes of leg bag, a waist bag and a toll pass pouch. Made to 'ROHS' and 'Reach' standards/regulations and UV standard compliant (UV50 protection for motorcycle bags), large reflective elements are integrated into the design to offer maximum safety; multiple pockets and compartments make them an ergonomic and practical luggage solution. The bags have design and application specific

mounting systems - the side bags use a new 'Side Bag Holder' metallic mounting system, which is said to guarantee greater firmness and security.

NAD SL
Mollet Del Valles/
Barcelona, SPAIN
Tel. +34 935 795866
info@shad.es
www.shad.es



'Rock Dark' winter gloves

Hevik's glove collection now comprises seven designs, four of which are new 2016 items - including the 'Rock Dark' glove seen here. The company says that these new long gloves are totally waterproof thanks to a special waterproof and breathable membrane called W-STRIDER. It has inner thermal padding for warmth and comfort, and a Velcro adjustable twin-strap closure system makes the 'Rock Dark' wind and cold resistant - the elasticated top strap fits over the jacket sleeve, with a second strap at the wrist. The palm and back of the gloves are covered with an ample leather and fabric

area, and there is rigid external protection on the knuckles and soft padding over the finger joints; a broad range of sizes mean these gloves can also be worn by women riders.

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Five compound off-road brake pad range

Italian brake specialist Newfren has updated its brake pads programme with new compounds and applications, offering its distributors and their dealers access to a comprehensive range with coverage for most popular makes and models of on and off-road motorcycles and scooters.

Their updated Off-Road line now features a single premium HH rated X01 sintered race formula for professional Enduro and MX use that incorporates titanium technology for high stability and powerful grip in wet or muddy conditions.

For amateur dirt bike riders, MX and Enduro applications, there is a choice of sintered or organic compounds that are described as "stable in all different conditions" with a guaranteed long durability and constant and consistent, reliable braking "even in extreme conditions".

Newfren also offer sintered and organic compounds for 4-wheel ATV/Quad use.

Their Road line for street and race bikes now features a single HH+ rated premium R01 sintered race formula developed for Superbike, Superstock, Supersport and Supermoto models, and two lines of sintered and organic pads for street bikes, the TT Pro range, which is said to be ideal for track and road use, and is recommended for the new generation of high performance street bikes, and the Touring range, specially formulated for long distance riding. The company also offers three lines of scooter pads - including sintered and organic pads specially formulated for the demands of urban riding and the greater stopping performance demanded by the new



generation of maxi-scooters.

Founded in the 1950s by Alessandro Barbero, the company is still in family ownership with Valter Barbero at the helm, and has just completed a 24 month multi-million Euro investment programme in new manufacturing technology at its 6,000 sqm facility/10,000 sqm site at Cirié near Turin.

Products made there include brake shoes, backing plates, clutch plates and parts, brake discs and assemblies, in addition to brake pads.

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'Performance' and 'Urban' line footwear



Performance line 'MAXX EVO' boot, CE-certified, D30 anti-shock material, "Quick-Reel" mechanical closure system, "High-Tex" membrane, "Micro-Synth" upper

The 2016 Gianni Falco range of boots for 2016 includes their 'Performance' and 'Urban' lines for men.

The new CE homologated technical MAXX EVO boot features the "Quick-Reel" mechanical closure system combined with anti-shock D30 material. The upper is made of "Micro-Synth" synthetic material with a "soft-touch" effect and a "High-Tex" lining membrane. The ankle area features a TPR external reinforcement, and the outsole has a differentiated compound with heel stabiliser for optimum grip on the footpegs. The new 'Urban' line BROS shoe is for short-range riders who also need a comfortable and fashionable shoe off the bike.

Comparable to a classic ankle-top shoe, it is said to incorporate "all the comfort and safety features needed from a motorcycle boot", such as a synthetic vintage greased "Micro-Synth" upper, an inner "High-Tex" membrane and exclusively designed D30 anti-shock material. Available in dark brown in 41-46 EU sizing and with CE certification.

GIANNI FALCO S.r.l.
Caselle di Altivole (TV), ITALY
Tel. +39 0423 915272
info@giannifalco.com
www.giannifalco.com



Urban Line 'BROS' shoe, CE-certified, D30 anti-shock material, "High-Tex" inner membrane, greased vintage style "Micro-Synth" upper

SKF off-road wheel and fork protection

Italian distributor Innteck is offering a comprehensive range of motorcycle parts from Swedish manufacturer SKF, including the off-road riding upgrades seen here.

The SKF wheel seal kit for motorcycles provides protection for off-road wheel hub bearings from the intense contamination and water entry that can shorten the bearing life.

The unique design means increased sealing efficiency with reduced friction and very low power loss.

This special seal is composed of two components: one fixed non-rotating external plastic shield to protect from water, even at high pressure when the bike is



cleaned, and a traditional rotating back seal made of the special SKF low-friction compound. The two-piece design allows for extreme durability because the wheel spacer is not grooved over time. Also see here, the SKF mud scraper kit for motorcycle forks consists of a pair of ready to fit scrapers made with a new, smart design and with a low-friction plastic material.

The design results in reduced wear and increased fork seal life and performance. It effectively cleans dried mud from the stanchion and offers enhanced water protection without trapping it into the forks like other common seal protection devices. UV-resistant, it makes for reduced and consistent friction, and the user-friendly assembly means it can be installed "in-field" without fork or wheel removal.



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KV8 Multivision demi-jet

Kappa's KV8 Multivision demi-jet features nine versions in four lines: 'Basic', 'Cosmo', 'National' and 'U-Star'.

Made in polymers, it weighs just one kilogramme, with a removable 'ecoleather' external finish. It features an anti-allergenic inner lining and removable cheek pads and is described as comfortable in cool temperatures, but with the capacity to provide effective ventilation in summer. As standard the KV8 is supplied with a short, transparent, anti-scratch and glasses-friendly visor, with additional options including a (75%) smoked version and a longer, more protective visor - also available transparent or (75%) smoked.

The 'Basic' includes basic versions of the KV8, in gloss white and matt black with Garnet red inner lining. The 'Cosmo' shows a clever use of a bi-colour effect on the shell with "sinuous" lines in two versions with graphics in white/black and silver/black and a black inner lining. The 'National' makes stylish use of the Italian, UK and US flag and has a black inner lining. The 'U-Star' is characterised by "stellar" graphics, with the same pattern used for the two versions - matt silver shell with red and blue graphics and gloss shell white with graphics in an attractive black pattern with black inner lining.

The helmet has a one size shell, weighs 1,000g and has a buckle with quick-release system and micrometric adjustment; options include Bluetooth interphone I302BK.



KAPPA S.r.l.
Flero (BS), ITALY
Tel. +39 030 2686 976
info@kappamoto.com
www.kappamoto.com

SG.10 off-road boot



Key features of Gaerne's new SG.10 off-road boot with its "comfortable, innovative and ergonomic design" include a lightweight upper combined with microfiber inserts and PU protections, dual composite rubber sole and memory cell PU inner foam liner. The "razor back" pivot system provides strong lateral support, preventing ankle twisting without compromising flexibility, and the lightweight and replaceable buckles and Velcro closure system means secure and precise fit; the first two buckles at the top are removable to accommodate a bigger leg or knee brace. A rubber grip guard on the inner side of the boots delivers exceptional grip and heat protection.

GAERNE S.p.A.
Coste di Maser (TV), ITALY
Tel. +39 0423 923169
gaerne@gaerne.com
www.gaerne.com



X-Black for X-Max

This new version of the popular X-Black Oval silencer for Yamaha's X-Max 400 from Exan excels "for city or long distance riding", according to the Italian manufacturer.

Featuring a final trapezoidal carbon end shape that "accentuates the sporty look of Yamaha's scooter", it is available in four different materials - satin stainless steel, light satin stainless steel, black; carbon and titanium. Lighter than the original, the internal geometry is said to deliver a better exhaust gas routing and flow for improved performance at all speeds and in all riding circumstances.

The silencer is noise approved but has a removable db killer that can be easily removed in order to enjoy better performance to experience the thrill of the track.

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



GT-PRO-2 jacket and pants and GTS-3 WP airbag

The GTS jacket and the GT-PRO pants from Italian specialist Clover are 3-layer, 4-season, 100 percent waterproof garments in men's and ladies versions.

The first GTS jacket and complementary GT-PRO pants were introduced by Clover in 2011, with a second three years later that featured Clover's optional airbag device - which can be bought separately and integrated by means of their specific 'KIT-OUT'.

At EICMA last year Clover unveiled upgrades. The GT-PRO-2 jacket has 3-layers (the inner ones are interchangeable and zip connected). The external jacket has had water repellent treatment on the outer fabric and the layers include a removable, waterproof and breathable "Aquazone Plus" membrane with removable thermal liner. The external fabrics include Duratek-7 and Duratek-4 and anti-abrasion 'Ballistic' material at the shoulders and elbows.

The jacket comes with a CE certified external airbag (optional and sold separately), which can be externally integrated into the jacket. It is certified to CE EN 1621-4 Level-2 standard, and in a market sector that is starting to attract attention and controversy in equal measure, Clover say theirs was "the first CE certified airbag for motorcyclists".

Activation time is 0.08 seconds, "the fastest mechanically operating airbag", according to Clover, and "6.4 times more protective than a CE level-2 back protector". It is said to reduce the impact energy by about 35 times (average value of residual energy transmitted under the test 1.4 kN), remains anchored to the jacket even when the inner layers are removed and is said to be easily rechargeable by the user in case of accidental operation.

It also features 7 adjustable ventilation openings, 8 pockets, and the pockets can be converted into ventilation openings. Features include 3D mesh lining, which, in winter, when the ventilation panels are closed, creates an air gap inside the jacket that



on the front, arms and back for night visibility add to the safety features. It is available in fluo-yellow (and other colourways) for daytime visibility.

The GT-PRO-2 WP pants are 100% waterproof, 4-season technical touring pants with three layers connected with zip and a double layer of fabric on the bottom. The pants have elastic inserts on the crotch, inside leg and behind the knees to maintain the correct fit regardless of whether the inner layers are inserted or not, accordion-style stretch panels at the knees and back, double Velcro flaps to adjust the size of the waist, and the ankle zone is zip opened and Velcro adjustable.

The jacket/pants connection is by 360 degree zip for winter and locking clip for the slider; the four adjustable ventilation panels on the thighs and knees are lined with 3D mesh.

Two front pockets and adjustable and removable CE protectors at the hips and knees, as well as laminated refractive inserts on the sides and back, add to the list of safety features.

allows greater thermal insulation. In summer, when the ventilation panels are open, the 3D mesh lets the air flow circulate inside the jacket.

Additional features include accordion style stretch panels on the elbows, Velcro flaps to adjust the size of the cuffs, button closure and zip with double slider, elastic cuffs on the waterproof membrane to prevent water infiltration, straps to adjust the size of the arms, forearms, chest, waist and bottom and adjustable and removable CE protectors on shoulders and elbows. Laminated refractive inserts

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Continental touring boot

Founded in 1979, Stylmartin has a long history of making "traditional" motorcycle footwear, and with the "Continental" the brand makes a vintage-style boot comeback using current technologies and materials.

It is a semi-artisanal product, retaining those details symbolic of the past, for example the fire-branded logo is exactly the same as 30 years ago, as are the retro-style chrome metal hooks that attach the four straps. The boot is part of Stylmartin's 2016 "Touring Emotions" collection and made from water-repellent, treated calfskin nappa leather. The boot is particularly striking in

the red version seen here - aged using a specific formulation of hand-applied wax finish.

The internal lining is also made of leather for maximum breathability; protection features include PU inserts for the ankles and moulded plates in heat-resistant material for the shins (positioned underneath the logo). The sole is anatomical and removable, and the Vibram outer sole is said to provide excellent grip.

The boot comes in sizes 38 to 47 in red or black, and Stylmartin say this boot is equally at home on vintage Enduros, English classics, cafe racers or scramblers.



CALZATURIFICIO ANTIS S.r.l.
Montebelluna (TV), ITALY
Tel. +39 0423 603033
info@stylmartin.it
www.stylmartin.it

"Orbita" women's suit

Jacket and trousers of the new Rukka Orbita suit for women are cut perfectly for the female body and made completely from elastic Gore-Tex three-layer laminate. The elastic outer material not only optimises comfort, but also ensures a body-hugging fit and chic. On warm days, the thermal lining with temperature-regulating Outlast can be removed from the jacket and trousers, while large ventilation options on the sides of the jacket and the thighs let in additional cooling air. The Rukka D30 joint protectors are trimmed down to ladies' size, while the Rukka D30 Air protector is full-size. Armacor reinforcements on the shoulders and elbows, as well as the knees and shins, offer additional

protection. The suit has six waterproof pockets and a removable neck warmer made of elastic Gore-Tex that acts as a wind and water lock, like on the cuffs and sleeves.

The Orbita trousers have climate-regulating AirCushion on the inside of the seat area and Antiglide-Keprotect on the outside. The jacket and trousers are available in various sizes and lengths, both in black, optionally with grey, neon yellow or pink piping.

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Lahti, FINLAND
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rukka@rukka.com
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Metro-T luggage

The new Metro-T luggage line from Givi includes four semi-rigid bags that can be purchased and used separately or as a complete set, providing small and medium load volume.

The bags are made from laminated, durable, high strength "technical" material, are waterproof and UV ray resistant (in accordance with ISO 4892-2:3013 - 500 hours of exposure in a Q-Sun Xenon enclosed chamber). Features include reflective inserts and anodised aluminium trims, a rain cover, contrasting lining and stitching and zippers that are compatible with a security lock (available separately).

The MT501 are a pair of expandable, thermoformed top loading saddlebags equipped with a brand new frame-specific mounting system. They can be ordered as single bags, suitable for bikes with a high exhaust pipe. Features include side mesh pockets and a carrying handle. Dimensions are 360 x 200 x 340 mm, internal capacity is 18 litres.

The MT 502 is a multi-functional, expandable bag designed to be positioned on the tail that can be converted into a comfortable backpack. It is set up for modular mounting with the MT503 roll-bag. They have a universal fitting system and come with removable backpack straps and double carry handle. Dimensions are 230 x 300 x 440 mm, internal capacity 30 litres.

The MT503 roll-bag can be attached to the front forks or the passenger seat. Set up for modular

clips/adjustable straps, mounting with the MT502 backpack it has a double opening - the main compartment is accessed via a 'roll down' flap type system; the smaller compartment is accessed via a zipper. Dimensions are 120 x 170 x 420 mm, internal capacity 4 litres.

The MT504 is a 4-magnet multi-pocket tank bag for metal tanks. It features an internal pocket beneath the cover to accommodate a smartphone, side pockets with

zipper designed for keys and other small objects; the front cable port is set up for installing Givi Power Hub accessories and a shoulder strap. Dimensions are 190 x 280 x 220 mm, internal capacity 5 litres, fitting system.

GIVI S.r.l.
Flero (BS), ITALY
Tel. +39 030 3581 253
info@givi.it
www.givi.it



Storm full-face helmet



The new 'Storm' full-face from Airoh is designed for all-condition road use. The thermoplastic H.r.t. shell, which incorporates a special high-strength, shock-absorbing and resistant resin, has a "modern, sporty design and eye-catching graphics". 'Storm' features a retractable sun visor that helps prevent internal fogging, an excellent ventilation system, a

comfortable inner lining and is ready for a Pinlock lens, with "stop wind" also included. The weight is 1,420gr and available in sizes from XS to XXL.

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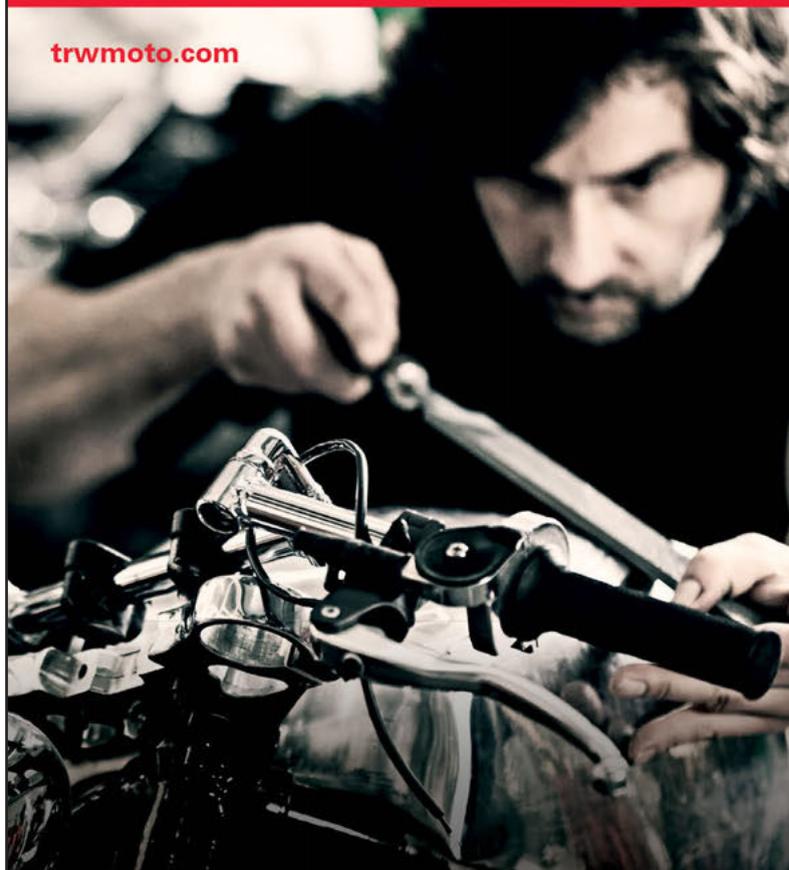
Vintage Domino Ghepard levers and black Condor bars



Italian specialist Domino/Tommaselli has added to its vintage range of parts and accessories with an update of the classic Ghepard style lever with new left and right lever assembly kits for all motocross and enduro bikes of the seventies and eighties. The Domino Ghepard levers were used on many national and international championship-winning machines and are available with an optional imitation leather cover to increase the retro authenticity of the look. Also seen here, Domino has introduced a black version of its Condor vintage-style handlebar in a selection of dimensions. DOMINO, Italy; www.domino-group.com



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H2R Evolution (Carbon), GSX-S1000F Slip-On (Titanium) lines



Akrapovic claim reduced weight and increased performance

Akrapovic has launched an all-new exhaust system for the "ground-breaking" Kawasaki Ninja H2R that is said to "further enhance this incredible motorcycle with the latest technologies from the world's premier exhaust manufacturer".

This carbon system uses the same design originally seen on the Akrapovic concept system and first used on the Slip-On Line exhaust for the Ninja H2. The unique profile of the exhaust muffler, with the sleeve, end cap, heat shield and bracket constructed from carbon fibre "follows the lines of this motorcycle perfectly", with headers (components cast in Akrapovic's in-house foundry), collectors, link pipes and a sleeved pre-muffler all manufactured from high-grade titanium.

Akrapovic say the main goal of their technicians has been to lower the noise level to make it "compliant for some track usage without any impact on performance levels. Intelligent solutions have reduced the noise emissions from 116.4 dB to 101.8 dB without compromising any of the performance of

the stock open system". In fact, the company says it has actually managed to increase the mid-range power levels.

The company also says its sound engineers have tuned the system to give the motorcycle a deeper and richer sound – despite the reduction in noise levels. An easy-to-follow installation manual is said to make this performance upgrade a simple plug-and-play operation with no need for remapping or other parts. The company states it is also a perfect fit for the road-going Kawasaki Ninja H2.

Also seen here, the latest addition to their Slip-On Line (Titanium) exhaust for the Suzuki GSX-S1000F features a conical muffler described as manufactured from race-bred materials with an outer sleeve in titanium, with the front and rear muffler assembly constructed from stainless steel, carbon fibre heat shield and carbon fibre end cap.

Akrapovic says that reduced weight adds to the performance of the 999 cc inline four-cylinder engine, especially when the engine hits 5,000 rpm, and torque levels are enhanced to "ensure a smoother and more enjoyable ride as the performance increases". The system meets EC/ECE type approval without having the need for a noise-reduction insert. No additional modifications are needed.



AKRAPOVIC
Ivančna Gorica, SLOVENIA
Tel: +386 (0)1787 8404
info@akrapovic.com
www.akrapovic.com

Carbon muffler with Titanium headers, collectors link pipes and pre-muffler for the Ninja H2R



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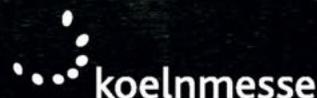
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NEWS BRIEFS

In the United States the Environment Protection Agency (EPA) may be about to start enforcing emissions regulations on street-legal production bikes that have been modified for track and race use.

Available in India only to begin with, Royal Enfield boss Siddhartha Lal has finally unveiled their much rumoured new mini adventure bike - The Himalayan - an air-cooled 411cc 4-stroke single.

American Carl Reese has set a new solo "Cannonball" cross-country record riding the 2,829 miles from Las Vegas to New York City in just 38 hours, 49 minutes - on a BMW K 1600 GT - beating a record that had stood since 1983 by over three hours.

ANESDOR, the motorcycle industry trade association in Spain, has a new president with Cesar Rojo, the CEO of KTM in Spain succeeding Juan Carlos Andres, CEO of Suzuki Spain.

BMW has announced August 12th & 13th 2016 as the dates for its second Pure & Crafted Festival. The event in August 2015 sold out with 7,000 visitors; the venue will again be in the "industrial charm" of the Postbahnhof am Ostbahnhof, Berlin.

FEMA and FIM have welcomed a report by the OECD-ITF (Organisation for Economic and Development - International Transport Forum) that the 50 million new PTWs and motorcycles produced globally every year represent a group of consumers whose interests "also need to be taken care of in transport and road safety policies". The report should be another document that influences EU policy making.

Yamaha dealers "Yard Building" again for 2016



Yamaha Motor Europe's 2016 'Yard Built' dealer competition will see Yamaha's European dealers again "mix it" with some of the best custom bike builders in the world to create their own 'Yard Built' projects from Yamaha's Sport Heritage range.

Yamaha say that "dealers have been busy over the winter and now they need the public's help to choose the best build!"

"Further to recent collaborations with iconic builders such as Portugal's 'it roCkS!bikes' and Yard Built newcomers GS Mashin of Switzerland have added fuel to the fire and motivated the dealers to really pull out all the stops. The results show that the only limits are the imagination. The builds prove everyone can take a brand new bike from the Sport Heritage range and personalise it to their liking - opening the world of custom possibilities to bike owners who have considered their own custom, but were afraid of the technical knowledge required".

The competition has simple rules - the bike needed to be from the current Sport Heritage range, and an unspecified number of genuine aftermarket accessories had to be used. This year Yamaha Motor Europe is awarding special prizes to the best custom build in the following three engine categories: single-cylinder and parallel-twin, V-twin and V-four and finally inline-four. Voting closes on the 31st March. Yamaha say they will be opening up the competition to the public later in the year.

The initiative started two years ago with a Yamaha Yard Built campaign that saw invited customisers collaborating to create builds based on the Sport Heritage range. The competition last year then saw European Yamaha dealers create 41 of their own

interpretations of the platforms - over ten thousand bike fans from across Europe cast votes online to help choose four category winners for unveiling at the Glemseck 101 event in Germany in September.

"This project has proved a great validation that the custom scene is truly alive and kicking - not just in the niche custom world, but that it has now been embraced across Europe by our dealerships", commented Yamaha Motor Europe Product Manager Shun Miyazawa.

"The end results have been really impressive, with some stunning builds that wouldn't be out of place sitting alongside the top custom builders. More importantly it shows that our Sport Heritage range of motorcycles is the perfect base for personalisation". Many of the builds featured genuine

Yamaha as well as aftermarket bolt-on accessories, showing that riders can achieve quality results without any cutting or welding to the frame.

The VMAX category winner was Liberty Yam of France with a tribute to legendary Yamaha France icon 'JCO' - muscular Café-Dragster build in 60th anniversary yellow and black colours. The XJR1300 class was won by internationally respected German dealership Motorrad Klein with a purposeful, race-inspired machine that made more than a passing reference to WSB racing star Noriyuki Haga.

The winning XV950 came from Portuguese dealer Yamaha Motor 7 with a dual colour scheme scrambler-inspired build; the winning SR400 was a classic café racer style interpretation of the popular SR platform by Motor Madrid.



2015 winners, left to right: SR 400 'Madrid' by Motor Madrid, Spain; XV950 - seen here in 50th anniversary white and red on a pair of 'M7 #001 Twins' by Yamaha Motor 7 of Lisbon, Portugal; XJR 1300 'Klein' by Motorrad Klein, of Dillingen/Saar, near Saarbrücken in Germany; VMax 'The V-Speed' by Liberty Yam of Boulazac/Perigueux near Bordeaux, France. All last year's entries, with website links, and details of this year's competition, can be found at www.yamaha-yardbuilt.com

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