

INTERNATIONAL DEALER NEWS

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APR/MAY 2016
ISSUE #130



EU motorcycle registrations +18.9 percent for first two months of 2016

The latest EU-wide new motorcycle registration statistics released by ACEM (Association des Constructeurs Européens de Motocycles), the Brussels based international motorcycle industry trade association, show new PTW (powered-two- and three-wheeler) registrations continuing to grow during January and February at +11.5% (129,387 units).

Registrations performed positively in Italy (27,933 units, +26%), Spain (19,665 units, +24.4%), UK (10,669 units, +18.3%), but decreased in Germany (13,799 units, -4.7%). However, cumulative motorcycle registrations grew by 18.9% during the first two months of 2016 on a year-on-year basis. A total of 99,363 motorcycles were registered between January and February 2016, against 83,573 during the same period of 2015.

Year-on-year motorcycle registrations increased in most key European markets, including Italy (24,954 units, +29.5%), Spain (17,763 units,

+29.1%), UK (9,641 units, 20.5%), Germany (12,709 units, +11%) and France (18,547 units, +4.4%).

A total of 30,024 mopeds were registered during the first two months of 2016 in the EU, whilst 32,514 had been registered during the same period of 2015. This represents a decrease of -7.7%.

'mild weather has been boosting sales'

Registrations increased in some of the key markets such as the Netherlands (7,813 units, +7.2%) and Italy (2,979 units, +2.3%); but they continued to decrease in Spain (1,902 units, -7.1%) and France (9,687 units, -1.3%).

These results are based on information available to ACEM as at 7 April 2016. At that time registration data for some EU markets, such as Bulgaria, Cyprus, Malta, Slovakia, Greece and Germany, was either not available, or not fully available, or not fully tabulated yet.

However, the positive trend from the end of 2015 is confirmed. Total combined motorcycle and moped registrations 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).

If EU growth overall is running in the region of 10 percent or more so far this year, then a projection of total motorcycle registrations for 2016 in the region of 1 million units for the first time in several years is not out of the question, with total PTW registrations likely to push the 1.3 million mark.

Commenting in February, when the 2015 full-year data was released, ACEM Secretary General Antonio Perlot had said that "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", and that momentum appears to be continuing. However, the mild weather has no doubt been boosting sales, and it will be some months before we know if some of the sales transactions seen so far are ones

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IDN presents a round-up of new parts, accessory, and performance options for Honda's popular new CRF 1000L 'Africa Twin' featuring vendors from seven different countries



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The good news continues for first quarter of 2016

As this edition of IDN went to press, ACEM, the Brussels based international motorcycle industry trade association, had just published their round-up of new motorcycle registrations in EU markets for February 2016.

As reported in our page one story this month, the news is good news - with motorcycle registrations continuing to drive EU total PTW growth at +10.3 percent for the first two months of 2016.

Elsewhere in this edition (see StatZone, pages x to y) we report registration statistics for March and the first quarter of 2016 in Italy, Spain, Germany, the UK and elsewhere.

Right across Europe the trend continues to be positive, with growth appearing to be "locked-in" now for most of Europe's primary markets, and Europe as a whole. While appearances can be notoriously deceptive, it would take substantial economic or political turmoil (or both) to reverse the trend - though that said, Europe is far from being "issue-free" at this time, in economic or political terms.

It also has to be acknowledged that the mild weather in most of Western Europe so far this year must have had a big impact on sales. It remains to be seen if the sales we have been seeing are additional to the further growth that we'll all be hoping will materialise for the rest of 2016, or if, as could be the case, we are simply seeing some of the lower overall rate of growth simply showing up earlier in the year.

That being the case, the percentage increases in growth for the next nine months would slow, but either way, it looks like the year as a whole will get pretty close to the 1m motorcycle sales mark - a market performance not seen for several years. However, ACEM General Secretary Antonio Perlot is right to continue to recommend caution, at least until we get through the summer of 2016, by which time we will, hopefully, have seen 36 months of growth - the point at which the trend can be more reliably regarded as being "locked-in".

He and ACEM President Stephan Schaller (of BMW) would also be right to reiterate, as they no doubt will at the upcoming ACEM conference, that even with 3 years of growth recorded, we will still have a market that has shrunk by 50 percent since the 2.43 million PTWs registered in 2007 before the downturn started.

A trend is a trend though, and it is also obvious now that the forecasts of our "new market" emerging as being one where "motorcycles of character" are at a premium in terms of public interest have been right on the money.

Because of the trends we had been seeing in the World Championship of Custom Bike Building (INTERMOT 2016, Hall 10), which is organised by our sister magazine American Motorcycle Dealer (the leading international industry magazine for the custom motorcycle market), we were able to spot the earliest signs of those trends migrating into the mainstream market as long ago as 2007, 8 and 9. By 2012 it was clear which way the wind was blowing, and that wind had become storm force by the time the industry turned up at EICMA last year.

The really interesting question to pose now though is whether the trend in design and demand that is being seen is a response to consumer taste, or whether it is an example of industry innovation driving public tastes.

Are the new generations of new models a by-product of growth, or are they helping to create growth. If the latter, which is what does indeed appear to be the case, and if that means we are reaching consumers who might otherwise have passed us by with investments in alternative leisure buying power options, then it starts to present another possible future scenario.

Namely that our expectations of where the current growth could lead need not necessarily be entirely dependent on wider economic issues.

While economic issues will inevitably continue to shape overall consumer demand and confidence, as always, it may well be that the new generation of "beardies" that the new generation of naked, retro/legacy and custom-oriented platform packages are reaching, are genuine 23 to 35 year-old growth riders. If so, the next stage will be keeping them in the market once the beards have all been shaved off and the wheel of cool has spun again.

Among the reasons for optimism are the price-points of the bikes concerned. We are accustomed of thinking of "entry level" is lower still in both age and price terms, but in a parallel to the "alternate thesis" that can be made with regard to the aging demographic and median riding/ownership age of mid-40s as being an entirely good

thing (give me customers with money all day long), then so too seeing the price-point and income profile of a new generation growth market for the motorcycle industry increase can only be yet more good news.

Good news for the manufacturers and their dealers, but almost immediate good news for the parts and accessory industry too.

Since the "new-gen" of bikes are basic, uncluttered, stripped-down offerings that have been manufactured-down by the OEs to make the lower price-points work, every model they sell has aftermarket opportunity stamped all over it.

We have seen this playing out before our own eyes on pages of International Dealer News in the past year or two, with items for bikes such as Yamaha's MTs, BMW's R nineT, the Scramblers and others proliferating.

With signs that the youth end of the entry-level market is also starting to stabilise (on most markets) in terms of licensing and training, and signs that used vehicle pricing has also reached the bottom of its very broad U-curve, 2016 is already starting to look like a pretty good year for the parts industry.

“good news for the parts industry”

Robin Bradley
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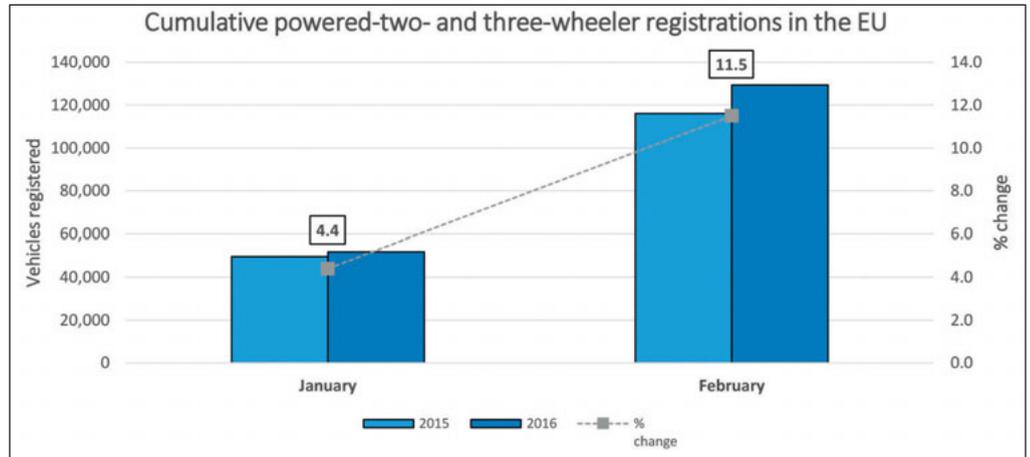
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<<< Continued from cover

that are simply taking place earlier, or if riding-friendly conditions can give the market a genuine boost this year. Perlot went on to say that "the sector still faces a delicate situation in Europe. The 1.21 million vehicles that were registered in 2015 are still less than half the registration levels we saw before the economic crisis; some 2.43 million units were registered in 2007, so while the return to growth seen since the summer of 2013 is to be welcomed, of course, there is still a long way to go before we know just how robust the long-term trend looks".



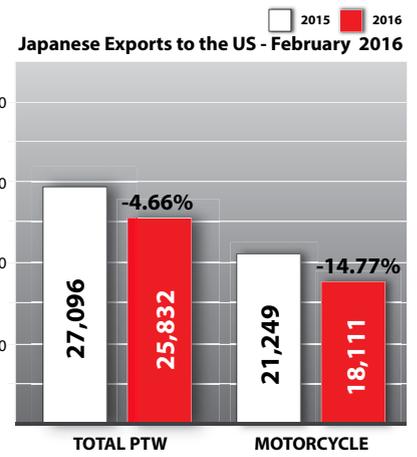
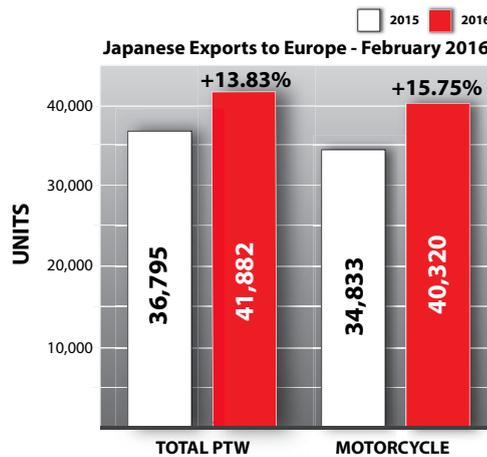
Japanese made motorcycle exports to Europe +22.4 percent for February 2016

The latest data released by JAMA, the automotive trade association that includes representation of Japanese motorcycle manufacturers among its membership, shows exports of 250cc+ Japanese made motorcycles to Europe in February up by +22.40 at 22,049 units - the best February performance since 2012.

For the year to date European imports from Japan are +15.75 percent so far at 40,320 units. The full year 2015 was -3.65 percent, 151,715 units.

Total PTW Japanese manufactured exports to Europe were +22.84 percent in February at 23,036 units and are +13.83 percent for the year-to-date at 41,882 units.

Motorcycle shipments to the USA were -12.39 percent in February at 12,406 units (-14.77 percent, 18,111 units year-to-date); worldwide Japanese made motorcycle exports were



-0.32 percent in February, at 41,911 units (-2.17 percent year-to-date at 72,203 units).

The increasing number of units being made by the Japanese manufacturers 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, especially those being exported to Europe, are still made in Japan.

Their overseas factories are 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.

www.jama.org

Italian motorcycle registrations +27.83 percent for first three months of 2016

The latest data released by the motorcycle industry trade association in Italy (ANCM, Milan) shows new motorcycle registrations there for the first three months of the year up substantially at +27.83 percent (20,998 units) compared to the first quarter of 2015.

In total PTW terms March was reported as being +17.12 percent (19,468 units), with the Italian market +23.91 percent for the first three months of 2016 at 44,333 units.

Scooter sales in Italy were +20.58 percent for the first three months of 2016 at 23,335 units. For the full year 2015 new

motorcycle registrations in Italy were up by +14.36 percent on 62,449 units - compared to 54,607 units in 2014.

The top selling motorcycle in Italy in March remained the BMW R 1200 GS (511 units March 2016, 3,222 units January - December 2015), followed by Yamaha's MT-09 Tracer (444 units in March, 2,618 units in 2015), with Honda's new CRF 1000L 'Africa Twin' the third best seller in Italy in March at 399 units. Honda's NC 750 X was next with 330 units sold in March, followed by the Ducati Scrambler 800 (278 units in Italy in March, 2,476 units in 2015), BMW's R 1200 GS

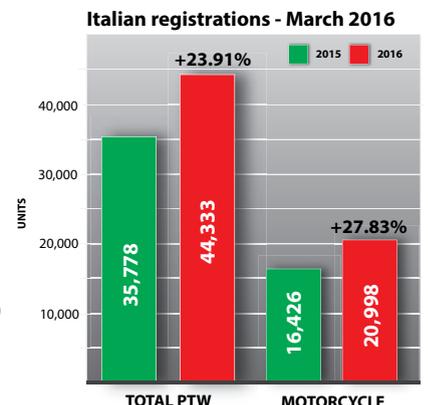
Adventure (242 units in Italy in March, 2,006 units in 2015), and Yamaha's MT-07 sold 207 units in Italy in March.

The top selling scooter in Italy in March was Piaggio's Beverly 300 (643 units).

Of the high volume sectors, Enduro bikes reported the strongest growth in Italy for the first three months of 2016 at +43.11 percent (7,960 units), followed by Naked style bikes (+23.59 percent, 7,178 units).

The strongest growth in motorcycle displacement

terms comes in the 751-1000cc market in Italy (+46.59 percent, 6,825 units) in the first three months of the year.





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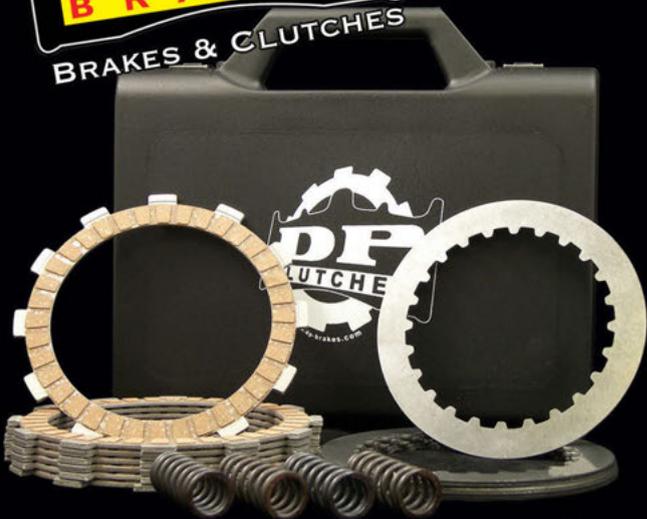
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German motorcycle registrations down for first quarter

According to the latest data released by the motorcycle industry trade association in Germany (IVM, Essen), new motorcycle registrations in March were down by 11.31 percent at 19,413 units; year-to-date the German market is down by -4.85 percent so far, at 28,752 motorcycles for the first quarter. In total PTW terms March was down by -11.18 percent (25,274 units), and the total PTW market in Germany is -4.86 percent (at 37,883 units) for the year-to-date.

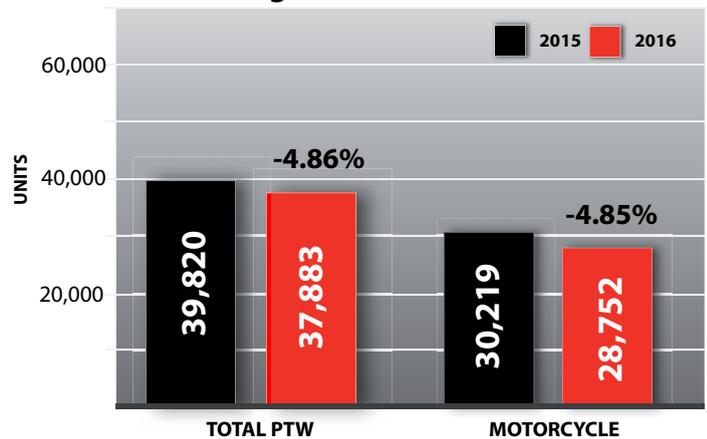
The top-selling motorcycle in Germany in the first quarter of 2016 was BMW's all conquering R 1200 GS (2,367 units), followed by Honda's new CRF 1000 'Africa Twin' (969 units), Yamaha's MT-

07 (780 units), the BMW S 1000 XR and BMW R nine T.

Six out of the top 10, and 10 out of the top 20 best selling motorcycles in Germany in the first quarter of 2016 were BMW models, so no surprise that they are market share leaders there at 27.17 units (7,812 units, +3.36 percent).

Honda were second at 11.14 percent market share (3,204 units), which puts them up by +10.71 percent for the first quarter, which is no doubt thanks in large part to the popularity of the new CRF 1000L 'Africa Twin'. KTM is third (10.44 percent share), Kawasaki fourth (10.18 percent share), Yamaha fifth (9.74 percent share).

German registrations - Year-to-date 2016



Australian motorcycle sales up

The motorcycle, ATV and scooter market in Australia was up 1.6 percent at 24,994 units for the first quarter of 2016.

These numbers include strong growth in off-road (+3.7 percent), road (+2.8 percent) and ATV (+2.7 percent) segments of the market. FCAI Chief Executive Tony Weber said that the figures provided a positive start to 2016 for the industry.

There were 11,576 road bikes sold in the first quarter of 2016, which represented just over 46 percent of the total market.

Honda was the leading volume manufacturer with 5,512 units sold (22.1 percent of the total market), followed by Yamaha (4,995 units, 20 percent market share), Kawasaki (2,684 units, 10.7 percent market share), Suzuki (2,395, 9.6 percent market share) and Harley-Davidson (2,286, 9.1 percent market share). Yamaha led the volume race in the off-road motorcycle market

with 29.1 percent of the total sales of 7,832. Yamaha was followed by Honda with 23.4 percent of sales, and KTM was third, selling 17 percent.

Looking at the road motorcycle market, Honda was the leading brand, selling 20.5 percent of the 11,576 road motorcycles sold between January and March 2016. Harley-Davidson was close behind in second place with 19.7 percent of the road motorcycle market. Harley-Davidson was followed by Yamaha with 15.4 percent.

In the scooter market, Piaggio led the sales race, selling 22.2 percent of the total 1,310 units. Honda and Vespa tied for second with 21.7 percent each. The popularity of scooters in Australia continues to decline, with first quarter sales down a significant 19.3 percent compared to first quarter 2015 figures.

www.fcai.com.au

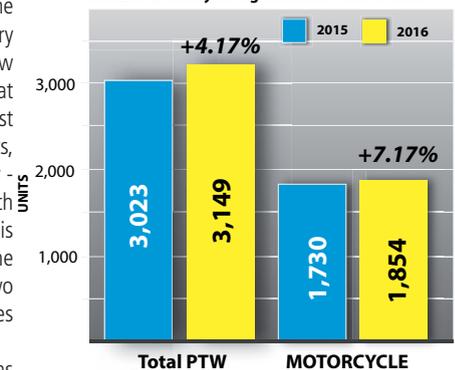
Swedish motorcycle sales +7.17 percent for first quarter

The latest data from McRF, the Swedish motorcycle industry trade association, shows new motorcycle registrations at +7.17 percent for the first quarter of 2016 at 1,854 units, with March actually down by -8.05 percent in a market with fewer selling days in March this year, and where the peak of the season comes some two months or so later than it does elsewhere in Europe.

In total PTW terms March was -9.65 percent with the first quarter +4.17 percent at 3,149 units. Moped sales were also down in Sweden in March at -11.9 percent and are running at +0.15 percent for the year-to-date (1,295 units).

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

Swedish motorcycle registrations - Year-to-date



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 'Quadracycles' (+13.4 percent) for a combined total motorcycle, PTW and powersports vehicle market of 38,715 units.

Next year's MCMassan Swedish motorcycle show will be in Stockholm from 26 to 29 January 2017.

Polish registrations down in March

According to the latest statistics released by the motorcycle industry trade association in Poland (PZPM), the number of new motorcycles registered there in March was down by 20.81 percent at 2,081 units, with the year-to-date -8.88 percent at 3,733 units.

New mopeds were -41.56 percent in March (1,727 units) and are -41.43 percent (2,944 units) YTD, making the total of new PTWs YTD in Poland 6,677

units (-26.88 percent).

However, that is only part of the story where the Polish market is concerned. Poland is an important market for used vehicles - used motorcycles imported into Poland and first registered there were also down in March, at -18.64 percent (6,070 units) and are -13.53 percent for the YTD at 11,331 units.

Used mopeds were also down in March (-36.05 percent) and are -20.99 units for

the YTD, making the total of used PTWs receiving a first registration there -55.56 percent YTD (6,815 units); putting the combined total of new and used motorcycles at -12.42 percent for the first three months of the year, with the total new and used PTWs at -20 percent YTD (19,573 percent).

Although comparisons with Europe's other major markets are not precise, as this is the only market where imported used

vehicles are recorded in such numbers, they are units that are being registered in Poland for the first time (rather than domestic re-sale units), so on this basis 125,455 units registered there in 2015 made Poland Europe's 5th largest total PTW market behind France, Italy, Germany and Spain (when these Polish trade association statistics are compared to ACEM's reporting for new units in the EU).

www.pzpm.org.pl

Spanish motorcycle registrations +16 percent for first three months of 2016

According to the latest data released by the motorcycle trade association in Spain (ANESDOR), the motorcycle market there was up by +16.21 percent for the first three months of 2016, 28,499 units so far.

Because Easter meant fewer selling days, sales in March were broadly flat compared to March 2016 at -0.70 percent (10,812 units), meaning that the underlying trend remained positive.

In moped terms the Spanish market was -0.08 percent in March and is running at -2.48 percent so far in 2016 (3,147 units). In total PTW terms the market was -0.63 percent in March at 12,002 units, making it +14.36 percent for the first three months of 2016 at 31,644 units.

At the end of 2015 ANESDOR announced that it expected the

strong growth seen in 2015 to continue, with total PTW registrations for 2016 reaching some 162,000 units - that 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 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

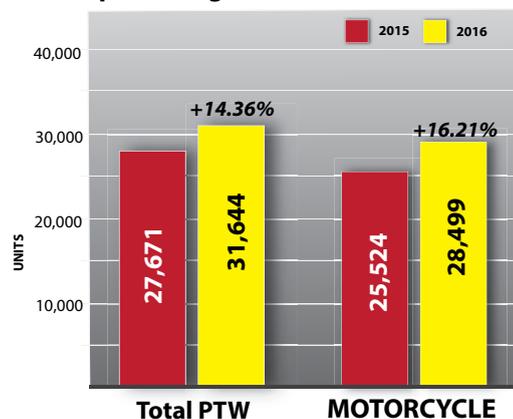
nearby countries, he had again repeated his call for greater government support for the sector, "the average age of PTWs in Spain is 14.7 years.

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 licences would also favour fleet renewal".

After seeing the March and 2016 first quarter statistics,

Riano said that "this data shows the continued recovery of the two-wheel sector in Spain, however, these three recent months have been warmer and drier than normal. There is still a long way to go - the figures are still well below the market sustainability level we wish to see - our goal is to see annual sales of 250,000 units".

Spanish registrations - March 2016



UK motorcycle registrations +8.49 percent YTD

The latest data released by the motorcycle industry trade association in the UK (MCIA) shows that new motorcycle registrations for March 2016 were +1.89 percent, at 15,664 units, in a month shortened by Easter; at 25,314 units registrations in the UK are +8.49 percent for the year-to-date.

In total PTW terms March was +1.39 percent (16,509 units), and the total PTW market for the year-to-date in the UK is running at +7.67 percent (27,186 units). Total moped sales in the UK were down by -2.35 percent at 1,872 units for the first three months of the year.

The 'Naked' style (+3.9 percent/6,583 units YTD) is the largest motorcycle sector by style so far in 2016, with the custom market (+19.1 percent) the fastest growing sector so far this year in the UK (2,231 units YTD); the Adventure Sport market in the UK is +17.3 percent YTD at 4,729 units, with scooters +11.7

percent at 7,551 units YTD.

In displacement terms, as elsewhere in Europe, the largest sector in the UK is the 'middleweight' 651 - 1000cc market, which was +13.7 percent for the first three months of 2016.

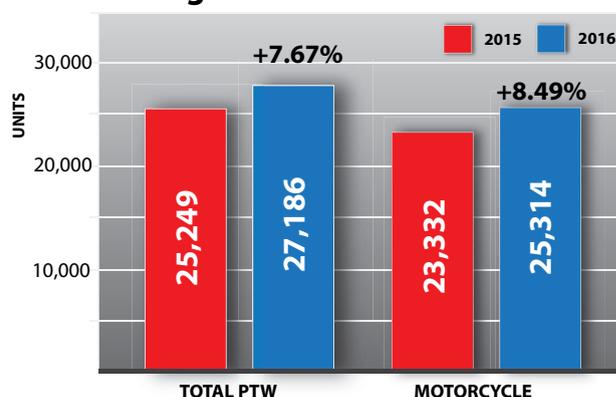
Honda were market share leaders in the UK in March, selling 3,008 units; followed by Yamaha (1,060 units), BMW (1,688 units), then Triumph, Kawasaki, Lexmoto, Harley-Davidson, Suzuki, KTM and Piaggio. The highest selling motorcycle of greater than 125cc in the UK in March was Honda's new 'Africa Twin' again (431 units); the highest +1000cc bike was BMW's R 1200 GS Adventure (264 units).

Triumph's Bonneville Street Twin (246 units) was the highest selling 'Naked' style bike, with the Kawasaki ZX10 R Ninja (174 units) and Z1000 SX (155 units) the highest selling Supersport and Sport/Tour models respectively.

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. The MCIA says that

some 4.6 billion km (2.8 billion miles) were ridden on two wheels on the roads of the UK in 2014 - a figure that has remained largely static since 2011. UK motorcycle registrations were +15.59 percent for 2015 at 104,813 units.

UK registrations - Year-to-Date 2016



Swiss registrations down

After having been up by over +17 percent in 2015, the latest data from the motorcycle industry trade association in Switzerland (MotoSuisse) shows March down by over 1,100 units and down by -13.32 percent for the first three

months of 2016 at 5,674 units. Including motorcycles, scooters and mopeds, the total PTW market in Switzerland was down by nearly 2,000 units in March (-24.14 percent) and -13.92 percent (9,019 units) for the first quarter.

As with Poland and elsewhere, it is likely that March sales were affected by the early timing of Easter - historically both markets also peak later than some of the major markets.

BMW is motorcycle market share

leader for the first quarter in Switzerland, followed by Yamaha, Honda, Harley-Davidson, Kawasaki, KTM, Ducati, Triumph, Aprilia and Suzuki.

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Reports that MV Agusta is again facing imminent bankruptcy may be exaggerated, but all is not well among the army of Armani suited "boutiqistas" at the Varese, Italy, manufacturer's headquarters.

A press release of 22nd March announced that the company had filed a "Composition" with its creditors - a variation on the theme of what is known in the United States as a Chapter 11 creditor protection filing. The intention being to allow the company some time in which to restructure its finances - in MV Agusta's case that means dealing with the 40m euro of debt it has on its books. The filing gives MV Agusta to the end of the year to renegotiate its finances, and in the meantime has been granted a 'payment holiday' while it seeks new sources of finance.

Last year the company says it achieved 100m euro in sales, which was +30 percent up on 2014; indeed the company has seen turnover grow from 30m euro in just five years and says it currently has a back-order problem that represents +42 percent unit growth over 2015, with March alone seeing sales up by +36 percent.

However, part of that back-order problem has been caused by the slowing down of production a while ago - contrary to some reports, production has not been stopped.

It is reported that last year saw the company produce some 8,000 plus units, and there does now appear to be a greater realism about the ambitious plans that called for that number to get into the 15,000 to 20,000 bracket.

While there are plenty of industry observers who are saying that MV Agusta has over-populated its product offer too quickly, especially in the naked bike segment, and that it should rationalise its focus and play to its strengths, especially in its traditional sports niche and with the popular and successful three-cylinder engines, MV's problems have not been that it is unable to sell

its motorcycles.

It is simply under-capitalised and overburdened with debt for the range it is trying to produce and the demand it is trying to create and meet. The debt burden it is carrying is preventing it from being able to service existing debt (while keeping production rolling) or from being able to raise additional capital.

One thing that is certain is that the relationship between MV Agusta and its 25 percent owner, the German auto maker AMG (Mercedes), has broken down entirely.

Reports suggest that AMG and the majority owner, the Castiglioni family, headed by 35-year old CEO Giovanni Castiglioni, are entirely opposed in their view about what should be happening to the company.

Some media outlets have suggested that AMG are unwilling to invest further without having at least a controlling stake. However, while it is clear that the Castiglioni family certainly don't want to relinquish control, it would also appear that AMG have simply decided that they no longer wish to be in the motorcycle business as they just cannot see adequate ROI ever coming from what must appear to them to be a money-pit.

At the time that AMG paid a reported 30m euro for their 25 percent stake, many observers were saying that it was insufficient - despite the fact that two years earlier Harley-Davidson had returned ownership to the family for just one euro, with debts cleared, major investments made to fund R&D and production improvements, and having gifted the new owners a \$20m dowry that was supposed to be enough to meet 12 months worth of operating costs.

The trouble is that at 15 percent of turnover, the R&D spend needed to fuel a now 20-model range has continued



MV Agusta CEO Giovanni Castiglioni is now having to accept that plans to see the present 8,000 unit production level increased still further to the 15,000 plus range are unrealistic and unaffordable

to suck the company dry at a time when growing sales were increasing their dependency on and exposure to supply-train creditors.

The company took a 15m loan from a consortium of Italian banks some 18 months ago, to top up its cash flow, but that too has proven inadequate and, worse, it came with strings that prevent AMG's shareholding being reduced below 20 percent without the loan being first repaid in full - reducing the options for using further equity to repay that debt or raise fresh operating capital.

The new realism that appears to now being accepted at Varese is that the company is going to have to grow down, go smaller, in order to be able to survive.

It may well be that the product offer will have to be rationalised, falling back onto their "upper premium" models as a foundation for a more modest re-financing package with longer-term debt repayment terms agreed with their creditors and a massive costs reduction drive that is bound to see their 260 strong head-count reduced drastically.

www.mvagusta.it

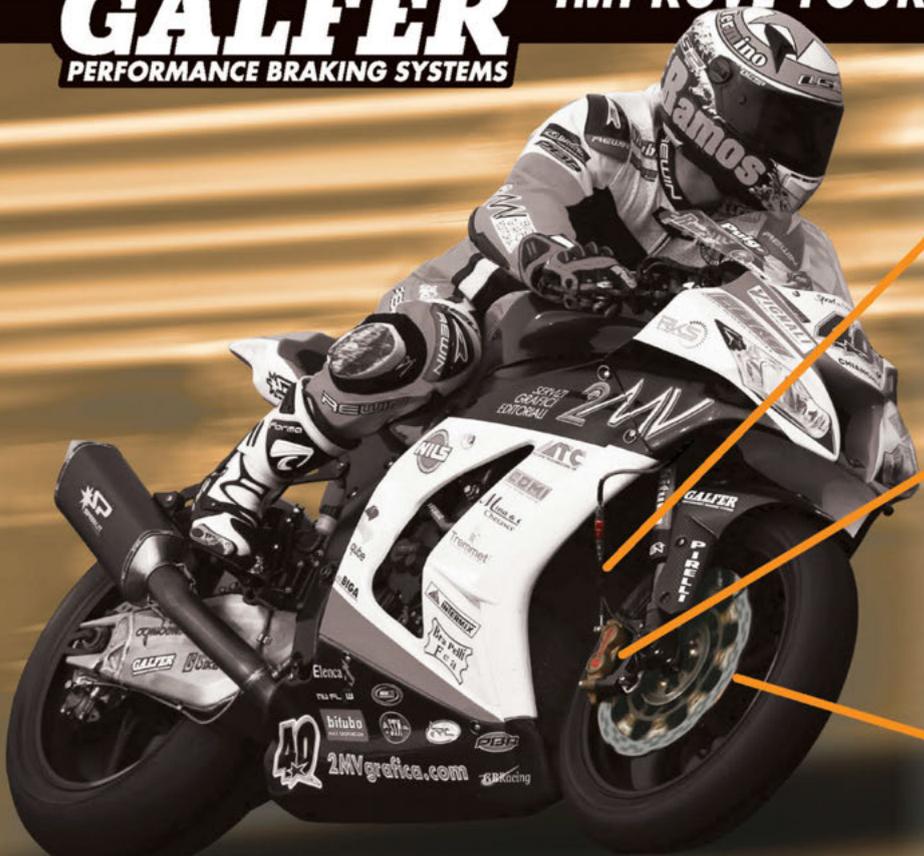


MV Agusta now accepts that its 20-strong model line-up will have to be rationalised. Some models, including new ones such as the Dragster, which was launched at EICMA 2015, may well have to be dropped. The company will have to fall back on its "upper premium" products like their F4 superbikes and fast tourers like the Turismo Veloce 800 as a foundation for future financial stability

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Vespa, Moto Guzzi and Aprilia all up in 2015

Good news from Italian giant Piaggio, with an overall reduction of -4.9% in Group sales volumes of all vehicle types (including commercial vehicles), counterbalanced by the revenue growth achieved by the continuing shift in the product mix towards products with higher unit value, in line with Piaggio Group's "premium price policy" - notably with a 26.7% revenue increase in the motorcycle segment.

In 2015, the Group sold 322,500 two-wheelers in total worldwide (334,200 in 2014), generating net sales of 884.9 million euro, an improvement of 5.2% from 841 million euro in 2014.

In its two-wheeler business, the Piaggio Group reported revenue growth in all the main geographical areas where it operates, with turnover of 665.5 million euro in the EMEA and Americas areas (+5% from 2014), 196.2 million euro in Asia Pacific (+3.8%) and 23.2 million euro in India (+26.2%).

On the European two-wheeler market, the Piaggio Group "reconfirmed its absolute leadership", closing 2015 with an overall market share of 15.2% and a 24.1% market share in scooters (approximately 11 percentage points ahead of its second European competitor).

The Group says it also maintained a "particularly strong positioning" in the North American scooter market, with a market share of more than 20%.

In the scooter sector, the Group reported higher net sales for the Vespa brand (+3.5% on 2014), for 2015 worldwide shipments of 166,000 scooters. Revenues also improved in motorcycles, with an overall increase of 26.7%.

The revenue improvement was 27.4% for the Moto Guzzi brand, thanks to the success of the key new products launched in the first half of 2015 - the V7 750 range (44% increase in sales volumes from 2014) and the California 1400 range (36%



increase in sales volumes). In 2015, Moto Guzzi shipped a total of 7,880 vehicles, for growth of 24% from 2014. The Aprilia motorcycle brand reported revenue growth of 36% from 2014. The Aprilia Supersports bikes with the V4 engine, assisted by the benefits of Aprilia's MotoGP and Superbike activities, and its victory in the 2015 Superstock 1000 FIM Cup, generated strong growth in sales in 2015, with an improvement of 56% in sales volumes for the RSV4 range and 74% in sales volumes for the Tuono 1100 models. In December 2015, the European Investment Bank and Piaggio signed a 70 million euro finance contract to fund Piaggio Group research and development projects at the Group's Italian sites.

The seven year loan will support the development of innovative technological product and process solutions in active and passive safety, sustainability (including electric motors and reduction of fuel consumption in combustion engines) and customer satisfaction, based on research into new mobility concepts, new driver-vehicle interfaces, and communication and web access protocols. In January 2016, Piaggio launched an updated Liberty. Originally introduced in 1997, the Piaggio Liberty has been a market best-seller with more than 900,000 scooters shipped in 18 years. The new Liberty features an air-cooled version of the new Piaggio iGet engines. Among investments in Group industrial assets, the new automated paint shop nearing completion at the Piaggio industrial facility in Pontedera (Pisa).



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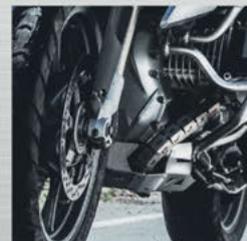
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Touratech to equip 'Hertz Ride'

German specialist Touratech has established an innovative partnership with auto rentals giant Hertz for motorcycle rentals in Spain and Portugal.

The new 'Hertz Ride' motorbike rental service for the Iberian market offers riders a programme of motorcycle hire and touring with guides certified by the BMW International Tourguide Academy (ITA). The 'Hertz Ride' motorcycle rental fleet has a maximum use of seven months and is fully equipped and accessorised by Touratech.

'Hertz Ride' is the official partner of BMW Motorrad and the largest BMW

motorbike rental operator in Portugal. The service is available through the association with Touratech in Portugal and Spain. Touratech Spain stores in Madrid, Barcelona and Alicante are the main rental sites for Spain, and Touratech's new store in Portugal is now the main location of Hertz Ride motorbike rental in Lisbon. However, riders can access the exclusive 'Hertz Ride' services at all Touratech dealerships.

"The partnership between Touratech and 'Hertz Ride' translates into customised motorbike solutions for customers, combining Touratech expertise on adventure and pleasure rides with the high quality Hertz fleet. With ready to ride solutions and personalised customer service, travellers can choose from a wide selection of tours across the Iberian Peninsula, the Alps, Morocco and Italy".

Touratech say that Spain and Portugal are just the start of a roll-out that should see the programme expanded to include other markets in the near future.

www.hertzride.eu



Ducati - more 2015 financial details

The financial figures of the Audi Group reveal that motorcycle deliveries for the 12 months of 2015 increased by 21.5%, for a total of 54,809 motorcycles sold - almost 10,000 more than in 2014. In this record year, Ducati grew even faster than the global motorcycle market, and achieved a market share of 5.4% in the over 500 cc motorcycle segment, an increase of 0.9% compared to the previous year. This result translates to 702 million Euro revenue, with a 22% increase compared to the financial year 2014 (575 million Euro). At the close of the 2015 fiscal year, Ducati Group achieved an operating profit of 54 million Euro - up by 12.5% compared to 48 million Euro in the previous year.

"In the course of this past financial year, Ducati demonstrated the effectiveness of the strategy followed in the past three years, based on investment in product, quality and customers. This growth is reflected not only by volumes, but by all the main financial indicators and shows how the company today is solid and well prepared for future challenges", said Claudio Domenicali, Ducati CEO.

The sales network of the motorcycle manufacturer now includes more than 720 dealers in over 90 countries and, in the course of 2015, has led to an increase in deliveries in almost all the world's regions. North America is confirmed as Ducati's largest market, with 12,136 delivered motorcycles (+14%



Claudio Domenicali CEO Ducati Motor Holding - "In the course of this past financial year, Ducati demonstrated the effectiveness of the strategy followed in the past three years, based on investment in product, quality and customers"

compared to 2014). In Italy, the company has achieved a 53% increase in sales for a total of 6,569 motorcycles. Other sales records were achieved in the rest of Europe, where Ducati increased total deliveries by 31.2% to 21,473 units, with a 24% increase in Germany and a 37% increase in the United Kingdom.

Asia-Pacific area markets also trended well: Ducati delivered 6,502 motorcycles (+12%) in total in these regions, also strengthening its presence in China, up by 46%.

Today, Ducati Group has a total of 1,541 employees, with 137 new hirings in the course of the past year, and around 100 planned for 2016.





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Motorcycle industry now firmly on the inside

On 26 January 2016, ACEM Secretary General Antonio Perlot presented the motorcycle industry's views on the present and future of the sector at the first meeting of the EU's new "High Level Group" GEAR 2030.

Designed to be a "space for co-operation between industry and policy-makers", GEAR 2030 is an EU initiative which will build on the work of the CARS 2020 programme and run for two years - discussing and formulating recommendations to ensure that the European automotive industry remains competitive on the international stage.

During his presentation Perlot explained that the economic downturn has put considerable pressure on the sector, and that there is a clear need for policies that create favourable and predictable conditions to help motorcycle manufacturers to continue investing in Europe.

Fair and balanced trade agreements, a clear and workable type-approval framework and market surveillance activities were mentioned as good examples of some of the policies needed by the motorcycle industry. Perlot also emphasized that emerging technologies such as intelligent transport systems and, in the future, automated vehicles have a high safety potential for vulnerable road users.

The first GEAR 2030 meeting brought together several European associations, including ACEM, ACEA and ETRMA, as well as representatives from Member States, trade unions, consumer organisations and NGOs.

Commenting on the first meeting of GEAR 2030, ACEM and BMW Motorrad President Stephan Schaller said: "We welcome this major initiative and we will remain closely involved in the work done in GEAR

2030. It is particularly encouraging that the European Commission has decided to continue the increasingly good co-operation with ACEM members, and to follow up on the work done by the CARS 2020 forum". The European Commissioner for Internal Market, Industry, Entrepreneurship and SMEs (Small and Medium Enterprises), Elbieta Bie kowska, said: "I expect this group to develop a forward-looking agenda to fuel innovation, adapt to new trends and reinforce access to growth-driven markets."

"With this process I am also turning a new page in co-operation with the industry. I trust we can build a positive agenda".

Other European Commissioners to attend the inaugural meeting included Günther Oettinger (Digital Economy and Society); Marianne Thyssen (Employment and Social Affairs); and Violeta Bulc (Mobility and Transport).



ACEM Secretary General Antonio Perlot - "the economic downturn has put considerable pressure on the sector and that there is a clear need for policies that create favourable and predictable conditions to help motorcycle manufacturers to continue investing in Europe"



Designed to be a "space for co-operation between industry and policy-makers", GEAR 2030 is an EU initiative which will build on the work of the CARS 2020 programme and run for two years - discussing and formulating recommendations to ensure that the European automotive industry remains competitive on the international stage

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Win a trip to the Senior TT

Parts Europe has teamed up with Dunlop to give one lucky dealer a fabulous prize this summer - an expenses paid trip to see the Isle of Man Senior TT Race on June 10th 2016. The raffle for the prize has been running from 7th March and goes through to 29th April. Every order of special Dunlop packages from Parts Europe is one raffle ticket. The more you sell, the bigger is the chance to win!

The trip starts on 9th of June, travelling back on 10th of June. The prize includes flights, accommodation, entry to the Dunlop VIP Village, dinner, access to the paddock, and a couch tour on the TT track with commentary by TT legend Milky Quayle.

This raffle is for Parts Europe dealers only, but every dealer can sign up at

Parts Europe to become one of their dealers "and benefit from our large inventory, fast shipping and low free-freight-limits", according to the company. Signing up is easy, it takes only a few minutes to fill in all facts online at signup.partseurope.eu

In other Parts Europe news, the company has released its ICON apparel spring catalogue. Regarded as a cult brand in the United States, the company says that this new collection "is packed with new products. Known for its contemporary cutting-edge designs and cool looks, ICON is now a firm favourite here in Europe too".

The range includes new helmets like the 'Alliance GT', new jackets such as the ICON 'Motorhead 2', and new textile apparel such as the waterproof ICON 'Wireform' - described as a



The Icon 'Alliance GT'

"three-season jacket for a stunning price". For the retro oriented rider there is the new 'Retrograde' that "honours the past while remaining fully fitted for the future", and for adventure riders ICON has developed a new 'Raiden' line, which "provides mobility and durability in its very own way". The new ICON jackets come



with a full protector kit, including back protector.

www.partseurope.eu



BMW Q1 sales +7.7 percent

BMW Motorrad achieved its best start into the new motorcycle season to date with a solid growth of 7.7 percent. In the first three months of 2016, 33,788 motorcycles and maxi scooters were delivered to customers (previous year 31,370 units). In March BMW Motorrad delivered 16,465 vehicles worldwide (previous year 15,912 units), amounting to a 3.5 percent growth in sales. BMW says it has achieved its best start into a new motorcycle season, with unit sales +7.7 percent for the first three months of 2016 at 33,788

motorcycles and maxi scooters. In March BMW delivered 16,465 vehicles worldwide, up by +3.5 % compared to March 2015. Heiner Faust, Head of Sales and Marketing, said that "we have started the new motorcycle season with our best first quarter sales of all time. With a solid growth of +7.7%, we remain firmly on course for success following the record year in 2015". In the first quarter BMW recorded its best growth in Europe and Asia, with Spain (2,190 units, +39.2 %), Italy (3,125 units, +6.4 %) and Great

Britain (1,984 units, +9.2 %) doing particularly well for them. Germany still remains their strongest single market with 5,668 units (+5.6 %) sold in the first quarter, followed by France (3,230 units, + 2.4 %). In China BMW has increased sales by +74.4 % to 853 units sold compared to the first three months of 2015. Their best selling model remains the R 1200 GS travel enduro and its sister model, the R 1200 GS Adventure. In the first three months more than 11,391 "flat-twin" GS motorcycles were delivered to customers



worldwide. Their next best sellers are the S 1000 RR (2,385 units) and the S 1000 XR (2,206 units). Sales of their long running F Series, the F 700 GS and F 800 GS, are also up and the company says that the new C 650 maxi scooters "are also fully on target".

www.bmw-motorrad.com

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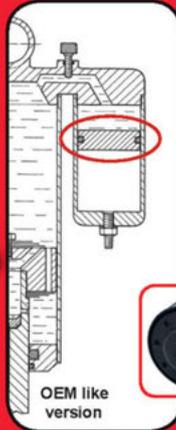


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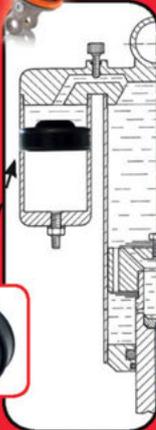
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Versys 650 accessories

Well known German accessory manufacturer Fehling offers dealers access to one of the largest handlebar, protector and luggage mount ranges in the industry.

Seen here in black finished steel for 2015 and up Kawasaki 650 'Versys' models is a three-point mounting engine guard and a rear luggage carrier.

Fehling design and make all their own products in-house at their factory near Dortmund in Germany. Founded in 1945 as a specialist metal-forming and processing firm, the company



is a motorcycle parts specialist that currently employs around 25 people and is still in the ownership of the founder's family. Fehling offer their parts and accessories designs for most popular current makes and models of naked, street, touring and sports models.

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Off-road billet clutch pressure plates

Barnett clutch pressure plates are CNC precision-machined from billet aluminium and then finished with a tempered steel surface that the company says it guarantees to never wear out. The steel surface also helps dissipate heat better, lowering clutch operating temperatures and improving the durability of the other clutch assembly components. The extreme durability and precise fit of these USA made pressure plates "will give you the peace of mind to install it and forget about it"! Barnett, USA, www.barnettclutches.com



Aviator 2.2 helmet

The Aviator 2.2 helmet from Airoh is an evolution of their Aviator 2.1 helmet. Available in three different shell sizes and made with high quality 100% carbon Kevlar, the company says it is one of the lightest and "best performing" helmets in its class.

Feature updates are its reduced weight, the expanded field of vision, a new chinguard air intake, a new rear spoiler and the new maximum protection peak. Care has been taken with the inner lining - made and designed with the latest generation of materials, ensuring breathability and optimal ventilation. Aviator 2.2 is equipped with a



dust filter and an emergency system for the release of the cheek pads (A.E.F.R.).

The extensive range of accessories consists of the Go-Pro kit, covers for the air intake that can be used in the event of rain and mud, an extended peak and a screw and tool kit for carrying out any adjustments.

Locatelli say this helmet is identical to that used by their professional champions.

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Dual purpose Terra Force-R

Czech manufacturer Mitas has introduced the Terra Force-R, a new radial dual purpose tyre designed for maxi enduro and trail motorcycles that is meant to be used 90% on-road and 10% off-road.

Described as the ideal choice for commuters as well as adventurers who love longer rides with a passenger and luggage, the aim is to offer to both groups of riders a "safe, dynamic and user-friendly tyre".

"The new Terra Force-R is an excellent choice for riders of adventure motorcycles", said Ksenija Bitenc, Managing Director for Mitas Moto. "It is a radial dual purpose tyre with a more street oriented tread pattern. It offers excellent traction on wet or dry roads and outstanding performance on light off-road surfaces", added Bitenc.

Mitas say it ensures immediate grip, excellent traction on wet or dry roads, easy steering and manoeuvrability with good straight and corner stability - with consistent performance through its lifetime and under heavy loads.

Specially developed tread compounds use modern elastomers, and high active fillers are said to result in excellent grip in all conditions and optimal balanced wear rate.

3-D Optimum Groove Technology (OGT 3D) is featured by optimum tread groove direction, optimum groove depth and less overheating of tread compounds. Strong Carcass Technology (SCT)



maintains the carcass rigidity at a high level even as the tyre wears, thereby prolonging the optimum driving performance throughout the tyre's service life.

Using Finite Elements Analysis (FEA) and a special computer-assisted simulation, an optimum tyre construction was designed that achieves the highest possible level of grip while still being rigid enough to achieve driving stability.

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Universal carbon clutch and brake reservoirs

Italian parts and accessory designer and manufacturer CNC Racing has developed these universal clutch and brake oil reservoirs in carbon (with inspection windows) for all bikes fitted with tanks independent of the clutch and brake pumps. Entirely made in plain weave carbon, with aluminium threads, they are available in 40mm (40 grams) and 50mm (50 grams) - both in a choice of matt or polished carbon. The kits include three outlets (45 degrees, 90 degrees and vertical tilt), two metal brackets and precision seals.

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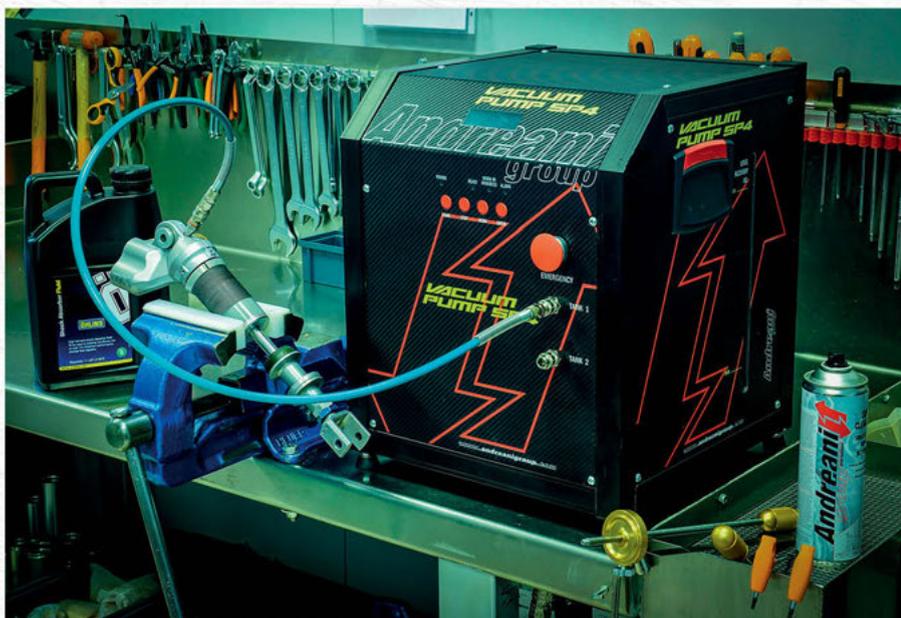
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Thermo-formed side panniers

Following the significant upgrades announcement to its range of rigid cases, Kappa has launched into the thermo-formed bags segment with a pair of 17 litre saddlebags. Their key-locked RA314 panniers are designed to replicate the structural performance associated with rigid cases as they retain their shape with or without load, and attach to the motorcycle frame by means of a specifically designed mounting system. However, the design is also said to exploit the light weight and compact features that are typical of soft bags. With an internal capacity of 17 litres they are made of EVA, externally coated using 1000d polyester and PU. Although designed to complement naked and sportsbikes, these side panniers are versatile and will easily work well with other motorcycle styles. As standard they are equipped with studs along the base, a rain cover, a padlock that blocks the closed zipper on the lid, a



carry handle, internal elastic straps to stabilise the load and a webbed compartment separating the inside of the lid from the rest of the case. Measurements are H 28.8 x W 44.3 x D 20.5 cm. They feature Kappa's fast EasyLock mounting system where the bags simply attach to the separately sold model-specific metallic frame.

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Premier Carbon Tour helmet



This new Pinlock and Bluetooth ready flip-up helmet with a full carbon shell and carbon chin bar weighs 1,550 g (+/- 50g) and comes with a free jet-kit, so it can be converted into two carbon helmet styles for the price of one. PMR S.r.l., Italy, www.premier.it

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New generation acrylic windscreens for Naked style bikes

Noted for the huge investment they have made in aerodynamic testing in recent years, Spanish parts and accessory specialist Puig has launched a new generation of windscreens for naked style bikes - seen here for the 2015-2016 Suzuki GSX-S1000.

Made of high-impact resistant acrylic in a choice of colours and precision-designed specifically for this model, Puig design and test these screens using a virtual wind-tunnel simulator, which is said to show aerodynamics and wind protection improvements on some of the current models they have tested at their Barcelona R&D facility by up to 97% (touring) and 66% (racing) compared to the OEM designs.

Also seen here, Puig PRO frame sliders are made of durable and lightweight high-impact nylon. An



interchangeable rubber-end helps riders avoid knee injuries. They are sold with model-specific precise fit hardware and do not require any modifications, so are a quick and easily reversible install.

The company also offers ABS plastic rear huggers, radiator side covers, engine spoilers and many other stylish and functional model-specific or universal fit accessories in a range of materials and finishes for

most current production models and many older bikes that are now hard to source parts for.

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Vintage Honda starter motor from Rick's

American starter systems specialist Rick's Motorsport Electrics has an upgraded aftermarket starter motor that uses the latest technology of a strong, permanent magnet 4-brush design for early 80s Honda CB motorcycles.

They say that the original Honda version was an inferior, field-excited 2-brush design that was discontinued by Honda, but that there are still countless numbers of these motorcycles on the road. The starter is brand new, so it eliminates the downtime of having your old one rebuilt.

"We are huge enthusiasts of the vintage market", says company president Rick Shaw, "and we do our best to develop parts that will keep all these motorcycles on the road for years to come"! Rick explains that even if you have a good used starter motor, it is still 35 years old and electrical pieces are prone to break down over extended periods of time. Rick's starter motor is not only a new piece, but an upgrade from the OE specification for the 1980-82 CB750C Custom, 1979-82 CB750F Supersport, 1979-82 CB750K, 1979 CB750L Limited, 1982-83 CB750SC Nighthawk, 1980-82 CB900C Custom, 1981-82 CB900F Supersport, 1983 CB1000C and 1983 CB1100F.



1979-82 CB750K, 1979 CB750L Limited, 1982-83 CB750SC Nighthawk, 1980-82 CB900C Custom, 1981-82 CB900F Supersport, 1983 CB1000C and 1983 CB1100F.



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ZX-10R Superbike gets the R&G treatment

British specialist R&G has given the all-new Kawasaki Ninja ZX-10R Superbike a make-over with a full collection of crash protection and styling accessories for the bike.

Despite the older machine proving a popular customer model and cruising to victory in the World Superbike Championship last year, Kawasaki overhauled the bike for 2016 with new and improved parts. Alongside boasting impressive power, the all-new machine is dripping in high-spec parts, and the R&G range will not only protect the motorcycle should the worst happen, but also maintain the stylish and sleek design of the new Ninja.

Specifically designed and manufactured for the machine, the new items include Aero crash protectors, engine case covers (also available in 'Race' spec), fender extender, boot guards, fork

protectors, bar end sliders, tail tidy, toe guard, radiator guard, titanium racing guard, an exhaust hanger and more.

R&G Sales Manager Alan Garrett says: "The new Kawasaki ZX-10R is a stunning machine and has lost none of its poise and racing prowess. Our range of products has been specifically designed to protect the motorcycle should the worst happen, or to protect it from general wear and tear whilst not detracting from the visual beauty of the machine".

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'Garage' vintage leather jacket and helmet



This is the debut of Italian apparel brand Hevik into leather garments - with an "understated" black leather jacket, cropped at the waist, with a traditional mandarin collar and made from lighter weight 0.8 mm full-grain aniline treated cow's leather - this transparent treatment technique allows the original grain to be seen clearly.

Hevik says the focus is on "style and fit" - features include a detachable nest-cut charcoal grey internal thermal layer, with removable CE-approved protectors at shoulders and elbows as standard and a pocket for a back protector. Also seen here, the 900g, composite fibre 'Garage' jet helmet (with goggles as standard issue) continues the Retro/Cafe theme.



The unique outer shell colour is based on a pattern mimicking a rough fuel tank finish, creating a "raw brushed aluminium" effect. The non-allergenic black lining is fully detachable. At the nape is a classic leather goggle strap retainer, and peak and cheek panel metallic studs attach an optionally available visor. Classic/retro styled gloves complete Hevik's new for 2016 'Garage' look range.

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Universal E13 approved 'Lighthouse' fairing kit

This Italian made 'Lighthouse' universal light group kit is "an object of extreme simplicity, but of absolute beauty", according to Naples based Omnia Racing Special Parts.

Available for a wide range of applications, from custom choppers through to Naked bikes and Streetfighter style specials, it features clean lines and contemporary technology in a lightweight, strong and durable brushed aluminium design in which the black parts can



be painted in any custom or OE colour to match the bike.

Fully approved (E13) with H4 bulbs, the lights are fully adjustable and the 28.5 cm high, 20 cm wide by 15 cm deep kit mounts easily to any bike with the universal-fit brushed aluminium bracket.

Founded in 1994 by Fabrizio Bertolini, this is one of thousands of parts available to dealers throughout Europe from Omnia Racing.

A leading Italian distributor of famous name parts, accessory and performance brands (such as Ohlins, AFAM, D.I.D, Bitubo, HP Corse, Ixil, BMC filters, Hevik, Kappa, Shad and Rizoma), Omnia also offers access to many hard-to-source parts from manufacturers in Italy (Robby Moto Engineering and Discacciati brakes to name just two) and leading manufacturers throughout Europe and the rest of the world.

The company is looking to expand its already impressive international network by partnering with selected additional franchised dealers and independent retail specialists throughout Europe.

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Wolf 2016



First established in 1969 in the UK, the Wolf apparel brand is still owned and designed in the UK (by noted apparel UK specialist and distributor MotoDirect - known also for their RST brand) and was relaunched at the end of March at an industry event at Donington Hall, Derbyshire, the home of the resurrected Norton Motorcycles operation.

MotoDirect have launched an entirely new Wolf range for 2016, and with plans to exhibit at INTERMOT later this year, are investing heavily in a programme that combines brand heritage with contemporary production and features.

Pitched as a premium line (though with a price-point that still represents good value for the specifications and designs on offer), it is a feature-rich leather and textile offer with the emphasis on quality materials, protection and comfort.

The flagship product is the Racing-K kangaroo leather one-piece race suit, made in 40 percent kangaroo leather and 60 percent full grain cowhide.

Wolf was one of the pioneers of using kangaroo hide in one-piece suits, introducing it into the range in 2004. Kangaroo is not only light but very supple, "giving the Racing-K an off the peg fit unlike any other standard suit", according to Wolf brand manager Stuart Millington.

For 2016 the Racing-K introduces a new feature - the Wolf Natural Movement System (NMS). The use of stretch panels placed behind the arms, the full length



RACING K

A 40 percent kangaroo leather and 60 percent full grain cowhide one-piece with advanced ergonomics and protection, including D30 protectors and Wolf's Natural Movement System (NMS), Wolf Energy Deflection System (WEDS) with TPU external armour and Schoeller Keprtec stretch panels



NIMBUS-K

A feature-rich, versatile two-piece kangaroo and cowhide leather combo available separately, giving dealers and buyers inventory and buying flexibility

of the torso and the lower back is said to enable a free range of natural movement on the bike. When combined with the kangaroo panels, this suit has a feeling of a fully made to measure item. It also enables the use of a back and chest protector without compromising the comfort levels.

Features include soft-touch removable lining, double layer leather seat, quick release racing compound knee sliders, Oxley bonded nylon thread, triple and double stitching in all the seams, D30 level 2 CE-approved armour on the shoulders, elbows and knees, full length Schoeller Keprtec stretch panels and the Wolf Energy Deflection System (WEDS) - with TPU (thermoplastic polyurethane) external armour at the main impact points at the shoulders and knees.

These low coefficient friction parts enable the rider to slide on first contact with the ground, drastically

lowering the risk of going into a tumble. The shoulder piece also dramatically reduces the risk of breaking the collar bone by deflecting the energy into a slide rather than high energy deceleration, which transfers too much energy to the body.

Available separately for maximum inventory versatility, the Nimbus-K is a kangaroo and cowhide jacket and jeans 2-piece that has a one length joining zip, so different sized jackets and jeans can be connected together, or the jacket can be bought on its own and worn with riding jeans or existing products, or as a staged-buy.

Both are constructed from a mixture of kangaroo and full grain cowhide for enhanced comfort and ergonomics and feature Wolf's NMS, Schoeller Keprtec stretch panels, versatile Outlast quilted lining, D30 level 2 CE-approved armour, including



Jonny Towers, MotoDirect Sales & Marketing Director said "it is with great pleasure that we have relaunched Wolf; one of the oldest British motorcycle clothing brands. The Wolf brand has been synonymous with quality and style throughout the years and with this fresh collection that ethos is strengthened further"

back protector, in addition to the WEDS with TPU external protectors on the shoulders and knees. The Spirit jacket is made from the latest generation of high-quality milled leather that has been tanned, using high quality silicones and dyes. Features include D30 level 2 CE-approved armour along with triple and double stitched seams using Oxley bonded nylon thread "to give this vintage looking jacket 21st century features and the associated benefits these bring". For the Euro leather jacket, Wolf say they revisited their back catalogue for a 60s and 70s Cafe Racer look with the characteristic twin zip system. Made in thick milled leather, the jacket "has the feeling of one that's been in your collection for years". On the inside there's a removable soft-touch brushed cotton lining and D30 level 2 CE-approved armour. Wolf say that the 2016 Tec-Tour jacket and jeans "is the highest specification textile combination we have ever made. We debuted Outlast technology in 2009 and have been using it ever since. This, however, is the first time we have incorporated the Outlast lining onto a quilted backing". The Tec-Tour has large waterproof zipped air vents and the ability to remove the XTR 8000/10000 waterproof/breathable membrane, D30 level 2 CE-approved armour and back protector, with the outer shell made from Teflon coated DuPont 300/500 Cordura. It has a removable, full length quilted Outlast lining,



Kangaroo leather racing glove with carbon knuckle and wrist protection, Super-Fabric palm protection, thumb joint memory Elastane protection and dual layer palm leather



SPIRIT LEATHER JACKET

Vintage look milled leather tanned, using high quality silicones and dyes

external TPU shoulder WEDS, is stitched with Oxley bonded nylon thread, has a removable "throat coat", water bladder pocket and associated pipe holders, full length MAX HD 360 degree joining zip, large multiple waterproof zipped air vents and features Wolf's NMS for enhanced ergonomics and touring fit.

The GT-S textile jacket has a mid-length cut giving a flexible fit, "long enough to beat the elements, but short enough to be comfortable on a bike with a more aggressive riding position". Made in Teflon coated Cordura, it has a removable/breathable Outlast lining, D30 protectors, WEDS and NMS.

The Freestyle II textile jacket and jeans is an update aimed at the sports rider in Teflon coated 300/500 DuPont Cordura with XTR 8000/10000 waterproof/breathable ultra-high performance membrane, quilted removable thermal lining, external TPU shoulder WEDS and D30 protectors.

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WOLF



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FREESTYLE II JACKET AND JEANS

D30 protectors, Teflon coated Cordura, WEDS, NMS, XTR waterproof/breathable membrane



Weight-saving MSX 125 muffler/full system

British exhaust manufacturer Scorpion has released an EC approved version of its 'Serket' Taper silencer for the Honda MSX 125. Available in brushed stainless steel and satin titanium finishes, it is said to save over 25 percent in weight and deliver increased performance and improved mid-range flow.



Headline features include a unique, precision formed 6-facet profile, an aerospace derived multi-composite 'Claw Contoured' outlet, a tempered/fused sleeve seam with compression coined ends and a GP style double spring mount. The full system includes a header pipe which connects to the Serket Taper link pipe and removes the catalyst.



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"Do it properly"

"If you are going to wear a hi-visibility vest - wear a good one", is the message from Rukka. Their 'Vis Vest' is a CE approved motorcycle riding vest in which design meets safety! Rukka say that a tight fit, a high-quality front zipper and some highly elastic stretch inserts on its sides make their 'Vis Vest' a proper riding garment, rather than the poor solutions offered by one from the car emergency kit or local DIY store. Preventing the effects of wind and airflow on such a garment is vital, and additional features include a rubberised area in the waist that also helps to keep the vest down. The coarse mesh structure of its outer material means that a functional membrane jacket worn beneath it retains full

breathability; the material is tear resistant, so it even helps to improve the abrasion resistance of the protective apparel worn underneath, according to Rukka. The fluorescent colour of the 'Vis Vest' is durable and 'lightfast', retaining its signalling effect for longer. Its 3M reflective facing ensures visibility even at night and in poor visibility conditions. High-visibility vests fall under what is termed personal safety equipment, part of the EU's PPE regulations that will soon apply to all motorcycle apparel. The Rukka 'Vis Vest' conforms to the EU guideline PPE (CE-89/686/EEC).

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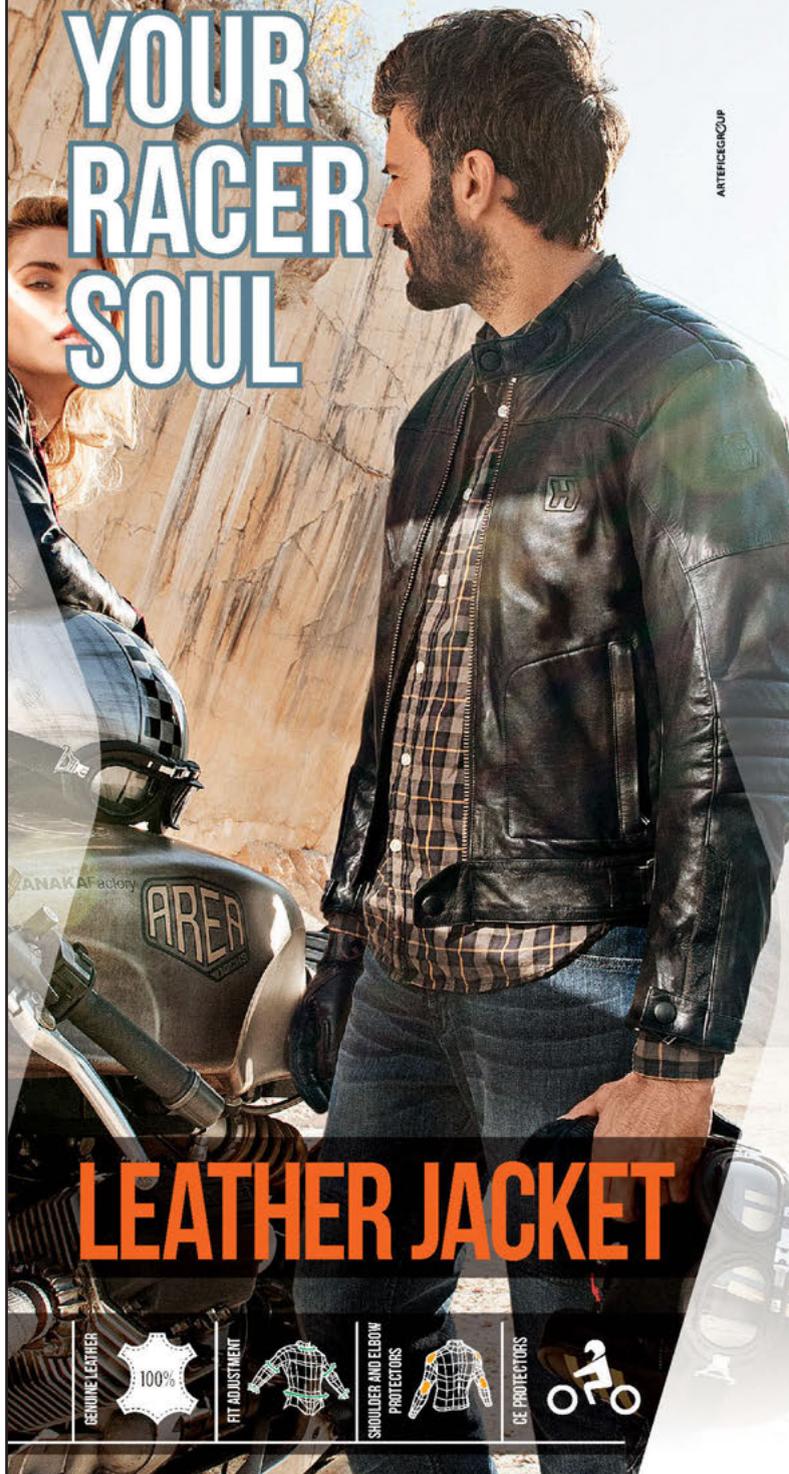
Purpose-built for motorcycle and all powersports vehicle applications, OptiMate 2.1A USB chargers are 100% true power rated, with a continuous 2.1A delivered to power hungry devices such as tablets and phones. The built-in Apple 'handshake' guarantees your iPhone or iPad is going to charge at the appropriate maximum - for example the iPhone 6 will charge to 70% in one hour. The in-line sealed design protects the electronics against rain or snow and the charge socket's rubber boot and sealing cap removes easily to shake out accumulated dirt or water. If the charger is left hooked-up when the bike is parked, the built-in vehicle battery protection shuts off when the battery voltage drops to 12.5V. These days a USB charger has become an essential piece of kit for riders, but the problem is that there is more to USB charging than simply the maximum charge current rating. Many shop-bought USB chargers just don't cut it where the rigors of the motorcycle electrics or the riding environment are concerned.

A smart phone or tablet has to 'qualify' the USB charger before it will hook-up to take a charge. First it checks the voltage (5 volts is the USB standard), then it verifies what the maximum current is that the USB charger claims it can deliver. If it gets the wrong signal, you might see the 'Not charging' message pop-up or the phone limits the charge current - in other words, it charges a lot slower than it should, even if the product claims it can deliver more and faster. The OptiMate range of motorcycle compatible accessories is extensive. The O-103 comes with the DC 2.5mm plug that is commonly used in all heated apparel - the ideal companion for tankbags fitted with the OptiMate O-30 tankbag power entry; the O-104 comes with a molded BIKE (DIN) 'Hella' plug that fits all BMW, Triumph and Victory OEM sockets; and the O-107's SAE connector fits all industry standard SAE connectors. The OptiMate O-100 SAE 'stubby' and sealed O-102 with 40" cables both deliver 1000mA and shut off before the battery voltage drops into the 'difficult to crank' level, and the O-110 USB splitter allows a rider to simultaneously charge two devices, such as the GPS and a camera.

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Off-Road Spring System (ORSS)

British suspension specialist K-Tech has announced its new "Air2Spring" system - a new Off-Road Spring System (ORSS) for the WP (AER) and Showa (SAFF/TAC) front forks fitted to Honda, Kawasaki, KTM and Suzuki off-roaders.

The ORSS replaces the stock Air Spring set-up with a conventional spring system that can be set to the rider's weight and riding style and eliminates the "stiction" (friction in direction change) created by the high air pressure of these air systems.

K-Tech say that conventional springs also mean less of the complexity that calculating the optimum balance of pressures on the WP and Showa AIR systems creates.

"As with all K-Tech manufactured products, our ORSS is made of our high quality designs and materials and will not only improve the handling and stability of the motorcycle, but also have that 'Factory' desired look".

K-Tech say that their ORSS conversion kit is simple and ready to install, requiring no machining of components, easy to set up and "delivers consistent feedback from the front forks".

The original fork remains fully adjustable in compression and rebound damping, "but with the ORSS it provides external spring preload adjustment for the optimum in fine-tuning from hard pack to sand conditions".

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**INTERNATIONAL
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Top end kits and GP-Racers Choice pistons

Italian piston specialist Vertex (VP Italy) has further new product lines for this year that were introduced at EICMA in November 2015.

Not least among them, new time and money saving top end 2 and 4-stroke piston kits that include all the required parts to update and renew the "thermal section" of the engine.

The 2-stroke kit includes complete pistons, top end gaskets and wrist pin bearing. The 4-stroke kit includes a cam chain as a bonus.

The company has also updated its high performance 4-stroke off-road pistons with OE replica, high-compression, Big Bore (seen here) and GP-Racers Choice versions. The GP-Racers Choice range is made of a forged, treated, high-resistance aeronautic alloy and features F1 derived 'T-Bridge' structure - a special shape head racing profile design feature that allows the maximum compression ratio with great performance without any loss of reliability.

The pistons are coated with Molybdenum Disulphide to improve flow and wear resistance and they feature



a nitride ring set, DLC coated pin, and 'moly' coated anti-rotation external hook clips.

The GP-Racers Choice line is initially being offered for Honda CRF 250/450, Kawasaki KX250/450F, Yamaha YZ250/450F, Suzuki RM-Z 250/450 and KTM SXF250/350/450.

VERTEX PISTONS - VP ITALY SRL

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N87 full-face helmet

The new N87 full-face helmet from Nolan is said to have an innovative visor mechanism with tilting functionality (patent-pending), which allows a greater extension of the area covered by the Pinlock fog-resistant inner visor and reduces the risk of accidental opening/closing and of dirt or insects getting in. Available in two outer shell sizes and moulded out of Sabic Lexan polycarbonate, the N87 has a sporty design, lots of innovative technical features, according to Nolan, and removable and washable inner padding made with double density micro-perforated fabrics. It has an Eyewear Adaptive System (designed for wearers of glasses) and a wide, perforated wind protector. The effective ventilation system, featuring Nolan's tested and



proven Airbooster technology, consists of two air intakes on the top, an air extractor on the back and one air intake on the chin guard.

The helmet also features a particularly quick release, large and ultra-wide visor, a fully adjustable VPS sunscreen with 400 UV protection, the Microlock2 (patent-pending) double-lever retention system and is set up for the N-Com communication system and the innovative ESS (Emergency Stop Signal).

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Ferodo adds to brake pads programme



"Innovation, high performance and a low environmental impact" - these are the main



Formulated for the demands of the new generation of larger displacement Maxi scooters, Ferodo's new sintered metal brake pads range "guarantee shorter braking distances, with outstanding brake control, even in wet conditions"

features of the Eco-Friction line, according to Ferodo, the Italian brake pads manufacturer. New to the Ferodo range for 2016, the newcomer to the FERODO motorcycle range, the Eco-Friction compound formulation is mainly for scooters and smaller displacement motorcycles. Low in heavy metals, the compound comes from a five year R&D fingerprinting process which analysed the raw materials contained in a wide range of standard brake pads. Following this analysis, which covered over 1,500 different raw materials, suitable substitutes for the heavy metals were established and validated. The result of this extensive research and testing is that Eco-Friction brake pads "guarantee the same life and performance characteristics as conventional high quality pad formulations containing high percentages of heavy metals".

Also new for this year, the Ferodo sintered metal brake pads range for Maxi scooters covers the most popular models of new generation high-performance larger displacement scooters.

Disc friendly and long lasting, they have been specifically engineered "to satisfy the Maxi scooter rider's needs, and these pads



Mainly for scooters and small displacement machines, Ferodo's new Eco-Friction brake pad compound has eliminated most of the 'heavy metals' used in conventional formulations for an environmentally better product

guarantee shorter braking distances with outstanding brake control, even in wet weather conditions".

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Kombat back protector and shorts

Fuelled by their continued race success, Italian Off-Road apparel and accessory specialist UFO Plast has further new and updated product lines for 2016. The company's range is "diverse" to say the least, providing everything the leisure or race off-rider could require. Their EU Level-2 approved 'Kombat' back protector, for example, has a multilayer internal shell made with two layers of flexible and breathable Microshock material with a layer of honeycomb material in between. The internal protection is removable and washable, the straps and belt are adjustable; entirely made in Italy, UFO 'Kombat' is available in two graphics, two adult sizes and three kid sizes. Also seen here, their Italian made 'Kombat' shorts are provided with lateral padding to prevent blows and abrasions and removable back padding, all made of Microshock with

added technical materials such as Airnet for "outstanding freedom of movement" - sold in adult and child sizes in graphics that match the 'Kombat' back protector. UFO Plast has also extended its range of off-road grips with their new 'Axiom' designs. Said to give superior grip and comfort thanks to the special triple density rubber, they are offered in six color versions to match the main off road motorcycle brands, with black background and white inserts.

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Speed Jr S1 boots



First launched five years ago, Stylmartin's Speed Jr S1 boots for junior Mini Moto riders have now been updated with new aesthetics and an innovative colour range.

The ankle boot is tailored to the needs of junior riders, with protective and technical features the same as on an adult boot, but with junior rider ankle manoeuvrability provided. The technical characteristics are still high-performance, but the boot received an upgrade in colours and graphics in anticipation of the 2016 Mini Moto Championship. The sole has also been re-designed, making it more streamlined in comparison to the previous version.

There are three new colourways offered - black,

black & white (both with flowing oblique graphics) and the special multi-colour version. The boot has an upper made of microfibre, an outer sole in heat-resistant TR, a replaceable PU slider on the toe and a second slider positioned to protect the ankle.

Featuring metal studs, the Speed range also includes the S1 model, specifically for adolescents, which is equally suitable for adult feet, but has "adult" characteristics and its own colour range.

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Aerodynamically superior VStream+ windshield designs for S1000XR



ZTechnik, the specialty brand of windscreens made in Maywood, Illinois, by National Cycle, has added 3 new VStream+ windscreen designs for the Sport/Adventure BMW S1000XR.

The company says that the new screens have "the shape and contour to help reduce annoying turbulence". The VStream is named for its unique, patented "V" shape, while the "+" indicates that a "highly engineered and perfectly manufactured" mounting bracket is included in the kit. VStream windscreens are effective because the three-dimensional contours push turbulent wind out and away from the side of the rider's head, reducing turbulence and wind noise, and the smooth-radiused edges are precisely engineered to add to the excellent aerodynamics.

The advantage of the VStream+ is that the



included mounting bracket is more robust than the OEM mount points - assuring that the screen will "stay tight, strong and secure".

Available in clear, light or dark tint, VStream windscreens are made from hard-coated Lexan polycarbonate, a material that provides outstanding durability and optical clarity. The company says that their ZTechnik windscreens are 20 times stronger than windscreens made from acrylic or the "aircraft" material that is commonly used in the motorcycle industry. "We believe we make the world's best and toughest windscreens and we back that commitment up with a 3-year warranty against breakage", says award-winning chief engineer and CEO Barry Wiley, whose father founded the company in 1937.

ZTECHNIK
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www.ztechnik.com

New graphics for Caberg Stunt

There are new graphics for Caberg's popular 'Stunt' full-face for 2016, which has a polycarbonate shell noted for its "sporty and aggressive look and compact design".

The helmet is offered in two solid colours, matt black and metal white, and in two graphic versions - 'Steez' and 'Blade'. There are two new colour combinations for the 'Blade', matt black/pink for ladies in sizes XS, S and M, while the second comes in black/orange, intended for younger riders in sizes XS to XXL.

Stunt comes in two shell sizes for best fit and has a double visor system (Double Visor Tech) that thanks to the easy to use integrated sun visor allows riding with the perfect light and in safety. The sun visor is treated for anti-scratch resistance, as is the outer clear visor, which is also prepared for a Pinlock lens. Ventilation is ensured by three glove-friendly wide air vents; the lower vent on the chin guard drives air directly to the inner side of the visor to avoid misting, and the vent on top channels fresh air inside the helmet through numerous air grooves, while a rear

vent ensures the discharge of hot and stale air. The lining, made with transpiring fabrics, is entirely removable and washable, as is the wind stop under the chin guard of the helmet and the breath guard.

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Carbon parts for the F800R



German specialist Ilmberger Carbonparts say that with their carbon parts BMW's naked bike "gets a new look without appearing overloaded". Their elongated front fender is designed to give better protection for the cooler, and the upgraded rear wheel fender protects against stones on the struts. "The engine spoiler underlines the sporty character of the bike and is not part of the stock bike", says Julius Ilmberger, MD of Ilmberger Carbonparts. Additional carbon parts include an exhaust heat

shield, covers for the tank, timing belt drive and left/right-side covers for the suction pipe and water cooler and the areas above the suction pipe and below the seat.

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'BRIG' IFT waterproof summer gloves

German specialist Orina has developed a thin and flexible waterproof summer glove using their own custom IFT processing technique in conjunction with an AquaFit membrane.

This technique is said to "minimises the gaps between the different layers of materials, resulting in thin gloves with a perfect grip", according to the company. Anti-bacterial TEXRA lining quickly absorbs moisture and transports it away from the skin to keep the wearer cool and dry.

The outer shell of the BRIG IFT is composed of strong but flexible SORATEX material; hard knuckle protection and Carbolex protector at the edge of the hand protect the areas prone to injuries. Stretch panels on the fingers and below the knuckles provide freedom of movement and comfort; the high-quality Technalin.Gold cowhide



leather at the palm, paired with silicone printing, allows for a secure grip. Conductive material on the thumb and index finger allows the operation of most modern smartphones and similar mobile devices.

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Roof marks 20 years of their 'Boxer' with design updates

This is a big year for French helmet manufacturer Roof - always popular for their authentic styling and excellent price/quality ratio, the company unveiled a massive new products blitz at EICMA last November.

Leading the charge is the updated DESMO. When it was launched in 2012 it was described as the first 100 percent modular full-face helmet. With the weight reduced by 200 grams for 2016, it features a 180 degree rotation chin guard, a new 'Silent Lining' for reduced noise, a reversible stop that gives a 'soft' lock for the chin bar in the Jet position, additional left and right unlock buttons for rapid emergency opening and increased space in the chin bar. The Desmo carries three patents for the visor mechanism, double chin bar seal and the automatic unlocking features, and it has an active defog and Venturi air-vent system, a removable, adjustable and washable, anti-allergenic lining and is fully E2205 certified as a Jet and as a full-face.

First introduced in 1995 and also featuring



Boxer V8 Target white/black/red



The Desmo new generation in Fluo Black/Orange will be available in September 2016



Boxer V8 LP20 Black/metal/white



Desmo Ram Matt titan/black



Boxer C, available from September 2016

a 180 degree rotation chin bar, Roof's BOXER helmet has been top seller and is now reintroduced in two versions for 2016 as the Boxer C ("Classic" - available from September 2016) and Boxer V8.

Both use the same fibreglass shell and are E22-05 jet and full-face certified, with the "Classic" featuring a removable, adjustable and washable inner lining, black chin bar lockers and weighing 1,600 grams.

The V8 is available in three 1,650 gram versions - the 1995, which celebrates the helmet's anniversary, the Target and the LP20.

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Africa **PROGUIDE** Twin **EXTRA**

Recent years have seen new model launches, such as Yamaha's MT-09/07 series, BMW's R nine T and Ducati's Scramblers, have immediate impact on the new product offerings from Europe's parts and accessory vendors. Honda's new CRF1000L Africa Twin has proven to be no exception therefore IDN presents a roundup of new items already available for improving the performance, handling, utility and ergonomics of a model that has already proven to be popular with buyers.

Hyperpro take it higher

Dutch suspension specialist Hyperpro has developed a full suspension range for the Honda Africa Twin, with a rising rate spring fitting for the OEM shock, which increase the height of the bike by 2 cm.

Hyperpro's Jan Belder told IDN that "by doing this we managed to configure the bike to deliver better handling, with a more stable ride and use the range and capacity of the stock shock absorber to achieve an improved, optimised, correct suspension setting - one that will allow the rider to fully enjoy the potential of Honda's design".

Hyperpro also offers a lowering option by changing

the spring set, which means the seat height can be lowered by 25mm.

To go the next stage and fully upgrade the suspension of the Africa Twin, Hyperpro is also offering a fully adjustable type 461 shock, a type 460 emulsion shock, and for commuters and those who will use the Africa Twin on-road as much or even more than off-road a Hyperpro 'Streetbox' package, containing a front fork spring set, front fork oil and the type 460 emulsion shock.

Hyperpro ships worldwide to its international network of distributors and develops, designs, tests, and makes their products in-house at their headquarters in The Netherlands.

Rising rate spring raises the CRF1000L by 20mm



Hyperpro 'StreetBox' package for road users

HYPERPRO
Werkendam, NETHERLANDS
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Spring set lowers the rear height by 25mm



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Africa Twin parts from ABM

ABM
ergonomic style

German parts and accessories manufacturer ABM has a combination of universal fit and model-specific components available for the new 'Africa Twin'.

They include a booster handlebar kit with shortCap handlebar ends in high tensile strength aluminium, which are available in a choice of finishes such as black or silver, with a sandblasted surface or a range of anodised colours.

The synto lever, or syntoEvo including

adapter, is a six-position adjustable lever that can be tuned while riding, available in short or long style and a selection of anodised colours.

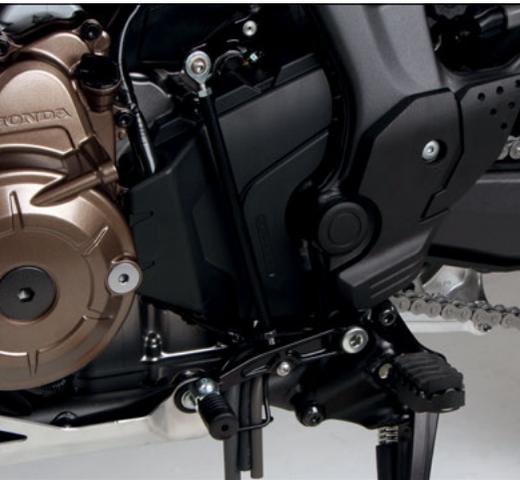
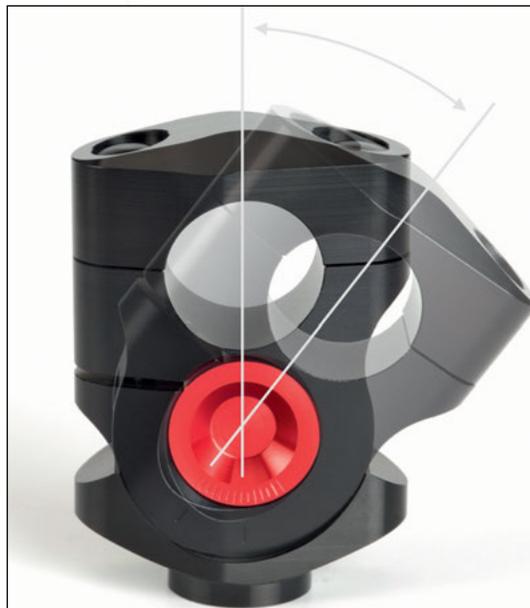
Their adjustable and innovative varioRiser kit for 28.6 mm original handlebars raises the handlebar up to about 15 mm and allows seamless adjustment of the handlebar position by 10 mm forwards or back.

The 'cube' brake fluid reservoir for the foot brake cylinder is available in various colours, has a capacity of 30 ml, a sight glass and comes with a model-specific holder in black.

Additionally a model-specific conversion kit is offered on a stock exchange basis. The original foot brake and gear lever and top and bottom lever are black anodised; new black anodised gear shift pegs that include high quality uniball joints are provided, with black anodised foot brake levers and passenger pegs also available.

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Fuel injection tuning for the CRF 1000

Best known for its race, sports and street bike applications, the advanced technology incorporated into Rapid Bike's tuning modules is just applicable to the very different performance demands and riding characteristics of adventure tour models.



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Tel.: +39 0142 9552 Fax: +39 0142 940094 E-mail: support.rapidbike@dimSPORT.it

Spazio stock
Motor Power 57.8 Cv @ 5678 rpm
Wheel Power 57.8 Cv - Loss Power 0.0 Cv
Wheel Torque 8.9 kgm @ 2000rpm
Ambient T 18.5°C - P 1011 hPa - Corr. factor 1.00
Gear 5 - Ratio 3.14
RPM min 2000 - max 9000
Massima velocità teorica 198.2 km/h

Spazio rapid
Motor Power 61.2 Cv @ 5678 rpm
Wheel Power 61.2 Cv - Loss Power 0.0 Cv
Wheel Torque 9.1 kgm @ 2000rpm
Ambient T 18.5°C - P 1011 hPa - Corr. factor 1.00
Gear 5 - Ratio 3.14
RPM min 2000 - max 9000
Massima velocità teorica 207.6 km/h

**TPS
46%**



Seen here installed and tested on an otherwise 100 percent stock CRF 1000, the Rapid Bike 'Racing' kit dyno results show Honda's adventure tourer taking advantage of both the injection and ignition remapping to secure a considerable improvement at lower and mid-range rpm with an additional 3hp, as well as an improved torque response.

The extended 1000 rpm are an extra feature obtained with both the 'Evo' and 'Racing' version modules that can also be achieved with the model-specific 'Exclusive' version that offers a simplified and cost-effective add-on kit.

The Rapid Bike technology driving all their add-on

modules modulates the stock lambda signal to secure an automatic and constant adjustment of injection values without any of the limitations usually encountered with "closed-loop" systems or conflicts with the stock ECU's maps - Rapid Bike modules effectively optimises the engine performance constantly while the bike is being ridden.

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www.rapidbike.it



K60 Scout approved for Africa Twin



German tyre specialist Heidenau has had its popular K60 Scout off-road tyre approved for the Africa Twin. Available as 90/90-21 and 150/70 B 18, the company says they have already undergone extensive testing and that the Scout is a durable and reliable all-round tyre that is ideally suited to the dual purpose use that most riders will buy the Africa Twin for. Test riders report convincing and very comfortable handling, excellent grip on different road surfaces, even in wet weather, and excellent straight line stability at high speeds. HEIDENAU, Germany, www.heidenau.com

CRF Africa Twin lowering kit

German forks to brakes and frames to wheels parts and accessory manufacturer MIZU has released a version of its popular "jack-up and lowering" kits for Honda's new Africa Twin.

Said to deliver "a totally new riding experience", all parts are manufactured at their factory in southern Germany and supplied with ABE parts certificate and mounting instructions.

Mizu offers fitments for a wide range of popular makes and model; these new versions are for BMW R1200 GS from 04/07, type R12, and the Honda CRF 1000 L Africa Twin from 2015, type SD04, for a lowering of 25 mm.

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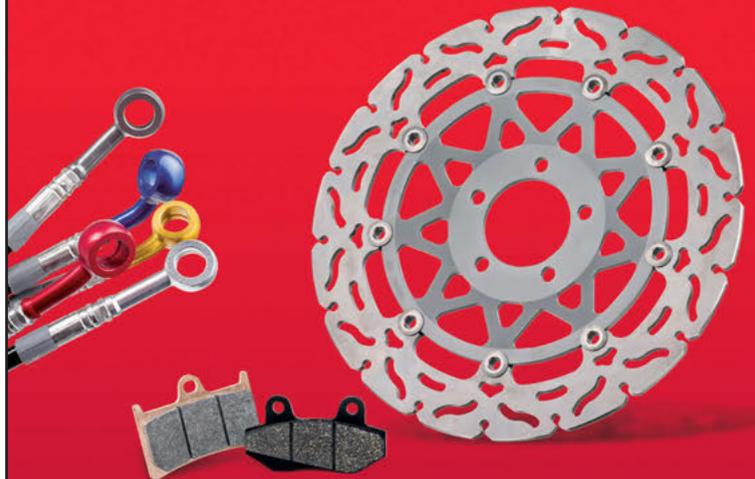
Africa Twin luggage and accessory options



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SPECIALISTS' BEST CHOICE



Perfect parts for safety specialists. TRW offers a wide range of high performance brake parts, clutches, handlebars, footrest systems and accessories.



Givi plans to release new accessory options for the new Honda 'Africa Twin' regularly this year, and the first include the model-specific side pannier holder seen here for their Trekker Outback aluminium cases.

This sturdy 18 mm tubular frame adopts the tried and tested Monokey Cam-Side rapid release fitting system and the SR1144 bike-specific rear rack for Givi top cases from the Monokey or Monolock range. The specific 03SKIT screw kit enables Givi sat-nav holders to be mounted to the Africa Twin, or alternatively specific sat-nav holders are available for Garmin and Tom Tom Rider.

The transparent D1144ST flyscreen is specifically designed to increase wind protection without hampering riding stability; at 60 x 35 cm (H x L) it is 14.5 cm higher than the stock item and uses the OE

installation points.

The AF1144 Air-Flow windshield with adjustable spoiler gives tuneable protection from the wind that can be tailored to individual needs, a feature lacking on the standard factory Africa Twin windshield.

Additional upcoming new releases will include a pair of engine guards in 25 mm diameter tubular steel, in black painted or polished stainless steel finishes, to protect the lower and upper areas of the engine, with the upper one also protecting the sides flanking the radiator.



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SW-MOTECH hi-strength protection, luggage and mounts

Protection and luggage options for the CRF 1000L from German specialist SW-MOTECH include a 5mm replacement for the thin original 2.5 mm Honda skid plate and an extremely strong 5mm bottom engine guard.

Manufactured in aluminium, the oversized contoured skid plate is said to provide a sliding surface and robust protection for the engine block, header and other exhaust components.

Also seen here are crash bars, Quick-Lock side carriers for most popular aluminium cases, including their own Trax ADV line, an aluminium chain guard extension, heavy duty high ground clearance centre stand and additional mounted engine guard extension for the centre stand that provides complete rear linkage protection.

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Ready for adventure – QUICK-LOCK side carriers for Trax ADV/aluminium cases or other brands. Trax Adventure 1.5mm aluminium cases in 37 litre capacity for the right side and 45 litres on the left; top case also available with Alu-Rack and top case brand adapter plate system

The centre stand is made from heavy-duty steel. A mounted engine guard extension provides complete rear linkage protection while riding



Crash bar in ultra-strong steel tubing with durable alloy components. Designed to protect the engine while remaining close to the bike and maximising ground clearance. Three mounting points on the frame and cross-connection of both crash bars distribute any impact evenly throughout the bars



The extremely strong engine guard features a 5 mm aluminium bottom structure and offers complete protection of the engine block. Built with precision-manufactured mounts that fit directly into the existing frame mount, creating a robust connection that distributes the forces not only to the mounting points, but also to the bike's steel frame in case of ground contact



Made from high-grade aluminium, the robust chain guard extension protects the length of the chain between driver and pillion footrest that is not covered by the original chain guard

Titanium Slip-On Line

Akrapovic has released a version of its double-flow hexagonal titanium Slip-On Line muffler exhaust specially for the Honda CRF1000L.

Constructed from lightweight, durable titanium alloy with a robust carbon fibre clamp, this EC/ECE type-approved exhaust is said to "provide a performance increase at lower and higher revs – where an adventure bike needs it most – and deliver a smoother and improved ride".

Akrapovic say their sound engineers have created a deeper, more enriching sound for the Slip-On Line, which uses the best characteristics of the Honda's 270° twin-cylinder engine. A simple plug-and-play easy installation, with no remapping required.



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TFX allows dealers to optimise the stock suspension compromise

TFX Suspension Technology in the Netherlands was founded in 2010 by Hans-Dieter Fischer and Alex Meijs. Hans-Dieter Fischer has his suspension roots in Dutch suspension manufacturer Technoflex which closed down in 2009.

TFX is a completely new and separate business, and while it offers servicing for Technoflex products, in the five years since they have completely altered the designs and manufacturing technology, improving durability and performance and introducing a modular design and assembly principle.

This allows the company to build every shock absorber or front-end product ordered by their dealers precisely for the model concerned, and specifically for the weight, riding style and load characteristics of each individual customer's motorcycle and their riding habits - urban, touring, off-road or racing.

All TFX shock absorbers can therefore be retrofitted with the latest features and improvements, sold with a 5-year guarantee, and built to install without modifications to the bike. This also allows them to offer a custom suspension service, with shocks and springs of any length, and setting and adjustment options in any combination.

This is why, for example, they have been able to jump into the new 'Africa Twin' so quickly, indeed Hans-Dieter told IDN that "for us responding to new model launches is no problem. We had application packages developed within days of Ducati's launch of the Scrambler and the appearance in showrooms of Yamaha's new bikes. Our dealers know that they can contact us straight away if they want to upgrade the suspension on new models as soon as they are launched, and if they want to improve the handling and performance of any customer's new or pre-owned bike".

For the 'Africa Twin', TFX is able to offer a choice of replacement shock absorbers, springs, front fork springs and hydraulic pre-load adjustment.

Their "entry-level" shock absorber is the gas charged single tube TFX 140 emulsion shock, which is available with or without a separation piston (depending on the model) and features adjustable rebound damping, which stiffens compression and rebound simultaneously.

Like all their range, it is made from heavy-duty materials for strength and durability in all circumstances - urban cycle or long-distance touring. Two preload adjustment rings mean it can be tuned to the riding circumstances - solo, two-up, luggage - and a low-friction seal that is supported by a Teflon

Advanced piggyback shock



back-up ring. This ensures that the seal doesn't deform, and eliminates the static friction on the shaft, which leads to better performance, durability and stability.

Hans-Dieter Fischer says: "These are some of the best quality OE replacement shocks available on the market today, and we work hard to continue developing them, so they stay that way".

The TFX 142 is an advanced piggyback shock that offers adjustable high-speed and low-speed compression damping, a remote fluid reservoir, adjustable rebound damping, superior floating piston technology and low-friction seals, "which all adds up to a highly refined shock that can be tuned with precision to meet the riding style and handling characteristics", says Hans-Dieter.

They come in different styles depending on the kind of top mount needed for the motorcycle - 'Pisol', where the reservoir comes straight out of the back, 'Quer,' where the reservoir can be placed left or right and 'Straight' where it goes straight down, with a top mount completely CNC manufactured from 7075 aerospace grade aluminium alloy. "This shock absorber is for the rider who wants high performance, durability, control and refined tuning options. It is an ideal choice for racing, off-road riding or extended trips".

TFX offer a wide range of high quality fork and shock springs for road and motocross applications. Their progressive and linear front fork springs are manufactured from "the highest quality materials to

provide a spring that will match the rider's requirements. They can be soft enough at the start of travel to absorb small road bumps and provide a more 'comfortable' ride, yet still offer the firmness at the end of the trip to handle the big bumps and potholes, major loading under braking and prevent bottoming out.

"For road racing, TFX springs can help you brake later, get on the gas sooner and increase your lean angle by maintaining cornering clearance and preventing excessive dive under braking. At the same time it can help maintain proper chassis geometry under acceleration, increasing confidence levels at the limits of traction.

"For the street riders, TFX springs are vital to tailor the machine to the exact weight, riding style and preferred riding conditions, delivering a stable, compliant ride, improving cornering clearance, and reducing dive, squat and bottoming. In many cases, using the proper, stiffer springs (front and rear) actually improves ride quality while it takes handling to the next level of performance".

"Next to the tyres, proper suspension choices are the most important decision a rider can make for safety, performance and enjoyment and, especially with dual purpose bikes such as the new 'Africa Twin', the stock suspension set-ups are a compromise - we have the technology and versatility to allow dealers to offer optimised suspension set-ups for every one of their riders".

TFX also offers one of the most advanced suspension technology programmes available in Europe for Quads and ATVs (and side cars), so working with MX models/off-roaders and adventure sports models such as the 'Africa Twin' is core competency that is driven and made possible by their modular all-purpose customised shock manufacturing concept.



Emulsion shock

Shock absorber springs



Pre-load adjuster



Front fork springs

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Arrow and Giannelli Africa Twin options

Italian exhaust specialist Arrow has released a retro race full titanium system for the CRF 1000L based on the winning exhaust design used on the 1988 Dakar Honda.

Arrow's Director of Business, Mauro Corgnoli, said that "When the release of the Africa Twin was announced we immediately knew we needed to recreate this classic exhaust. We feel this will satisfy both the style and performance needs of the passionate riders buying this bike. In particular, the



titanium full system with Race-Tech silencer ensures you really will receive Dakar level performance, the ultimate in weight savings and a unique classic styling".

The titanium full system is fitted with a silencer designed with the end pipe extending from the back of the silencer - a retro touch straight from the 1980s. The silencers developed for the 2016 Africa Twin are based on their proven light weight homologated Maxi-Race-Tech slip-ons and are available in brushed or 'dark' aluminium or titanium. They feature carbon end caps and fit either Arrow or the OE collectors. A CAT removal racing link pipe is available for off-road racers.

Also seen here, the Giannelli oval aluminium silencer is also available in brushed or 'dark' aluminium, or in titanium with carbon end caps.



ARROW SPECIAL PARTS S.r.l.
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www.arrow.it

Misano cartridge for Africa Twin

The R&D department at leading Italian suspension specialist Andreani has added this new fitment for Honda's 2016 Africa Twin to its popular Misano range of fork cartridge kits.

Developed with over 25 years of race experience and track success, this new Misano cartridge is designed specifically for the OEM forks with a 20 mm diameter piston and increased oil passages.

Adjustable in compression, rebound and spring preload, it features a sophisticated hydraulic system that guarantees excellent braking, turn performances and increased comfort.



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PARTS AND ACCESSORIES

Africa Twin gets the LighTech touch

These exclusive Italian made and designed steel and Ergal rearsets for the CRF1000L feature an adaptor kit that has been CNC machined from solid 39NiCrMo4 steel (Nickel-Chromium-Molybdenum4), a robust high tensile strength rust, impact and mechanical stress resistant material. The footpegs are CNC machined from solid Ergal 7075 in 2 versions - cross/enduro or Supermotard. The ergonomic design increases the overall support base for the boot. The cross/enduro version features an optimised mud drain area and the Supermotard version has integrated and

interchangeable nylon sliders. They are available in a choice of orange, blue, black, red and green anodised finish. The stainless steel pins increase the grip between the boot and the footpeg; the adaptor kits and the footpegs can be ordered separately offering dealers a versatile modular inventory programme.

LIGHTTECH S.r.l.
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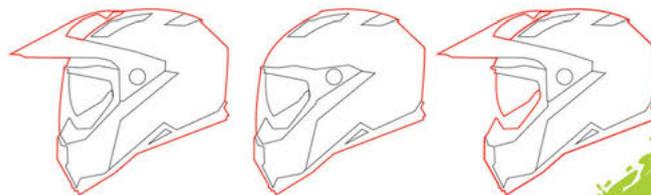
GPR Italia is offering a wide range of slip-on options for the CRF1000L, available with different silencer shapes for modern or classic styling, in a choice of materials and colours. The range includes their 'Albus', a white ceramic finished line, the 'Furore' line, GPR's best sellers, and their new GP EVO in Black Titanium - described as offering great looks and the best weight savings. GPR claim that all the exhausts in their catalogue are fully homologated, road legal and covered by a 2-year warranty. GPR also say their slip-ons will give weight savings of up to 3.5 kg compared to the original designs and

power increases of up to 5hp at 4500 rpm with the homologated slip-on, and up to 10hp with the addition of their racing front header - indeed their 2-into1 header can be installed with other brands of slip-ons, including the originals. GPR's products are manufactured in-house at their Milan factory and sent to dealers and importers throughout Europe and worldwide.

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Spark 'Dakar' Africa Twin slip-ons and full systems

Italian manufacturer Vecchi Srl has released updated Spark exhaust brand systems for the Africa Twin - a new version of its homologated 'Dakar' slip-on with removable db killer and a racing full system.

The full system has been developed so as to maximise performance at medium-low rpm and is said to deliver a power increase of 4.5 hp/5,000 rpm compared to the original, without any other modifications. Available with a stainless steel collector and choice of titanium or 'dark' silencer for a reduction from the 7.8 kg original weight to 4.8 kg. Their 'Dakar' slip-on is available in stainless steel,

titanium or carbon - with the 'Dark' silencer reducing the stock weight of 4.8 kg to 2.9 kg - a near 40 percent weight saving.

The homologated slip-on with db killer is said to produce 1 hp of extra power; 2.3 hp without the db killer.

SPARK By VECCHI
Curtatone (MN), ITALY
Tel: +39 0376 349388
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www.spark.it



Barkbusters handguard options for the Africa Twin

Leading hand and lever protection specialist Barkbusters has extended its two-point mounted bike-specific range to Honda's new CRF1000L Africa Twin, providing what

it says are "the only true adventure handguard solutions on the market". Said to meet the increasing demand for both impact and weather protection desired



by today's riders, features include hardened aluminium backbones and

specially engineered mounting hardware for "perfect and secure fitting". This handguard can be combined with several of Barkbusters' extensive range of handguard covers, such as the JET handguard cover, which provides moderate weather protection in a large choice of colours; their VPS handguard cover, which gives the largest choice of colours while providing excellent weather protection with its variable height wind deflector; the STORM handguard cover, which is described as providing superior protection from the elements as the large aerodynamic plastic cover is designed to channel wind and rain away from the rider's hands; and their



CARBON handguard cover, which offers functional style to complement modern bikes and bikes with existing carbon fibre features.

Barkbusters say their handguard design and engineering technology "perfectly complements the Africa Twin's true adventure spirit", and that with over 30 years of experience in "manufacturing the world's strongest handguards, Barkbusters will give you the piece of mind and confidence that you have protection for your controls, levers and hands".

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info@barkbusters.net
www.barkbusters.net

High capacity top case for Africa Twin

Spanish luggage manufacturer NAD SA, a 2015 Red Dot design award winner, has its popular high-capacity SH48 top case available with a new model-specific rack fitting system for the Africa Twin.

Said to be the lightest top case in its category at 3.7kg, it is made from robust, durable, reinforced polypropylene and measures 331mm high by 456mm deep by 607mm wide - large enough to hold two helmets.

It is available in titanium or dark grey with cover options and with stop light and double backrest options, has a glove-friendly locking design and a retractable and automatic handle.



SHAD

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LeoVince for Africa Twin

Italian exhaust specialist LeoVince has released versions for its popular LV One and Nero systems for Honda's new CFR 1000L Africa Twin.

The LV One Evo body is made from strong, impact resistant AISI 304 stainless steel, while its oval design with clear square lines gives the silencer a unique slim and compact shape. It is available in a sandblasted "titanium look" finish or with a carbon outer shell.

The stainless steel cup inlet is TIG welded to the muffler body; the end cap is made entirely of carbon and has an "asymmetric and aggressive" cut. This full carbon solution is said to give the exhaust "a touch of decisive style, providing greater resistance to high temperatures"; aesthetics are further optimised by the two clamps also being made entirely from carbon.



The Nero exhaust system has a stainless steel sleeve finished in a durable, high

temperature tolerant ceramic and metallic black coating that is resistant to mechanical and thermal stress

temperature tolerant ceramic and metallic black coating that is resistant to mechanical and thermal stress.

LeoVince says that the shape of the Nero silencer "is the result of a precision design study that combines style, finish and performance"; the robust and durable TIG welded stainless steel AISI 304 brackets make the Nero easy to mount - the carbon end cap is a similar style to the one seen on the LV One Evo system.

Both lines of exhausts feature a new carbon fibre cover, which the company says "gives the bike an even more aggressive and refined look".

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



The LV One Evo in impact resistant AISI 304 stainless steel

Touratech Africa Twin options



German adventure sports accessory and performance specialist Touratech were quick off the mark with a customised Africa Twin sporting a selection of their product fits on their booth at EICMA in November last year.

In fact Touratech has more than 20 years of experience in developing and manufacturing accessories for the Africa Twin.

Special custom parts for the "reborn cult bike" include tried-and-tested Touratech pannier systems in various sizes and styles, a topcase and rack, an aluminium luggage rack, GPS mounting adapter, Touratech 'Works' brand long-distance footpegs and a handlebar riser that is said to significantly ease the strain on the shoulders and wrists.

Stainless steel crash bars and engine crash bar, side stand base extension, hand protectors, headlight protector, auxiliary lights and the robust 'Expedition' branded engine guard, extensive soft luggage solutions and a selection from Touratech's range of seat options complete the package; headlight protectors, windshields, auxiliary lights also available.

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www.touratech.com



Remus 'Okami' slip-on



Seen here in carbon finish, Austrian exhaust manufacturer REMUS has its hex-style 'Okami' slip-on muffler available for the CRF 1000L. Fully approved and road legal, it is also available with a polished or black stainless or titanium sleeve, with weight savings and power/torque gains in all cases. Furthermore, a complete de-cat header is currently being developed. REMUS, Austria,
www.remus.eu

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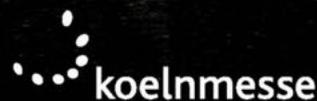
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NEWS BRIEFS

Italian manufacturer Spark Exhaust Technology has signed Brock's Performance as its distributor for the United States.

The Schuberth M1 has been voted open-face "Motorcycle Helmet of the Year" by independent U.S. website webBikeWorld.com; meanwhile in Germany readers of Motorrad have voted Schuberth the best helmet brand for the 11th consecutive year.

Spanish trade association ANESDOR has welcomed a decision by Madrid city authorities to exempt PTWs from restrictions on high-pollution days as a recognition of the positive contribution that two-wheel transport makes to urban mobility and traffic pollution reduction.

Metzeler has been voted Best Tyre Brand 2016 for the sixth year out of eleven by readers of leading German motorcycle magazine Motorrad.

Italian specialist Bonamici Racing has signed Westchester, New York based MOTO-D as its exclusive North American distributor.

British distributor Oxford Products has secured Japanese distribution for its own brand luggage, apparel, locks and accessories programmes with Y's Gear - the Yamaha subsidiary that started out as the motorcycle manufacturer's original parts distribution division.

KTM - sales up, stock listing consolidation, Indonesia distribution deal



KTM has announced that its first quarter 2016 sales were up by +26.9 percent over the first three months of 2015, at 41,858 units; with revenue up by +26.7 percent to Euro 249.5m for the first quarter and EBIT (Earnings Before Income Tax) up by +46.4 percent at Euro 21.7m - an EBIT margin of 8.7 percent.

Meanwhile KTM's parent company has announced that it wants to buy back the remaining 0.6 percent of the shares in KTM AG that are still traded on the Vienna based "Dritten Markt" - the third tier of the Austrian stock exchange, so that the parent company can concentrate on the listing of Cross Industries AG on Vienna's Prime Market in the future "in order to create a more streamlined capital market structure".

Stefan Pierer's Cross Industries owns 51.4 percent of the shares in KTM AG and has issued a public purchase offer of Euro 122,50 per share for the remaining 0.6 percent "Legacy Ownership" of KTM AG shares that are not currently owned either by Cross or Indian partner Bajaj (which currently holds some 48 percent of the shares in the group).

The plan also affects shares in WP Suspension, 0.29 percent of which are traded on the "Dritten Markt" stock exchange (the company was only listed there in April 2015) with 99.71 percent of WP owned by Cross Industries. Those WP and KTM "Legacy Owners" will have the option of remaining share holders when Cross completes the de-listing of KTM AG, should they choose not to sell.

The Cross Industries group also owns Husqvarna; the KISKA design consultancy that is responsible for much of KTM's and Husqvarna's design

work; Pankl Products, which specialises in developing and manufacturing engine and drivetrain components for racing cars, high performance vehicles and the aerospace industry; Wethje Carbon Composites, which specialises in automotive and aerospace products such as aircraft interior components and fittings; and Durmont, a specialist automotive and commercial/public buildings carpet and tufted floor coverings manufacturer.

In other Bajaj/KTM news the companies have agreed that its Indian partner will "extend its distribution network to include Indonesia". The arrangement involves KTM branded DUKE and RC motorcycles up to a displacement of 400 cc, which are developed and assembled by the successful Austrian-Indian joint venture. The motorcycles will be distributed through a chain of KTM dealerships, to be managed by Bajaj. "The decision to emphasize our sales activities in the South-East Asian

distribution network is the logical next step in our long-term oriented strategy. It supports our presence in the price sensitive Indonesian market by using synergies from our strong alliance with Bajaj", explained Hubert Trunkenpolz, CSO, KTM AG.

Rakesh Sharma, President International Business of Baja Auto, added that "Bajaj has successfully established the KTM brand in India with an exclusive channel of 250 KTM stores. For Bajaj Auto this agreement to distribute sub 400 cc KTM bikes in Indonesia is a major step forward. We will endeavour to strongly establish this premium European brand in Indonesia".

The existing business partnership with the current Indonesian importer P.T. Jaya Selaras Sejahtera will remain, but now fully focussed on the model range above 400cc.

www.ktm.com



The Executive Board of KTM AG, left to right - Hubert Trunkenpolz, Viktor Sigi, Stefan Pierer, Friedrich Roithner and Harald Ploekinger. KTM AG is the ultimate parent company for the KTM Group and has been listed on the Vienna stock exchange since 2003. The measures announced are designed to de-list "Legacy" shareholdings from the third tier exchange so equity can be consolidated

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