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ISSUE #133

ACEM safety priorities - Technology, Training and Policy

The European Association of Motorcycle Manufacturers (ACEM) staged their 12th annual conference in Brussels in September, with the focus firmly on continuing improvements to the safety of Europe's riding community.

In a keynote speech that warned against complacency and highlighted opportunity in equal measure, Stephan Schaller, the President of ACEM, IMMA and BMW Motorrad, said that "over the last decade we have witnessed a substantial improvement in motorcycle safety.

"The latest data available from the OECD's International Road Traffic Accident Database (Organisation for Economic Development/IRTDAD) shows that the number of fatal accidents involving powered two-wheeler users decreased from 7,612 to 4,262 between 2000 and 2014, a reduction of 44%.

"Although these statistics are certainly encouraging, they should not be a reason for complacency. Our industry strongly believes that further efforts are needed to reduce road fatalities and serious injuries".

"This is why, in addition to manufacturing some of the safest and

most advanced vehicles in the world today, we are already preparing our industry for the future. The industry has adopted a Memorandum of Understanding on Intelligent Transport Systems (ITS), and is working together with the car industry in the Car2Car



Stephan Schaller: "In order to achieve lasting safety improvements, further cooperation between all relevant stakeholders is needed"

Communication Consortium". Additionally, in 2015 three of ACEM's members launched the Connected Motorcycle Consortium, a platform open to members in the motorcycle and automotive industry to carry out joint

R&D activities in the field of Connected-ITS.

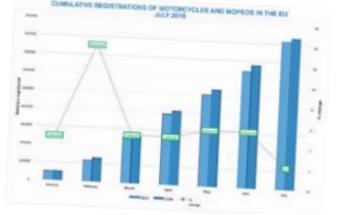
"Motorcycle training is another priority for our industry. Motorcyclists must be able to make better and informed decisions about their training, so that they can ride confidently and safely. For this reason, ACEM has joined with the German Road Safety Council to launch a European Training Quality Label for post-license training (see page 10).

"But in order to achieve lasting safety improvements, further cooperation between all relevant stakeholders is needed. We all have a responsibility for road safety – either as transport providers, road users or road authorities. This is one of the reasons why throughout 2016 ACEM organised a series of thematic workshops in different European countries to identify opportunities to further improve motorcycle safety at national level.

"We must be instrumental in doing what we can to make Europe's roads better and safer for all of us. Doing so will help society to further reap the benefits that motorcycling brings through quality of life, jobs and services, affordable mobility and reduced traffic congestion levels, to name just some of them".

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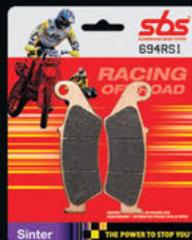
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As the motorcycle industry and the EU come to terms with balancing motorcycle's role in society with safety objectives, "better products at a better price" means greater consumer value

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EVO Sinter THE POWER TO STOP YOU!

Statistics, Safety and Shows

As the motorcycle industry in Europe gears-up for a multiple dose of Expo activity in October and November, the motorcycle registrations news from most of Europe's primary markets is positive, and the rapidly evolving technology landscape in which we find ourselves means that these are exciting and significant times.

With C-ITS and much more on the horizon (as discussed at ACEM's September conference), tackling the issue of motorcycle safety and the place of PTWs in the European road traffic accident fatality statistics is a timely initiative. Timely because the next generation of technology can make a real difference to motorcycle accident prevention and outcomes.

In the "kaizen" that is the management of large-scale economic impactors, though our humble little backwater of the capitalist world may not appear to amount to much, replicated a hundred times the economic benefits (to say nothing of the social, emotional and practical impacts) of reducing motorcycle fatalities becomes significant.

When motorcycle safety and the apparent and glaringly disproportionate role of motorcycling in the accident statistics first started to come to the EU's attention a decade ago, Riders' Rights groups (in particular) were vocal in their opposition to those who wished the two-wheel lifestyle ill.

As that opposition started to find its expression in research and hard facts, and in sensible and serious proposals to respect and protect a group of consumers who account to close to 10 percent of tax paying, voting age EU citizens, the EU started to take notice of riders, and from being a part of the problem, the recent ACEM conference showed just how far the EU's opinion of motorcyclists has travelled in the past decade.

They are now "vulnerable road users" with every right to expect the same consideration from regulators, transport policy makers and other road users as that given to car drivers, bicycle users and pedestrians.

As manufacturers start to evolve systems that will contribute to improved customer safety and, importantly, do so without compromising the riding experience, we have yet another group of reasons to be optimistic about the two-wheel lifestyle's future, and yet another marginal gain by which our industry's ability to survive and thrive becomes ever more assured.

Yes, the riding experience will be different, but it has always evolved, it has never stood still, and neither should it. Much has been written about the scale and nature of the changes that have taken place in the motorcycle industry in the past decade, and they have been "off the scale".

But although the statistical recovery seen so far cannot yet be regarded as "game changing", the changes to the landscape in which the motorcycle industry now finds itself in product design and quality, regulatory, technology and policy terms is a massively changed game.

However, the recovery in new motorcycle registrations can now be regarded as "robust" - further improvement from the signs seen when the industry was getting ready for INTERMOT in 2014.

At that stage it looked as if the first signs of an end to market decline seen in the second half of 2013 could well result in an at worst "flat" market in 2014, and

so it proved. That provided the foundation for the growth seen overall by the end of 2015. Indeed, it does now look like the modest growth we are seeing will sustain through 2016.

This month's 'StatZone' includes the ACEM EU data to the end of July, in addition to many of the major individual markets' August data. That report shows the cumulative growth of sales month-on-month so far this year, but we have also included the sales graph from 2008 through to the end of 2015.

The dramatic, alarming, potentially fatal market decline seen for so long is clearly now arrested, and the change seen in 2014 and 2015 should become a three-year trend in three months' time.

What that graph also shows, however, is the recovery being strongest not at the budget end of motorcycling, but at the "top end" in terms of larger displacements and higher retail value machines.

This means our still yet relatively modest three-year recovery in unit number terms will have had a disproportionately positive impact on dealership revenues and on the budgets that the manufacturers have to further push the envelope of technology and safety.

The market is on the cusp of entering a virtuous cycle of improvement that is the exact reverse of the cycle of decline that we tumbled into a decade ago. As the

machines get better, as the reasons to ride become ever increasingly undeniable, and as the price points consumers are willing to pay for higher quality continue to improve, then the cycle could become self-perpetuating.

The better and safer the manufacturers can make the machines, and the safer and better policy makers and regulators make the riding environment, then the more units we'll sell and the more consumers will want to buy.

When it comes to "better products at better prices" there are, famously, two ways to interpret the dynamic. There is

an inexorable drive towards wanting to see better ownership solutions available at lower price points for everything we buy, but there is also that well known abstract concept of value.

The mistake most businesses (and consumers) make about the concept of "value" is to assume that it is rooted in price, but that has never been the case. "Value" is 100 percent a function of quality, and is the factor that gives price its meaning.

Better products that can do more to keep you on the road, keep you out of the emergency room, and make it easier to ride in more conditions may not please the righteous tribes of "legacy" riders who see purity in machines as inanimate objects. However, to the zillions of consumers who will eventually dominate a landscape in which nobody has any pre-digital world experience to define expectations, better quality really will mean a better price.

“better products at better prices”



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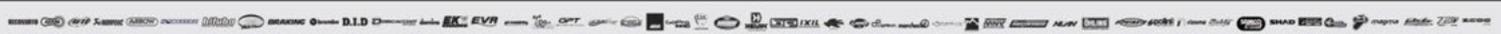
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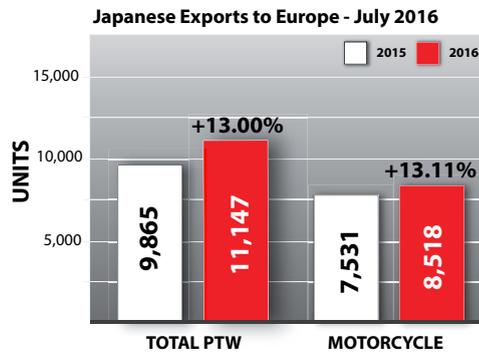
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Japanese made motorcycle exports to Europe +20.69 percent for first seven months of 2016

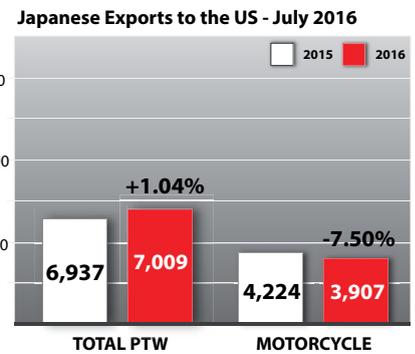
The latest data released by JAMA (the automotive trade association in Japan, which includes representation of motorcycle manufacturers among its membership) shows exports of 250cc+ Japanese made motorcycles to Europe in July up by +13.11 percent (8,518 units), having been down by -3.3 percent in June, and up by +20.69 percent for the first seven months of 2016 (112,073 units).

This is the best first seven-month performance since 2010. For the full year 2015 European motorcycle imports from Japan were down by -3.65 percent at some 151,000 units. Japanese manufactured total PTW exports to Europe were +13.00 percent in July at 11,147 units, having been +4.93 percent in June at 11,175 units. They are running at +20.66 percent for the first seven months of 2016 at 121,847 units in



total – the best first seven months for Japanese made PTW exports to Europe since 2010. Motorcycle shipments from Japan to the USA were -7.50 percent in July (3,907 units) and are -5.31 percent for the year-to-date at 42,720 units; worldwide Japanese made motorcycle exports were -9.47 percent in July (17,146 units), but are +3.36 percent for the year-to-date

(196,777 units). Total worldwide Japanese manufactured PTW exports are +3.30 percent for the first seven months of 2016 at 254,485 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



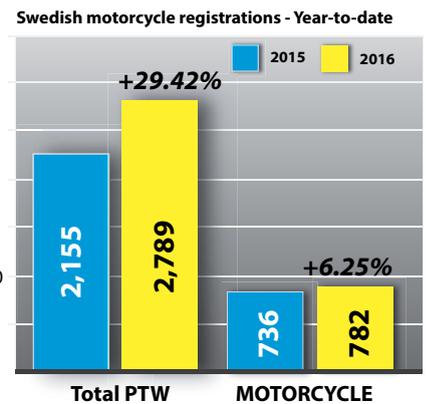
displacement Japanese brand machines, especially those being sold in Europe, are still made in Japan. Their overseas factories are primarily engaged in making and selling scooters and smaller capacity units in 'emerging' markets (where import tariffs are high) and in making ATV/UTV units - especially in the United States, where demand for such machines is strongest.

Swedish motorcycle sales +7.28 percent for first eight months

The latest data from McRF, the Swedish motorcycle industry trade association, shows new motorcycle registrations at +6.25 percent (782 units) for August 2016 and +7.28 percent for the first eight months of the year (8,521 units). In total PTW terms August was +29.42 percent (2,789 units,) with registrations +11.14 percent for the year-to-date at

17,928 units in total; moped registrations were +41.44 percent in Sweden in August (2,007 units) and are +14.89 percent for the year-to-date (9,407 percent). For the full-year 2015 motorcycle sales were up by +14.4 percent at 9,424 units, with mopeds +22.8 percent at 10,635 units and all categories of MotoCross models worth an additional

2,707, putting the Swedish market at 22,766 total PTWs. Next year's MCMassan Swedish motorcycle show will be held in Stockholm from 26 to 29 January 2017.

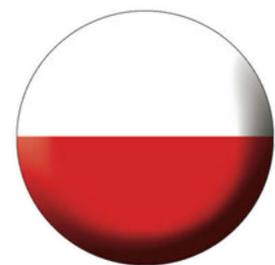


Polish new motorcycle registrations still down for the year-to-date

According to the latest statistics released by the motorcycle industry trade association in Poland (PZPM), the number of new motorcycles registered there in August was down by -6.86 percent on low volumes (2,023 units) after having been down by -14.71 percent in July, and remain down for the year-to-date by -6.14 percent, at 17,706 units. However, apart from being down some 1,100 units on the first eight months of 2015, this is the best January to August new motorcycle registrations market performance in Poland since before 2006. Total new PTW sales were down slightly in August, but at just -0.37

percent (compared to -14.53 percent in July) the year-to-date overall new registrations position continues to improve on a year-to-date basis, being down by -12.02 percent through August at 36,736 new units. New moped sales were up in August in Poland for the first time this year (+4.38 percent, 3,100 units) and are continuing to improve on a year-to-date basis, being down by 16.86 percent for the period January to August 2016 (19,030 units). However, new model registrations are 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 in August (+3.47 percent, 5,403 units) and are running at 46,197 units for the year-to-date (-3.82 percent). New and used motorcycle registrations combined were up by +0.43 percent at 7,426 units in August, and are -4.47 percent year-to-date at 63,903 units. The total number of new and used/first registered PTWs of all kinds was down by -15.26 percent in August at 13,287 units, and are down by -20.73 percent for the year-to-date at 79,234 units. Comparisons with Europe's other major markets are difficult, because



this is the only large market in Europe where imported used vehicles (mostly higher value larger displacement machines) are recorded in such numbers. However, we can say that Poland is the EU's 9th largest market for new motorcycle registrations so far this year (January – August 2016) and 7th largest total new PTW market, according to the latest ACEM statistics.

www.pzpm.org.pl

Italian motorcycle registrations +19.05 percent for the first eight months of 2016

The latest data released by the Italian motorcycle industry trade association (ANCMA, Milan) shows new motorcycle registrations for the first eight months of 2016 up by +19.05 percent at 60,218 units for the year-to-date. In August the market was worth 3,200 new motorcycles, +28.36 percent on low volumes compared to the 2,493 sold in Italy in August 2015. Total PTW registrations were +22.51 percent in August (10,280

units) and are +12.15 percent (149,270 units) for the first eight months of the year. The scooter market in Italy was up by +7.92 percent for the first eight months of the year at 89,052 units. The top selling motorcycles in Italy so far this year were the BMW R 1200 GS (2,914 units), the Honda 'Africa Twin' (2,467 units), Yamaha's MT-09 'Tracer' (2,155), Honda's NC 750 X (2,066 units) and Ducati's Scrambler 800 (1,929 units).

In unit number terms, the largest market sector in Italy in the first eight months of the year was the 'Naked' style bike market, which, at 21,575 units, was up by +21.39 percent over 2015, followed by the Enduro market (19,571 units, +28.42 percent over 2015).

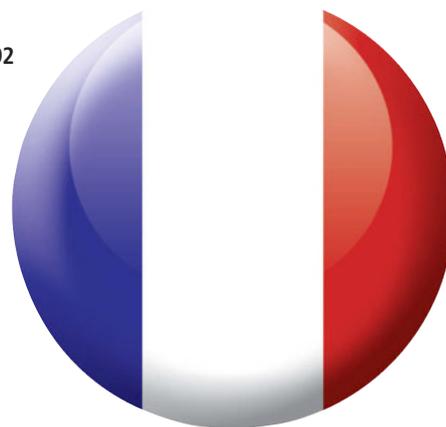


New motorcycle registrations in France +2 percent January – August 2016

The latest data released by the CSIAM, the trade association in France that includes representation of the motorcycle industry, shows that new motorcycle registrations (+125cc models) were up by 16.7 percent in August and are running at +2.00 percent (107,839 units) for the first eight months of the year. Moped registrations are up by +2.8 percent YTD at an additional 59,741 units. The French market started to

show improvements in mid-2014 and emerged into positive figures at the end of 2015. That trend has continued so far in 2016, for most months, with the 1,000cc+ sector particularly strong (in response to the removal of the 100 bhp limit) at +14 percent YTD and the 250cc – 500cc sector at +19 percent. Yamaha is motorcycle market share leader in France, having sold 21,675 units in the first eight months of the year, followed by Honda (16,426

units), BMW (10,241 units), Kawasaki (9,792 units) and Harley-Davidson (5,894 units). The top-selling motorcycle YTD is Yamaha's MT-07 (3,656 units), followed by the Kawasaki Z800 and ER-6, the MT-09 Tracer, R 1200 GS and Honda CB650FA. www.csiam-fr.org



German motorcycle registrations +4.06 percent for first eight months

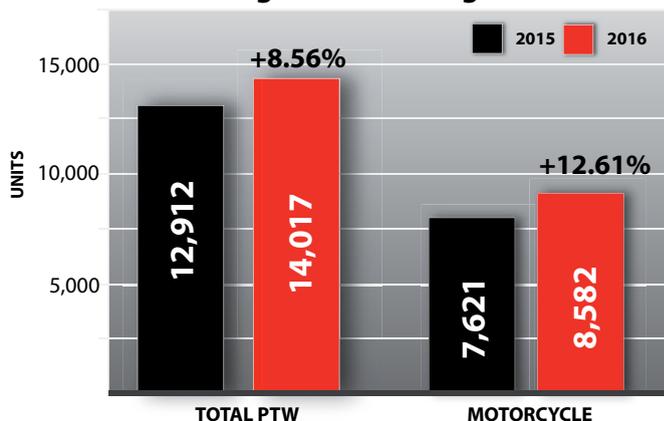
The latest statistics released by the IVM, the motorcycle industry trade association in Germany, show new motorcycle registrations up by +12.61 percent in August at 8,582 units for the month – the best August market performance in Germany since before 2008. Cumulative new motorcycle registrations for the first eight months of the year are +4.06 percent at 91,670 units so far – also the best first eight-month market performance in Germany since before 2008. In total powered two-wheeler terms the market in Germany was up by +8.56 percent in August (14,017 units) and is +2.53 percent for the year-to-date at 129,507 units. The top selling model in Germany so far this year is the BMW R 1200 GS (5,779 units) followed by Yamaha's MT-07 (2,791 units), Kawasaki's ER-6n

(2,326 units), Honda's CRF 1000 'Africa Twin' (2,109 units) and the BMW R nineT (1,968 units) as fifth strongest selling model so far this year. With seven models in the top 20 sellers list, it is no surprise that BMW is motorcycle sales market share leader for the first eight months of the year, in its home market, having sold 19,647 units for a 21.43 percent market share (actually down a little from the 20,132 units they sold in the first eight months of 2015). Yamaha is second with a 12.01 percent market share (11,008 units sold YTD), Honda third with 11.63 percent of the German market (10,664 units), KTM in fourth place with 9.679 percent (9,679 units) and Harley-Davidson overtaking Kawasaki for fifth spot with 10.09 percent (9,252 units). Sportsbikes have taken 30.63 percent of the new motorcycle market in

Germany so far this year (28,083 units), with Enduro bikes the second largest sector at 23.92 percent of the German motorcycle market (21,928 units); so-called "Classically styled" bikes (Naked style models mostly) are

the third most popular style of bike in Germany so far in 2016, taking 21.94 percent of the market (20,115 units), followed by "Chopper" style bikes being the fourth most popular sector (12.59 percent, 11,545 units YTD).

German registrations - August 2016



UK motorcycle registrations +6.91 percent for January – August inclusive

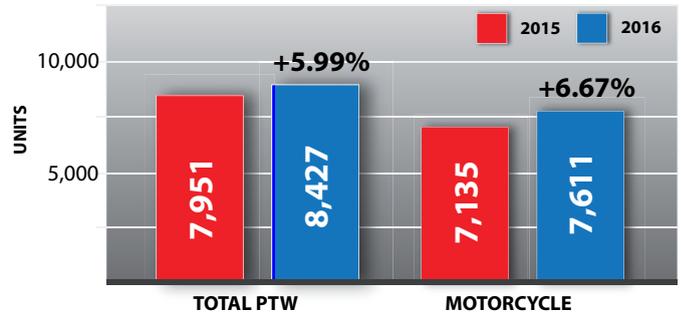
The latest data released by the motorcycle industry trade association in the UK (MCIA) shows that new motorcycle registrations for August were up by +6.67 percent (7,611 units), having been down slightly by -0.91 percent (10,620 units) in July. For the year-to-date registrations are +6.91 percent at 79,234 units – the highest comparable figure since before 2009.

New moped registrations were up by +21.16 percent on low volume in August (816 units), but are down by -9.00 percent for the year-to-date (5,529 units sold so far in 2016). Total PTW registrations were up by

+5.99 percent in August (8,427 units) and are +5.70 percent for the year-to-date (84,763), also the highest first eight-month market performance in the UK since before 2009.

The Trail/Enduro, Scooter, Custom, Naked-style and Adventure Sport markets are the strongest growing sectors of the UK market so far this year, at +18.2 percent (4,318 units), +11.9 percent (17,181 units), +8.8 percent (7,182 units), +8.8 percent (23,713 units) – the largest single market sector in the UK so far in 2016) and +7.5 percent (12,860 units) respectively. The small displacement scooter market is -9.8 percent for the YTD (5,053

UK registrations - August 2016

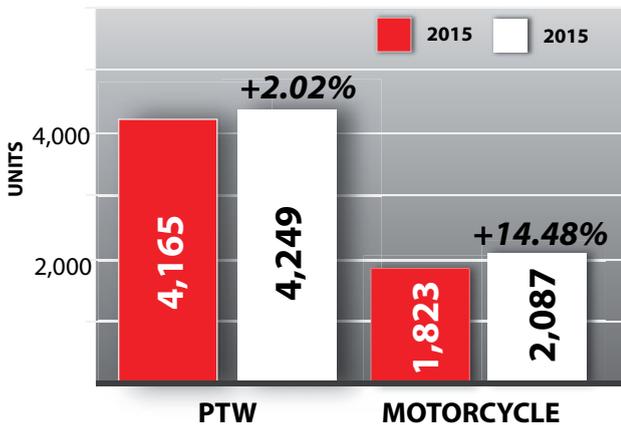


units). The traditionally strong UK Supersports market is -5.2 percent YTD at 9,355 units, with Touring models down by -11.9 percent at just 1,692 units YTD.

Market share leader in August was Honda (1,330m units), followed by Yamaha (1,181 units), Lexmoto (866), Triumph (478) and Kawasaki (460 units).

Swiss registrations up in August

Swiss motorcycle registrations - August 2016



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 up by +14.48 percent in August (2,087 units), having been down by -18.45 percent in July, and now down by just -5.70 percent YTD at 22,499 units. In total PTW terms the August market in Switzerland was up by +2.02 percent (4,249 units) and is recovering slightly on a year-to-date basis, now being down by

-8.14 percent (37,592 units). In motorcycle market share terms Yamaha has top spot, having sold 4,279 units YTD, with BMW second (2,762 units), Harley-Davidson third (2,565 units), Honda fourth (2,439 units) and Kawasaki fifth (2,197 units) year-to-date. Yamaha's MT-07 is the top seller in Switzerland so far this year (889 units), followed by their MT-09 Tracer second (779 units), Honda's CRF 1000 'Africa Twin' third, the BMW R 1200 GS fourth, and the Kawasaki Z 800 fifth.

Motorcycle registrations in Spain +9.66 percent January – August 2016

According to the latest data released by the motorcycle industry trade association in Spain (ANESDOR), the motorcycle market there was up by 14.92 percent in August (10,819 units), having been down by -8.42 percent in July. That is the highest July sales figure since 2009.

The market in Spain is now running at +9.66 percent for the year-to-date at 99,882 units (the highest for the first eight months of the year since before 2009).

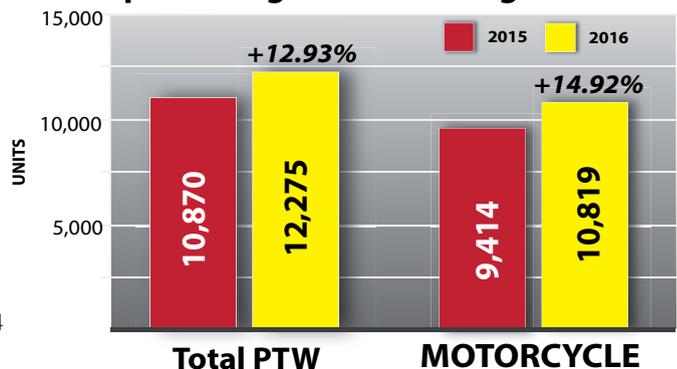
Moped registrations in August were +17.23 percent (1,456 units) and are +2.45 percent for the first eight months of the year at 10,990 units. Total PTW registrations were +12.93 percent in August (12,275 units) and are up for 2016 so far at +8.62 percent for the year-to-date (110,870

units in total).

For the year-to-date Honda remains market share leader in Spain, having sold 17,375 units for a 17.4 percent market share, followed by Yamaha (15,383 units, 15.4 percent share) and Kymco (12,445 units, 12.5 percent share).

The top selling motorcycle in Spain in the first eight months was the Kawasaki Z800 – 2,193 units sold. Scooter sales are up by +4.0 percent so far this year and represent some 64 percent of the PTW market (63,499 units YTD). Road-going motorcycles are +22.6 percent so far in 2016, accounting for 32.5 percent of the market, and while off-riders are +21.1 percent YTD, they only account for 3.7 percent of total PTW sales. ANESDOR General Secretary Jose

Spanish registrations - August 2016



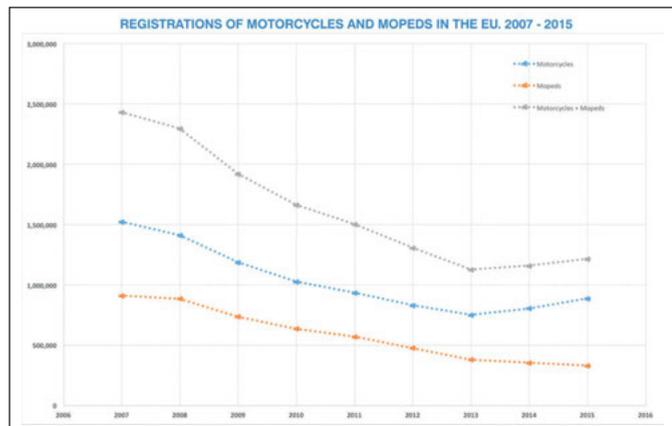
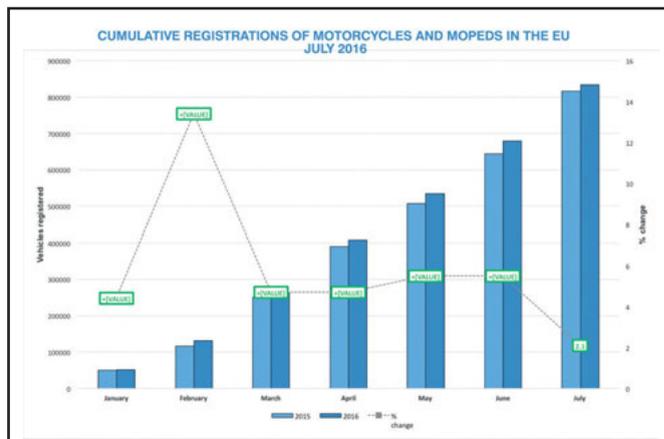
Maria Riano welcomed the continued growth, but again pointed to the age of the motorcycle fleet in Spain, saying that "the current rate of registrations is insufficient to renew the fleet, whose average age stood at

14.7 years". He has again called on central government to address the price disparity that continues to promote resale of older units relative to the tax burden carried by new models.

EU motorcycle registrations +5.5 percent January – July 2016

The latest statistics released by the European motorcycle industry trade association in Brussels (ACEM) show new motorcycle registrations in EU markets for the period from January to July 2016 to be up by +5.5 percent to 652,649 units (from 618,651 for the year-ago period). For total new PTW registrations EU markets are +2.1 percent YTD at 833,622 units (from 816,083

for the year-ago period). In motorcycle registration terms Italy is the largest market so far this year, with registrations +11.4 percent, year-on-year, at 139,534 units YTD. Germany is second (+1.9 percent, 116,332 units); France is third (-0.3 percent, 105,126 units); Spain is fourth (+8.8 percent, 89,399 units), with the UK fifth (+7.0 percent, 72,137 units).



The greater growth in motorcycle sales compared to mopeds and other smaller cc machines confirms that the recovery in Europe is strongest at the higher value, larger displacement end of the market. In total PTW terms Italy is Europe's largest market (+9.7 percent YTD, 155,286 units); France is the second largest market (-1.3 percent, 154,562 units); Germany is third largest (-2.2 percent, 132,874 units); Spain fourth (+7.9 percent, 98,847 units) and the UK fifth largest

(+5.9 percent, 77,007 units). For the period January to July 2016 Europe's big five markets (Italy, France, Germany, Spain and the UK) accounted for 522,564 new motorcycle registrations – some 80 percent of the EU total. In 2015 motorcycle registrations totalled 885,443 for the year, up from 802,667 in 2014; moped registrations totalled 328,299 in 2015 (352,572 in 2014) with total new PTW registrations totalling 1,213,742 units – up from 1,155,239 in 2014.



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ACEM launches new post-license European Training Quality Label

The European Association of Motorcycle Manufacturers, ACEM, hosted its 12th annual conference in Brussels on September 7th, with the theme of 'The Safe Ride to the Future' – based around the issue of motorcycling safety in the European Union.

More than 150 attendees from the motorcycle industry, European and national administrations and users' organisations and a wide range of stakeholders and media gathered for an event that explored key issues around motorcycle safety, such as the benefits of advanced vehicle technology for powered two-wheelers, the need to ensure that all road users have adequate behaviours on the road, and the importance of inclusive motorcycle safety plans, particularly at national level.

As part of the conference, ACEM and the German Road Safety Council (Deutscher Verkehrssicherheitsrat) presented a new European Training Quality Label for high-quality post-license training programmes.

A motorcycle training scheme run by the Royal Dutch Motorcycle Federation (KNMV) was the first one to receive the certification.

ACEM also organised an exhibition on motorcycle safety technology that featured some of the latest vehicle models launched by the industry, as well as innovative safety devices such as a side view assist system, a wireless airbag jacket and an electronic windscreen.

ACEM, IMMA and BMW Motorrad President Stephan Schaller said that

"ACEM members manufacture some of the most advanced motorcycles and mopeds in the world. But it is also important that motorcyclists have good riding skills and a responsible attitude on the road. This is precisely why we are partnering with the German Road Safety Council to promote the best post-license training programmes across Europe.

"Intelligent transport systems (ITS) solutions have also started to make their way into our industry. We expect that in the future vehicle-to-vehicle (V2V) technologies will help to reduce the risk of accidents by allowing powered two-wheelers to effectively communicate with other vehicles".



ACEM Secretary General Antonio Perlot said: "There are more than 36 million motorcycles and mopeds on Europe's roads, which help to save time and money for commuters, increase urban traffic fluidity and reduce congestion.

"Our 12th annual conference discussions clearly showed that motorcycling safety is a shared responsibility, and that it is essential



From left to the right: Antonio Avenoso - ETSC European Transport Safety Council; Alisa Tiganj - European Commission, Cabinet of the European Commissioner for Transport; Jacqueline Lacroix - DVR, German Road Safety Council; Arjan Everink - KNMV, Royal Dutch Motorcyclists Association; Stephan Schaller - ACEM President; Antonio Perlot - ACEM Secretary General

that vehicle manufacturers, European and national administrations and users' organisations work together to achieve lasting safety improvements". ACEM is the professional body representing the interests of the L-category vehicle industry in Europe (i.e. mopeds, motorcycles, tricycles, quadricycles). ACEM members include 17 manufacturing companies as well as 17 national associations based in 14 European countries. About 156,300 jobs in the EU depend on the L-category industry.

ACEM manufacturing members are: BMW Motorrad, Bombardier Recreational Products, Ducati Motor

Holding, Harley-Davidson, Honda Motors, Kawasaki Motors, KTM Motorrad, Kymco, MV Agusta, Peugeot Scooters, Piaggio Group, Polaris Industries, Renault, Royal Enfield, Suzuki, Triumph Motorcycles and Yamaha Motors.

The German Road Safety Council (DVR) was founded in 1969. It coordinates a wide range of activities for its 200 members and develops road safety programmes. Among the key issues that the DVR deals with are traffic engineering, traffic law, awareness-raising and traffic education.

www.acem.eu
www.dvr.de

Andreani Suspension World Academy

Italian Suspension specialist Andreani Group is organizing a new course that will be held on November 7th and 8th 2016 at their Italian headquarters, based just a few kilometres from the Misano Adriatico road race track.

The course, in English, is dedicated to professional mechanics who want to improve and update their knowledge about street and off-road suspension set up.

During the two-days course there will be theoretical, but also practical sessions, so that participants can personally try techniques and tools, including

Andreani Group special machines, like the vacuum pump, the spring tester and so on. They will also learn how to rebuild, tune and adjust settings

for all the best known brands of forks and shocks. The Andreani Group instructors are the same professional technicians who give assistance



to the riders on the different tracks of World motorcycle championships. They will share their knowledge based on twenty years working side by side with factory teams and riders from all over the world.

www.andreanigroup.com



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Yard Built gets a MotoGP ‘Legends’ build by AMD World Champion custom bike builder

Over the last three years Yamaha’s Yard Built programme has gone from strength to strength, working with many of the world’s top custom builders to deliver fresh takes on the Sport Heritage range of motorcycles. The latest collaboration is with 2014 AMD World Champion custom bike builder Fred ‘Krugger’ Bertrand of Belgium – with a stunning layer of MotoGP history cleverly woven into the custom Yamaha SR400. Having agreed to collaborate together with Yamaha on a Yard Built project, Fred chose to take inspiration from close friend and fellow Belgian Bernard Ansiu, who just happens to be a MotoGP mechanic for arguably the greatest rider of all time, Valentino Rossi. Whilst this role alone is enough to place Bernard as one of the most enviable mechanics alive, his CV is also littered with legends, having

previously prepared the racing machines for Yamaha greats such as Wayne Rainey, Kenny Roberts, Randy Mamola and Norick Abe, amongst others. Fred and Bernard agreed to take the humble Yamaha SR400 as the base, and then bring alive the racing spirit of the 1970s in a tribute to the Yamaha TZ machines, and also to mark Bernard’s career. The little SR400’s engine gets some serious work, most noticeably with a beautiful Aisin 300 supercharger with custom plenum chamber. A one-off stainless steel exhaust system is complemented by an S&S 48mm carburettor in place of the fuel injection system. The beautifully polished front forks have been lowered and balanced with a set of Fox shocks at the rear. Keeping the SR400s rubber side down are a set of Dunlop K81s, inspired by the first tyre to lap



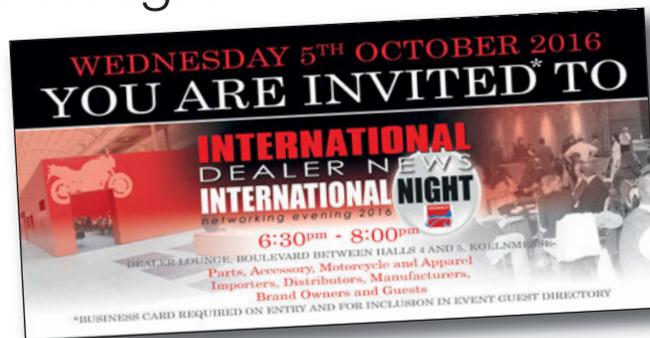
2014 AMD World Champion Fred “Krugger” Bertrand, left, with Bernard Ansiu

the Isle of Man TT course at over 100mph. There are almost too many custom details to mention as Fred’s obsession with perfection spills across the SR400. Motogadget speedo, switches and grips sit behind a tiny custom cowl

at the front above a modified top triple clamp and custom handlebars. The brakes and clutch have been given an upgrade and are by Beringer, adding some power over stock to match the supercharged 400. www.krugger.net

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



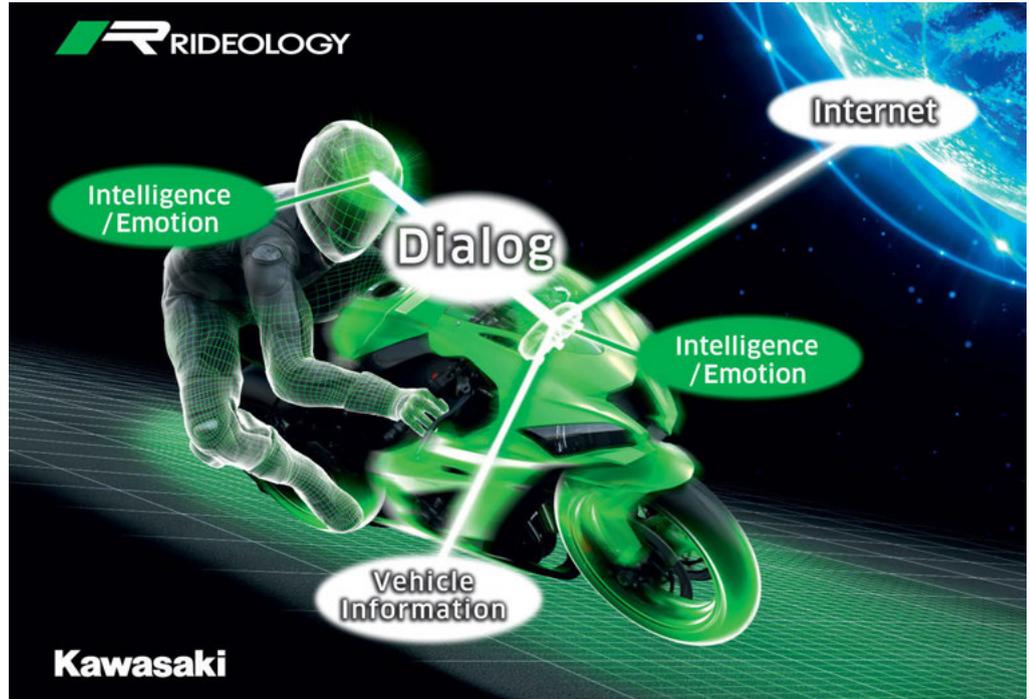
55,000 trade visitors in total (43 percent of them from outside Germany), this is a unique opportunity to meet colleagues from the industry in a relaxed environment as the show closes (at 18:00 hours) on the special Trade Visitor day. Additional trade initiatives operated by INTERMOT include exclusive 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.

www.intermot-cologne.com



Kawasakis with AI technologies?

Kawasaki Heavy Industries, Ltd. (KHI) is moving forward with plans to develop next-generation motorcycles that can "grow along with the rider". The motorcycles will make use of ICT (Information and Communications Technology), including AI (Artificial Intelligence), to achieve this goal. According to a release by Kawasaki USA, the motorcycles being developed will use the Emotion Generation Engine and Natural Language Dialogue System - a form of artificial intelligence that "enables man and machine to communicate with technology capable of recognising emotion by the sound of the speaker's voice - a platform currently being developed by SoftBank Group subsidiary cocoro SB Corp. The concept of this system would involve the rider being able to talk with the AI-controlled system. This communication between rider and motorcycle will open the door to a new world of unprecedented riding experiences. Accessing Kawasaki's bank of analytical chassis and performance data, the system will be able to offer the rider pertinent hints for enhanced riding enjoyment, or relay information as the



situation dictates. Through advanced electronic management technology, having the system update machine settings based on the rider's experience, skill and riding style will also be possible. This conceptualised system intends to

allow a relationship with the rider and motorcycle. The more the rider and motorcycle interact, the stronger the bond, and this communication will allow the motorcycle to develop a unique personality reflecting the individual idiosyncrasies of the rider.

This system is intended to give the rider an all-new kind of enjoyment. Kawasaki says these motorcycles are products of its 'Rideology' philosophy - its "rider-centric commitment to pursue all possibilities to ensure that products are fun and rewarding to ride".

INTERMOT 2016

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Kellermann
www.kellermann-online.com



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NEWS BRIEFS

Spain extended their dominance in the Trial Des Nations in September to a 13th straight win at the French ski resort of Isola 2000, with Japan second and GB third; in the women's event Team GB took a 4th straight win, with Spain second and Germany third.

United States national crash statistics 2015 show a + 8.3% increase in fatalities and - 4.3% decrease in injuries. Motorcycle fatalities where alcohol is said to have been a factor were down -0.4%.

Noted Italian suspension specialist Andreani is to hold another of its popular Suspension World Academy courses for professionals of all levels at its headquarters near the Misano race circuit in Italy. The two-day course on November 7th/8th 2016 will be run by the same Andreani suspension technicians who work the circuit paddocks for most of the leading race teams.

Polaris Industries' Timbersled division has expanded the range of reversible motorcycle to snowmobile and back again conversion kits it sells, with the addition of its ST 90 'Ripper' kit, which allows most popular 110 cc dirt bikes to be converted into a snow-bike for the winter, and back again to two-wheel spec in the spring.

Despite its previously announced and ambitious European and North American plans appearing to be in a holding pattern, Indian giant Hero MotoCorp, the self-styled "largest two-wheeler manufacturer in the world", continues to set new production and sales records for itself in its home markets. Having posted its highest ever quarterly sales in its first quarter, it has now reported selling 616,424 units in August 2016 - growth of + 28% over the corresponding month in 2015, when the company sold 480,537 units.

Euro-4, the latest level of EU type-approval compliance regulations, comes into force on January 1st 2017. The measures include the most stringent emission limits yet implemented in Europe and additional requirements such as ABS on larger displacement machines.

Spanish brake component manufacturer Industrias Galfer has been awarded the KTM/Husqvarna 'Supplier Quality Award' for their OE fitment and KTM parts programme replacement brake discs.

Yamaha Europe unit sales up

Yamaha have released their financial results for the first six months (January to June 2016) of their 2016 financial year.

Net sales of motorcycle products overall were 477.5 billion yen (a decrease of 49.5 billion yen or 9.4% compared with the same period the previous fiscal year), and operating income was 18.1 billion yen (a decrease of 4.0 billion yen or 18.0%).

For unit sales in developed markets, while Europe experienced an increase due to the effect of the launch of new products such as the MT-10 and XSR900, North America saw a decrease due to the planned reductions in distribution inventories, leading to overall unit sales on a similar level to the previous year. Although net sales and operating income both decreased due to the appreciating yen, they both remained in the black.

Unit sales in the emerging markets of India, the Philippines, Vietnam and Thailand increased, but decreased in Indonesia and Brazil due to market slumps etc., leading to overall unit sales on a similar level to the previous year. While net sales decreased, operating



income was on a similar level to the previous year thanks to the effects of product mix improvements and cost reductions etc. absorbing the effects of local currency depreciation.

In terms of Yamaha's overall global corporate results, the period saw net sales of 778.3 billion yen, (a decrease of 50.4 billion yen or 6.1% compared with the same period the previous fiscal year), and operating income was 65.4 billion yen (a decrease of 8.0 billion yen or 10.9%). Due to foreign exchange losses etc., ordinary income was 55.3 billion yen (a decrease of 19.1 billion yen or 25.7% against the same period the previous fiscal year), and net income for the half year attributable to parent company shareholders was 32.4 billion yen (a decrease of 19.7 billion yen or 37.8%). Developed markets experienced a decrease in sales and income compared with the same period the previous fiscal year due to the appreciating yen. In the emerging markets motorcycle business segment, while net sales decreased due to lower unit sales in Indonesia, Brazil,

etc., operating income was on a similar level to the previous year thanks to the effects of cost reductions such as product mix improvements and promotion of the platform transition absorbing the effects of local currency depreciation. In addition, development costs related to future growth were systematically invested across the entire company.

For the first half consolidated accounting period, the U.S. dollar traded at 112 yen (an appreciation of 8 yen from the same period the previous fiscal year), and the euro at 125 yen (an appreciation of 9 yen).

Regarding the anticipated consolidated business results for the fiscal year ending December 31, 2016, in the emerging markets motorcycle business segment continued favorable sales are expected in Vietnam, the Philippines, Taiwan, etc., and increases in income are expected through product mix improvements, cost reductions, etc. However, developed markets are expected to experience a decrease in sales and income due to the appreciating yen. Net sales and the various income figures are therefore revised as follows.

Piaggio PTW net sales +2.2%

The Piaggio Group says its half year results to 30 June 2016 "reconfirm our leadership of the European two-wheeler market with a 14.8% overall share and a 26% share of the scooter sector. In high-wheel scooters, we have seen strong growth in net sales in part thanks to the new Piaggio Liberty and Medley ABS, as well as the Beverly bestseller".

In the first half to 30 June 2016, the Group sold 182,100 two-wheelers worldwide (up +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 company says its 26% market share in scooters puts it more than 12 percentage points ahead of its nearest European competitor. The Group also maintained "a particularly strong positioning on the North American scooter market" with a share of 19.1%.

The Vespa brand strengthened its position in 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 say that Group performance was positive in the first half of 2016 with improvements in all the 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. Revenues rose on all the Group's main lines of business. 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 (the figure includes spares and accessories). Revenues for



commercial vehicles, including spares and accessories, were 199.1 million euro, a small increase from 197.6 million euro in the first half of 2015. 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. The first half of 2016 closed with net profit of 18 million euro, an increase of +21.9% compared with 14.8 million euro in the first half of 2015. In the first half of 2016, the Piaggio Group sold 276,700 vehicles in total worldwide (an increase of +2.6% from 269,600 in the first half of 2015).

www.piaggio.com

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Team Honda HRC



Romain Febvre

Monster Energy Yamaha
Factory MXGP Team



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Evgeny Bobryshev

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Suzuki Q1 sales down



Suzuki has reported results for the first quarter of its 2016 – 2017 financial year (to 30 June 2016) that show global net sales from motorcycles of 50,684m yen, which is down from the 60,885m yen reported for the year-ago quarter, but a Q1 2015 – 2016 loss on that higher revenue for - 2,649m yen has been improved to a loss of 561m yen.

In unit terms Suzuki reports 242,000m units sold worldwide in their first quarter, down from 254,000 units in

the comparable year-ago quarter. Some 14,000 of those sold in Europe (compared to 16,000 in 2015) and 6,000 in the United States (down from 8,000 units).

Total corporate consolidated net sales (automotive, motorcycle, marine and power products) were 754,031m yen, down by 18,822m yen (-2.4 percent) from the 772,853m yen recorded for the year-ago quarter.

www.globalsuzuki.com

Kawasaki Q1 unit sales +26% in Europe

Kawasaki Heavy Industries has released its 2016 – 2017 financial year first quarter results - the three months to June 30th 2016. In total Kawasaki sold 118,000 units worldwide (motorcycles, ATVs, PWCs and Utility Vehicles), worth 58.5 billion yen – that compares to 103,000 units worth 58.2 billion yen in 2015.

Unit sales in Europe were up at 19,000 units (+26.67 percent, from 15,000 for Q1 15/16) with recorded revenue for that increase in unit numbers up to 15 billion yen this year, compared to 13.6 billion yen for the year-ago quarter – reflecting the currency depreciation issues that are affecting all Japanese exporters at this time.

In North America unit sales were some 22,000 in the quarter (of which some 10,000 are reported as being motorcycle sales), up from the 18,000 total units sold there in the same quarter last year, but with 11,000 of those reported as being motorcycles, Kawasaki's Q1 16/17 motorcycle sales in North America are actually down, on increased revenue.

Domestic Japanese unit sales were also down this year (at 3,900 for the quarter against 4,200 last year); emerging market unit sales are also down at 20,800 units from 21,500 in 2015.

www.khi.co.jp

Kawasaki

RSD Ducati XDiavel at Sturgis

Ducati braved the righteous indignation of America's hardcore Harley-Davidson brotherhood in August when they unveiled a new Roland Sands designed Ducati XDiavel special at the Sturgis Motorcycle Rally.

"This was Ducati's first official participation at the Sturgis Motorcycle Rally", the company says, "and we brought the entire XDiavel world along with us".

Presented in 2016, the Ducati XDiavel "brings two worlds

DUCATI 

together: the American cruiser world of high-torque at low rpm, foot-forward controls for long road trips, and the Ducati world of Italian style, refined engineering, unparalleled performance and adrenaline-fueled sports riding.

"The unmistakable look of the XDiavel, the recent winner of the Red Dot Design Award in 2016, now has an American design influence by Californian customizer Roland Sands. At Sturgis he presented - together with Ducati - his own interpretation of the Bologna-built cruiser.

"The response to our presence at the Sturgis Motorcycle Rally was exceptionally welcoming. The passion for two wheels, twin-cylinder engines, and beautiful roads is shared by everyone at this gathering of the motorcycle community", said Jason Chinnock, CEO of Ducati North America.



Honda motorcycle unit sales +6% for Q1

Honda has announced that its group unit motorcycle sales for the first quarter of its 2016/2017 financial year, the period ended June 30th 2016, were up by +6.02 percent at 4.352m units compared to the year ago quarter.

Despite group sales revenue being down for the quarter (by 233m yen, - 6.3%) at 3,417m yen, consolidated operating profit for the fiscal first quarter amounted to 266.8 billion yen, an increase of 11.5% compared to the same period last year. This is described as being due to cost

reduction efforts, an increase in profit related to changes in sales volume and model mix, and a decrease in selling, general and administrative (SG&A) expenses (including quality-related expenses).

This was despite unfavourable currency effects and the impact of the 2016 Kumamoto earthquake. Consolidated profit before income taxes for the fiscal first quarter amounted to 288.4 billion yen, an increase of 2.2% compared to the same period last year. Due mainly to an increase in income tax expense,

profit for the fiscal first quarter attributable to owners of the parent amounted to 174.6 billion yen, a decrease of 6.1% compared to the same period last year.

Consolidated financial forecasts for the current fiscal year ending March 31, 2017 remain unchanged from the forecasts announced previously.

The quarterly dividend for the fiscal first quarter will be 22 yen per share, and total cash dividends to be paid for the fiscal year ending March 31, 2017 are expected to be 88 yen per share.



Öhlins fork kits and shocks for leading Yamaha models

Yamaha and Öhlins have deepened what Yamaha describes as a "long and successful working relationship over many years", and are once again working together "to provide the best products and the widest choice for their customers".

The latest collaboration between the two companies sees the introduction of a new range of front fork cartridge and spring kits - as well as a selection of shock absorbers - for Yamaha's most popular models in the Hyper Naked, Sport Heritage and Sport Touring segments.

Featuring high levels of adjustability and available with a range of springs to suit different rider weights, "these

industry-leading Öhlins suspension products offer class-leading handling performance and enhanced controllability".

Yamaha dealers are able to supply these Öhlins products direct to customers, enabling MT, XSR, Tracer, XV950 and YZF-R3 riders to personalise their bike to suit their riding style. The new Öhlins products will be featured on Yamaha's real time 3D configurator, enabling riders to create their own custom-built motorcycle, using the My Garage app. For 2017 the range of Öhlins fork kits and shocks will be expanded to include the YZF-R1, YZF-R6 and MT-10, giving performance-minded

Yamaha riders the opportunity to create their ultimate street or track bike!

www.ohlins.com



Furygan founder Jacques Segura passes away



It is with great regret that French motorcycle clothing specialist Furygan has announced the death of founder Mr Jacques Segura, who passed away on Saturday 3 September 2016.

"Monsieur Jacques", as he was affectionately known, created Furygan in 1969, and the company has always revolved around his core values of pride, discipline and family.

He was determined, innovative, passionate and very-well respected – both in the motorcycling industry and amongst his employees, whom he educated for many years with his technical knowledge and expertise. "Monsieur Jacques" had the utmost respect for motorcyclists and was devoted to protecting them with innovative yet timeless clothing and technologies.

Performance exhaust option for Continental GT

Here is something that when we first saw it, thought it a bit odd, certainly something completely different - a performance aftermarket exhaust system for a Royal Enfield. Indeed, in checking our 25 years of archives, this looks like being the first time we have ever received aftermarket product news for a Royal Enfield model.

However, with the Indian manufacturer staking a claim to ambitious growth, and the new Continental GT receiving positive reviews, the impressive 6.5kg weight savings that Italian manufacturer Zard say their new system for the GT delivers, the difference a high quality performance exhaust could make to long-term enjoyment and durability



could be well worth the investment. Made from steel and shipped as a complete racing kit, including hardware and fittings, the system has

a removable dB killer, and options include a choice of mirror-polished or black ceramic coating.

www.zardlab.com

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“The safe ride to the future”



Robin Bradley
Publisher
 robin@dealer-world.com

Europe’s Association of Motorcycle Manufacturers (ACEM) staged its 12th annual conference in Brussels in September. Delayed from earlier in the year because of the security issues in the Belgian capital, the focus this year was safety as ACEM presented its “Safe ride to the future” report on the motorcycle industry’s commitment to road safety ...

Some 150 motorcycle industry professionals and media gathered in Brussels in September for a 12th annual ACEM conference that focussed on setting safety priorities for the motorcycle industry. As the European Commission moves ahead with the brief it was given by the Council of Ministers some years ago (to explore ways to reduce unacceptably high road traffic accident fatalities) there has always been a risk that motorcycles could be interpreted as being part of the problem.

The poorly researched and misunderstood role of motorcyclists in a disproportionately high number of fatal road traffic accidents could have been misinterpreted with stark implications for the industry and its customers.

In recent years, however, motorcycle manufacturers, industry and rider’s rights organisations have worked hard to create a pro-active relationship with the EU and sought to embrace the safety improvements that could be made.

The Conference audience included policy and regulatory planning representatives from the European Parliament, various of the European Commission departments with transport policy competence, and institutions and motorcycling organisations from around Europe and further afield.

ACEM has produced further data from the OECD’s IRTAD that shows that on a more recent basis (2010 - 2014) the number of fatal PTW accidents in Europe decreased from 5,276 in 2010 to 4,262 in 2014, a reduction of 19.2%.

An analysis by segments shows that fatal motorcycle accidents went down by 17.3%, whilst the number of moped fatal accidents went down by almost 36.2%. All this takes place parallel to the steady growth of the powered two-wheeler fleet across Europe (+5.9% between 2010 and 2014).

The conference heard that the motorcycle industry has played a key role in this. Continuous improvements in safety features, including advanced motorcycle design, new intelligent features and new braking, lighting and



suspension systems have been instrumental to increase motorcycling safety.

Various road safety and training campaigns, often led by the motorcycle industry, have also made significant safety contributions.

ACEM says that its members are currently working to further improve road safety by deploying Intelligent Transport Systems (ITS) on powered two-wheelers in Europe. As part of this process, in March 2014 ACEM members adopted a Memorandum of Understanding on ITS.

By signing this Memorandum, the motorcycle industry agreed to initiate the deployment of safety relevant cooperative ITS on powered two-wheelers in Europe and committed to have at least one of their models available for sale with a cooperative ITS, either as standard equipment or as optional equipment, by 2020.

ACEM members are currently conducting research on an embedded eCall system for motorcycles. The

‘research on an embedded eCall system’

minimum technical requirements needed for such a system have already been defined and research activities are ongoing in order to address the unsolved technical challenges.

Furthermore, building on the Memorandum of Understanding on ITS as well as on the work of the Car2Car Communication Consortium, three ACEM manufacturers launched in October 2015 the Connected Motorcycle Consortium, a platform open to members in the motorcycle and automotive industry to carry out joint R&D activities in the field of C-ITS. The motorcycle industry is also taking the lead in the promotion of motorcycle training. In order to help powered two-wheeler users make informed decisions about their training, ACEM and the German Road Safety Council have joined forces to start promoting high quality post-license training schemes across the EU

through a European Training Quality Label.

Other similar quality labels are currently being developed in the EU. Along with the European Training Quality Label, these schemes will help to increase the visibility of the best training programmes available and pave the way towards more uniform quality standards for training in Europe.

Strengthening co-operation between key stakeholders will also make a positive difference for motorcyclists across the EU. For this reason, ACEM organised, in close cooperation with industry associations and other key stakeholders, five motorcycling safety events in **Warsaw** (May), **Athens** (June), **Milan** (September), **Madrid** (November) and **Paris** (December).

These exchanges are paving the way for new actions that complement European policies and long-term





'recognise motorcycling's place within the overall transport system'

strategic goals and that better reflect the specific national road safety contexts.

The motorcycle industry has also taken the lead on road safety campaigns and promoted pre- and post-license training among users. This effort has been instrumental in substantially reducing the number of fatal accidents involving PTW users in the EU.

Although the decrease in the number of fatal accidents is encouraging, it should not be a reason for complacency. ACEM believes that the number of fatalities amongst powered two-wheeler users can, and must, be further reduced. The industry is also a firm supporter of the EU Commission's policy objective of halving the overall number of road deaths in the EU by 2020, which began in 2010.

However, technology and innovation can only ever be one part of the integrated approach that is required to responsibly address the issue of road safety.

A genuine integrated approach to road safety should also incorporate human behaviour and infrastructure.

Industry-led initiatives must be complemented by decisive public action. Decision makers should address strategic policy areas including enforcement of road traffic rules, riders' behaviour on the road and infrastructure design and maintenance. These areas should be addressed through inclusive policy plans at local, regional and national levels.

The most sustainable route to safer motorcycling lies within taking a comprehensive approach to safety policy and practice, based on a 'shared responsibility' approach and through exploring proper linkage with 'command' transport policy. Instead of public authorities approaching motorcycling issues via thinking such as "what do we do about the motorcycle safety problem?", a new approach should be pursued. This will be based around the attitude of: "Motorcycling carries many socio-economic benefits and is an opportunity to offer the public a further alternative to the car for commuting. What do we need to do to support motorcycling, decrease

casualties and reduce rider vulnerability?"

In order to realise this and ensure that safety is managed with an even hand and on a level playing field, the first and most important step is to recognise motorcycling's place within society and the overall transport system. Indeed, the Organisation for Economic Cooperation and Development (OECD) firmly stated this key point in their primary recommendations from the 2008 Lillehammer safety conference. Similar conclusions were reached at an event organised by the International Motorcycle Manufacturers' Association during the International Transport Forum in May 2014.

The new ACEM "Safe ride to the future" report sets out five primary analytics:

- An overview of the most significant industry-led initiatives in the field of road safety (e.g. key safety technology developments, advocacy actions, "accidentology" research).
- A look into the future of motorcycling – exploring the industry's vision of intelligent transport systems and includes the memorandum of understanding agreed upon by ACEM members, which commits industry players to equip new vehicles with ITS features.
- An explanation as to why ACEM believes there is an urgent need for tailored policy interventions at the national level and outlines upcoming industry initiatives in this area.
- The previously mentioned European Training Quality Label, an initiative that aims at promoting high quality post-license training schemes.
- Finally, the report makes concrete policy recommendations to national and European decision-makers to improve road safety outcomes for motorcyclists across Europe.

SAFETY IN NUMBERS

From 2000-2014 the number of fatal accidents involving PTWs in Europe declined by -44 percent from 7,612 to 4,262.

From 2010-2014 the number of PTW riders killed in Europe decreased from 5,276 to 4,262 - a reduction of -19.2 percent.

Between 2010 and 2014 the "motorcycle fleet" in Europe increased by +5.9 percent.

Between 2010 and 2014 the number of fatal moped accidents in Europe went down by -36.2 percent.

March 2014 – ACEM members adopt the Memorandum of Understanding on Intelligent Transport Systems (ITS).

Manufacturers will offer at least one model with ITS as standard or optional equipment by 2020.

October 2015 – ACEM members (Honda, Yamaha and BMW) launch the Connected Motorcycle Consortium (CMC).

September 2016 – ACEM launches the European Training Quality Label.

In 2010 the EU Commission embarked on a policy to see the overall number of road deaths halved by 2020.

The motorcycle industry supports some 165,300 jobs in the EU and an aggregated turnover of €27 billion.



The full document (42 pages) is available as a PDF download at www.acem.eu



Racing Pro 10W/40 4-stroke MX engine oil

Motorex Racing Pro 10W/40 4T Cross is a synthetic reinforced mineral oil that has been developed for MX race use.

Features include high temperature stability and sheer strength, and high-tech additives to overcome the conflicting demands of a wet motocross clutch on the one hand, and the lubrication of a highly tuned and very high-revving four-stroke racing engine on the other.

The Motorex Racing Pro 4T Cross meets all requirements demanded by Yamaha, Suzuki, Kawasaki and Honda for the use in their factory machines and motocross bikes.

"But you don't have to be a works rider in order to use this MOTOREX racing oil", emphasizes Ronald Kabella, Director Powersports of the Swiss oil refiners.

"Any hobby racer will also benefit from the performance of this high-tech lubricant due to the increased engine output and optimised engine reliability".



MOTOREX
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Oversize rear brake kit for KTM and Husqvarna

Spanish manufacturer Galfer, a leader in friction products, has been awarded with the prestigious 'KTM Supplier Quality Award' in acknowledgement of their decades of supplying brake discs for KTM and Husqvarna motorcycles.

Galfer has just launched what it describes as a "very powerful" brake kit that upgrades the rear brake performance on KTM and Husqvarna models.

Transforming the rear disc size from 220mm to 240mm, this new kit offers the possibility to increase the rear brake power up to 35% depending on weather conditions and racetrack. The oversize disc is said to reduce overheating and eliminate fade problems.

The new brake kit is available for all KTM bike models from 2004 and between 125cc and 530cc. It is also compatible with Husqvarna models from 2014 between 125cc and 501cc. The new kits are available in 'Tsunami' grooved disc version RWS, and in Standard WS version. Both versions include an orange anodised bracket to adjust the brake calliper and a set of sinter metal brake pads.

INDUSTRIAS GALFER
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EC-approved slip-on for Africa Twin



Parts Europe is an international distributor for the Italian made Spark exhausts brand. Seen here is their EC-approved slip-on muffler for the Honda CRF 1000L 'Africa Twin'. Designed with a 'Dakar' style shape, it is described as delivering a deep sound and is available in four materials. PARTS EUROPE, Germany, www.partseurope.eu

ZX-10 gets the 'LighTech' treatment

Leading Italian parts and accessory manufacturer LighTech has designed, tested and introduced many new product lines and late-model applications this year, including for the Kawasaki ZX-10R 2016. In line with its usual ultra-high quality standards, these products have been designed to both complement and extend



the performance of the popular ZX-10R. Aesthetically these new accessories are of the highest design and most parts are



available in four choices of colour - Black, Cobalt Blue, Red and Gold.

The range consists of adjustable rearsets with Track-System technology (with a specific additional kit to convert from standard to race-shift), carbon parts, chain adjusters, swingarm spools, crash pads, aluminium engine guards, license plate holder, gas caps, reservoir covers, brake and clutch levers in magnesium, lever guards, Ergal screw kits and more.

Other current models to have received the 'LighTech' treatment recently include the XSR 700, the Honda CF1000 'Africa Twin' and the top-selling MT-09 Tracer.

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TecMate new product blitz Part II

Internationally respected battery charger, maintenance system and accessory manufacturer TecMate has already unveiled several new products this year, but 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.



A 3300mA dual output USB charger with 90 degree opposed outlets



SAE to DC2.5mm socket and plug adapter

Updated USB stick charger delivers 2400mA fast charge; battery protection with LED battery monitor



tecMATE

M18 panel-mounted SAE socket and mounting slots on the SAE connector of the O-01 battery lead



vehicle battery drops down to 45-50%. Once shut down, it becomes a three LED battery monitor.

Among cable offerings in the OptiMate range are the O-67F SAE to DC2.5mm socket and O-67M SAE to DC2.5 plug adapter; the O-111 USB mini charge cable with built-in circuitry that allows a Garmin or Tom Tom GPS to receive charge from any USB charger; the O-112 USB micro charge cable with built-in circuitry that hooks up with Android and Microsoft phones, on board cameras and Bluetooth communication devices; and the O-113 Lightning long and short cable set for iPhone 5/6 and iPad 3, 4 and Air.

A few more products that are slated for release at INTERMOT include the OptiMate 1 table top version and an update to TecMate's flagship powersports product, the OptiMate 4 Dual Program. New in cables will be the O-40 M18 panel-mounted SAE socket and mounting slots on the SAE connector of the O-11 battery lead.

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"!

TECMATE
Tienen, BELGIUM
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USB micro charge cable with built-in circuitry that hooks up with Android/MS phones, camera and Bluetooth devices

Long and short Lightning cable set for iPhone 5/6 and iPad 3, 4 and Air



The OptiMate USB O-105 is a 3300mA dual output USB charger with 90° opposed outlets. Powered through the bike plug (DIN/Ø12mm) that fits the OEM socket on BMW and Triumph motorcycles, battery protection prevents accidental vehicle battery discharge.

The OptiMate USB O-100 is a popular USB 'stick' charger that just got better. The updated version delivers 2400mA to fast-charge any USB device. Battery protection shuts down USB charging if the

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Rukka "Next to Skin"

Rukka say that their next generation Rukka "Next to Skin" (N2S) long-sleeved shirt and long johns, named 'Wisa', combine the function of Gore Windstopper with the properties of a high quality polyester fabric. Rukka first developed their "Next to Skin" (N2S) functional undergarment programme several years ago specifically to



protect against windchill effect, using a wicking Gore Windstopper membrane to do so. The new N2S 'Wisa' riding underwear also includes the properties of high quality, skin-friendly, soft polyester textile to guide moisture away from the skin and prevent evaporative heat loss.

Rukka Windstopper N2S garments were specifically developed to be worn directly on the skin, but can also be worn as a mid-layer above functional undergarments.

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Honda CBR 650F/R/CB 650F rearset



Italian parts and accessory manufacturer Bonamici Racing is offering these new rearset kit designs for the new Honda CBR 650F/R/CB 650F '14-'16. CNC-machined from Ergal billet aluminium, they are described as "robust and effective, adjustable in seven positions, with the use of bearings to completely eliminate the friction on the levers, and a spring for the assisted return of the rear brake lever". Compatible with standard or reverse mode shifting set-ups, matching accessories are also available.
BONAMICI RACING, Italy,
www.bonamiciracing.it

2120DT

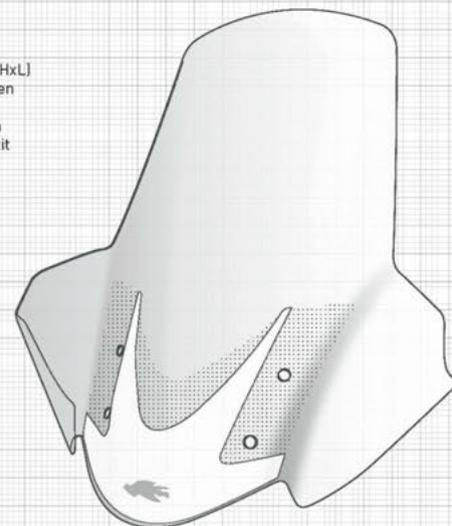
- Specific transparent screen, 74x63cm (HxL)
- 2020DT which replaces the original screen
- 38.5 cm higher than the original screen
- To be combined with the D2120 fitting kit



2010DT has been tested and approved by K-LAB. Find out more at kappamoto.com/k-lab

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BMW R 1200 RS (LC) carbon styling parts

INTERNATIONAL DEALER NEWS
HOT 100
PARTS AND ACCESSORIES



right and left, tank side part right and left, top tank cover, radiator cover right and left, exhaust heat shield, engine spoiler right, left and middle part, headlight cover, wind protection, licence plate holder and more.

Bavarian carbon fibre specialist Ilmberger has more than 30 high quality parts designs available for the Boxer R 1200 RS (LC) that "underline the sporty side of the bike", says owner Julius Ilmberger. Parts available include front and rear fenders, seat side cover for right and left, side cover below tank

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Modeka 70th anniversary

German apparel specialist Modeka is celebrating its 70th anniversary, and to mark the occasion the company will introduce a jubilee jacket at INTERMOT. Called 'August 70' in honour of August Oberkoenig, who founded the company 70 years ago in 1946, the vintage look jacket is made from washed, used-look buffalo leather with perforated leather for ventilation at the chest, top of the arms and back. Additional features include removable CE protectors at the shoulders and elbows and a loop for attaching to jeans; sizes S to 5XL. Available from October 2016.

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Caberg updates



In addition to its all new 'Ghost' full-face, Italian helmet manufacturer Caberg will be unveiling 2017 updates to most of its products at INTERMOT and EICMA this year, including to its popular 'Drift' and 'Stunt' designs.

Made of composite fibre (Carbon, Kevlar and fibreglass – weight approx. 1,350g), 'Drift' was "developed for the most demanding touring riders, equipped with an integrated sunshade visor DVT (Double Visor Tech) that permits to ride always with the best light conditions and in maximum safety". Drift is also available in a full Carbon version with a weight reduction of around 100g.

The quick release visor mechanism allows visor self-adjustment to guarantee a close contact of visor and window beading. Thanks to the visor mechanism with a spring double movement, it will not be necessary to manually regulate it in order to avoid incoming water or air.

'Drift' has a transparent anti-scratch visor, an adjustable Pinlock lens Max Vision to avoid fogging, and an integrated anti-scratch sunshade visor easily manoeuvrable with a lateral lever; glove-friendly ventilation is by three wide air vents.

The lining, made with rear reflective inserts, is entirely removable and washable, including the padding on the chinstrap; made with hypoallergenic and transpiring fabrics to grant maximum freshness. 'Drift' is 'comms' ready with space for speakers and microphone; homologated to ECE 22.05.

'Stunt' is a sporty looking polycarbonate

full-face in two shell sizes that is also equipped with the anti-scratch double visor system (Double Visor Tech) and easy to use anti-scratch treated integrated sunshade visor; prepared to fit the Pinlock lens, ventilation is by three glove-friendly wide air vents. The lining is completely removable and washable, with hypoallergenic and transpiring fabrics and removable lower wind stop. Homologated to ECE 22.05, the two shells weigh approx. 1,450 and 1,500g respectively.

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Drift - also available full carbon

INTERNATIONAL DEALER NEWS
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PARTS AND ACCESSORIES



Stunt - 1,450 and 1,500 gram shell sizes

Niemann+ Frey looking for dealers for Gibson MX/Enduro tyres

German distributor Niemann+Frey has been appointed as distributor for the MX, Enduro and FIM Enduro tyre range from Gibson Tyre Technology of the United Kingdom. Niemann+Frey are therefore currently looking for dealers in all European countries, except Gibson's domestic British market.

The programme is being headed up at Nieman+Frey by long-time motorcycle tyre industry executive Jens Engelking, who said that "we have been selected as the exclusive partner for distribution in continental Europe.

"With the quality that the Gibson brand brings to the market, and the very attractive price-point they sell at, we are sure that they will be popular with dealers and race teams alike".

The product line, which uses lightweight polyester in the carcass for "strength and performance", currently includes MX tyres for most surfaces, such as soft, medium, hard pack and a sand paddle design; plus a patented, made in Europe mousse designed in Italy by Luigi Mazzoni.

The five front and three rear tyres range from general purpose and sand

compounds and treads to FIM and non-FIM competition tyres, applications for soft/loose, mud, intermediate and hard/compacted ground, and additional soft and super-soft compounds for extreme Enduro use.

Gibson, who say of themselves that they are "always moving forward, never losing grip", state that they are a purely off-road tyre company, and that they have extensively researched competitive carcasses in order to develop their technology.

"We work in the same way as modern technology companies", say Gibson. "We put all of our time and energy into research and development, using the very best technologies and methods in the world".

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Gibson's MX 4.1 rear is a mud, intermediate/hard motocross tyre with "a larger radius at the bottom of the block for strength and durability; the lateral block has also been designed with cross link technology to ensure durability and performance"



Gibson Speedy Mousse by JJ - the patented design features 8 or 16 circle rings (subject to surface application) that are said to offer higher mousse retention, provide an additional biting point and "improve lap times and keep you moving forwards"

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Ducati 6-speed dry clutch billet pressure plate

Manufactured in California by respected clutch and cables specialist Barnett, this pressure plate for Ducati 6-speed dry clutch models is CNC precision-machined from aerospace quality billet aluminium and then anodised in a choice of red, black or brilliant gold. The design "is all about form and function,



and being designed to protect the clutch assembly in the event of a tip-over or crash.

The bearing and clutch control pin are also already installed for easy assembly. It makes an excellent complement to the Barnett clutch basket and spring kit".

BARNETT CLUTCHES & CABLES
Ventura, California, USA

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www.barnettclutches.com



In&motion equips IXON riders involved in MotoGP with new airbag solution

In June French apparel manufacturer IXON entered into a partnership with In&motion, a wearable smart protection system specialist, that has seen IXON riders in MotoGP start to test a new In&motion airbag system that will, eventually, become available to all riders buying suits from IXON.

Initially developed for the ski market, the In&motion airbag vest was unveiled in 2014, and motorcycle racing has been the second application for its technology that the company has developed.

In&motion has been working on the technology for several years already, with IXON racers contributing to the development of the algorithm, acquiring data in practice and race conditions. Meanwhile IXON and In&motion developed an interface allowing an easy integration of the In&motion airbag in the suits while preserving the pilot comfort.

Several riders, including Bradley Smith of the Monster Yamaha Tech3 team, have been wearing the new airbag solution since the start of the 2016 season under their suit.



Epidemiological data has been captured and used to develop a new airbag design that is able to cover vulnerable and regularly injured body areas – such as the thorax, shoulders, back, etc.

IXON racing service, a major player in several racing championships such as MotoGP and FSBK, as well as riders such as Bradley Smith (MotoGP), Xavier Simeon (Moto2) and Gregory Leblanc (FSBK), have been involved since the conception of the system in order to make sure the fit and ergonomics were all that they needed to be.

The In&motion technology is a multi-purpose platform which has been adapted to motorcycle racing through the development of the detection algorithm to deliver a reliable solution that offers efficient and effective protection.

The technology embedded in the In&box measures movements in real time and is able to identify serious falls to trigger the inflation of the airbag in less than one tenth of a second (100 milliseconds). The company says that "on the one hand, the airbag can absorb the shock energy and on the other hand, it limits trauma to the spine and vital organs.

Special attention was given to the airbag design and its integration in the suits. The In&motion team says that riding comfort must not be compromised in order to improve the protective performance – the two are complementary to each other.

Pierre-Francois Tissot, co-founder and CMO at In&motion says that "it's fascinating and exciting to work in such a context of high level motorcycle racing. Riders are used to take into account the technical environment related to their motorbike. Thus, it was easier to have them involved since the very beginning of the new airbag system development, and their feedbacks enabled us to rapidly come to a first suitable solution.

"Several riders already successfully adopted the airbag, and we have seen inflations during heat races and during official races. This way we are able to develop a system that genuinely is specified by users, for users".



Pierre-Francois told IDN that the product will be on show at INTERMOT and EICMA, and that the next stage in development will be to use the same rider-involved approach to developing the road-going version of the system and plan production scale-up.

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www.inemotion.com



The wireless controlled In&motion airbag vest fits under the race suit

Screens and shields now in Quantum-coated polycarbonate

National Cycle has updated its classic Deflector Screen and Street Shield, a line of universal windshields popular around the world for over 30 years.

For the first time, these windshields are made from



Quantum-coated polycarbonate, offering crack and scratch resistance that is said to be unmatched on any bike and at any price point, and come with a three-year warranty against breakage.

The Deflector Screen (14" tall) and Street Shield (17" tall) have mount kits to fit on a 7/8", 1" or 1.25" tubular handlebar, with the Street Shield also mounting to the fork tube.

The versatile mount system allows a variety of positions and angles, and is ideal for many naked bikes from cruisers to dual-sports to streetfighters. These are available in quick-release and/or tinted versions.



NATIONAL CYCLE
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www.nationalcycle.com



'Valor' full-face



The latest AIROH brand full-face helmet from Italian specialist Locatelli, 'Valor' is aimed at riders of sports and performance bikes.

With a thermoplastic shell in two different sizes, and in a wide range of striking graphics, the internal structure has an EPS inner shell of varying densities for increased safety. The washable and removable inner lining is made from "state-of-the-art material, guaranteeing freshness and comfort under all circumstances". 'Valor' has an ultra-wide visor with original Pinlock lens-ready that maximises the available field of vision and therefore offering increased passive safety.



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'NERO' meets the SH 300i

LeoVince has developed a new line of reduced weight, E-approved exhaust systems for the Honda SH 300i ABS. This latest application for their award-winning 'NERO' concept has a stainless steel sleeve, refined with a metallic black paint that is made with ceramic engineering, so it is more resistant to high temperatures and can better withstand mechanical and thermal stress.

The silencer's shape is the result of precision design to arrive at an accurate, model-specific application "that combines

The 100 percent carbon fibre end cup has a signature asymmetric and aggressive cut. For the Honda SH 300i ABS 2016 a specific 100% carbon fibre heat shield is also provided. The LeoVince logo is laser-etched on the exhaust, and the NERO weighs just 4.10 kg against the 8.33 kg of the original fitment thanks to the modern laser technology.

LEOVINCE
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www.leovince.com



style, finish and performance". Strong, durable brackets made from TIG-welded AISI 304 stainless steel mean the NERO is particularly easy to mount and extends the long service life of the exhaust by improving its resistance to vibrations.



Redesigned TTX Flow off-road shock

Celebrating their 40th anniversary, suspension specialist Ohlins has introduced what it says is a "radical new rear shock" - the TTX Flow for dirt bikes - offering "unrivalled bike stability and traction within a full redesign", according to the Swedish manufacturer. The shock features new patent pending pressure



technology combined with an all-new 'spool' check-valve system, which essentially helps the shock cope with multiple forces at once and 'forget' them extremely quickly, retaining chassis balance. In rider feedback this is said to have equated to vastly improved handling in whoops, braking bumps (so the rear wheel doesn't go light) and absorbing harsh hits where the bike needs to remain settled for a large jump. Bottoming resistance is also improved through the introduction of a new bump rubber cup unit. This new TTX Flow has had every single component fully redesigned to "make it much more rider and mechanic-friendly, for both maintenance and set-up. The spring is now extremely easy to change due to a new spring clip design, and the simple spring pre-load adjustment is more robust". Adjustments to compression and rebound are made with a new indicator to show positioning.

The system retains Ohlins' patented TTX (Twin Tube) technology with a 46mm piston and 16mm piston rod. There are a wide range of springs to suit rider weight and riding style. Available for all main adult MX and Enduro models.

Christopher Nilsson, Ohlins' off-road motorcycle product specialist: "We have been working on TTX Flow for several years and are really excited to be able to launch it for our 40th anniversary. The shock has been developed to solve the many challenges with set-up trade-offs that MX riders are faced with.

"With TTX Flow, there is no need for a compromised set-up, this shock can handle everything thrown at it. We're also proud to have designed the shock to be easier for our customers to use and service".



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High-spec 'Impact' CE approved sports gloves

German glove specialist Orina say they are one of the few manufacturers that offers CE approved motorcycle gloves - "meeting the standards of EN13594:2015 requires a lot of work in the development as well as the expertise in this field. "Our new 'Impact' sports glove has a leather outer shell that is composed of Technalin Gold cowhide leather and goat skin on the back, and abrasion resistant kangaroo leather on the palm. For a high



level of protection, Carbolex protectors are located on the knuckles and on the base of the palm, and the fingers and cuffs are reinforced with SuperFabric". Kevlar lining is used on the back, and the ring and little fingers are joined by a bridge, minimising the dislocation risk. Stretch panels on the fingers and below the knuckles provide for a high freedom of movement. Air vents on the knuckle protector and perforation on the fourchettes ensure enough ventilation, and the "Coolmax" breathable lining keeps the hands cool and

transports moisture away from the skin. Velcro straps on the cuffs and wrists assure the perfect fit and optimal position of the protectors. Available in different colour combinations and sizes from 7-12.



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Sport-T luggage

GIVI has developed new semi-rigid bags to provide even more comfort for naked and sport tourers.

The new GIVI Sport-T range consists of Multilock side bags and two Tanklock models with the promise of "space, technology and comfort for even the most demanding of riders". The Tanklock bags are available in 4 and 15-litre models, whilst the Multilock bag has a capacity of 22 litres, enabling riders to carry all they need with the safety that is always guaranteed by GIVI.

The materials used for the Sport-T

Multilock - thermoformed expandable side bags with a 22-litre capacity that use GIVI's Multilock fitting system for rapid attachment to the side-specific soft bag holder

range are "cutting-edge, with anti-UV technology, thermoformed, EVA clad in 900DD and PU polyester, reflective side strips for maximum visibility of the bike in poor light conditions and a cable outlet compatible with the GIVI Power UB charge system".

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



Rigid structure Tanklock tank bag available in 4 or 15-litre models



Motoz Super Mousse

Australian off-road tyre specialist Motoz "likes making products for riders who like to experiment", according to owner Rick Atkinson, so "we've made our mousse in a large size range and with a durable formula that allows riders to mix and match to achieve different levels of simulated tyre pressure.

"We haven't necessarily focussed on making mousse to fit only our tyres, but we've made them to appeal to users of most tyre brands", Rick told IDN.

He says that the price is pitched below the major brands, to increase the retail attraction, and that monthly production ensures regular supply for lower distributor inventory levels while maintaining retail availability.

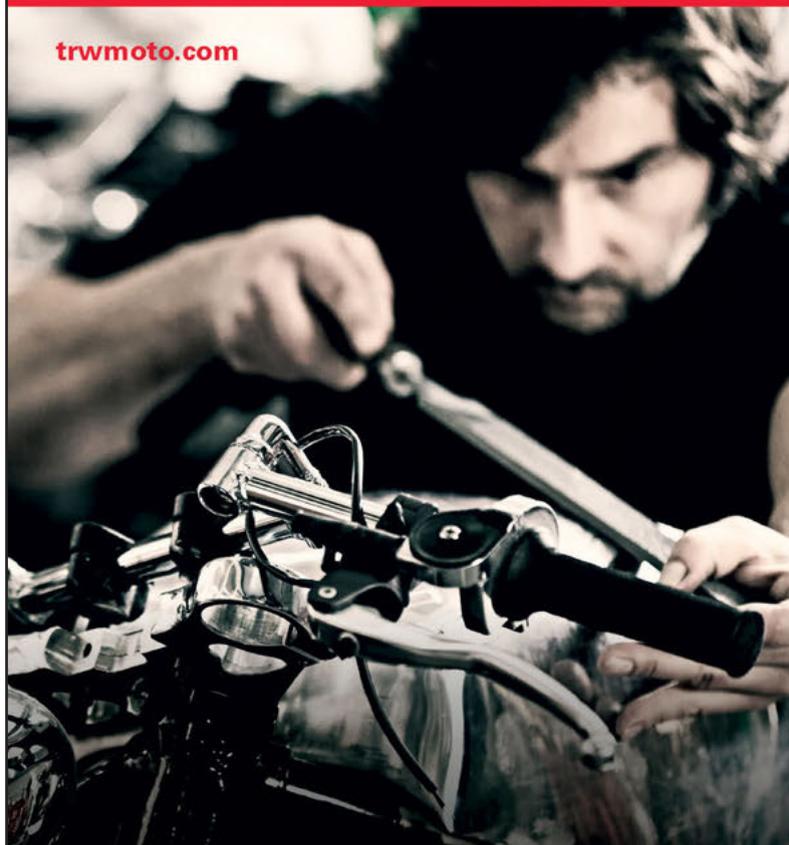
Rick went on to explain that "lube is critical to mousse life, and ours comes with a generous

75ml tube, where most others only come with 50ml. Our lube has been specifically formulated to be tacky and to remain distributed throughout the tyre cavity without the need for gimmicks".

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Lucas

Street Ace sneakers

Italian footwear brand TCX claims to have been the first to launch bikers' sneakers and is now offering their new 'Street Ace', which they describe as being a natural evolution from those original designs.

The upper and the sole have been redesigned to give the boot an "attractive outline and a tread that guarantees ultimate grip on all road surfaces". The materials are now a combination of full grain vintage look leather for the upper and fluorescent coloured craquelé leather tongue in some versions. The boot also features toe, heel and ankle protection and is EC certified to the new EN 13634:2015 regulations.

The waterproof black version features a lining that offers maximum protection from adverse weather conditions and the full grain leather upper is embellished with chamois leather inserts. Other available colours are coffee brown and Dakar brown, as well as a version with full grain leather in black/fluorescent yellow and in the Air version, made with perforated leather upper in highly breathable anthracite. They feature an AIR TECH lining, which is ideal for use in summer.

The 'Lady' version is either available waterproof or also in the Air version, the full grain leather upper having a vintage look, with safety features being the same as on



the basic model. The sole was designed according to the shape of a woman's foot to offer ultimate comfort and protection thanks to its special 4-tier structure comprising a detachable, anti-bacterial footbed, an EVA insert to absorb vibrations and an assembly footbed made of thermoplastic material. The sole features a 2.5 cm heel.

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CNC for MV Agusta F4

With the introduction of its accessory line for the MV Agusta F4, CNC Racing now completes its accessory line for the Schiranna bikes, offering "a superb choice and variety of options to customise the timeless MV Agusta icon".

There are three options available for the brake/clutch/oil tank: the exclusive "Carbon", produced wholly in carbon, the new and glamorous "Rebel", or the great classic, the aluminium round tank signed by CNC Racing. The last two are available in different colours.



Master cylinder service kit



MAGURA

MAGURA's 20 mm brake master cylinder (model 288) has been in production since 1988, and many thousands are used as the standard brake activation on many different BMW models, starting with the K1 and continuing with the R 1100 4-valve Boxer models, up to the introduction of the R 1150 range from model year 2002.

Due to the large number of these motorcycles that are still in active use with the 288 brake master, MAGURA is offering a repair kit, which contains all of the parts required to completely rebuild the brake master cylinder. Following many years and kilometres of active service, it is recommended that the master cylinder is completely cleaned and serviced to renew all the sealing elements to ensure that the brake functionality remains at the highest level.

The kit contains a new piston with primary and secondary seals and a new return spring, a piston protective bellows, a reservoir bellows, a small amount of silicone based brake paste, a new gasket washer for the piston retaining bolt and a detailed repair instruction in four European languages.

The kit is suitable for use with K1 1988-1993, K 1100 RS 1991-1996, K 1100 LT 1991-1998, R 850 R 1994-2001, R 850 GS 1998-2000, R 1100 RS 1993-2001, R 1100 GS 1994-1999, R 1100 R 1994-1999 and R 1100 RT 1995-2001.

MAGURA GmbH & Co.
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www.magura.com



For the F4, CNC Racing has also introduced a LH side clutch lever protector that is added to the "Brake Guard" used also by Moto GP champions Danilo Petrucci and Scott Redding. To complement this, the brake and clutch levers are available in black, red and gold, in both fixed and folding versions.

CNC Racing's adjustable footboards are made in black, with the driver and passenger footrests available in various colours. For chassis and engine protection, CNC Racing proposes a wide range of products from chassis caps to casing protectors and front and back wheel pads.

To soften the use of the clutch, CNC Racing recommends its famous actuator, accompanied by the pinion cover option.

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ABM styling parts for 2014 and up models

ABM
ergonomic style

Prolific German parts and accessory designer and manufacturer ABM offers one of the largest ranges of replacement and styling parts available in Europe. From handlebar conversions based on their 2016 Red Dot Design Award winning varioRiser kits to their 6-way adjustable

'syntoEvo' precision brake and clutch levers and a wide array of ABS and fibreglass body parts, grips, foot controls, mirrors, crash protectors and more, all are available in a range of finishes and colours, as model-specific or universal application designs. Seen here are three ABM customised, top-



Yamaha MT-07



Honda CBR 650



Triumph Thruxton 1200

selling late-model examples ... Yamaha's MT-07, Honda's CBR 650 and the Triumph Thruxton 1200.

ABM FAHRZEUGTECHNIK GmbH
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Lady Rock boots

First shown as a prototype at EICMA in 2015, 'Lady Rock' was mainly aimed at the pillion passenger looking for a fashionable ankle boot. The cropped



calf leather upper with a leopard print pattern caught the eye of the female audience, and their interest and enthusiasm convinced Stylmartin to put it into production.

Although a passenger-specific boot does not require many of the heavy duty rider boot protective features, this is still a high-spec boot that retains certain signature elements such as the Vibram sole with its anti-slip grip and a breathable and waterproof lining. Fastening is by laces; the removable/changeable footbed is made from breathable, anatomically designed microfibre.

STYLMARTIN
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'Twister' rain suit



Hevik has introduced two new rain suits into their 2016/17 Autumn/Winter range. Both suits meet or exceed waterproof standards. The 'Twister' is certified to 5,000 mm in the Column Water Resistance test; the top of the range 'Rainstop' to 8,000mm.

'Twister' features separate jacket and trousers, made using 100% Nylon, coupled with PVC and heat-taped seams to ensure complete waterproofing, even during long journeys in particularly heavy downpours. The suit has a comfortable cut with a mesh internal lining and adjustable wrists, waist and ankles. The high fitting and wind resistant collar conceals an internally stowed hood. Ventilation is ensured by an air inlet/outlet vent on the back, and the front closure of the jacket is by double flaps. 'Twister' comes with its own compact carrying bag.

HEVIK S.r.l.
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MIVV power gain options for 'Africa Twin'

Italian exhaust manufacturer MIVV has a selection of replacement muffler and full system options for Honda's popular CRF 1000L 'Africa Twin'.

Back in 1993 the MIVV R&D department developed exhaust set-ups for the 'original' XR750 'Africa Twin', and now, 23 years later, with Honda having brought the iconic brand name back, like so many long-established aftermarket vendors, MIVV are now offering AT V 2.0!

Two mufflers are available from MIVV's Sport range - 'Oval' and 'Speed Edge', with both available in two street legal versions for a 4-option line-up.

All are equipped with a removable dB killer, with the additional option of a "No Kat" tube, also in two versions - one of which is compatible with the factory silencer, the other additionally compatible with MIVV's own header pipe design. The top-of-the-line 'Speed Edge'

features a "crushed" body on the inner side, so it hugs the motorcycle chassis and provides weight savings. It uses anchoring straps and a carbon end cap (3K twill impregnated with special resins to resist high temperatures). The body is in stainless steel, available for the Africa Twin in Steel Black finishes.

Weight savings of more than 6kg are available with up to +2.2hp and +3.4 Nm power and torque gains for the street legal 'Oval' with the carbon end cap at 4,600 rpm; with weight savings and increased power of +1.59hp with +2.44 Nm torque for the street legal 'Speed Edge'.

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Fairing tale - Tracer 700 with DNA of the MT-07



German luggage and hard parts specialist SW-MOTECH loves to tackle new models and see how well their designs can customise the riding experience, and what new ideas their R&D team can offer for the comfort of the bike.

Options include Blaze luggage solutions for the tank, rear and side, front spoiler, alternator cover guard, and frame slider kits protecting important components.

SW's Blaze pannier sets are made from robust, durable 1680 Ballistic Nylon and come with spacer bars. Their Trax Adv aluminium pannier system is available in black or silver and seen here in 37 litre capacity, mounted using their EVO side carriers; Quick-Lock Evo 'tankring' in fibre reinforced Nylon; front spoiler in black or silver; alternator cover guard in black, with model-specific frame slider kit and more, including side stand, centre stand and bike-specific gear lever.

Founded in 1999, the company 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 partner of BMW, Ducati, Kawasaki, KTM, Moto Guzzi, Suzuki and Yamaha for development and production of original accessories and delivers its products into more than 60 countries.

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www.sw-motech.com



Modena, Italy based Jetprime has released details of a complete range of 'Plug & Play' handlebar switches for most popular sportsbike makes and models. Suitable for race or road use, they are

Sportsbike handlebar switches

designed and manufactured in-house by Jetprime, who are a chosen technology partner to the Althea BMW Racing Team in the World Superbike Championship and the FIM Superstock 1000 Cup.

The company says that all their handlebar switches are interchangeable with the factory originals and that they are 100 percent modification-free installs. Each unit is described as 'Plug & Play' and specific to each bike.

Each button control unit has been machined from a solid billet of 7075 aluminium and fitted with IP67 military standard switches to ensure everything is watertight and to

guarantee use for more than 1,000,000 working cycles.

They are available in either a left-hand version (5 or 7 buttons) or a right-hand version (3 buttons) for road or race use for all Aprilia, BMW, Ducati, Kawasaki, MV Agusta and Yamaha sportsbike models, as well as for selected Ducati road bike models (Monster, Hypermotard and Multistrada).

JETPRIME
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The 'Extenda Fenda' and (so much) more

Founded in 1986 by industrial designer Ben Bowser, Pyramid Plastics UK Ltd was one of the first companies to start developing a systematic



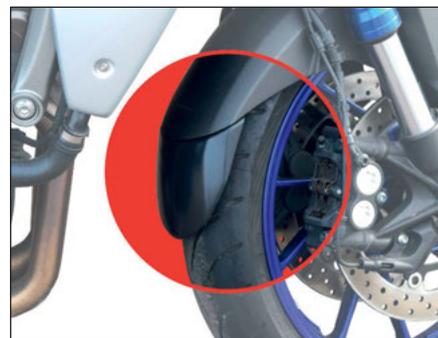
'Extenda Fenda' provides a low-cost solution to improving standard OE fender designs and geometry

approach to refining the looks of modern street and sports bikes with a range of lightweight, high-strength replacement and custom parts and accessories.

Best known for its unique 'Extenda Fenda' concept, which is still a core product for Pyramid even after all these years, the company also designs and manufactures an extensive range of other products at their facility in Gainsborough, UK, including huggers, frame infill panels, fairing lower kits, belly pans and more.

All Pyramid products are bespoke, being uniquely designed and engineered to suit each individual motorcycle. The company has over 350 models of 'Extenda Fenda' available and more than 15,000 items across the whole Pyramid range in inventory at any one time.

Pyramid are celebrating their 30th anniversary this



The Pyramid 'Extenda Fenda' – over 350 models are available

year as one of Europe's leading "go to" sources for the design and production of bespoke bodywork to enhance, protect and improve the appearance of most popular makes and models of motorcycle.

PYRAMID PLASTICS
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www.pyramid-plastics.co.uk



ICON Airframe Pro helmets

Exclusively distributed in Europe by Parts Europe, the ICON Airframe Pro was first launched in 2015. The shell's unique design for the angle of attack has attracted a lot of riders of sportsbikes like Shaun Anderson, who raced the most iconic of all road races, the Isle of Man TT.



For 2017 ICON say their designers have created another new generation of colourways and graphics "that take the ICON Airframe Pro to a new level". Described as a response to the higher rearsets and lower clip-ons that characterise the popular "modern riding position", there are two shells (FRP composite and Carbon), four shell sizes and a dual-density EPS liner made from two separate ventilation channelled liners in expanded polystyrene for maximum impact absorption and force dissipation. The nine air intakes and seven

exhaust ports deliver comprehensive ventilation, and the fully adjustable 5-piece HydraDry liner is available in several sizes and three different thicknesses.



PARTS EUROPE
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CB500X luggage options

Barcelona, Spain based luggage manufacturer NAD is offering SHAD brand cases and bags that will increase the load capacity of Honda's CB500X.

Their SH36 side cases mount with their new 3P side mounting system – an integrated, light and easy to mount design concept. With enough capacity to hold a XXL full-face helmet, they have "an elegant design and innovative shapes". Its structural frame is said to give more rigidity and seal to make them lighter than other cases of similar characteristics.

For the tank, the small, magnetically mounted SL12 features reflectors and a compartment for Smartphones with touch screens.

The "practical and sporty" SH 39 is said to be the lightest of its class, with an optimised interior volume; all SHAD top cases include the plate and hardware.

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Richa unveils new jackets

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

The CE-approved **'Toulon'** jacket with D30 armour at the shoulders, elbows and back is a premium buffalo leather jacket with a vintage cotton lining and zip-off Polycotton hood.

Made from a high quality, tumble-finished hide, the **'Hipster'** jacket has 'pewter' finish poppers, zips and waist adjustment buckles. It comes with CE-certified D30 elbow and shoulder protectors as standard and has a pocket built-in to accommodate a D30 back protector (available separately).

The **'Scrambler'** textile jacket has an outer shell made from British Millerain waxed cotton fabric and features antiqued brass-style fixings – including poppers, zips and waist adjustment buckles. There's a



Toulon



Hipster



Scrambler

waterproof and breathable fixed membrane and a removable quilt liner. CE- certified D30 elbow and shoulder protectors are included and a pocket is built-in for a back protector. Quilted checker panels on the elbows and shoulders add to the nostalgic look.

RICHA NV
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www.richa.be



LSL oil filler cap

In the 1980s aluminium screws were a LSL core product, and the company was probably the best stocked shop in Europe for anodised screws. Who else could offer a M10 x 1.25 in aluminium?

Thirty years later LSL's product range includes another special aluminium screw - a new oil filler cap, CNC precision-machined from high quality aluminium. Its star-like shape ensures a good grip and the surface is double anodised, featuring titanium-blue accents. The closing stop has additional drill holes for the use of safety wire,

with which the opening of the cap can be prevented. Supplied with a new O-ring, LSL offers four different thread types for many different models, including for the present BMW Boxers.

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SBS introduces new high-end disc brake pad

Danish manufacturer SBS Friction is introducing a new high-end disc brake pad compound – the SBS EVO Sinter.

The company says that “the bike industry’s ongoing product development with upgrades of engine performance, frame, suspension, tyre technology as well as electronic riding and braking aid systems calls for a new generation of brake components.

“The SBS EVO Sinter meets this challenge. It is a sintered brake pad developed to meet modern bike technology. It will appeal to bikers who usually prefer OEM replacement parts”. With EVO Sinter, SBS says it is offering a competitive alternative with comparable performance, riding comfort and durability.

The EVO Sinter pads are manufactured with advanced production technology featuring conductive sintering (direct hot pressing), where the material is heated up by electrical current, resulting in an “excellent and homogeneous brake pad material”.

SBS says it also features advanced friction material bonding technology - the NRS system, which is a



mechanical bonding method based on a matrix of steel hooks raised on the backing plate. These mould into the friction material, creating an “indestructible and corrosion safe mechanical bond without any use of adhesives”.

The company says that the operational features and advantages of the new technology is to include a strong initial bite that gives instant brake feeling, easy modulation and powerful in-stop performance, fade-free braking - even under

extreme conditions consistent, reliable brake performance throughout the lifetime of the product and durability – importantly, with low disc wear.

The initial launch range of SBS EVO Sinter includes almost 30 part numbers for modern Adventure, Roadster, Sport and touring bikes.

sbs
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New full-face off-roader from X-lite

Nolan has added a new off-road full-face helmet design to its X-lite programme – their X-502 – that utilises their proprietary NERS (Nolan Emergency Release) emergency cheek pad removal system,



which allows emergency responders to remove the cheek pads from the helmet while it is still being worn.

Described as being “characterised by an aggressive design and a wealth of technical characteristics”, its compact volume (thanks to the availability of two outer shell sizes, ultra-wide visor and efficient RAF (Racing Air Flow) ventilation system) brings a level of technical specification to full-face off-road helmet design that is normally associated with road bike helmet technology.

Additional features include a peak with adjustable, extended additional peak, Carbon Fitting Racing Experience inner comfort padding (with an innovative net construction), compatibility with neck braces and action cameras and a Camel Bag water system are said to “make the X-502 one of the reference points for the most demanding off-road enthusiasts”.

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BC Battery Controller 2017 range



Italian battery charger and accessories manufacturer Forelettronica will unveil new products and upgrades in its BC Battery Controller line at INTERMOT and EICMA.

A new range of motorcycle chargers with a “cutting-edge technology and a stylish design” will be unveiled, according to product engineer Andrea Capelli, “together with innovative devices and accessories belonging to the BC Lithium Booster line”.

Amongst them, the BC K3600, seen here, is a jump starter for riders and professional users with a cranking power of 1200A, suitable for starting any

motorcycle in just a few seconds, as well as all gasoline or diesel vehicles equipped with a 12V battery.

“The device is provided with highly conductive and solid clamps and is ideal for use in workshops or, because it is very portable (it weighs only 1.2 kg and measures 21 x 14 x 6 cm), for road-side assistance. Thanks to the built-in lithium-iron phosphate battery, it will always stay charged and ready for use”, says Andrea.

BC K3600 has a flash lamp with SOS and stroboscopic lights, a USB port (5V, 2.5A) and a 12V output, so the data and memories stored in the

vehicle can be saved during battery replacement through the available OBD adapter.



BC BATTERY CONTROLLER
Cislano (MI), ITALY
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export@batterycontroller.it
www.batterycontroller.it

“Unbreakable” bending brake and clutch levers

Distributed in Europe by Parts Europe, ARC are a remarkable specialist company based in Santa Ana, California.

Founded in 1999 by Bob Barnett, ARC is widely regarded as the number one ‘Go-To’ source for the



best dirt bike brake and clutch levers in the world. Their lifetime warranty, “unbreakable” bending brake and clutch levers are made from race-proven proprietary Memlon composite. ARC are widely respected for their manufacturing quality and for the intelligent design solutions they have come up with time after time.

Their Memlon composite is lightweight and flexible, which avoids breaking when a rider crashes. Perfect for dirt bikes, the levers are available for several KTM (SX/EXC/Freeide), Husqvarna (TC/FC) and other popular dirt bikes. The perches are made of anodised aluminium in blue or orange.

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Forcefield ‘Tornado Advance’

Comfort on a motorcycle is of paramount importance. Being warm, comfortable and protected not only makes the ride more enjoyable, but also helps concentration and aids awareness when needed most. The aim is to make sure you can move, with little restriction or discomfort.

Forcefield says that the technical approach they have used for the design, construction and materials of their ‘Tornado Advance’ range has resulted in a product that is able to work at its best while keeping the rider warm, dry and comfortable.

Tornado Advance “is a range that keeps the wind out and has thermal properties - the perfect combination as a mid-layer”. Defender fabric (forward facing) is windproof, water resistant and breathable, it has a water resistant rating of 8000mm, so will help keep the rider dry, and there is also a micro fleece lining. The material used to complement Defender is thermal and breathable Thermolite, which is made with engineered hollow-core fibres that trap air for greater insulation; it is said to dry 20% faster than other thermal materials and 50% faster than cotton. Thermolite is also anti-bacterial, stopping the development of bacteria caused by perspiration.



FORCEFIELD BODY ARMOUR
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BMC air filters

Seen here for the 2016/2017 Kawasaki ZX-10R and Honda CRF 1000 L ‘Africa Twin’, Italian company BMC says their cotton air filters can be washed, re-oiled and re-used. Based near Bologna, Italy, BMC was founded in 1973 as an automotive parts distribution business by Gaetano Bergami. The company started making filters in 1999 and is now an international business with branches in Germany, China and India, along with over 94 distributors all over the world.



Kawasaki ZX-10R

BMC air filters are made using a single moulding system with no welded joints for maximum durability and optimum airbox adhesion. All BMC filters are pre-oiled and can be washed and regenerated using BMC’s cleaning kit.

The company offers a choice of street and racing filters, with both designs offering increased filter area for increased air flow – meaning improved performance and fuel efficiency. The company claims 98.5 percent filtration, trapping impurities as small as 7 micron.

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www.bmcairfilters.com



Honda CRF 1000 L ‘Africa Twin’

Kappa ‘Racer’ thermoformed soft bags

Part of their ‘Racer’ soft bag range, this new thermoformed backpack from Kappa features semi-rigid inserts that hold the shape, a 15 litre capacity, great wearability, and intelligent internal subdivisions all enhance its versatility. A handy rain cover is also included as standard.

Other products in Kappa’s ‘Racer’ pre-formed structure soft bag range include EasyLock side panniers and the compact yet spacious RA313, combining 1840D polyester with thermoformed

EVA, featuring two internal compartments (both with a double 180 degree zip), two external webbed side pockets and two adjustable straps.

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Champion plugs and filters



In addition to being the owner and manufacturer of the famous Ferodo brand of brake pads, Federal-Mogul also owns the equally well known Champion filters and spark plugs brand.

Champion say its motorcycle filters are precision-engineered to match or exceed OE standards. Made from thicker, resin impregnated paper, Champion state that its precision manufacturing and exacting quality control standards result in durable filters with virtually zero defects.

Independent tests - ISO 4548 for oil filters and ISO 5011 for air filters – show that the highly efficient filters outperform the competition both on and off the road.

As well as being OE to leading manufacturers, Champion offers a comprehensive range for the motorcycle aftermarket, and the high performance Powersport range is able to provide increased power.



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Davida's road-legal Speedster v3 features dual approvals and improved lining



Davida will be releasing a new road-legal version of their Speedster helmet at INTERMOT in Cologne, 5-9th October 2016. Dual marked with ECER22-05 and DOT FMVSS No. 218, the new Speedster v3 retains all the features of their original Speedster helmet, with the same low profile shell shape and an improved traditional leather lined interior, which can now be removed for cleaning or replacement. Replacement leather liners are available in black, brown or nut brown colours.

Davida MD David Fiddaman says: "The technical team at Davida UK has put all of its 40 years of manufacturing experience into our latest road-legal helmet, the Speedster v3. So we are very excited to be revealing this new product at INTERMOT 2016 in Cologne, a show and a city that both have had great significance for our development as a company since the early 1980s". Fiddaman explained: "We have greatly

advanced the way we manufacture GRP composite helmet shells in order to retain the same low profile shape, so that the Speedster v3 now satisfies the demands of the highest modern ECE R22-05 and DOT safety standards". The Speedster v3 features three shell sizes that allow six helmet sizes from XS (54) to XXL (61), traditional low profile GRP composite shell, polystyrene shock absorption liner, removable and replaceable, full leather lined interior and optional studs for fitting visors and peaks. Fiddaman says that the new version "fulfills our long-held ambition to produce a road-legal version of the Speedster, a jet-style



helmet with a 26-year heritage that is highly evocative of the 1970s, and which is certified for road use in the majority of countries covered by the Davida global dealer network". Founded in 1975, Davida UK is an ISO 9001 accredited company that is the sole manufacturer of certified helmets in the UK. Every single Davida helmet is still hand-made at their factory near Liverpool, England, "using time-honoured manufacturing techniques and craftsmanship".

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Fine-tuning the ride with Matris suspension upgrades

Founded in 1980, Italian suspension specialist Matris is known for its advanced manufacturing techniques and use of advanced, high strength, light weight materials.

Seen here, the adjustable, hydraulic M40KC "Black Edition" twin shocks, ideal for Classic and Custom bikes as well as for touring and sport use, are fully re-buildable and re-valveable with easy adjustment, allowing the road rider to get the right set-up.

The combination of materials and precision machining are said to have produced a design that reduces friction for improved sliding and high temperature stability; precision damping adjustment is said to ensure confidence with every click, delivering a perceptible difference to the setting.

Two-way hydraulic adjustment is by separate and independent rebound and compression controls, and the design includes a separate pressurised expansion tank (Nitrogen gas N2) with fully floating 40mm

piston (with 16mm hard chrome coated shaft) with flow dynamics specially designed for better control of the suspension dynamics.

Also seen here, their F15K fork cartridge kits are said to "set a new benchmark for the technical excellence and quality standards available on the market".

The kit changes a conventional, non-adjustable standard fork "into one with sporty characteristics, fully adjustable in spring preload, compression and rebound functions, allowing greater and more precise set-up customisation and calibration for every kind of rider, making the fork more precise, more adjustable and easier to use.

"The fork kit is totally reversible; the installation requires no modification to the original fork and can be completely overhauled and maintained".

Finally, their F25SA hydraulic cartridge sealed fork kit completely replaces all the internal components of an original equipment fork, turning it into a new set-up with fully adjustable spring preload and asymmetric compression and rebound damping functions.

It allows a high level of upgrade of the original fork, improves performance by increasing the damping coefficient, and is said to eliminate the risk of cavitation. The kit is supplied "ready to fit" and the installation requires no modification of the original fork. Matris say it is particularly suitable for use in high performance, sports and racing applications.



M40KC "Black Edition"



F25SA hydraulic cartridge sealed fork kit

F15K fork cartridge kits



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S-Line all-seasons jacket

Sifam's new S-Line all-seasons jacket is made from 600D Oxford polyester for security and has hard mesh inserts for comfort, with arm and waist adjustments that deliver improved riding ergonomics. The 3D mesh at the neck and double zipped vents deliver ventilation, with the removable, thermal lining giving maximum comfort year-round.

Additional features include CE-approved soft shells for the elbows and shoulders, removable back protector (provided), twin exterior zippered pocket and an interior wallet pocket.

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Honda NC 750 parts *MIZU*

German parts and accessories specialist MIZU has added to its range with lowering and height adjustable kits plus brake and clutch levers for the Honda NC 750. The kits for increasing (by 35 mm) and lowering (by 30 mm) the height come inclusive of ABE certificate and mounting instructions, are CNC-machined in Germany (to ISO 9001) from high-tensile aluminium and have a 10-year manufacturer's guarantee. The brake and clutch levers are 7-way adjustable and offer improved safety as they can be adjusted to the hands while riding; they are said to offer perfect grip

and optimal control and fold-in in case of crash or fall of the bike; stainless steel hardware included. For Choppers and Cruisers 6-way adjustable versions are available in MIZU's specialist RST brand custom parts and accessory programme.

MIZU Vertriebs GmbH
Hilzingen, GERMANY
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www.mizu.de



Exan XSR 700 options

Italian exhaust manufacturer Exan has a range of exhaust options available for Yamaha's well received 689cc twin cylinder XSR 700.

Their Black X-Evo is a curved trapezoidal carbon with "sinuous lines for a cool and aggressive look with all the details typical of artisan production".

The X-Black Ages style seems to "break" with the decidedly vintage styling of the XSR 700, "but the apparent contrast immediately creates an irresistible charm and mix"; available in two different materials - stainless steel plain, satin and black.

Decidedly more traditional, the 'Classic' line of round silencers with black stainless steel end caps and retro-style spout "perfectly complements the lines of the XSR 700".

The Taper type II has a traditional line - a "timeless product that is a natural for the XSR 700. The Conical type II is available in stainless steel clear and black".



Extremely light, regardless of the model and the material chosen, these Exan options promise "improved driveability thanks to the savings in weight, and with an extraordinary power delivery at all engine speeds". All these Exan muffler designs have a removable dB killer.

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Desierto IV fairing

Touratech has updated its proven Desierto fairing programme with a Desierto IV fairing for the BMW R1200 GS/Adventure (LC) - "reinterpreting the concept of distinctive looks and maximum riding comfort".

The characteristic Desierto fairing design sweeps above the headlight, and the distinctive wedge-shaped side sections "create a seamless link between fairing and tank". The side sections are available in black, grey or white. The windscreen itself is at a steeper angle than the original, which is said to give a superior ride feel, enhancing the sense of space, and at the same time optimising wind protection without adding turbulence at helmet level. The standard adjustment configurations are used in the new Desierto design, so the height and angle of the windscreen can be modified as required while riding.

Touratech offers four different windscreens for the Desierto IV, a small version that is visibly lower than the original GS screen, providing greater ventilation and intended for more sporty riding, and a significantly higher screen for touring and travelling. Both are available clear or tinted.

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XJR 1300 accessories



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.

Seen here are new accessories for 2015 and up Yamaha XJR 1300 models, including their 3-point mount engine guard, luggage carrier and rear rack. 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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Domino grips and throttle controls



Grips for vintage bikes

Italian specialist Domino has added to its extensive range of throttle cables with a new fitment for the 2015 Yamaha R1. Compatible with the stock controls as an OE replacement or with Domino's own ZM2 controls.

From state-of-the-art late-model parts to fitments for classics and vintage models, Domino's range is huge and in stark contrast to their controls for Yamaha's iconic and class-defining R1, also seen here are examples from the "Domino Archive".

These two new 'vintage line' throttle controls have para rubber grips to meet the demand of many lovers and restorers of the sixties/seventies vintage bikes.

Vintage throttle controls with para rubber grips



'Tiger' boots and 'Max' gloves

Founded in 1988, Rainers are a well-known Alicante, Spain based motorcycle boot and apparel manufacturer with a reputation for design innovation and materials quality.

New products for 2017 from the company include these multi-purpose 'Tiger' short boots. Said

to be very flexible with a guaranteed waterproof membrane, they come with yellow fluorescent details at the front and back, and protectors



at the ankles and shins. Also seen here, their 'Max' is a short glove made from high quality, smooth finish leather with a knuckle protector that has been made from a mixture of carbon and TPU – to make it "highly resistant to impact", according to the company.

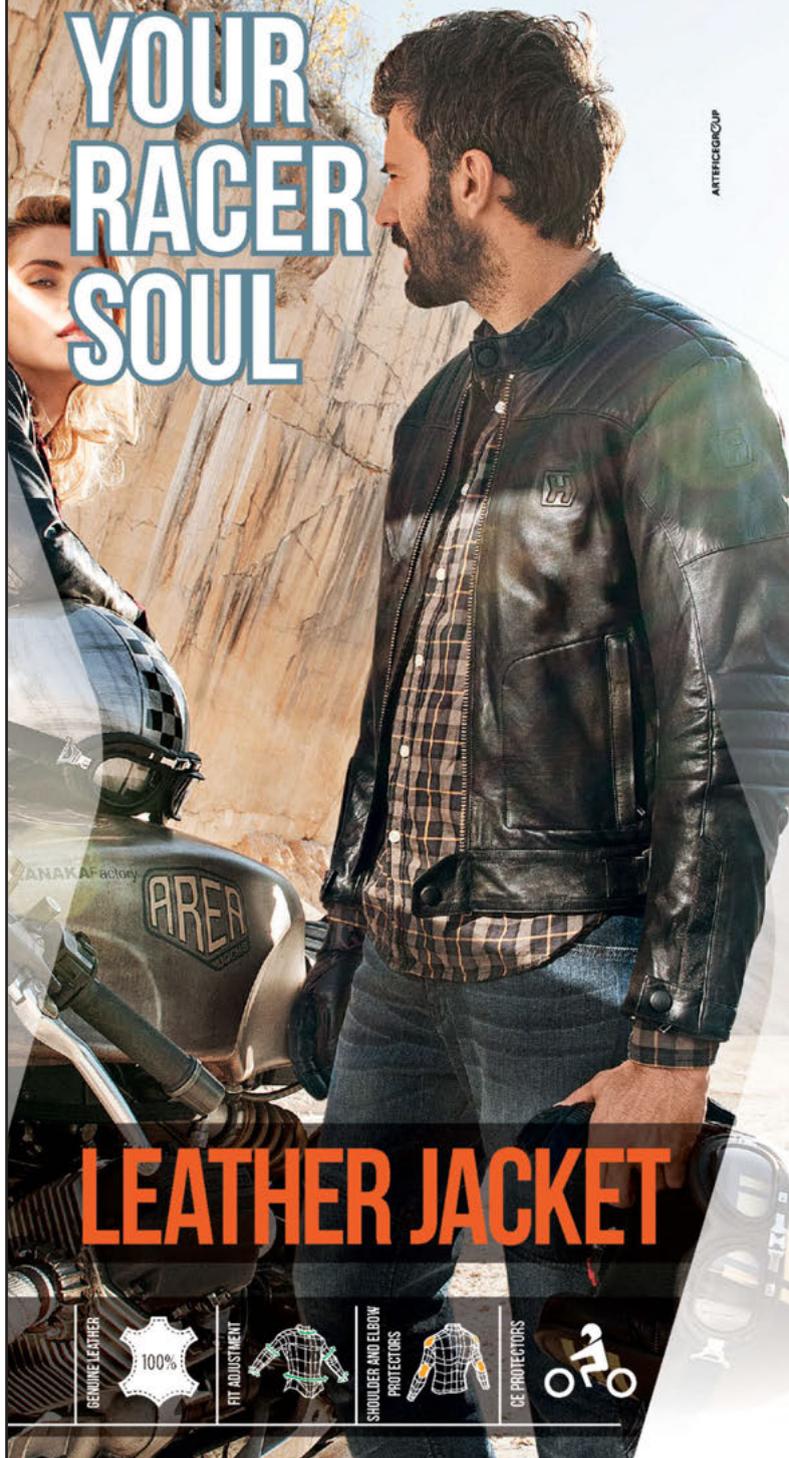
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NEWS BRIEFS

Suzuki has sold all the 13,690,000 shares that it owned in Fuji Heavy Industries Ltd. The projected total transaction price of 52.7 billion yen (3,852 yen per share) would yield Suzuki a 46.8 billion yen profit.

Polaris Industries expects total company sales of all vehicles for the full year 2016 to be down in the mid to high single digit percent range compared to previously issued guidance of flat to down two percent.

This year continues to be the best ever for BMW Motorrad, with August sales up by +5.7% compared with the same month last year (9,238 units) and year-to-date sales rising by +2.5%. A total of 103,829 motorcycles and maxi-scooters were delivered to customers in the first eight months of the year. These results come after a -2.7% dip in sales in July (13,792 units).

JAMA has announced dates for the 2017 45th Tokyo Motor Show - October 27 (Friday) through November 5 (Sunday) - at Tokyo Big Sight, in the Ariake district of Tokyo's Koto-ku. October 27 (Friday) will be a Preview Day, offering limited attendance to purchasers of Preview Day tickets, ahead of the show's opening to the general public on October 28 (Saturday).

German parts specialist Team Metisse has added to its extensive range of over 500 TUV approved lowering kit options with applications for the Triumph Explorer 1200 with electronic, semi-active suspension (XCA, XCX, XRT and XRX) that lower the bike by 35mm, and for the Yamaha Tracer 700 (25, 40 and 60mm) and BMW G310R.

AIMExpo moving from Orlando, Florida, to Columbus, Ohio, for 2017

The American International Motorcycle Expo (AIMExpo) has revealed its plan to move "North America's premier powersports trade show" to a new host city in 2017, with The Greater Columbus Convention Centre (GCCC) at Columbus, Ohio, to be the chosen venue for the event from 2017.

The show is to remain a 4-day expo, but will be held a month earlier than its current mid-October slot in September – with September 21-24 booked for 2017.

Owned and operated since 2015 by the Motorcycle Industry Council in the United States (MIC), the organisers are saying that "geographically, Columbus is ideally placed, with 41 percent of both franchised and independent dealerships in the U.S. located within a 500-mile radius [of Columbus], including major markets like Atlanta, Charlotte, Chicago, New York, Philadelphia, Washington, D.C., St. Louis, and more.

"Ohio's state capital is also the 15th-largest city in the country, and consistently ranks among the top cities for business growth".

The move also continues the US powersports industry's tradition of staging its most popular trade events in the Mid-West, with Advanstar's now closed Dealer News International Powersports Expo having been held at Cincinnati, Ohio, for many years before it moved to Indianapolis, and Easyrider's Events' V-Twin Expo being staged at Cincinnati since its inception.

"The key questions are 'Why Move', and 'Why Columbus'," said Larry Little, Vice President and General Manager,



AMERICAN INTERNATIONAL MOTORCYCLE EXPO



(Photo courtesy: brandcolumbus.com)

AIMExpo. "When we debuted AIMExpo as a new platform for the powersports industry, Orlando proved an outstanding launch location, but the vision was always to visit other geographical centres. Carefully listening to the exhibitor and greater industry community, it was clear that our next step would be to a location more immediately accessible to the retailer population".

"Why Columbus?" Mike Webster, Senior Vice President, MIC Events, added: "Ideally situated among one of the highest concentrations of dealers anywhere in America, the Greater Columbus Convention Centre is the perfect size for AIMExpo to take over the whole convention centre and to own the

town. The city centre location and adjoining hotels will deliver the tight-knit industry experience attendees have also requested. Columbus is a model of urban revitalisation, and the 'after-show' atmosphere with hundreds of restaurants, bars and markets, all within just a few blocks, must be seen and experienced to be appreciated".

Since its inception in 2013, AIMExpo has shown impressive growth each year in Orlando, Florida, with 2016 showing its most significant growth to date for dealer registrations, increasing to 130 percent as at this point last year. With this strategic move in 2017 to the largest logistical region for dealerships, those numbers are sure to grow even higher.

Of this year's show, the MIC says that "hundreds of exhibitors will showcase the latest the powersports industry has to offer at AIMExpo in Orlando, October 13-16.

"In addition to new product launches, the latest innovations being showcased on the show floor, and an expansive demo space outdoors, AIMExpo attendees will have the opportunity to connect with others throughout the industry at numerous networking events, while dealer attendees can take advantage of the unparalleled curriculum of the Powersports Dealer Seminars presented by Powersports Business during the two trade days of AIMExpo, October 13 and 14".



(Photo: Greater Columbus Convention Center)

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