

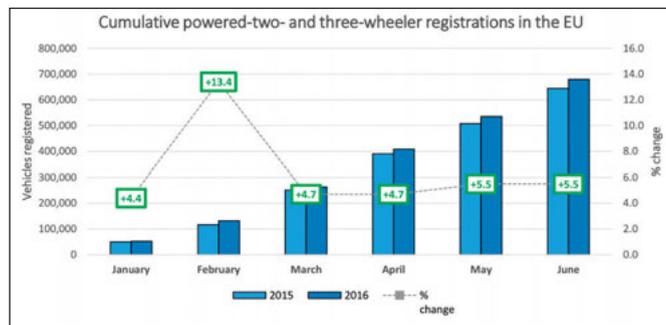
INTERNATIONAL DEALER NEWS

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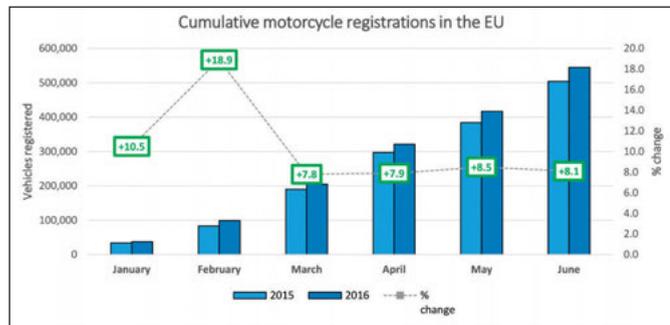
**AUG/SEPT 2016
 ISSUE #132**

Motorcycle registrations +8.1 percent in EU markets January – June 2016

The latest data released by ACEM (Association des Constructeurs Européens de Motocycles), the Brussels based international motorcycle industry trade association, shows that motorcycle registrations in the EU were up by +8.1 percent for the first six months of this year. A total of 544,870 motorcycles were registered between January and June 2016 (against 504,162 during the same period of 2015). Year-on-year motorcycle registrations increased in most key European markets, including Italy (116,985 units, +15.9%), Spain (73,323 units, +13.5%), the UK (61,859 units, +8.3%), Germany (100,749 units, +4.2%) and France (89,153 units, +1.7%).



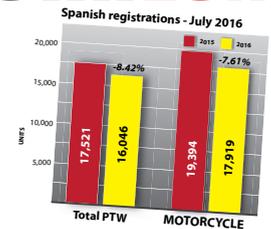
A total of 679,777 powered two and three-wheelers were registered in EU markets during the first six months of 2016. This represents an increase of +5.5% compared to the 644,474 vehicles registered during the same period of 2015.



Registrations performed positively in most key markets, including Italy (129,616 units, +14.2%), Spain (80,878 units, +12.2%), UK (66,007 units, +7.4%), Germany (100,749 units, +4.2%) and in France (128,182 units, +0.6%).

A total of 134,907 mopeds were registered in EU markets during the first six months of 2016 (compared to 140,312 for the first six months of 2015). This represents a decrease of -3.9%. Moped registrations increased in the Netherlands (34,139 units, +4.2%) and Italy (12,631 units, +0.4%), but decreased in Austria (7,873 units, -1.1%), France (39,029 units, -1.8%) and Poland (12,515 units, -21.4%).

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PRINT BY WARNER'S MIDLANDS
BOURNE, LINCOLNSHIRE, GB

ISSN 1354-4047

NEWS 6-17,48



PIAGGIO

Piaggio report sales and profits up for first half of 2016



**BMW Intelligent
Emergency Call
system**



COMMENT BY EDITOR, ROBIN BRADLEY 4

One for the Stats geeks here: "Dude - where did half our market go"? Robin Bradley speculates on the market size we'd have now without the Banking Crisis of 2008

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Dude – where did half our market go?

As this edition of International Dealer News was being produced, ACEM (Association des Constructeurs Européens de Motocycles), the Brussels based international motorcycle industry trade association, had just released new motorcycle registration data for EU markets for the first half of 2016.

While there is still some market volatility in some markets, the good news is that overall new model motorcycle registrations were up by +8.1 percent for the first six months of the year, and while the moped market is still "soft" overall (down by -3.9 percent in the EU overall), the total number of new PTWs (Powered Two-Wheelers) registered in the first half of the year in the EU were up by +5.5 percent in total.

The "Big Five" markets of Germany, Italy, France, Spain and the UK have traditionally accounted for over 80 percent of EU registrations, but for the first half of 2016 that figure is down to around 71 percent, which means that the EU's smaller markets are growing more strongly than the 'majors'.

However, all of the "Big Five" markets, including France, saw motorcycle sales growth in the first six months to add to the growth seen everywhere (except France, which was -0.1 percent).

Two years ago, as signs of market stabilisation started to emerge in 2014 (actually from around September 2013), ACEM Secretary General Antonio Perlot, while welcoming the "first green shoots of recovery", preached caution, saying that what was needed was some 18 months or more of unbroken, even if modest low single digit growth, before the industry could truly regard itself as out of the critical care ward and into a true recovery.

Indeed, Stephan Schaller, Head of BMW Motorrad and President of ACEM (and IMMA), has frequently referenced the fact that the European motorcycle market saw such a dramatic decline, and that with more than half of the industry's sales still missing, growth is to be welcomed, but that there is still a long way to go, and many years (decades even perhaps) before the market gets back to where it was before the "Lehman apocalypse" of September 2008.

That said, with the advent of these figures for the first six months of 2016, and following, as they do, the 10.3 percent motorcycle and 5.6 percent total PTW growth posted for 2015, we do now appear to at least have now passed Mr Perlot's threshold, his test of how the start of a truly sustainable and meaningful recovery and growth can be calibrated.

ACEM's 2016 conference is upcoming (September 7th, Brussels, www.acem.eu) and it will be interesting to hear the context in which he and Mr Schaller reference the landmark.

That context is the yawning chasm of 639,584 unmanufactured and unsold motorcycles that still exists between last year's 885,018 new motorcycle registrations in the EU and the 1,524,602 made and sold in 2007.

In total PTW terms, that gap is 1,227,394 machines, when last year's 1,210,534 is compared to the 2,437,928 made and sold in 2007; this is the "Schaller Gap" that the ACEM President has been referencing.

Yes, we are now definitely seeing growth, but it must be remembered that we still only have "half a market" – and that is just based on the 2007 comparison

(ignoring the numbers at the end of the 1990s, and ignoring the growth that the market has been robbed of in the intervening years).

If the period between 2007 and 2016 had seen sustained mid-single digit growth of around 5 percent a year, we should currently be eyeing a 2016 year-end which would see the EU recording in the region of some 3.7m total PTW sales, of which some 2.3m could have been much higher value unit motorcycles.

Instead we will probably be looking at around 1.27m total PTWs sold, of which around 950,000 will be motorcycles.

Memo to the international banking industry: "Please Sir, can we have our missing 1.3m motorcycles back"?

What happened to them? Where are they? Have they slipped down the back of the global economic sofa like the mere small change they represent in the total picture?

They may be small change in the context of macro-economics, but just think about it for a while – 1.3m missing motorcycles and in the region of a whopping great big pile of 2.5m PTWs in total!

Think of all the extra factory and dealership jobs that would represent; think of all the helmets, gloves, boots, riding suits, luggage, windscreens, brake pads, oil, wheels, calipers, accessories and service and repair bills that represents!

Presently around 10 percent of EU citizens of riding age own or have riding access to a PTW of some kind, so motorcycles are not in fact small beer as a riding option in Europe – as the EU has started to acknowledge in recent years.

So think too of the costs incurred by all the extra traffic congestion caused, and the environmental impact of the thousands of tons of extra emissions that haven't been saved, and the millions of hours, and therefore productivity, lost to people's lives and to the EU economy.

The decade between those statistics, 2007 to 2016, has seen the motorcycle industry itself not only shrink in unit number terms, but change out of all recognition in terms of the kinds of machines being made and sold and the demographics of the consumers riding them.

In 2007 we still lived under the long shadow cast by the Japanese Superbike revolution of the 1970s and 1980s. Now we see the return to ascendancy of European motorcycle design and manufacturing and the emergence of "motorcycles of character", of individual and custom styling emerging from the margins and taking centre stage as the new objects of desire.

Be sure to check out Hall 10 at INTERMOT in Cologne in October this year – the "INTERMOT Customized" hall – to see just how far the market has come in recent years, and just how deep the change goes in terms of "what's hot" and "what's not".

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Polish registrations still down for the year so far, but up in June

According to the latest statistics released by the motorcycle industry trade association in Poland (PZPM), the number of new motorcycles registered there in June was up by +4.23 percent at 3,077 units, but remains down by -4.25 percent for the first six months of the year so far at 13,237 units.

This is still the best June market performance in Poland since before 2006, and excepting for last year, the best first six months the Polish new motorcycle market has seen, with sales now rapidly catching up on the levels seen in 2016, further confirming the long-term trend there towards more expensive, higher displacement (and new) machines. Total PTW sales were essentially flat in June at 6,664 units (+0.77 percent) and are -13.45 units YTD (25,738 units) though, again, the rate of market decline continues to slow.

However, that is only part of the story where the Polish market is concerned. Poland is an important market for used vehicles – the number of used motorcycles imported into Poland and registered there for the first time was up by +2.35 percent (7,357 units) in June, with the rate of market decline slowing to -2.99 percent (34,745

units) for the year-to-date. Used mopeds were also down in June and YTD in Poland (-20.67 percent YTD), making the total of used PTWs (mopeds and motorcycles) receiving a first registration there -5.84 percent YTD (40,209 units). The combined

total of new and used motorcycles sold in Poland in June was 10,434 (+2.90 percent) and just -3.34 percent now for the YTD (47,982 units), with the total number of new and used PTWs recovering at -8.97 percent for the first six months of 2016 at 65,947 units.

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 resale 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

Italian motorcycle registrations +21.63 percent for the first six months of 2016

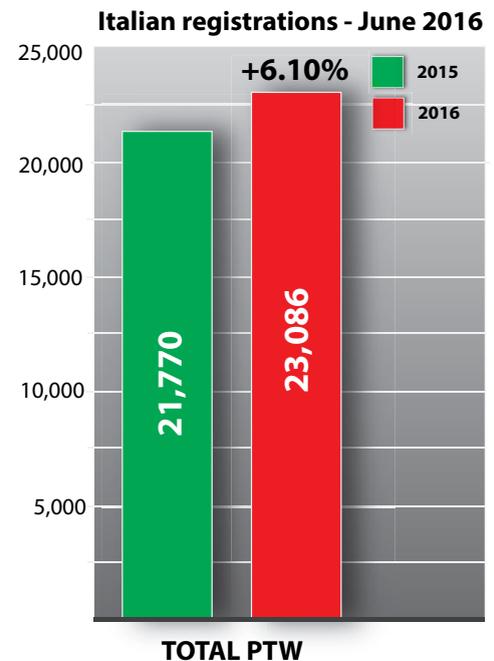
The latest data released by the Italian motorcycle industry trade association (ANCMA, Milan) shows new motorcycle registrations for the first six months of 2016 up by +21.63 percent at 49,431 units for the year-to-date.

Total PTW registrations were +6.10 percent in June (23,086 units) and are +15.89 percent (116,424 units) for the first six months of the year.

The scooter market in Italy was up by +11.99 percent for the first six months of the year at 66,993 units.

The top selling motorcycles in Italy so far this year were BMW's R 1200 GS (2,380 units), the Honda 'Africa Twin' (2,364 units), Honda's NC 750 X (1,861 units), Yamaha's MT-09 'Tracer' (1,836 units) and Ducati's Scrambler 800 (1,525 units).

The largest market sector in Italy in the first half of the year was the 'Naked' style bike market, which at 17,253 units was up by +22.9 percent as a share of the overall motorcycle market, followed by the Enduro market (16,403 units, +32.79 percent).



Dutch motorcycle market +12.5 percent for first six months

The latest data released by the Dutch two-wheeler trade association (RAI Vereniging) shows that 12.5 percent more motorcycles were sold in the Netherlands in the first six months of 2016.

That represents 8,162 new units registered and is the highest number there for the first half of the year since, and about level with, the first six months of 2010 (8,260 units).

The association says that means they can now give a full-year forecast for 2016 of between

12,500 and 13,000 units. The best-selling brand to June this year was Yamaha with 1,224 units sold, which is up by +10.2 percent, taking BMW's market leadership spot. BMW are second in the Netherlands in market share terms so far this year, having sold 1,126 units (-2.3 percent); with Honda third (1,104 units, +55.9 percent); Kawasaki fourth (1,063 units, +19.4 percent); Suzuki fifth (771 units, +0.1 percent); with Harley-Davidson sixth, selling 733 units (+23.2 percent),

compared with the first half of 2016.

Zero Motorcycles, the eBike manufacturer, is seeing sales growth in the Netherlands, albeit on low volumes yet – 57 units for the first six months of 2016 compared to 27 for the same period last year, and the trade in used motorcycles is said to be "virtually stable" (+0.2 percent) with 63,958 units recorded as having changed hands.

www.raivereniging.nl

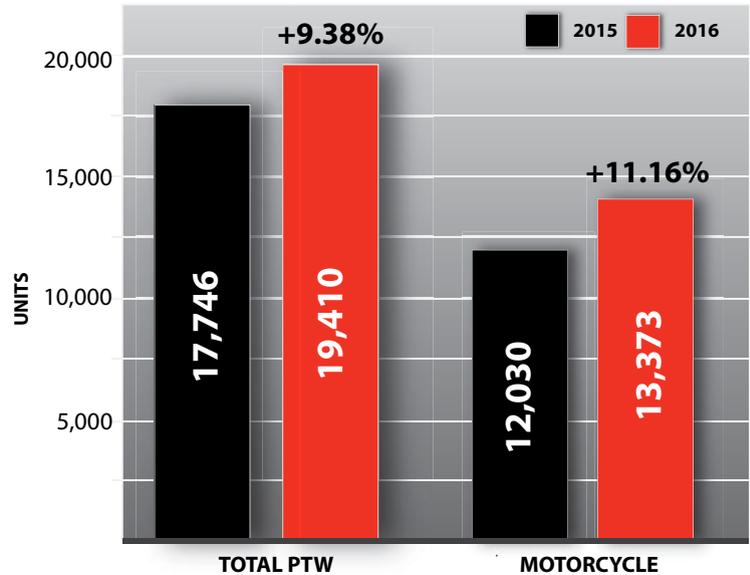


German motorcycle registrations +5.28 percent for first six months

The latest statistics released by the IVM, the motorcycle industry trade association in Germany, show new motorcycle registrations up by +11.16 percent in June at 13,373 units and +5.28 percent for the first six months of the year at 73,078 units – the strongest first half year market performance seen in Germany since before 2009. In total powered two-wheeler terms, the market in Germany was up by +9.38 percent in June (19,410 units) and is +4.14 percent for the year to date (100,047 units). The top selling model in Germany so far this year is the BMW R 1200 GS (4,908 units), followed by Yamaha's MT-07 (2,135 units) and Honda's CRF

1000 'Africa Twin' (1,942 units). With eight models in the top 20 sellers list, it is no surprise that BMW is total PTW sales market share leader for the first six months of the year in its home market, having sold 16,856 units for a 16.85 percent market share (up by +0.43 percent in unit terms over the 16,784 they sold in the first six months of 2015, when they scored a 17.47 percent market share). Yamaha is second with a 13.12 percent market share (+3.35 percent over the first six months of 2015 in units sold terms), with Honda third (12,173 units, 12.17 percent market share), KTM fourth (9,753 units, 9.75 percent share) and Kawasaki fifth (7,718 units, 7.71 percent share).

German registrations - June 2016



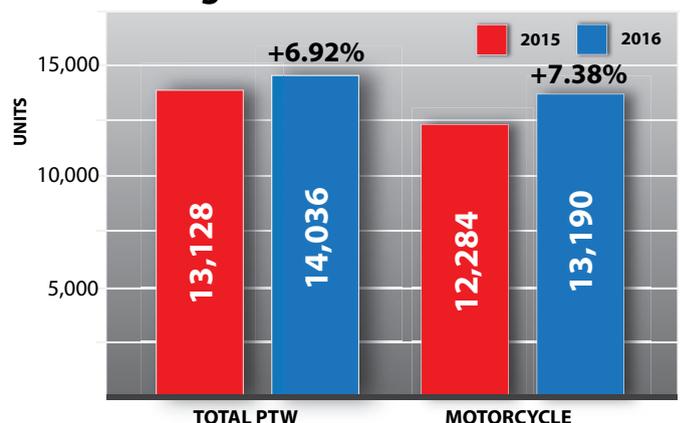
UK motorcycle registrations +8.37 percent for first six months

The latest data released by the motorcycle industry trade association in the UK (MCIA) shows that new motorcycle registrations for June were +7.38 percent at 13,190 units (the best June market performance since before 2009) and were +8.37 percent (61,363 units) for the first six months of 2016. New moped registrations were essentially level with June 2015, but are down by -4.56 percent for the year-to-date (94,143 units). Total PTW registrations were +6.92 percent in June (14,036 units) and +7.45 percent for the first six months of 2016 (at 65,506 units that is the best first half year in the UK since before 2009). The Trail/Enduro, Scooter, Custom and Adventure Sports markets are the

strongest growing sectors of the UK market so far this year, at +14.4 percent (3,253 units), +12.9 percent (12,789 units), +12.6 percent (5,503 units) and +11.8 percent (10,644 units) respectively. The small displacement scooter market is -5.2 percent for the YTD (3,783 units). The largest market in the UK so far this year is for 'Naked' style bikes (18,001 units, +8.4 percent), but the traditionally strong UK Supersports market is -2.5 percent YTD at 7,364 units. The highest selling model in the UK in June was Yamaha's MT-10 (266 units), followed by the BMW R 1200 GS Adventure (171 units). Market share leader in June was Honda (2,061 units sold), followed by Yamaha (1,852),

Triumph (1,374), BMW (1,148) and Suzuki (1,099). The BMW R 1200 RS was the best-selling Sport/Tour model (100 units).

UK registrations - June 2016



Austrian motorcycle registrations +4.04 percent for first six months of 2016

The latest data released by the motorcycle trade association in Austria (Arge2Rad) shows registrations of new motorcycles of over 126cc up by 1.21 percent in the second quarter of 2016 at 6,126 units,

and up by +2.25 percent for the first six months of the year at 8,910 units – confirming the start of market recovery in Austria first seen in the final quarter of 2015. In total, powered two-wheeler

registrations were up by 3.82 percent for the second quarter of the year in Austria at 17,260 units, and are +4.04 percent (24,959 units) for the first six months of the year.



Japanese made motorcycle exports to Europe +21.36 percent for first six months of 2016

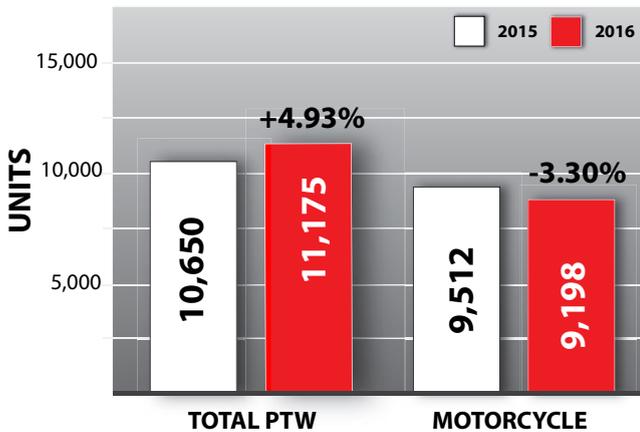
The latest data released by JAMA (the automotive trade association in Japan that includes representation of motorcycle manufacturers among its membership) shows exports of 250cc+ Japanese made motorcycles to Europe in June down by -3.30 percent (9,198 units), having been up by 46.25 percent (12,706 units) in May, and up by +22.36 percent for the first six months of 2016 (103,555 units). This is the best first half year performance since 2010. For the

full year 2015 European motorcycle imports from Japan were down by -3.65 percent at some 151,000 units. Total PTW Japanese manufactured exports to Europe were +4.93 percent in June at 11,175 units, having been +43.96 percent in May at 13,771 units. They are running at +21.49 percent for the first half of 2016 at 110,700 units in total – again, the best first six months for Japanese made exports to Europe since 2010. Motorcycle shipments from Japan

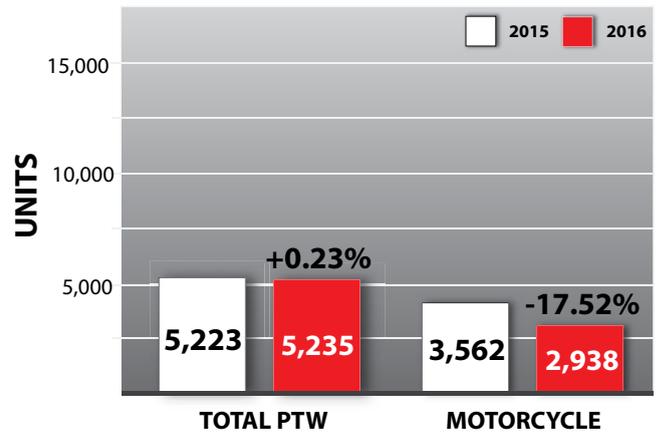
to the USA were -17.25 percent in June (2,938 units), and are -5.08 percent for the year-to-date at 38,813 units; worldwide Japanese made motorcycle exports were -10.12 percent in June (17,165 units), but are +6.64 percent for the year-to-date (179,631 units). Total worldwide Japanese manufactured PTW exports are +4.42 percent for the first six months of 2016 at 227,995 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 Japanese brand machines, especially those being sold in 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.

Japanese Exports to Europe - June 2016



Japanese Exports to the US - June 2016



Australian motorcycle sales +3.5 percent January – June 2016

The Australian motorcycle and ATV market grew strongly in the first half of 2016, with the latest sales figures from the FCAI Motorcycle Group (the motorcycle industry trade association in Australia) revealing a +3.5 percent increase over the same period last year.

The ongoing appeal of ATV and SxS (Side by Side) vehicles, specifically for farm and agricultural use but also recreationally, was strongly evident with 11,164 of these four-wheeled vehicles sold, +3.6 per cent more than in the first half of 2015.

The hugely diversified motorcycle market, with its myriad of models from cruisers to cafe racers, Supermotards to motocrossers, maintained strong momentum overall. The off-road motorcycle market rose +4.3 per cent over the first six months of 2016, while the road bike market increased +4.4 per cent. The only decline was in the scooter market, which fell -11 per cent

compared with the same period last year.

Japan's 'Big Four' of motorcycle manufacturers maintained their strong overall market presence. Honda was the leading volume manufacturer again (with 23.2 percent of the market), followed by Yamaha (with 20.1 percent) and Kawasaki (10.1 percent). Suzuki and Harley-Davidson had an 8.9 percent share each.

The Chief Executive of the Federal Chamber of Automotive Industries, Tony Weber, said that the diversity of models, affordability, and the ability of manufacturers to produce machines to cater for such a wide range of applications, were key ingredients to the market's continued growth.

"Road bikes accounted for almost half of the new motorcycle market, holding a 43.4 percent share. Off-road



motorcycles accounted for 31.2 per cent, ATVs for 21.2 percent and scooters for the remaining 4.2 percent." Harley-Davidson was again the top seller in the road motorcycle market, selling 20.4 percent of the 22,921 road motorcycles sold between

January and June 2016; followed closely by Honda, which sold 19.6 percent, Yamaha third with 15.4 percent, Kawasaki (11.5 percent) and BMW (7.3 percent).

Yamaha maintained its lead in the off-road motorcycle market, selling 29 percent of the 16,492 motorcycles sold. It was followed by Honda (24.9 percent), KTM (16.3), Kawasaki (12.5) and Suzuki (11.3).

Honda led the ATV segment with a 28.8 percent share, followed by Polaris (24.4 percent), Yamaha (19.1), BRP (11.3) and Suzuki (10.6).

In a declining scooter market, Piaggio continued its sales lead with a 23.4 percent share of the total 2,205 units sold. Vespa came in second with 21.7 percent, Honda third (19.4 percent), Aprilia fourth (9.4) and Suzuki fifth (9.1).

Motorcycle registrations in Spain +9 percent January - July 2016

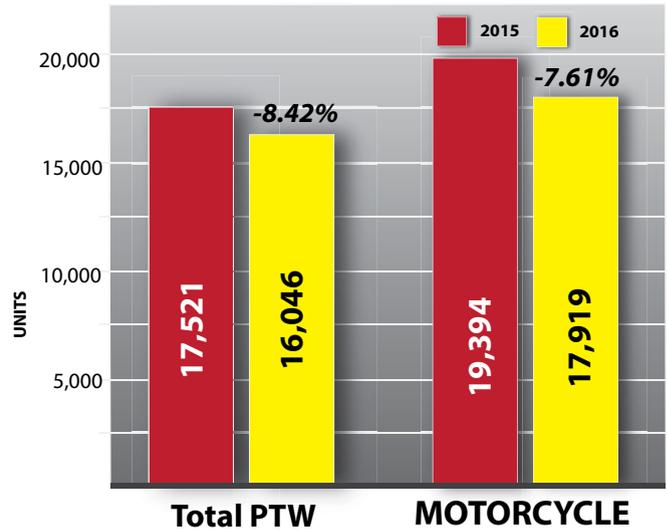
According to the latest data released by the motorcycle industry trade association in Spain (ANESDOR), the motorcycle market there was down by -8.42 percent in July (16,046 units – down by some 1,500 units on July 2015), having been up by +15.25 percent in June (17,484 units – the highest since June 2010). The market in Spain is now running at +9.06 percent for the year-to-date at 89,063 units (the highest for the first seven months of the year since before 2009). Moped registrations in July were -5.07 percent (1,873 units), but are +0.52 percent for the first seven months of the year at 9,534 units. Total PTW registrations were -7.61 percent in July (17,919 units), but are still up for 2016 so far at +8.11 percent for the year-to-date (98,595 units in total).

For the year-to-date, Honda remains market share leader in Spain, having sold 15,421 units for a 17.3 percent market share, followed by Yamaha (13,496 units, 15.2 percent share) and Kymco (10,858 units, 12.2 percent share). The top selling motorcycle in Spain in the first seven months was the Kawasaki Z800 – 1,982 units sold. Reacting to the news, ANESDOR Secretary General Jose Maria Riano said that “the annual data [for new motorcycle registrations in Spain] remains positive, with growth close to double digits, which is thanks to the efforts of the manufacturers, improved economic expectations and, above all, millions of citizens continuing to choose two wheels as their preferred mobility option”. Scooter sales are up by +3.2

percent so far this year and represent some 63 percent of the motorcycle market (56,230 units

YTD). Road-going motorcycles are +21.2 percent so far in 2016, with off-roaders +20.7 percent.

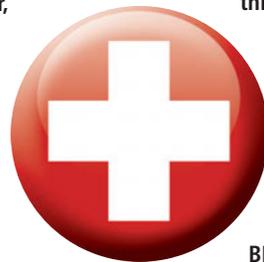
Spanish registrations - July 2016



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 new motorcycle registrations there down by around 170 units in June, and down by -6.06 percent for the first six months of 2016 at 19,098 units YTD – although that is an improvement over the first

quarter of this year, representing a slowing of market decline during the peak sales season. In market share terms, Yamaha has top spot having sold 3,363 units, with BMW second (2,303 units), Harley-Davidson



third (2,147 units), Honda fourth (1,994 units) and Kawasaki fifth (1,788 units). Yamaha's MT-07 was top seller (749 units), followed by Honda's CRF 1000 'Africa Twin', the BMW R 1200 GS, Yamaha's MT-09 and MT-09 'Tracer' in fifth spot.

Including motorcycles, scooters and mopeds, the total PTW market in Switzerland was down by around 2,700 units for the first six months of the year at -7.53 percent. Yamaha is overall total PTW market share leader, followed by Honda, BMW, Vespa and Harley-Davidson.

www.motosuisse.ch

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BMW sets new sales record for first half of 2016

BMW Motorrad closed the first half of 2016 (January – June inclusive) with a new sales record for the fourth time in succession. They supplied 80,754 motorcycles and maxi scooters to customers worldwide as of June 2016 (78,418 units in first half of 2015, +3.0 percent).

At 14,993 units (compared to 15,490 in June 2015), sales in the month of June were -3.2 percent compared to June 2015.

Heiner Faust, BMW Motorrad Head of Sales and Marketing: "As of June 2016 we were able to set our fourth six-month record in succession, at the same time supplying more than 80,000 motorcycles and maxi scooters to our customers by the middle of a year. Based on this positive development, we will now strive to achieve another sales

record for the year as a whole".

The company says that the strongest growth stimuli are mainly coming from the major European motorcycle markets of Spain (+22.6 %), Italy (+6.9 %) and France (+5.6 %). The smaller markets of South Eastern Europe also saw "pleasing growth. The Chinese market in particular is continuing to show considerable growth potential for BMW Motorrad with a dynamic increase in sales. As compared to the equivalent period of the previous year, sales increased by 74.3 % to 2,388 units. Sales in Thailand (+62.6 %) and Japan (+10.4 %) were also well above the previous year".

Germany remains the traditionally largest market for BMW Motorrad. With 13,792 (+2.0%) units sold, BMW Motorrad is the overall market leader

there. In the relevant segment over 500 cc capacity, BMW Motorrad also leads the market in Spain, Austria, Belgium, the Netherlands, Russia, Brazil and South Africa.

The world's most popular travel enduro, the R 1200 GS, remains unrivalled as the top-selling BMW Motorrad model. Now in its fourth year of sales, supplies increased as compared to the previous year by 3.8 % to 14,630 vehicles. Demand for the sibling model, the R 1200 GS Adventure, has likewise continued to increase in what is now its third year of sales. 11,732 (+12.5 %) units were supplied in the first six months of the year.

Indeed, 44.5 % of all Boxer GS motorcycles were ordered in the Adventure variant this year.

On third and fourth position are the

Adventure model S 1000 XR (5,480 units) and the Supersports bike S 1000 RR (5,291 units), both of them powered by high-performance 4-cylinder BMW engines.

The touring classic R 1200 RT (5.123 units) follows in fifth place, followed by the custom bike R nineT (4.629 units). Now enjoying a cult status, this classic Boxer motorcycle has far surpassed expectations in terms of its sales figures.

Demand for the C 650 maxi scooter is also well above the previous year. As of June, 5,259 units (+73.2 %) were sold of the new edition of the two premium scooters. In addition to this, 447 BMW C evolution electric scooters were supplied in the same period (+1.4 %). As Heiner Faust says: "In spite of a much tougher competitive environment, our two top-sellers, the R 1200 GS and GS Adventure, are asserting themselves very impressively on the market. All other new models of the last two years are also contributing to sales success. Our sporty S models S 1000 XR and S 1000 RR have made it to third and fourth position in our sales ranking. And the C 650 maxi scooter - launched at the turn of the year - is going down extremely well with our customers. Nonetheless, trade is being solidly supported by our attractive model portfolio as a whole".

In the second half of the year, BMW Motorrad expects the sound level of demand for current BMW products to continue. At the same time, additional stimuli will be provided by the second model of the BMW "Heritage" world of experience, the new R nineT Scrambler (market launch from September 2016), the new G 310 R (market launch from October 2016) and attractive model facelifts in the Boxer and F series.

www.bmw-motorrad.com



The world's most popular travel enduro, the R 1200 GS, remains unrivalled as the top-selling BMW Motorrad model

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Martini Vulcan 70 limited edition kit

In the 1970s Kawasaki's 'Mach' series were among the models that defined a decade that now, nearly 50 years on, is inspiring nostalgia, affection and the contemporary popularity of so-called 'Retro design', especially among custom bike builders.

A new project by Italian customiser Nicholas Martini is just such a case in point – one that mixes contemporary

design values with adherence to the original concept in equal measure. His limited edition Vulcan 70 has been inspired by those legendary Kawasaki motorcycles of the seventies, in particular the Kawasaki H1 500 Mach III, in the form of a make-over kit for the Kawasaki Vulcan S.

Martini wanted to "translate the concept of custom and cruiser to a cafe racer look without changing the technical aspects of the bike".

"The dual seat, the long tail, the twin exhaust and round headlight were the first details that inspired me," says

Nicholas Martini. "The concept appealed to Kawasaki Italy, and they helped me with this project, making a limited number of 100 of these kits available through official Kawasaki dealers in Italy."

Sergio Vicarelli of Kawasaki Motors Italy commented: "The hardest part in the creation of a "new edition" of an iconic product lies in the capacity to embody all the hallmarks of a distinctive design. Nicholas successfully selected just a few essential elements of design and transferred this feeling to a popular current Kawasaki model."

Gilles POS

Luxembourg based parts and accessory manufacturer Gilles Tooling has a new POS unit that gives dealers a versatile in-store merchandising opportunity – after all, there's no substitute for letting the customer touch the product!

The unit can be set up to show custom options for one particular model - for example



for a "bike of the month", or it can be used to feature one particular product group, such as pegs, grips and rear sets, or handlebar controls and furniture, protectors, covers - whatever you think could sell well, rotating the presentation regularly.

It comes with product/package storage underneath and front mounted literature dispenser.

www.gillestooling.com

Harley international sales +4.3% for second quarter



Harley-Davidson's second quarter 2016 worldwide retail motorcycle sales were down by -1.9 percent on weak domestic U.S. industry results.

Harley-Davidson retail motorcycle sales in the U.S. were down -5.2 percent compared to the year-ago quarter, with the overall U.S. industry down -8.6 percent for the same period - meaning that at 49.5 percent Harley managed to claw back 2.0 percentage points of market share in a down market compared to the second quarter in 2015. International retail sales increased by +4.3 percent over the prior year quarter and by +4.4 percent for the first six months of 2016.

Given market softness in the U.S., the continued competitive environment and global economic uncertainty, the company is taking the precautionary step of lowering

its full-year motorcycle shipment guidance, revising its forecast to ship 264,000 to 269,000 motorcycles to dealers worldwide in 2016, which is approximately between -1.0 percent and +1.0 percent from 2015. The company says this action is consistent with its long-standing commitment to manage supply in line with demand. The company had previously provided full-year shipment guidance of 269,000 to 274,000 motorcycles. President and CEO Matt Levatich said that "while our investments to grow product awareness and ridership globally are beginning to take hold in a number of markets, current conditions in the U.S. and economic headwinds in other parts of the world combine to raise caution for us as we continue to focus our strategy to drive demand and deliver strong returns to

shareholders". Retail sales in Europe, the Middle East and Africa (EMEA) were up by +8.2 percent in the second quarter and +8.4 percent for the first six months. Asia Pacific retail sales were up by +0.8 percent in the quarter and up +3.4 percent for the first six months compared to 2015.



Harley-Davidson President and CEO Matt Levatich: "Our investments to grow product awareness and ridership globally are beginning to take hold in a number of markets"

"The safe ride to the future" – ACEM conference, September 7, Brussels

Following the postponement triggered by security concerns in Brussels, ACEM (Association des Constructeurs Européens de Motocycles), the international motorcycle industry trade association, has announced a new date for its 2016 conference.

Slated for 7 September 2016 at the Renaissance Hotel, 19, Rue du Parnasse, Brussels, from 12:30 pm, the theme for this year's half day conference is "The safe ride to the future".

With motorcycles playing an increasing role in urban and leisure mobility across the European Union, bringing together administrators, regulators and transport policy planners remains of increasing importance as motorcyclists remain vulnerable road users requiring dedicated attention.

Through Europe's trade associations, the industry continuously works to ensure high safety levels for powered-two wheeler users. Yet, there is a clear

case for increased cooperation between manufacturers, policy-makers and other key stakeholders.

The conference will feature two panel sessions – the first will be 'Devising an effective motorcycling safety policy for Europe', followed by 'Working across boundaries for motorcycling safety'.

"The safe ride to the future" will explore how all relevant players can take up this challenge and better work together to further improve motorcycling safety in

Europe. The conference will cover key aspects of motorcycling safety such as advanced vehicle technology, human behaviour, road infrastructure, as well as the interaction between these.

As part of the conference, ACEM will launch its new European Training Quality Label and will organise an exhibition on motorcycle safety technology.

www.acem.eu

BMW's R 5 Hommage – “keeping it simple”

BMW launched its legendary R5 80 years ago – a bike that, at the time, represented a significant technological development that was to influence motorcycle construction right through to the 1950s. Inspired by the 500cc factory racing machine of 1935, it was one of the ground-breaking sports motorbikes of the late 1930s, featuring a new concept in lightweight frames among its notable firsts. To mark the 80th anniversary of the BMW R 5, BMW honoured this icon of its two-wheel heritage with a special model: the BMW R 5 Hommage. “At its debut, the R 5 was not only a masterpiece of engineering, the clarity of its lines and the elegance of its proportions also made it stand out clearly from the masses. To this day, the R 5 remains one of the most aesthetically appealing motorcycles in BMW history in my view”, says Edgar Heinrich, Head of Design BMW Motorrad. The BMW R 5 Hommage shows just how well the world of historical motorcycles and the custom scene harmonise. At the core there is an original 500 cc two-cylinder engine provided by motorcycle enthusiast Sebastian Gutsch. This Boxer engine was damaged in a race and provided the starting point for creating the BMW R 5 Hommage. As befits a custom bike, the Hommage bike was elaborately hand-crafted from scratch. Ronny and Benny Noren were called upon to produce the parts according to the

specifications of the BMW Motorrad Design Team. The two-cylinder 4-stroke Boxer engine of the R 5 was completely newly designed at the time and had an output of 24 bhp at 5,500 rpm. The valve drive was taken care of by two camshafts powered by a timing chain. Thanks to the likewise newly designed frame made of electrically welded oval tubing, the light R 5 reached a top speed of 135 km/h, making it almost as fast as the R 17 with 33 bhp 750 cc, which is one of the reasons it was so frequently used for racing, just like the engine selected for the BMW R 5 Hommage, which was damaged during a race. Two doyens of the custom bike scene, Ronny and Benny Noren, were the perfect partners for the BMW R 5 Hommage project when it came to providing a fitting outward appearance for the historical core and producing the missing parts for the engine and gearbox. The remaining parts gradually took shape in the Noren brothers' workshop based on sketches by the BMW Motorrad Design Team. All parts such as the frame, fuel tank and rear fender are unique, elaborately hand-crafted components – making this a genuine custom bike. And most important of all: the newly fashioned parts clearly transport the original purist character of the R 5.



R5 'Hommage' by Ronny and Benny Noren



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Yamaha Blue Core Tricity 155

Described as the second LMW (Leaning Multi Wheel) model in its "Growing World of Personal Mobility" strategy, Yamaha has announced a September European launch for the Tricity 155 - with a double front wheel, three-wheeled commuter equipped 155cc liquid-cooled "BLUE CORE" engine. As a global model being manufactured in Thailand, the commuter will then be released for sale in Japan, around Asia,

and other countries in turn. Developed around the concept of a "new standard City Commuter for greater range of mobility and pride of ownership", the 155 follows the 2014 debut of Yamaha's LMW technology with the Tricity 125. The new model features "a combination of the BLUE CORE engine and Yamaha Motor's proprietary LMW design to achieve both greater running

performance and fuel efficiency, a newly designed frame with improved rigidity and expanded flat footboard areas to provide a more comfortable riding position, an expanded 23.5L under seat storage space, as well as an accessories compartment fitted with a DC power socket, a newly implemented parking brake and LED headlights and position lights, which create a high-quality feel".



BMW Intelligent Emergency Call system

BMW has launched an optional "Intelligent Emergency Call" system, which is intended to get help to the accident or emergency scene as fast as possible. Research has shown that in the event of an accident, a vehicle-integrated eCall system can make a big difference in response time – up to 40 to 50 percent faster. The European Commission in charge of the trial on which these findings are based estimates that an eCall system could save up to 2,500 lives every year; also saving €26 billion in the process. From 2018, eCall will become mandatory for all new cars, and the company says that thanks to the synergy effects with its automotive division, the system is expected to be available for motorcycles the first time, as an option, from beginning of 2017. In the case of an emergency or an accident, the intelligent eCall

system, which is either automatically or manually triggered, sends out the position data, i.e. the coordinates of the motorcycle accident site, to the qualified BMW Call Centre to initiate the rescue chain. The current position, as well as information for determining the direction of travel, are transmitted to simplify locating the motorcyclist in hard-to-find locations such as motorway junctions.

eCall requires a connection to the mobile phone network in order to trigger the rescue chain. In the "intelligent emergency call" option, the connection is established via the permanently installed mobile communication unit. No specific mobile operator is required for the connection. All that is necessary is at least one operational mobile provider. The service will be made available in all European countries.



The emergency call is automatically triggered without time delay. The accident victim/rider is taken care of by the BMW Call Centre via audio connection until the emergency service arrives. Help is sent out in any case, even if there is no response. A display in the instrument cluster shows that the eCall has been initiated. The eCall can be triggered

manually by pressing the SOS button on the right handlebar end, for example for calling help for other road users in need. The intelligent emergency call system constitutes a premium service with international coverage. This is a stand-alone feature which will be rolled out in Germany first and then also introduced quickly in further European markets and models.

Bosch targeting one billion euro motorcycle market sales by 2020

Bosch say their Two-Wheeler and Powersports division is continuing to gain momentum and that since the business unit was founded in Japan in April 2015, sales of motorcycle technology products have risen by more than 20 percent.

The company claims the division is "the leading supplier of motorcycle safety technology", with its "side view assist" being "the world's first assistance system for motorcycles", and that it also "supplies efficient fuel injection technology, smart connectivity solutions and modern display instruments for motorcycles".

Employing 130 people worldwide –



BOSCH

three times as many as a year ago – the company says its motorcycle division "can also draw on a worldwide network of several thousand engineers, as well as on the manufacturing capacity of the Mobility Solutions business sector. In 2020 we want to achieve sales of one billion euros in motorcycle technology," says Bosch management board member Dr. Dirk Hoheisel, with more than half of these sales generated in Asia.

"Studies indicate that by 2021, the annual global production of two-wheelers should surpass 160 million – roughly one-third more than today. Almost 90 percent of these will be built in China, India and southeast Asia. They will predominantly be mopeds with up to 250cc displacement – the most common form of transport across much of Asia.

Bosch says that their product technology is sectors such as ABS,

emissions compliance, connectivity and motorcycle safety makes them ideally placed to help the industry in Asia and worldwide to meet the needs and objectives it faces in coming years. The company points to its established track record as a major manufacturer of anti-lock brakes products (ABS), fuel injection systems, its 'MSC' - motorcycle stability control ("a kind of ESP for motorcycles"), its CCU connectivity control unit to connect motorcycles with the cloud, mean that they are uniquely placed to see massive growth in sales in the coming years.

www.bosch-motorcycle.com

NEWS BRIEFS

Bari, Italy based battery manufacturer Unibat, one of the primary sponsors of the MotoGP factory Ducati team, has hired Kevin Riley to head up its new California headquartered US subsidiary, with distribution out of Texas. Unibat President Alessandro Annoscia: "We are very excited to be making our initial launch in the United States. We believe we have the most technologically advanced AGM batteries available, and look forward to demonstrating our expertise in the U.S. market".

One Industries in the United States has sold its TAG Metals and Sunline Components brands to off-road parts vendor Matrix Concepts.

The 2016 FIM Junior Motocross World Championship is being staged at Orlyonok, Russia, on August 13-14. There will be two classes: Class 1 (85cc) for 12-14 year olds, and Class 2 (125cc) for 13-17 year olds. The event was staged at El Molar in Madrid, Spain, in 2015, where the 85cc class was won by Dutch Rider Raivo Dankers (who was still just 13 yo at the time, winning on a KTM), with 15 yo Maxime Renaux of France (Kemea Yamaha Yamalube) taking the 125cc win.

MV and Motul

MV Agusta has signed what it describes as a "wide-ranging global partnership with one of the world's leading lubricant companies, Motul". The deal covers use of Motul's products at all levels in the Italian marque's factory, plus a first-fill and service fill for all MV Agusta motorcycles. In addition, many decades of competition experience from the lubricant experts will benefit carefully selected partners through "an all-encompassing racing collaboration in the Motul-sponsored FIM World Superbike Championship". Giovanni Castiglioni, MV Agusta President & CEO, spoke warmly of the newly agreed association: "I do not consider this a simple business partnership with a leading brand in the lubricants industry, but a tribute to the fundamental ingredient in the process of manufacturing our motorbikes, a completely hand-made process in which every gear is assembled entirely by hand. I am delighted that this ingredient has finally found its place of prominence with our new agreement". MV Agusta's production facilities in



Varese will use products from Motul Group's industrial lubricants division, MotulTech.

Motul's products will be used in all MV Agusta bikes, including Motul 7100 100% synthetic engine oil, brake fluids and coolants.

The new racing partnership will include a joint venture in the Motul FIM World Superbike Championship with the MV Agusta Reparto Corse Team.

www.mvagusta.com
www.motul.com



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Moto di Ferro's XV950 'Speed Iron'



Yamaha's latest Yard Built creation is a "true Italian beast", a tracker style build with understated design, showing true metallurgy craftsmanship. The Moto di Ferro Yard Built XV950 'Speed Iron' is the brainchild of Italian builder Marco Lugato.

Marco is one of those builders who has had oil in the blood from a very early age, first riding off-road and then as a professional road racer, his credentials are without question. After a career in racing followed by some years honing his craftsmanship in various workshops, Moto di Ferro (Iron

Motorcycle) was born in 2009 as a custom house.

The concept for 'Speed Iron' comes from Marco's passion for speed. He wanted to create a motorcycle with strong design statements combined with soft lines. Thick tyres were important, but not at the expense of rideability. Those thick tyres were wrapped around beautiful Borrani rims, with the front suspension getting swapped out for VMAX forks.

A hand-made aluminium tank and rear seat unit take the weight down and complement the hand-made

aluminium side panels. The front brake discs were increased to 320mm and benefit from VMAX calipers for proper stopping power. An Acewell odometer provides just the right amount of data for the rider and an Arrow exhaust adds the soundtrack.

Other parts completing the look include Tarozzi footpegs and LSL dumbbells. A hand-made rear frame sets the clear lines tone, and an aftermarket headlight and stop lights integrated into the turn signals keep everything super clean.

www.motodiferro.com

Piaggio report sales and profits up for first half of 2016

Announcing its results for the first six months of 2016, the Piaggio Group says it has reconfirmed its leadership in the European two-wheeler market with a 14.8% overall share and a 26% share of the scooter market (more than 12 percentage points ahead of their nearest European competitor).

In the first half to 30 June 2016, the Group sold 182,100 two-wheelers worldwide (up by +3.6% from 175,700 in the year-earlier period), generating net sales of 507.4 million euro, an improvement of +2.2% from 496.3 million euro in the first half of 2015. The figure includes spares and accessories and sales of the Piaggio Wi-Bike pedal-assisted bicycle, which had a positive impact on net sales.

The Group says it also maintained a particularly strong positioning on the North American scooter market, with a share of 19.1%.

The Vespa brand strengthened its presence on the European market, with revenues up by +4.7%. Performance was also strong in Group motorcycles, with an increase of more than +8% in Moto Guzzi sales, in particular thanks to the new V9 Roamer and Bobber, while for the Aprilia brand important growth was reported by the Supersport models in the Tuono V4 line, where sales rose by +55%.

Piaggio says it saw an improvement in all its main indicators compared with the first half of 2015. Group

consolidated net sales in the first half of 2016 totalled 706.5 million euro, an improvement of +1.8% (+3.8% at constant exchange rates) from 693.9 million euro at 30 June 2015. Turnover in the two-wheeler sector was 507.4 million euro, an increase of +2.2% from 496.3 million euro in the first half of 2015.

Operating expense in the first half of 2016 was 168.6 million euro (161.5 million euro in the year-earlier period). The increase stemmed in part from the rise in amortisation and depreciation included in operating expense (35 million euro in H1 2016, compared with 32.3 million euro in the year-earlier period). At 30 June 2016, the Piaggio Group posted profit before tax



of 30 million euro, up +21.9%, compared with 24.6 million euro in the year-earlier period. Income tax for the period was 12 million euro, with an impact on pre-tax profit of 40%.

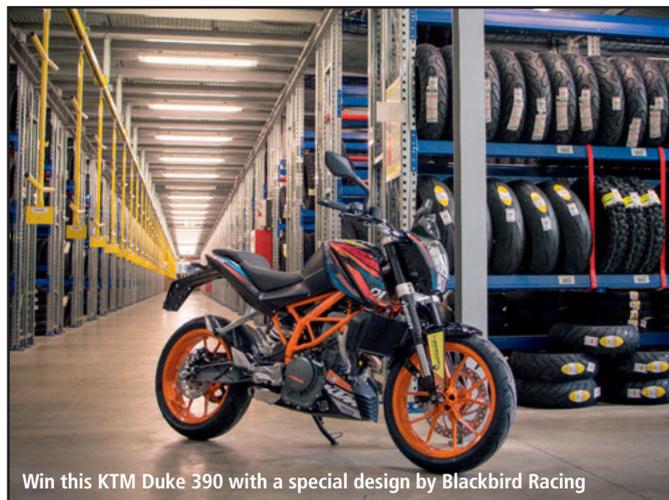


Win a KTM Duke 390 special with Dunlop and Parts Europe

Parts Europe has teamed up with Dunlop to offer dealers the chance to win a special edition KTM Duke 390 in their latest promotion.

Specially designed with graphics by Blackbird Racing, all dealers that bought more than 40 Dunlop tyres in the period from June 1st 2015 till May 31st 2016, or order 10 Dunlop tyres in the period from June 1st till October 30th 2016, participate automatically.

Dealers who already pre-qualified with the 12 month sales quantity of 40 tyres could improve their chances to win the KTM with every purchase of 10 Dunlop tyres in the same period. The bike, mounted Dunlop tyres and



Win this KTM Duke 390 with a special design by Blackbird Racing



the shipping will be paid by Dunlop. The winner will receive his Dunlop-Parts-Europe Duke at the EICMA fair in Milan and will be invited by Dunlop to join the fair and to stay one night in Milan. Dealers should check the news section of the Parts Europe website for further details.

www.partseurope.eu

Polaris reports worldwide motorcycle sales +23% in second quarter

Minnesota based Polaris Industries, manufacturer of the fast growing Indian Motorcycle and Victory Motorcycle brands, reported its second quarter 2016 motorcycle sales (to June 30th 2016) were up by +23 percent worldwide.

Its "Global Adjacent Markets" sales increased 14%, while Off Road vehicle (ORV) and Snowmobile sales were down -6%, which was slightly better than expected.

Second quarter total sales totalled \$1,130.8 million, up one percent from last year's second quarter sales of \$1,124.3 million.

The +23 percent increase in motorcycle segment sales, including its respective PG&A sales, was worth \$231.3 million. All brands grew sales during the quarter. Gross profit increased 63 percent to \$39.8 million or 17.2 percent of sales in the second quarter of 2016, compared to \$24.5 million or 13.1 percent of sales in the second quarter of 2015.

North American consumer retail demand for the Polaris motorcycle segment, including Victory, Indian

"International sales totalled \$170.5 million"

Motorcycle and Slingshot, was up mid-teens percent during the 2016 second quarter, while overall 900cc and above motorcycle industry retail sales were down mid-single digits percent in the 2016 second quarter. Gross profit for the total company decreased 11 percent to \$284.5 million in the second quarter of 2016, compared to \$319.4 million in the second quarter of 2015.

"Our team's diligent and methodical execution drove a modest increase in second quarter sales despite a strong year-over-year sales comparison, a weaker retail sales environment and product recalls. Our all-out assault on costs continued to make progress during the quarter, generating earnings that finished in-line with our updated guidance. As we move into the second half of the year, we are redoubling our commitment to

providing our consumers with the safest and most reliable vehicles in the industry while building a platform to return to profitable growth," commented Scott Wine, Polaris' Chairman and Chief Executive Officer.

"I am proud of how our employees and dealers have dedicated themselves to working through the current difficult environment, from the recall announcements to weaker industry trends. Dealer inventories are in-line with expectations. Our new Huntsville, Alabama plant began producing RANGERS at the beginning of June and Slingshots in early July, and our growing lean capabilities are driving factory inventory reductions and increased cash flow, while our customer excellence initiatives are enhancing our capabilities to deliver world-class



Polaris CEO Scott Wine: "I am proud of how our employees and dealers have dedicated themselves to working through the current difficult environment"

sales and service to our consumers". International sales to customers outside of North America totalled \$170.5 million for the second quarter of 2016, including PG&A, an increase of five percent from the same period in 2015. International sales on a constant currency basis were up seven percent in the 2016 second quarter.

"Diablo Brutale" Made-in-Italy special

MV Agusta and Pirelli have collaborated on the creation of a one-off special edition Brutale 800 to celebrate the collaboration between the two Italian brands, selection of Pirelli as the OE tyre for the Brutale 800, and Pirelli's recent Diablo Rosso III tyre launch. Dubbed "Diablo Brutale", it is "a tribute to the design, craftsmanship, sportiveness and high technology of the latest Supersport tyre of the DIABLO family".

MV Agusta and Pirelli have been working together for several decades, and Pirelli has been MV's sole OE tyre supplier since 2011, and the "Diablo Brutale" is designed as a "Made-in-Italy"

showcase.

"Diablo Brutale" is described by MV as presenting "an attractive matt black colour, which is interrupted only by a luminous red as a reference to the tyre logo. MV Agusta has decided to pay homage to the new Pirelli tyre through some graphical elements. The DIABLO ROSSO III logo appears on the tank's side, while the typical 'thunder' groove of the tread pattern, which represents a tyre's trademark, appears on the tank as well as on the front fender, plus both sides of the tail. Both the Pirelli logo and the red "D" of DIABLO appear next to the MV Agusta logo on the top of the tank.




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iFT waterproof summer leather gloves

German glove specialist Orina has launched two new waterproof leather gloves: Eagle 3650 and Michigan 3430. Made with iFT technology, these gloves are "very light and have a perfect grip. Beneath the supple, high quality Technalin Gold cowhide leather outer shell, the AquaFit membrane ensures that the glove is 100% waterproof and breathable. The anti-bacterial EXTRA lining absorbs sweat and wicks it away from the skin", the company says. For more protection, the edge of the hand has been reinforced either with SuperFabric or a Carbolex protector. Stretch inserts on the fingers and shock-absorbing SD gel pads at the palm "provide for optimal freedom of movement and more comfort".

ORINA BW GmbH
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export@orina.de
www.orina.de



KPR radiator protector



Italian brand Kappa has developed a series of "stone-proof", durable, bike-specific stainless steel radiator guards to complement their already available engine and sump guards. The mesh pattern used is designed to allow the correct airflow for the engine concerned; they are available for popular current models, including the Yamaha MT-09 850 Tracer (2015/16), Yamaha XSR 700 (2016), Honda NC750X (2016), Suzuki DL 1000 V-Strom (2014/15), Kawasaki Versys 650 (2015/16), BMW R1200 GS (2013-15)/BMW R1200 GS Adventure (2014-15), BMW S1000 XR (2015), Ducati Multistrada 1200 (2015), Ducati Scrambler 800 (2015) and Ducati Multistrada Enduro 1200 (2016).
 KAPPA S.r.l., Italy, www.kappamoto.com



Ducati 6-speed dry clutch options

Leading Californian clutch and cable manufacturer Barnett Tool & Engineering is offering a choice of three billet clutch cover designs for Ducati 6-speed dry clutch models. The three new designs are the "Half", "Propeller" and the "Open Face" cover. All are CNC precision-machined from aerospace quality billet aluminium and guaranteed not to fade or discolour.

They are then polished and anodised in your choice of clear (natural), black or hard anodised. The package can be completed with a Barnett clutch basket, pressure plate and spring kit "for the ultimate in looks and performance"! Made in the USA.



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Andreani dealer e-commerce tool; KTM Minicross and CRF 250 Showa air fork cartridges

Dealers can now buy products direct from Italian suspension specialist Andreani using the new e-commerce section of their info-packed website – more than 10,000 items are available at www.andreanigroup.com

Andreani is offering KTM SX 50/65 Minicross cartridges that are said to considerably improve performance and handling. The kit is easy to install thanks to the compatible plugs, with the cartridges featuring preload and rebound adjustment with springs set to the rider's weight.

Also seen here, Andreani's cartridge kit for the Showa air fork on the Honda CRF 250 is said to considerably increase the fork flow for improved handling and comfort thanks to the sophisticated hydraulic system.

Easy to install due to the fully compatible plugs, the Andreani cartridge has an anodised aluminium cap with preload adjustment. The kit also includes a

spring set on the rider's weight - versions for the Suzuki RMZ 450 and Kawasaki KXF 450 are coming soon.

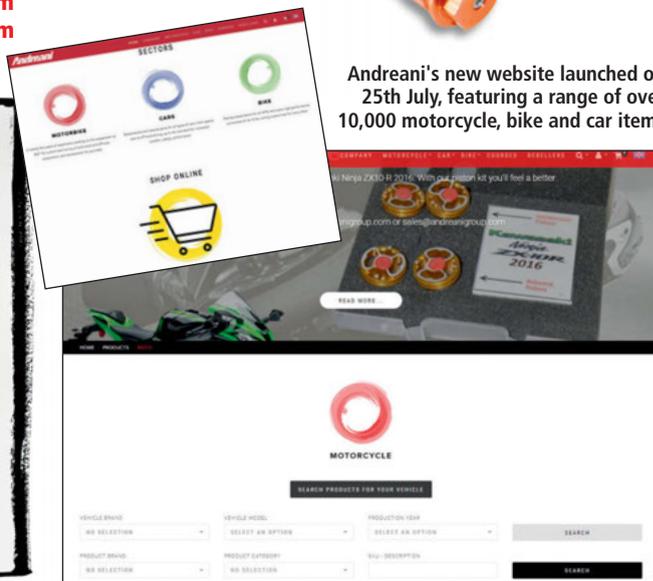
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Andreani's cartridge kit for the Honda CRF 250 Showa air fork



TM SX 50/65 Minicross cartridges



Andreani's new website launched on 25th July, featuring a range of over 10,000 motorcycle, bike and car items

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Protecting the MT-10

German parts and accessory specialist Team Metisse has its X-PAD crash protectors available for Yamaha MT-10 already. Described by owner Horst Edler as "a perfect combination of design and functional technics thanks to our Metisse Impact Absorber System (M.I.A.S.), fitting is very easy and done in a few minutes". Fork and swingarm sliders (with integrated paddock stand mount) also available. TEAM METISSE, Germany, www.metisse.de

Technical T-shirt

Hevik has introduced a new technical T-Shirt design that incorporates the brand's base layer technology "to give the optimal level of insulation and breathability for your skin".



Made from a fibre mix of 90% Dryarn with added Resistex Carbon and Elastan, and featuring seamless technology, Hevik say "we assure you that your skin will feel the difference, especially when riding for hours or if racing your sportsbike in summer with a leather racing suit".

Dryarn is an extremely lightweight, high-performance microfibre that is said to be more insulating than wool, with an elevated breathability factor. It regulates the flow of perspiration, wicking away moisture and heat and keeping the skin dry. At the same time its low thermal conductivity gives better insulation from the external climate and works to insulate from external factors while dissipating internal heat.

Resistex Carbon is obtained by uniting textile yarn with a continuous filament of conductive material based on active carbon. It is 100% natural and does not contain chemicals. "In our T-shirt it helps to dissipate static electricity, protects against UV rays, adds an anti-bacterial effect and accelerates evaporation of perspiration".

Elastan is a polyurethane synthetic fibre used to provide elasticity to fabrics.

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New clutch plate lines from Newfren

In addition to the updated 15 strong line-up of Race, Street, Dirt, Touring, Cruiser and Scooter brake pads introduced for 2016 at last year's EICMA, Italian brakes specialist Newfren has also updated its clutch plate product line.

Added to its Performance (formerly its Racing) and Standard lines of clutch plates, Newfren's new Pro Race (QC) Series, which is their new fitment for racing clutch applications, features a new shape and new raw materials. Improved thermal, peeling and friction resistance have been achieved thanks to the new blend of cellulose, resins, carbon particles and other materials developed by Newfren for clutch use.

Offering improved torque and improved design of the friction path, Newfren say this new Race clutch guarantees improved performance, durability and reliability with reduced compression.

Also new for 2016 and specified for BMWs from the 1970s and up, their KW oil resistant clutch uses a brand new Newfren developed blend of Para-Aramid

synthetic fibres that are noted for their outstanding strength-to-weight ratio, excellent wear characteristics and resistance to organic solvents and high temperatures - delivering a higher friction coefficient, better torque and improved durability.

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

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



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'Rox' textile jacket and SMX-1 R vented boots

Included in this year's spring collection from Alpinestars, the 'Rox Textile' is an "elegantly designed and stylish textile jacket featuring a durable, advanced poly-fabric main shell and a full thermal liner, allowing it to be worn in a range of climates. Sports styled and with subtly integrated, class-leading protection, the 'Rox' is ideal for summer riding", according to the Asolo, Italy based company.

The highly durable and abrasion resistant 600 denier poly-fabric is reinforced with a PU coating to give additional abrasion resistance and durability. The removable interior thermal liner, with pockets that replicate the main outer shell, allows the garment to be worn in different weather situations. A full mesh lining boosts the jacket's all-round comfort and breathability.

Removable and adjustable lightweight CE certified elbow and shoulder protectors offer the jacket a "sleek sports fit" with "class leading impact protection". Chest and back pad compartments are supplied with PE foam padding (CE certified Nucleon protectors are available separately).

It has a sport fit with pre curved sleeve construction for reduced fatigue and enhanced riding comfort, strategically positioned accordion poly-fabric stretch inserts on the elbows, a comfort textile collar, plus wrist cuff edging for improved comfort. Moisture-wicking, zippered air intakes on the torso provide adjustable cooling, which can be regulated to riders' needs.

Also shown here, their durable, lightweight SMX-1 R vented boots are feature-rich technical riding boots



constructed from an abrasion resistant microfiber upper with strategically positioned TPU protectors, rubber compound sole and 'accordion' style flex zones.

An innovative heel counter support system works in conjunction with the strap closure to offer improved fit, support and structural integrity; the rear of the heel counter has been redesigned with a soft TPR insert, which works with the rear flex zone to allow for greater freedom of ankle

movement.

There's a durable TPR shift pad, newly designed TPR medial and lateral side protection, evolved closure strap that is anatomically angled to follow the natural shape of the rider's instep, rubber compound sole, instep and achilles accordion flex zones, double density ankle protector on medial side, integrated, replaceable bi-injected TPU forefoot slider, high modulus TPU heel counter and lateral ankle and shift pad for improved shock protection and durability. The SMX-1 R is CE certified to Cat 2 to 89/686/ECC EU Directive.

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Vangarde city helmet

The Vangarde from Premier is equipped with a dark inner visor that disappears in the shell and an outer visor with a designer look, with a feature-rich visor mechanism.

It features "nice, classic graphics and meets all necessary safety requirements", according to the company. The Carbon Star BM version shell is made of full carbon adorned with a graphic and matt

transparent cover. In all other versions, Vangarde is made of DCA (a tri-composite mix of Dyneema, carbon and aramid fibres) based on Premier's long experience with this fibre mix.

In all models, the internal shell is made of EPS, moulded with differential density in order to offer the best shock-absorption in case of an impact. The Vangarde has an internal sun visor, the inner liners are made with anti-allergic, sanitised fabric, completely removable and washable, and the chinstrap has a micrometric quick release buckle.

As with all other Premier helmets, the Vangarde is homologated to ECE 22-05 standards.



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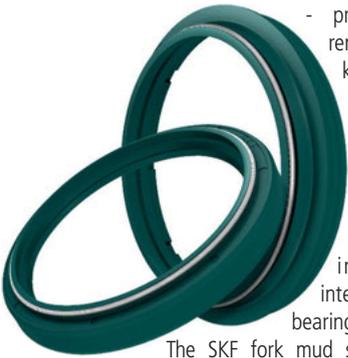
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SKF kits reduce friction and power loss, prolong bearing life

Italian distributor INNTECK is celebrating a great victory for their sponsored rider, Giacomo Redondi of the Honda Red Moto World Enduro Team, who has already won the EJ class of the Enduro World Championship – with nearly half the season still to go.



His bike, a RED-MOTO CRF450R, is equipped with a special version of the Rekluse automatic clutch distributed by INNTECK, the CoreEXP Torq Drive. This special version of the product will be released next year. American manufacturer Rekluse has always been respected for developing and testing leading technologies, and this is a "further demonstration of how their technologies perform with the best riders and teams in the world and under the most severe conditions", says INNTECK Director Maurizio Prati. Redondi's CRF450R Enduro also benefited from products made in Sweden by SKF



The SKF fork mud scraper kit effectively

reduces contamination, fork seal kits developed to achieve superior sealing performance and a wheel seal kit to reduce friction, increase service intervals and prolong bearing life.



cleans dried mud from the stanchion, providing enhanced water and dirt protection, reducing wear on the fork seals, and delivering reduced and consistent friction, which extends their life and performance. Easily installed "in field" without fork or wheel removal, it has been developed to withstand heavy contamination and operate with a long stroke and at high speed.

SKF fork seal kits offer a low friction fork seal solution, which improves feel and comfort while increasing the rideability through better dirt exclusion – friction is reduced by over 20 percent.



SKF wheel seal kits are a low friction wheel seal solution withstanding harsh conditions, increasing the life of the bearing through increased sealing efficiency with reduced friction and power loss.

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'Energater' suit



Rukka's new two-part adventure style suit "offers perfect weather protection, safety and high wear comfort", according to the company. With its Gore-Tex three-layer laminate, it is said to be extremely resilient and completely waterproof. In addition, the Energater suit offers very high abrasion resistance thanks to Armacor reinforcements. More safety is provided by the comfortable Rukka D30 Air protectors, tested to the latest CE standards, which feature progressive energy absorption at the time of an impact.

Features include stretch inserts, waist belt adjustable on the sides, removable, elastic Gore-Tex storm collar and double cuffs, six pockets, a removable thermal lining with temperature-regulating Outlast and long ventilation openings.

The Energater trousers have removable braces and a long connecting zipper. They also feature waterproof pockets, a thermal lining with Outlast and ventilation zippers. In addition, the seat area is equipped with the climate-regulating Air Cushion on the inside, while the outside has Antiglides-Keptec. Long zippers at the ends of the legs mean the trousers can also be worn over large Enduro boots, as well as inside them.

Jacket and trousers come in black with reflective stripes in light grey, cobalt blue or neon yellow.

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Polini are making power in Italy

Polini say their new **63mm aluminium cylinder kits** for the Vespa PX 125/150 deliver reliable, consistent increases in power and improved service life.



Available in two displacements, with double-spark head and 8 connection points, newly re-designed transfers improve scavenging. Available with standard stroke of 57mm that gives 178cc displacement or a "racing" version with increased 60mm stroke for a displacement of 187cc, there is also a new balanced crankshaft available for the 60mm kit. The cylinder is air cooled, but thanks to the aluminium construction and the special design of the fins, the engine temperature remains lower.



The head is pre-configured for two spark plug holes, with the original lateral hole for an easier fitting or the "racing" central hole, which requires a slight modification of the shroud plastic. The Polini head has four additional mounting points for a stronger seal. The fins are bigger, for better heat dispersion, and the head gasket is produced with siliconised steel for the best seal between the head and cylinder.

Centering pins ensure a consistent squish band, the machined billet aluminium block has four connection points and the improved strength and seal optimises the exhaust flow and improves engine cooling.

Polini say that the latest design of their **Evolution Hi-Speed 530 variator kit** for the Yamaha T-Max 530 is a "masterpiece of technology, developed to maximise the performance of Yamaha's maxi-scooter". The half pulley and the driven "Air Speed" half pulley are designed with different degrees to let the belt



increase its speed; the compression spring, with anti-torsion EVO slider system, has a 34% increased load. Two series of lighter rollers are included in the package and a new patented lubricating system enables improved efficiency and performance with maximum reliability.

Also seen here is a new **Maxi Hi-Speed variator** for



the Yamaha NMAX 125 that features the new lubricating system, a new polishing treatment for the sliding surfaces of the rollers, and a special tempered and ground case-hardened chrome-nickel steel bushing that allows constant grease distribution on the pin even during the hardest conditions of use. It is available with a compression spring which is 7% harder than stock and rollers with a coating made of a new mixture of nylon and aramidic fibres.

For E-bikes equipped with Bosch, Panasonic or Yamaha motors, the **Polini Hi-Speed** is an electronic device that allows the 25km/h limiter to be bypassed, increasing the pedal assist mode – keeping it active to 50 km/h. The connectors interface with the originals, maintaining the waterproof seal, and the assembly takes only a few minutes to install without opening the engine and without removing the original seals.

The device is completely invisible because it is housed in the interior space of the engine crankcase. It is



completely reversible and you can return to the original configuration quickly, does not require any settings, is fully self-adjusting and self-recharging and it can be easily disconnected by unplugging the magneto placed outside the engine.

Finally, Polini "**Black Collection**" mufflers for the Sym GTS 125I Evo, Kawasaki J125, Kymco K-XCT 125I and Downtown 125I "feature a modern design, are



very well finished and very reliable, and deliver increased power and response. Made of stainless steel, they include a lighter manifold than stock, which is ready to house the catalyser kit.

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GBR engine cover sets

Naples based Omnia Racing, one of Italy's best known international parts and accessory distributors, offers dealers access to a huge range of well-known product lines and brand names, among them premier grade British made motorcycle protection product designs by GB Racing.

Seen here are three recent examples of the engine cover sets that GB Racing makes for the 899 Panigale, the MV Agusta F3 675 and KTM's RC390. Injection moulded, using what GB Racing describe as a new, revolutionary, highly wear and UV resistant material, the long strands are said to deliver extremely high levels of energy absorption and impact resistance.

Designed as simple, easy install (and removal) bolt-on protection solutions, GBR say their manufacturing process offers "greater design flexibility, allowing greatly reduced costs compared to similar

carbon/Kevlar and billet aluminium covers".

All GB Racing products bolt directly over the existing OE covers (simplifying assembly and eliminating the need for awkward and difficult to remove adhesives) with an engineered fit that includes 1mm tolerance between covers and stock casing, reducing the extended use damage to the OE piece that can occur with other designs.

Engine case protectors are "an excellent alternative to frame sliders and other forms of protection when there are simply no safe frame slider mounting options available".

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KTM RC390 2014 and up - All GB Racing products bolt directly over the existing OE covers with an engineered fit that include 1mm tolerance between covers and stock casing

Omnia Racing prepare many "specials" throughout the year to showcase the product lines they distribute in Italy and internationally. The racing Scrambler and BMW R nineT demo bikes seen here have been converted with products from well-known brands and manufacturers such as Borrani 'H-profile' front and rear wire wheel rims, Ohlins shock absorbers, Brembo brake components, Rizoma accessories, Braking discs, Akrapovic slip-ons, and high quality Italian made Lighttech accessories



Engine cover set for the 2014 Panigale 899 - designed as a simple, easy install (and removal) bolt-on protection solution, GBR say their manufacturing process offers "greater design flexibility, allowing greatly reduced costs"



GB Racing engine cover set for the MV Agusta F3 - made from injection moulded, tough, high-impact, reduced wear composite material that is made from 60 percent Long Glass Fibered Nylon 6.6

DEI protective split sleeve



Avon Lake, Ohio based thermal barrier specialist Design Engineering now offers "a great way to add additional protection to exposed wire looms, hoses and cables. Our Protective Split Sleeve features a clean, classy look and can preserve sensitive parts from abrasion and the elements."

The durable heat and solvent-resistant split sleeve can be installed over existing installations with no splicing needed, and it won't crack or look cheap, like plastic convoluted tubing.

The company says that it provides "a great finishing touch for custom bike builders running unconventional wiring or hose set-ups." Available in multiple diameters, made in the USA.



DESIGN ENGINEERING INC

Avon Lake, Ohio, USA

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LC cockpit fairing



Wunderlich's new cockpit fairing is said to provide "much needed protection from wind buffeting and the weather" - the styling recalls the fairings fitted to the R80 GS/Dakar in the late 70s. Made from lightweight ABS plastic, it features an anti-vibration mounting system and can be mounted without modifying or removing the original indicators. WUNDERLICH GmbH, GERMANY, www.wunderlich.de



Trekker Dolomiti side cases



Seen here on the Yamaha MT-09 'Tracer', these new GIVI side cases (part of their top-selling Trekker range) feature an internal capacity of 36 litres, have a fully detachable lid and are compatible with GIVI's award-winning Monokey PL/PLR mounting systems. Dolomiti was conceived to give riders of "crossover" models such as the 'Tracer' (and others such as the Honda Crossrunner, Suzuki V-Strom, Triumph Tiger 800, Kawasaki Versys etc.) an alternative to the standard 'boxy' side cases. The new GIVI case "enhances compactness and flowing lines", has an understated 'natural' aluminium finish, rounded-off corners and edges to the shape of a lid that can be opened to 90 degrees or removed completely. The base and the lid are made by deep-

drawing an aluminium sheet, whilst the main body is obtained by bending. The various components are joined together using stainless steel rivets. Dolomiti is sold as a pair, and installation on the frame is with GIVI's well known mounting kit. The PL and the PLR side pannier holders are used to mount the cases using the adapter



that is supplied as standard, these feature the 'quick lock' system inside the case. The two side cases are locked using the same key. Maximum load is 10 litres, size in mm (H x D x L): 379 x 242 x 495; optional matching accessories available.

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Gimoto suits and V-Race 1.6 airbag system



The Gimoto V-Race 1.6 14 litre airbag system, powered by Motoairbag, is said to be "the best solution for every kind of rider who wants to be safe every time and everywhere. With a mechanical release system, you'll be sure that this airbag will always be functional".

The company goes on to say that "this new system is installed on the Gimoto leather suit, instead of the hump, and gives the best protection for the cervical, back and coccyx area". The V-Race 1.6 external airbag is EN 1621/4:2013 Level 2 approved; the manual charging system is run by replacement cartridges.

Gimoto's top of the range Racer Line 'Monza Racer' suit features an "extreme position" pre-formed cut. Made from Italian cow and kangaroo leather, the company says the 'Monza' is "extremely soft and of the highest quality".

Standard equipment includes an external protection kit with elbow slider grip at the knees, inner leg and forearm, provision for water pack inside the hump, and a series of inserts and

stretch finish to ensure riding comfort.

Gimoto is known for its collaborations on brand-specific suits with leading manufacturers, and seen here are their 'Monza Racer' quality and feature-matching Kawasaki 'Racer Suit' and KTM RSX suit. Both are made from the same soft, high quality Italian cow and kangaroo leather and feature the "extreme position" pre-formed cut. The Kawasaki suit is available as a Gimoto 'Rapid' version, with the KTM RSX suit also available as a 2-piece.

Customers can customise the colours, accessories and bike logo through Gimoto's new online configurator. All garments are tested according to EN 13595-2004, reaching level 1 homologation.



Gimoto's V-Race 1.6 14 litre airbag system by Motoairbag attaches to the suit rather than being fitted into the back hump

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Made in collaboration with the manufacturer, the "extreme position" pre-formed cut Kawasaki 'Racer Suit' can be customised using Gimoto's new online configurator



The KTM RSX suit is also available as a 2-piece

Top of their Racer Line of suits, the 'Monza' is made from soft, high quality Italian cow and kangaroo leathers; all Gimoto suits are tested according to EN 13595-2004, reaching Level 1 homologation

EvoXtreme for Multistrada



This is Italian exhaust manufacturer HP Corse's EvoXtreme silencer for the Ducati Multistrada 1200. Available in black or silver steel with three-dimensional carbon fibre end caps for the slash-cut silencer body, the irregular shape is made possible by using traditional, weld-free hand-craftsmanship techniques to create a power-boosting, lightweight silencer, with a slim profile that reduces the overall width of the bike. HP CORSE, Italy, www.hpcorse.com

ICON 'Airmada'

New from Parts Europe, the ICON 'Airmada' is a fully featured full-face helmet, made in four different low profile injection moulded polycarbonate shell sizes with a five-size energy absorbing dual density, long, oval headform EPS liner. Weighing in at between 1,530 and 1,660 g, the 'Airmada' is light for its class and features include several proprietary ICON developments such as the recessed twin-channel SuperVent system, which has been refined for the 'Airmada' to offer even more adjustable ventilation and exhaust porting across the helmet. The new Ventral Primary intake improves the cooling airflow, with effort and attention to detail invested into the ergonomics and function of venting controls that are designed and positioned to make adjustments while riding quick and easy. Further features include a fully removable, washable Hydrady moisture wicking interior and a redesigned shield system that offers improved visibility, plus a new ProLock rapid release shield removal system that allows the



fog-free ICON Optics shield to be changed in a fraction of a second. This "cutting-edge system" allows selection of the right shield for the conditions, all of which produce an "unrivalled distortion-free line of sight". The Airmada meets D.O.T. FMVSS 218 (US), ECE 22-05 (Europe), SAI AS1698 (Australia) and PSC (Japan) helmet safety standards.

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Touring Suit includes the **NAMIB W-ST** jacket and the **TERRAIN W-ST** trousers. Technical clothes are composed of three layers and two membranes: one external named W-Strider (completely waterproof and breathable) and one internal: a special thermal lining. Features include, frontal air vents and adjustable wrist, waist, hips and ankles, all these items are made to address all weather conditions and to offer increased comfort. Endowed with CE certified protections on shoulders, elbows, knees and a special lodging for the back protector.



Namib jacket: HJ3L304MG
Terrain trousers: HT3L304MB
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'Ghost' carbon or tri-composite open-face in choice of shell sizes

New from Italian specialist Caberg, 'Ghost' is a new tri-composite (fibre, carbon and Kevlar) jet helmet in two shell sizes that has been conceived "for those riders who don't want to go unnoticed. The aggressive look and shape are combined with functionality that makes 'Ghost' unique on the market".

It is equipped with a goggle shaped visor that adheres to the face thanks to a foam profile along the inner lower side of the visor, and an easy to use mask protects the face from insects in the summer and from the cold in the winter. Caberg say that a spring tilting system makes one-handed operation of the visor simple and intuitive, differentiating 'Ghost' from other goggle, mask and standard elastic strap band equipped open-face helmets on the market. 'Ghost' can be used in four different configurations:



either equipped with the visor, the foam profile along the inner lower side of the visor, and the mask; equipped with the visor and the mask, but without the foam profile of the visor; equipped with the visor and the foam profile, but without the mask; or equipped only with the visor, without the foam profile and the mask. An easy to mount and removable double Pinlock lens is included to prevent the visor from fogging up.

The lining is completely removable and washable and made from breathable fabrics. Caberg say the finishing of the "refined materials and features, all made in Italy, such as the five rivets on the rim, the steel air intakes on the neck device and the leather inserts, all demonstrate the care and attention to detail that has been taken with this new design." 'Ghost' can also be equipped with Caberg's 'Just Speak S' Bluetooth communication system, with space provided for the speakers below the removable lining. 'Ghost' comes with an anti-scratch treated light smoked visor as standard in addition to the anti-fog Pinlock lens, but custom options include mirror, dark, transparent and yellow visors, with the visor foam profile available in three different thicknesses: 18mm, 21mm and 25mm.

'Ghost' is offered in matt black, bright white and bright black solid colour versions plus 'Legend' matt black/white or 'Fluo' matt black/yellow graphics versions, and also as a full carbon version. 'Ghost' weighs 1,150 gr (+/- 50 gr) and is ECE 22.05 jet homologated.



CABERG SpA
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Oversize brake kit for R 1200 GS LC



Spanish manufacturer Industrias Galfer has launched a new oversize front brake kit to improve braking performance of the popular BMW R 1200 GS LC (2013 and later).

The new brake kit increases the size of the front disc from 305mm to 320mm, increasing the braking power and cooling features. "If we add this to the great performance of the Galfer sintered brake pads, the new kit provides an unbeatable braking, especially in high-powered motorcycles like the BMW R 1200 GS LC", the company says.

The kit includes the renowned laser-cut, high-carbon stainless steel Galfer "Wave Disc", a patented design which is said to reduce the weight by up to 25% (compared with the original round discs), sinter brake pads and the brackets for the caliper. This user-friendly kit allows replacing of the original discs and pads without modifications and includes everything needed to adapt the OE caliper.

INDUSTRIAS GALFER S.A.
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www.galfer.eu



Zard for R nineT



Italian exhaust specialist Zard is offering a complete 2:1:2 titanium racing exhaust with extractable dB killer for BMW's popular R nineT. Described as "entirely hand-made by their best craftsmen", it features aluminium end caps and weighs just 3.5kg compared to 8.8kg for the OE system. Zard say this new system delivers a "sharp increase in acceleration, a substantial increase in maximum power and an attractive sound". ZARD S.r.l, Italy, www.zardlab.com



TecMate new product blitz continues

Internationally respected battery charger, maintenance system and accessory manufacturer TecMate has already unveiled several new products this year. Now their "innovation blitz" continues with a whole range of new products and updates to established top-sellers due for unveiling at this year's INTERMOT Expo at Cologne, Germany, in October, many of which are already available. Their popular and powerful OptiMate 6 and 7 Select now features a unique touch sensor button that allows 14.4 or 14.7V charge voltage selection to set up multi-step, temperature compensated charging

for guaranteed power delivery from modern AGM batteries. The 13.6V DC power supply supports the battery during extended troubleshooting, with a number of software updates provided to ensure operational stability.

The most powerful product in the state-of-the-art OptiMate Lithium line-up, the OptiMate LFP Select



during storage and confirms vehicle charging system operation while the engine is running. Martin Human, TecMate's CEO, says: "As a company that designs all our own products, we know that new introductions and continuous improvement is essential in keeping us ahead of the game. We have over the years introduced many new concepts into powersport, some of which have become the 'go to' products in their sector. It's not only my opinion, ask our customers, including those who co-brand our OptiMate products"!



delivers an Ampmatic controlled charge of 9.5A at 12.8V or 7.5A at 16V for those racers who want to squeeze every drop of power from their ignition system.

The OptiMate MONITOR O-126 fits the standard cigar/auto sockets that are found on KTM, Yamaha and Harley-Davidson motorcycles and many ATVs. The 4 LED smart monitor indicates battery status



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Battery charger and maintainer BC K612



The fully automatic 8-step charger for 6V and 12V batteries from Italian manufacturer Forelettronica's BC Battery Controller range, BC K612 is a new universal battery charger and maintainer for all kinds of 6 Volt and 12 Volt lead-acid batteries, including sealed and gel ones.

Claimed to be unlike any other 6/12V charger on the market, it features a "complete 8-step charging procedure, going from the recovery cycle - in case of deep discharge - to the charging and desulfation steps, to conclude with a long-term maintenance and equalisation. A battery check is performed at the end of the charging procedure and periodically repeated during maintenance".



The company says that the device is not only suitable for taking care of all motorcycle batteries, but it's also recommended for car battery maintenance, and its 6-Volt programme is said to make it "perfect for the needs of vintage motorcycle enthusiasts. Vintage vehicles often remain parked in the garage for a long time, thus needing a regular battery maintenance; the versatile functionality of the K612 makes it ideal under those circumstances".

A series of active protections ensure an ultra-safe charging, allowing a permanent connection to the battery. A LED bar indicates the active charging

programme (6V or 12V), the charging step and any error message.

The charger is 100% designed and manufactured in Italy, is provided with a 3-year warranty and will be exhibited at the upcoming INTERMOT tradeshow in Cologne (Hall 6, Stand E-054).



BC BATTERY CONTROLLER
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export@batterycontroller.it
www.batterycontroller.it

MT-10 options

LeoVince has developed a new line of exhaust systems for the Yamaha MT-10, the 'Factory' S. The exhaust is available with either a stainless steel or a carbon fibre sleeve, both featuring "an aggressive sound and style".

In the stainless steel version the AISI 304 stainless steel muffler body with TIG welding is tapered with square lines and comes in different lengths, depending on the application.

In the carbon fibre version the muffler body is

entirely made in twill HS-12K carbon fibre with a matt finishing.

The company says that the effect is that of "a massive but elegant exhaust system, perfect for installation on a vehicle that wants to stand out in looks and style".

The muffler is equipped with an aerodynamic inlet with dual spring attachment, to improve anchorage to the pipework. At the rear, the muffler has a carbon end cap with a dual asymmetric cut, outwards and downwards, which determines the right and left version, further customising the bike.

The exhaust pipe is fixed to the frame via a carbon fibre clamp equipped with a rubber vibration damping element; for the new Yamaha MT-10 a specific 100% carbon fibre heat shield is also provided.

The stainless steel version has "an outstanding feature in the logo: the laser etched LeoVince logo emerges from a footprint carved in the muffler body. This background creates a touch of original style by tattooing the steel with the LeoVince



signature.

"In the carbon version, LeoVince stands out with a brilliant, high temperature die-cut aluminium sticker, which breaks the dark tones of the carbon fibre".

For the new Yamaha MT-10 a kat eliminator mid-pipe is also available, exclusively for racing use, which is compatible with both LeoVince and original exhausts.

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



ISDE 2016 Limited Edition 'Aviator 2.2'

Italian manufacturer Airoh is in its second year as a main partner of the ISDE series, and to recognise their involvement, the company has released a special edition of its iconic 'Aviator 2.2' helmet with tailor-made graphics that pays tribute to this year's host nation, Spain.

The special Aviator 2.2 ISDE 2016 Limited Edition features an instantly recognisable red and yellow Spanish flag colour scheme and engrained "mud stains" as a tribute to one of the toughest events in the motorsport calendar - the vintage styling of the special edition is a reminder of the days of Jet style MX helmets with separate chinguards. Each of the limited edition helmets will carry a sequentially numbered plate, highlighting the unique nature of this product. Aviator 2.2 is made from 100% Carbon Kevlar, "making it one of the lightest (950 g) and best performing helmets of its class", according to the company. Additional features include an expanded

field of vision, an exclusive peak for maximum protection from the elements and an interior made from "revolutionary materials, ensuring optimal ventilation and breathability".

This will be the 91st staging of the ISDE, a competition that started in 1913 and changed from the ISDT (International Six Day Trials) to representing the wider world of Enduro racing (as it had become known) in 1981. It is being staged at the Circuito De Navarra in northern Spain from 11 to 16 October (www.fim-isde2016.com), when some 700 riders are



expected to represent 35 countries. Last year France claimed a controversial 4th consecutive win when it was staged in Slovakia - the Australian team believing they had a strong claim on being awarded the win! Airoh's investment in the event will see their brand message being beamed into some 300m plus households, with 89 countries expected to take the TV coverage.

AIROH HELMETS
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www.airoh.com



XSR 700 accessories

Italian specialist LightTech has unveiled new and exclusive accessories for the Yamaha XSR 700.

The company has a range of model-specific designs as well as "classics" from their primary parts design programme for Yamaha's entry-level "modern classic".

Model-specific designs include a radiator guard kit, frame slider kit and front LED turn signals and supports that are 100 percent CNC machined from a



Radiator guards



Front LED turn signal supports



Frame slider kit

solid block of high-grade, high-strength, lightweight aluminium and available black or silver anodised.

Other products available for the XSR 700 include two-colour handlebar caps, black anodised and homologated mirrors,

aluminium rider and passenger footpegs, lever guards, replacement brake and clutch lever kits, front and rear wheel axle protectors, oil filler caps, clutch and brake reservoir covers and more.

Founded in 1997 by Fabrizio Furlan, LightTech make and sell over 7,000 high strength, lightweight parts and accessories in aluminium and Ergal alloy and over 400 titanium items – from bolts and protectors such as frame sliders to controls, rearsets, lights, chain adjusters and covers.

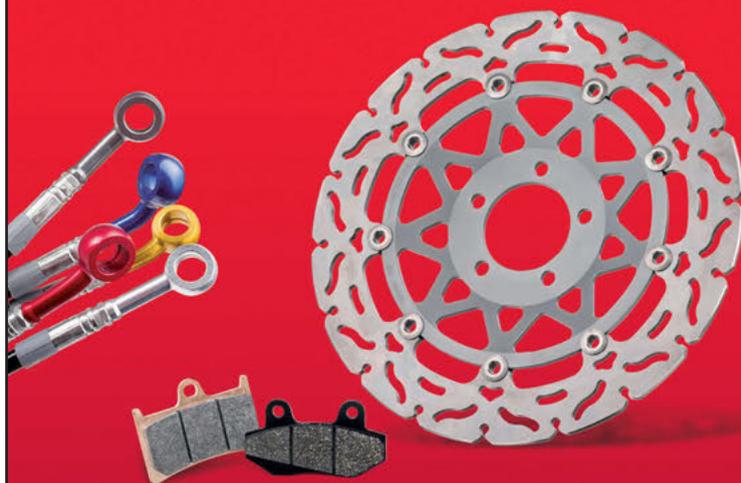
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SBS – “High focus on product range development”



“Access to wide and comprehensive product ranges is one of the basic criteria for success in the motorcycle aftermarket”, says Christel Munk Pedersen, Chief Sales Officer at SBS.

For SBS, one of the world’s leading manufacturers of disc brake pads, range width and range development have been part of the DNA since the first pads left its factory in Denmark in the 1970s.

“Our ambition is to be first with the newest and last with the oldest. There should not be any motorcycle - whether street, off-road, or racetrack – for which you cannot find a compatible SBS brake pad,” Christel says.

“Therefore product range development has the highest possible focus for us, and we spend a lot of resources on our product



SBS Chief Sales Officer, Christel Munk Pedersen: “There should not be any motorcycle - whether street, off-road or racetrack – for which you cannot find a compatible SBS brake pad”

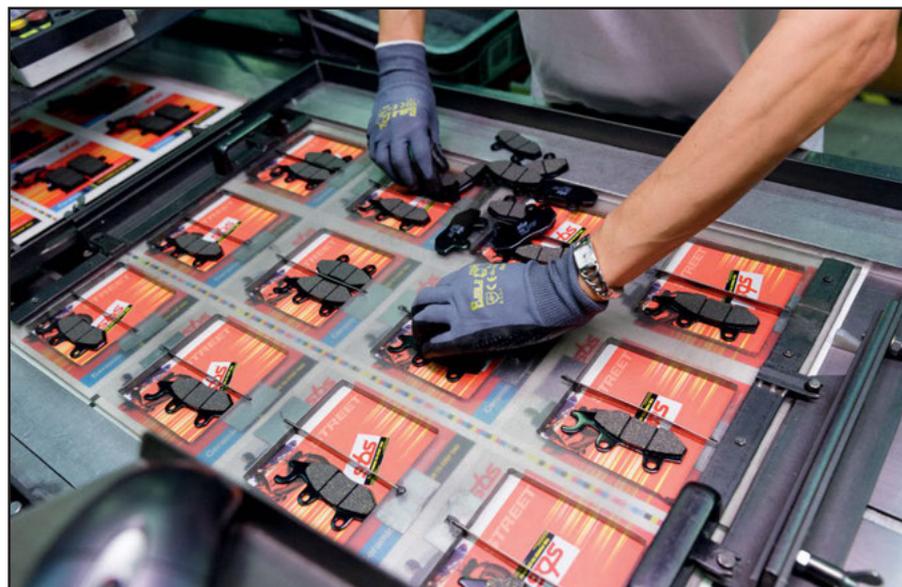


All SBS brake pads are made at the company's 13,000 sqm (approx 140,000 sqft) Svendborg, Denmark factory. SBS employ 120 people, and export to over 50 countries.

management - identifying and developing new applications constantly”.

SBS say that as soon as a new motorcycle model is announced, their team go to work and start the new-to-range process straight away.

“first with the newest”



“quality and compatibility”

“We have a lot of information sources, and we also use the big motorcycle shows to collect the necessary information on new models for our range development. This work is managed by our highly specialised product managers”, explains Christel.

When developing new reference numbers, quality and compatibility are always crucial issues. “SBS pads are typically used as replacement in the original equipped brake caliper. To ensure smooth operation, our pads are always designed and dimensioned according to the original part. We do not compromise on anything



that may cause problems when using SBS pads.”

For 2016, SBS has already introduced several brake pads for a number of the newest motorcycle models such as Benelli’s 2015-2016 BN series, Harley-Davidson XL 2015, Honda and Montesa Cota 2016, and Honda’s popular 2016 CRF 1000 ‘Africa Twin’.

Also, on the scooter side of the market, SBS has launched a number of new part numbers, for example for the latest Yamaha and Piaggio models.

At the other end of the range, SBS is still able to deliver pads for classic bikes, such as BMW R75 or Honda CB series with roots back in the 80s – indeed just three months ago SBS introduced a new brake pad for ‘Classic’ racers.

SBS makes organic and sintered pads, for street, off-road and racing applications, all developed and produced in Denmark by SBS Friction.

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High compression and OE replacement scooter pistons



Italian piston specialist Vertex (VP Italy) has further new product lines for this year that were introduced at EICMA in November 2015. Among them were new 2 and 4-stroke scooter pistons that are described as designed to "improve and optimise the performance of the most popular 2016 scooter models".



Specific piston designs are offered for the Yamaha T-Max 530, available in OE Replica and High Compression versions, and for other makes and models such as the Piaggio Vespa ET 4 and Leader 125 4T, Aprilia D-Tech injection 50 2T and for Honda SH 125 4T.

Vertex 2-stroke pistons are cast rather than forged, so they can hold a higher silicon content.



Because 2-strokes have lower cylinder pressures compared to 4-strokes, Vertex say their gravity cast aluminium alloy 2-stroke pistons can contain 18 percent silicon, decreasing thermal expansion. This means they can operate at tighter tolerances compared to forged pistons and deliver better wear characteristics, prolonging piston life by decreasing wear on the piston skirt.

VERTEX PISTONS/VP ITALY S.r.l.
Reggio Emilia, ITALY
Tel: +39 0522 918811
info@vertexpistons.com
www.vertexpistons.com

'Double Jacket'

Italian specialist AXO's new 'Double Jacket' is made from full grain goat leather with "high tenacity" polyamide fabric inserts. Features include an anti-bacterial, anti-sweat perforated polyester lining, removable quilting, elastic inserts at the armhole, waist, collar and arm adjustments, vents on the chest and back, large inner pockets and high visibility reflective inserts.



A locking system attaches the jacket to riding pants; CE protections are provided at the shoulders and elbows, and there is a pocket on the back for a back protector. The jacket is available in men's and women's versions.

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Enthusiast and race off-road accessories

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-road rider could require.

Their new, easy to install Italian made 'Flame' handguards come with model-specific hardware to mount straight onto the original levers of any off-road bike. Made in polypropylene with reinforced nylon coupling, the new and compact design uses up less space on the handlebar, guaranteeing good aerodynamics and optimal protection. The dual colour design is available to match the most popular models.

Available colour-matched for the most popular models, with model-specific installation kits, these new UFO Plast front disc covers are available for up to 270mm discs and are designed and manufactured in Italy to offer optimal protection and significant shock resistance, with disc slits delivering functional ventilation.

The new Synchron knee brace range developed by UFO Plast for off-road racing is designed to add further protection to their new top of the line 'Morpho Fit' knee protectors. A comfortable knee brace that allows great freedom of movement due to the structure made of three moving parts, it features vented polystyrene support shells, an

aluminium screw joint and comfortable, adjustable elastic bands. Ideal for MX and Enduro.

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GP1 racing boot

The all-new GP1, the latest product from Gaerne's research and development department, is "the ultimate racing boot", according to the company, "developed with close collaboration with champions, technological innovation, attention to detail and comfort, Italian styling and 50 years of passion and experience."

Features include the unique Gaerne Floating System, made of carbon composite, which allows the foot to move naturally and prevents ankle twisting without compromising flexibility. At the back of the boot, and fixed at two points, it runs inside two slots that limit movement in both directions, preventing hyper-extension or compression. External polyurethane protectors minimise the impact of a fall and facilitate sliding. A non-deformable polyurethane heel cup is protected by a replaceable, low-friction magnesium slider. An anti-shock heel features an internal comfort-enhancing decompression zone, located between the insole and sole, the inserts are highlighted externally in red. Further features include an adjustable and replaceable "micrometric" carbon-look buckle, which enables a custom fit around the calf area, a high-wear-resistant magnesium toe slider, a front shin plate made from PU and anatomically shaped. Closure is by internal zip, protected by a rubber strip. An elastic insert in the ankle area facilitates the closure of the boot. The upper part of the GP1 boot is made of microfiber, and the gaiter is an air-vented polyurethane collar that is said to be resistant to heat and fits the calf perfectly.



Two rubber inserts (at inner calf and heel) provide additional grip and protect the leg from engine/exhaust heat. The outer sole is of variable density, oil and wear-resistant and features a unique design that provides excellent grip. The inner sole is fully removable and washable, and an anatomically designed footbed ensures even weight distribution, providing full support to all parts of the foot. The heel is reinforced with a special shock-absorbing material, and the toe area is perforated for improved air flow. There is an anti-bacterial and breathable, pre-shaped inner lining for enhanced comfort and fit at the shin, ankle and heel areas. An anatomically shaped polyurethane protector provides maximum feel when gear-shifting and additional toe protection.

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Steel tube 'CL' handlebars

Well known German accessory manufacturer Fehling offers dealers access to one of the largest handlebar, luggage carrier system and engine protection ranges in the industry.

The company has just introduced a new line of handlebars, called their 'CL handlebars', which feature rounded struts. Three designs are already available, with more planned.

All three are made from 25.4mm (1") steel tube, are equipped with cable notch, have three holes for internal wiring, ship with appropriate technical paperwork and are also available black anodised.

Fehling design and make all their own products in-house at their factory near Dortmund in Germany. Founded in 1945 as specialist metal forming and processing engineers, the company specialises in motorcycle parts, currently employs around 25 people and is still in the founder's family ownership.

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Luggage and more for the XSR 900



German parts and accessory specialist SW-Motech has a number of accessory and custom options available for Yamaha's popular XSR 900.

Their 'Legend Gear' luggage line is an ideal match for the styling of Yamaha's 'Heritage' model, and SW-Motech have model-specific side carriers available that feature the same retro look as the Vintage line, including sidebags, tailbags and tankbags.

Other products used here include an engine guard, front spoiler, headlight guard in black with steel protective grille, crashbar, model-specific frame sliders and a universal device mount for 22/28 mm and 1" handlebars.

Founded in 1999, SW-Motech employs over 125 people at its headquarters in Rauschenberg, Germany, and has a further 125 employees at an additional production plant in Brno, Czech Republic. SW-Motech is a partner of BMW, Ducati, Kawasaki, KTM, Moto Guzzi, Suzuki and Yamaha for developing and production processes of original accessories and delivers its products into more than 60 countries.

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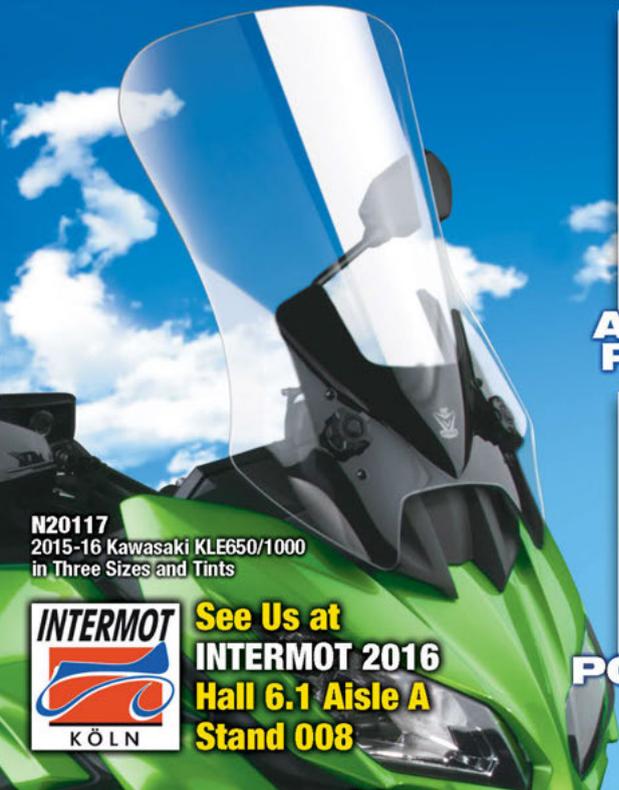
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Interphone updates intercom range

Motorcycle intercom specialist Interphone has launched three brand new and improved units - Tour, Urban and Sport. Each Bluetooth 4.2. unit features new quick-touch buttons, improved functionality, usability and ease of installation, increased battery life and reduced charging time.

The Interphone Tour is the top-of-the-range product in the new line, aimed at riders taking longer, group journeys. Using 'Genius Pairing', the Tour can pair up to four motorcyclists simply by turning on one device, reaching a maximum of 1.5km.

Compatible with all intercom, GPS and smartphone devices fitted with Bluetooth technology, the FM Mix function makes it possible to communicate in

windproof microphone and noise-dependent volume control. Compatible with the majority of helmet brands and incorporating a dual volume control for modular and open face models, it has a battery life



Sport



Tour Genius Pairing



Urban

intercom mode and listen to music in the background at the same time.

The Interphone smartphone app for iOS and Android allows intercom configuration and control directly from the rider's phone; the VOX feature allows intercom voice activation and the Automatic Reconnection feature ensures that communication is restored if lost. It is waterproof and features a

of 20 hours, a standby time of 1000 hours, and it can be recharged rapidly thanks to Fast Charge technology.

The Interphone Sport is dedicated to everyone who likes to stay connected while riding. The user can chat to up to four riding companions within a 1km range, make and receive calls or listen to music via their smartphone's Bluetooth connection or the in-built FM radio.

Compatible with any Bluetooth intercom on the market and the majority of helmet brands, it can be voice activated (VOX) or controlled via the smartphone app and automatically reconnects if the rider gets cut off from the other motorcycles - talk time is 15 hours, standby 1000 hours.

The Interphone Urban is an easy-to-use, waterproof design for city use – it can make and receive calls, navigate via a Bluetooth-connected GPS, chat with a pillion rider or listen to music from a smartphone or the in-built FM radio. It is compatible with the majority of helmet brands, with a talk time of 12 hours, a standby time of 1000 hours and a charging time of two hours. It can also be controlled via the smartphone app for iOS and Android.

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Clutch cover protectors

Portuguese specialist Polisport has added to its line of exclusive design protection products with these new clutch cover protectors. Available in black and brand colours for the majority of popular off-road models, the company says they will "excel in rocky terrains and protect the clutch cover from impacts and scratches, keeping the OE aluminium clutch cover untouched". Abrasion, impact and high-temperature resistant, they have a built-in rubber O-ring



to enhance the fit and prevent dirt accumulation. They are a slim, hard-shell design, made in robust and durable PA6 and



easy and intuitive to fit.

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Shocktube

New from British bike protection specialist R&G, 'Shocktube' helps prevent damage to the rear shock absorber from road salt, water spray and stone chippings.

The effects from road debris are detrimental to the exposed rear shock absorber and over time can result in its premature failure or, at worst, failure contributing to an accident. The R&G-distributed Shocktube protects against these factors and can

substantially extend the life of the shock absorber. Shocktube is a high-impact, waterproof, vented tube that is made from top quality, bonded 100% CR Neoprene, which is double lined with stretch nylon



on both sides. Capable of being quickly fitted to most motorcycles with mono shock or twin shock systems, without the need to remove the shock, Shocktube completely encloses the absorber and spring. Available exclusively from R&G for every manufacturer and in a vast array of sizes.

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new

Companero World2 riding suit



It is already five years since Touratech presented its first in-house developed touring suit - the Companero Worldwide. It featured an All-Weather Add waterproof and breathable outer layer worn over the lightweight inner "summer suit", into which the protectors are integrated, with the outer jacket making an excellent casual as well as riding jacket. With their new Companero World2 Touratech has built on this tried and tested principle, one which has stood up to the rigours of all imaginable climate zones, with an updated design with a new improved air-flow fabric in the ventilated zones - Cordura Air. The inner summer suit is now even airier, yet at the same time more resilient. Cordura 500 is used as the base material, while the additional shoulder and elbow layers are made of even stronger Cordura 2000, with another new material, incorporating woven reflective threads, used for the reflective areas.

The over-jacket of the All-Weather Add has also received a textile makeover, with an even lighter, extremely rugged three-layer laminate by W.L. Gore now used. The over-jacket features two air vents on the front and has YKK Aquatease zippers. A zip-close air outlet opening is located on the back at shoulder blade height, and several tailoring details have been



modified to enhance fit.

All protectors meet the latest Level 2 standard, but Touratech say that the most significant change is in how the All-Weather Add is stored. Instead of a zip-on pocket, it now comes in a slender backpack with expanding zippers. The backpack straps ensure optimum weight distribution and can be discreetly concealed when not in use. Because the zips on the Companero World2 are identical to those on the previous model, jackets and trousers from both suits can be combined.

Available in black/grey/yellow or all-black, the new

version continues Touratech's collaboration with German manufacturer Stadler.

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More power for the powerful ZX-10R

Akrapovic has launched a range of options for the 2016 Kawasaki Ninja ZX-10R, with designs said to be strongly inspired by the exhausts used by Tom Sykes and Jonathan Rea during the machine's 2015 World Superbike Championship-winning season. The Evolution Line (Carbon) is a full system designed to deliver an impressive increase in power across the entire rev range, while also improving torque delivery and decreasing weight by over 5 kg. Constructed from a high-grade, race-proven lightweight titanium alloy and finished with a hand-crafted carbon fibre hexagonal muffler and end cap for a power gain in excess of 16 hp (12.1 kW); an optional carbon fibre muffler bracket is available.

The Racing Line (Carbon) is a full stainless steel exhaust system with a hexagonal carbon fibre muffler sleeve, titanium inners and a carbon fibre end cap. Delivering a huge increase in power and torque across the entire rev range, this system also has an

optional carbon fibre muffler bracket available.

Akrapovic has also launched two Slip-On Line exhausts. The carbon fibre version of the Slip-On Line is an EC-ECE type-approved exhaust that provides increases in power and torque across the entire rpm range with a reduction in weight. Features include a hexagonal muffler and end cap finished in hand-crafted, high-quality carbon fibre, with titanium pipes and muffler inners; optional titanium link-pipe carbon fibre muffler bracket available.

The Slip-On Line (Titanium) exhaust is aimed directly at markets where EC-ECE type approval is not valid. With an increase in power and torque, coupled with weight savings, the titanium version of the Slip-On Line is said to be a step up in performance. Designed with a short conical muffler for an enhanced racing appearance and finished with a carbon fibre end cap, the Slip-On Line offers a unique sharper racing sound - optional titanium link-pipe available. ECU remapping required when using the link pipes.

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Mirror with swap-out housing

German parts and accessory designer ABM is offering a mirror housing exchange programme for cases where the housing has been damaged or scratched, but the mirror glass is still okay.

The conically shaped mirror arm "offers more freedom of movement and is available for the left and the right. The tinted convex glass offers a larger field of sight and at the same time reduces irritating dazzling", says MD Christian Mehlhorn. It comprises almost all widely used thread adapters, i.e. M10 x 1,25 right and left thread, M10 for BMW, M8 for right and left thread. Made from CNC 3D-machined aluminium; comes with E-test certificate.

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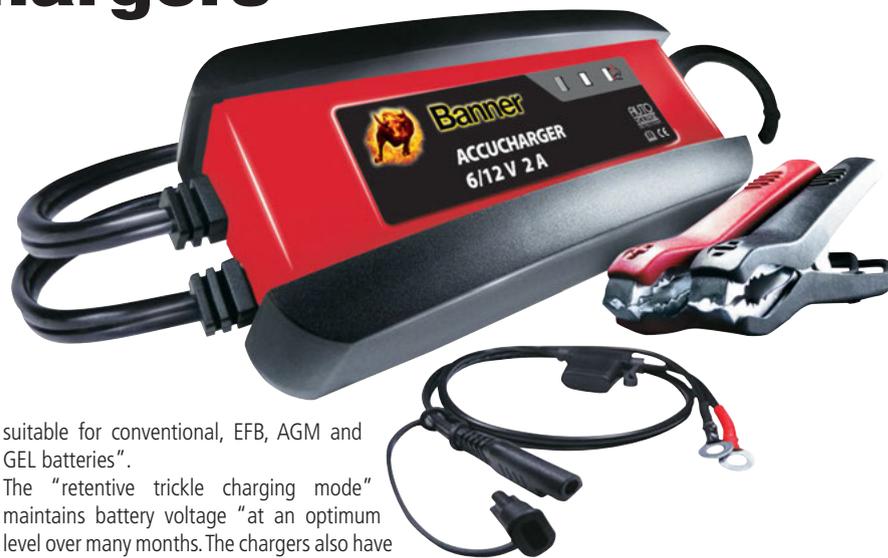
New generation Accucharger intelligent chargers

Austrian battery specialist Banner's range of Accucharger brand end-user battery chargers offers "the simplest possible operation and an extensive range of accessories".

Günther Lemmerer, Marketing Manager for Banner, says that "our new 12V chargers in the Banner Accucharger series represent the state of the art. Highly modern microprocessor-controlled technologies with a multi-level charging programme ensure first class levels of precision and safety, as well as long battery life.

"At the same time, the Banner Accuchargers are extremely simple to use as they require no adjustments prior to operation. This makes our new Accucharger series an ideal end consumer device." In line with the plug & play principle, the chargers operate fully automatically and have an auto-start function that actuates as soon as the battery is connected correctly to the Banner Accucharger.

The chargers are available in four different performance categories with 2A for motorcycles or car retentive trickle charging, 3A for small cars or retentive trickle charging, 6A for cars and 10A for large cars, SUVs and small vans. The batteries in quads, snowmobiles, tractor mowers and motorboats "can also be charged to perfection. Equally, the Banner Accucharger is predestined for the retentive trickle charging of convertibles, which stay in the garage over the winter. The chargers are



suitable for conventional, EFB, AGM and GEL batteries". The "retentive trickle charging mode" maintains battery voltage "at an optimum level over many months. The chargers also have integrated protection against short circuits, reverse polarity and overloading. Moreover, hooks are provided for the secure anchorage of the device outside the working area, and the Banner Accuchargers are fitted with an extensive range of accessories that includes charging clamps with quick connectors, a fused ring connection with a quick connector, edge protection and a storage bag". Based in Linz-Leonding, Austria, Banner GmbH has been manufacturing batteries for all types of vehicles since it was founded in 1937. The family-owned firm,

which is headed by Andreas and Thomas Bawart, employs a workforce of around 770 across Europe. They say they produce and sell over 3.8 million starter batteries annually.

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14 RCS master cylinder

Brembo say that their new 14 RCS master cylinder "allows riders to choose between heavy or gradual braking depending on road conditions, personal taste and the overall feel of the motorcycle".

Featuring a 14mm diameter floating piston, it can be used on most single disc braking systems with 2-piston fixed or floating calipers, and a micro-switch kit for brake light actuation and a special connection fitting for the hydraulic hose mean it can also be used on the most popular scooter models with single 2-piston fixed caliper, or floating, with single disc. The RCS system (Ratio Click System) is the "pioneering adjustment that enables the rider to achieve his ideal riding style. With the 14 RCS pump

it is like having two master cylinders in one product. The 14x18mm enables more gradual braking and requires a longer lever stroke, while the 14x20 mm generates a more classic road riding feeling.

"However, the configuration can be changed in a matter of seconds by setting the ratio distance between values of "18" or "20" by simply turning the regulator on the front face of the steering arm 180 degrees with a screwdriver. The cam system (red marking when set to 18 mm, black marking when set to 20 mm) adjusts the distance between the pivot point and mounting point on the lever pushrod by 2mm. This redistributes the braking force without altering performance."



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Furygan goes Retro

As the "neo-classic" trend continues, Furygan has developed a selection of CE-approved items to suit riders looking for a retro look "with all the technical features you'd expect to find in modern motorcycle clothing".

Their CE-approved Legend leather jacket is a straight-fit design with quilted black leather across the shoulders and dark brown detailing. The exterior is super soft, waterproof-treated 'Douglas' leather, and the Coolon lining is said to maximise breathability and moisture absorption. Furygan's 'Skin Protect' lining offers additional reinforcements in terms of tearing and abrasion resistance, and there are CE-approved D30 protectors in the shoulders and elbows. The back protector pocket can accommodate a D30 Central Back Level 1 or a Full Back Level 2. The CE-approved D30 Kevlar jeans seen here have an Aramid fibre lining in the hips

and knees, and areas exposed to abrasion in a crash situation are reinforced with triple or quadruple stitching. The knee protectors are adjustable to three heights and a slightly wider straight-cut "provides



torsion sole.

Rounding off the outfit is the 'James Rusted' D30 glove, which is crafted from specially treated goat leather to give it a well-worn vintage look. The glove is CE-approved with a reinforced palm and D30 protection for the metacarpals. It also features Furygan Sensitive Science: the forefingers and thumbs are equipped with a specific insert allowing for the use of touchscreen devices.



increased comfort on the bike". Their 'Caprino' D30 Sympatex boots are 100% leather with a hand-stitched sole. Features include D30 protection on the malleolus, reinforcements on the toes and heels, 100% waterproof and breathable Sympatex lining and anti-slip and anti-

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SHAD luggage options

Spanish luggage specialist SHAD has a wide range of accessories to increase the loading space of BMW's popular S 1000 XR and other popular 2016 models – all sold with mounting plate and hardware.

Their SH49 is described as the most functional top case in SHAD's high-end range, holding up to two full-face helmets, has a reinforced structure, Smart lock system and a 3-position hermetic closure. Options include ergonomic backrest and brake light. SHAD say their SH48 is a "reference in design an innovation, a high-end case with an elegant and avant-garde shape, which has the highest technical performance and materials of the highest quality".

Said to be the lightest case of its class, it has a dual helmet 48 litre capacity, Smart lock system, 3-position pressure closure and retractile automatic handle. For the first time a case offers two colour options for the side reinforcements: dark grey or new titanium.

Their popular SH36 side case has a new integrated 3P side mounting system and rigid frame. The E-22 semi-rigid, extendable tank bag has enough capacity to hold a full-face helmet, a waterproof cover for mobile phone/tablet and a device recharge space. It is attached with a universal tank base, has a 16L to 22L capacity and an optional universal USB motorcycle adapter.

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New Richa jackets, 'Tracer Evo' boots and 'Extreme' gloves

Richa has been celebrating its 60th anniversary this year with a new product launch blitz for 2016, massively updating and adding to their range.

Their CE-approved leather (with textile inserts) racing style, 'Tracer Evo' boots feature a waterproof Hipora membrane, plastic ankle and heel protection and a rubber racing sole for grip.

The 'Airstream' jacket is made from 600D polycordura with abrasion resistant ripstop. It has a comfortable polymesh lining, detachable PU coated taffeta membrane and full mesh ventilation panels on the sleeves and side. Featuring D30 armour at the elbows and



Daytona



Tracer Evo

shoulders and a CE Level 1 approved back protector as standard, there's a thermo removable liner and membrane, waist adjustment through a press button system, plus retro-reflective technology on the upper arms, chest and back.

Available for both men and women, Richa's 'Daytona' leather jacket is made from high-quality buffalo leather with a classic cotton lining. It has D30 protection at the elbows and shoulders and a back protector as standard.

It features a removable polyester thermo liner, short connection zipper for trousers, waist adjustment, a soft Neoprene collar and adjustable cuff width. Finally, their 'Extreme' Gore-Tex gloves are made from goat and cow leather with Nyspan and Neoprene and have a breathable windproof and waterproof insert. There are retro reflex prints for

extra visibility, double Velcro wrist closures, an extra long cuff and hard TPU knuckle, finger and palm protectors.

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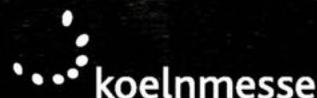
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NEWS BRIEFS

BMW is to open its own motorcycle production site at Manaus, Brazil, at the end of 2016. The new facility will create around 170 jobs, with planning already going ahead for the production of more than 10,000 BMW motorcycles in 2017 for the Brazilian market. The new G 310 R will be assembled there, along with eight other models. The new site replaces current contract manufacturing by Dafra Motos.

Minneapolis, USA based Arctic Cat has reported a net loss of \$10.6 m (-22.0%) on net sales of \$104.9 million for their fiscal 2017 Q1 to June 30, 2016. Sales of ATVs and ROVs were -17.3%; snowmobile sales -30.4%. CEO Christopher Metz: "We continue to focus on implementing our strategies and are encouraged by the significant progress we are making to reposition the company for long-term growth".

Honda resumed production at its Kumamoto, Japan, factory early May after a three week suspension following the Kumamoto 2016 earthquake. Some motorcycle production recommenced June 6, and the company says it expects full production to be underway by mid-August.

Norton Motorcycles are thought to be headed for a November launch of a 1200cc V4 at the 'Birmingham Motorcycle Show' in the UK this year (19-27 November), followed by a (possibly supercharged) 650cc twin in November 2017.

INTERMOT dealer initiatives include IDN International Night

International Dealer News is pleased to announce that it is again collaborating with INTERMOT to present the "International Night" business networking reception at 18:00 hrs on the Trade Day, Wednesday October 5th.

An established and popular opportunity for exhibitors to meet with their importer/distributors and key dealers, it will be staged, as usual, at the Dealer Lounge Business Centre of the Koelnmesse exhibition centre, in the Business District off the main boulevard between halls 4 and 5.

The show is open to the media on Tuesday October 4th, with Wednesday October 5th being the International Trade Day, and will be open to all visitors Thursday October 6th to Sunday October 9th.

Promoted by International Dealer News, and hosted by INTERMOT and the show's sponsors, International Night is unique in the international motorcycle industry - the only 'meet & greet' business reception specifically for international industry professionals of all kinds.



The 'Cologne' Show has always been regarded as the world's primary international motorcycle industry

expo, and with the backing of International Dealer News and worldwide exhibitor and trade visitor footprint that is expected to reach at least 68 international markets and over 55,000 trade visitors in total (43 percent of them from outside Germany), this is a unique opportunity to meet colleagues from the

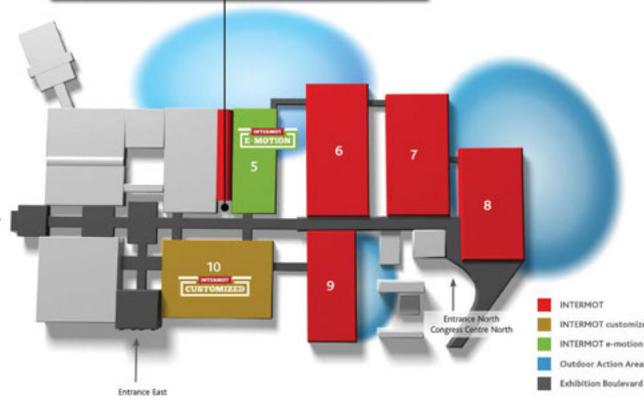
industry in a relaxed environment as the show closes (at 18:00 hours) on the special Trade Visitor day.

Additional trade initiatives operated by INTERMOT include exclusive trade visitor vendor exhibition space in the business district; the Dealer Card, which provides show access privileges; and the online Matchmaking365 service, which is an expo visit experience optimiser—it enables trade visitors to gain an overview of the suppliers of selected product groups in the run-up to the fair, establish valuable business contacts and place targeted meeting requests.

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